

IVVCC

NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



A remarkable Team
Valerie Millington and 'Miss Prim'

Autumn 2018

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

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

Cover:
Valerie Millington & 'Miss Prim'
(See Page 26)

Club Website:
www.ivvcc.ie



FROM THE PRESIDENT



Dear Members

It is indeed a great privilege to be the new president of the IVCC for 2018 – although we are already past the longest day. We should all be very proud that the Club has been going for fifty-five years, with membership numbers almost constantly increasing since its inception by those forward thinking car enthusiasts.

Although originally formed in 1963 to cater for vintage and veteran vehicles, classics are now of course very welcome.

For the Club's fifty year's celebration we actually had the privilege of a lady president, who did a wonderful job. And as this was the Club's only contribution in fifty years to 'gender equality' why don't we give it another go!

It may be the board - and other essential people not actually on the board - that does the business, but it is the members who make the events successful and enjoyable. No member should underestimate the contribution they make, whether taking part or assisting in the running of an event. But whether at the open forum, the AGM, or at events, it is important that the organisers get feedback so as to try to please as many as possible.

Banning diesel fuel powered cars in Europe will inevitably lead to calls to ban or restrict older vehicles and FIVA is working hard to minimize any such restrictions. Involvement in the main Club

or any of the affiliated clubs supports the work of FIVA, which more than ever needs all the backing it can get. So members supporting these clubs are also contributing to the continued success of our hobby.

Not just a 'hobby', but as the mission of the club can be summarized: to promote, protect and preserve the historic vehicle movement.

Although another successful Gordon Bennett Rally is not long over, plans are already under way for 2019, again based in Mount Wolseley Hotel in Carlow. Powerscourt Estate welcomes us again on Sunday 19th August, while on Sunday 26th August the Brass Brigade Run takes place in Kilkenny. Details and up-to-date information on events can be viewed on the IVCC website.

Best wishes and safe motoring
Clive Evans

GORDON BENNETT RALLY WINNERS - 2018



Gwynne Thomas And Susan Switzer with their 1930 Ford Model A Phaethon

Photo: Nuala Grogan

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SECRETARY'S REPORT

The Club AGM was held on Monday 16th June 2018 in West County Hotel, Chapelizod, Dublin, and was opened by the club President Shane Houlihan, who thanked all present for coming. The Secretary (Peadar Ward) reported on the current club membership and on club activities since the last AGM.



The Punchestown Festival of Transport in May 2017 was the club's own show for the first time in a number of years. The event, which included our affiliated club members, was an outstanding success and helped to raise the profile of the IVVCC.

Particular reference was made to the International Gordon Bennett Rally of 2017, as well as the 2018 event which took place earlier in the month. There was extraordinary good weather for this year's event and a special thanks was paid to the organising team of Michael Jackson, Micky Gabbitt and Ian McCullagh, who had also organised this event for the previous three years.

Also mentioned was the recent RIAC Classic Car Show at the RDS. The IVVCC had the anchor stand, with a great display of cars and was awarded the winning club car of the show award.

The Active Retired Members (ARM) section of the club was complimented on the high quality of the events they had organised during the previous year.

The Treasurer, Sean Carolan, presented the 2017 club financial statements and accounts which were audited by Niall Beggs of NDB Chartered Accountants Limited. Sean spoke at length on the various aspects of the audit, drawing particular attention to relevant expenditure during the course of the year. This was also the occasion when Sean was stepping down as Treasurer and board member.

Three new members were elected to the board at the AGM, and so the current members of the board are: Clive Evans,

President; Martin Bourke*; Tom Callanan; Michael Duff; Declan Grogan; Kevin Herron*; Myles O'Reilly; John Peart; Tom Sheridan; Peadar Ward; Kieran White* and Bernadette Wyer (*new board members).

During the meeting there was a minutes silence in respect of the members who have passed away since the last AGM, namely Des Cole, Matthew Garrigan, Brid Bauress, Wendy Ryder, Brian Lawlor and Charlie Sommerville.

Shane Houlihan, who was stepping down as President, said that it was a privilege to both serve as a board member for the previous seven years and club President for the last two years. He went on to say that it was an honour to follow in the footsteps of so many great presidents that guided this club over the last 50-plus years of the clubs existence. He also paid tribute to the members of the board who had worked with him over the last few years.

Shane made special mention of the commitment of Bernadette Wyer, who does so much for the IVVCC, saying that his presidency would not have been nearly as successful without her invaluable help. He welcomed the newly elected board members: Martin Bourke, Kevin Herron and Kieran White, and concluded by wishing the incoming President, Clive Evans, success during his term.

Peadar Ward
Hon. Secretary
August 2018

The IVVCC Stand at the Carole Nash RIAC Classic Car Show - March 2018



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CALENDAR OF EVENTS 2018

All event details subject to final confirmation. For further information visit www.ivcc.ie

AUGUST

Sun 19	IVCC Powerscourt Estate Picnic	41st Picnic Event - Enniskerry, Co Wicklow
Sat 25 - Sun 26	IVCC 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	IVCC Autumn Run for Classic Cars	Event for cars 1945 to 1988

OCTOBER

Mon 1	IVCC 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	IVCC First Monday Meeting	West County Hotel, 8.30pm
Mon 19	Garden of Ireland Club	Annual General Meeting

DECEMBER

Mon 3	IVCC First Monday Meeting	West County Hotel, 8.30pm
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The Wicklow Ramble

30th September 2018
 The Step Inn, Stepside, Co Dublin
 First car away: 10am - Last: 12 noon

**Entry: €40 per car including
 BBQ, Glass of wine & music**

Finish: Darraghville House Kilcoole Co Wicklow
 Entries: www.thewicklowramble.net
 Call: 086 858 3767 tlc@bakersweb.net

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START:
 The Step Inn, Stepside



FINISH:
 Luisne Centre, Darraghville House, Kilcoole



Following a simple Tulip type map meandering through some of the best scenery Wicklow has to offer, with points for questions answered on your route. Finishing at Darraghville House for a BBQ, Glass of wine & some music in the beautiful walled garden. Prizes for the winner in Pre 1955, Pre 1980 and Pre 2018 Classes



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Gordon Bennett Rally 2018

...a participant's perspective



"Gordon Bennett!" ... My dictionary definition is: "expression of surprise, incredulity or exasperation". And, although we experienced all these emotion triggers during the weekend, this must go down as one of the best Gordon Bennett rallies in recent times.

The occasion was the running of the 45th IVVCC International Gordon Bennett Rally – the annual commemoration of the 1903 race – over the weekend of 8th to 10th June 2018, made possible with generous support of our sponsors, Barrett Private Insurances/ Chubb Insurance and Bonhams, the auction people.

What a day! Fabulous weather, 122 like-minded entrants and their crews, setting out to enjoy their pre-1931 charges. The entry list

comprised 4 Class "A" Antique (pre1905) cars, 22 Class "B" Veteran (1905-1918), 47 Class "C" Vintage (1919-1926) and 46 Class "C1" Vintage (1927-1930). One entry from New Zealand, one from Germany and the remainder from Ireland, North and South.

Cars made ready (a relative term), the festivities kicked off on Friday with a brunch-type lunch in the Green Barn, Burtown House and Gardens, near Athy with cost subsidised by Barrett/Chubb.



"Up and Away" ... our outgoing Club President rises to the occasion on his 1924 4.5-litre Bentley Blower



Peter & Hazel Miller get their 1930 Austin 7 ready for the fray



Competitors fuel up at a lunch stop...



...and take a break by the roadside

Known Unknowns on a 101-yr old Chariot

Seemingly, Clive and June Evans were not too disappointed with our company last year and re-invited Helen and I to join them again. Clive's chariot as on previous years was of the Ford Model T variety, now 101 years old. This was a very challenging drive on a 'regularity rally' of not only known unknowns, but also unknown unknowns. The Model T has only two gears. One very low gear and one very high gear with no possibility of any relief in between, apart of course, reverse, activated by a separate pedal. It has no speedo and no odo, which makes life a little bit challenging for the navigator, a role consigned to me. Our two assistants in the back seat meant we carried a full complement of crew. Whatever its other shortcomings, the Ford Model T was very stable if/when forced into a low gear.

The first informal navigation from Mount Wolseley to Athy for Friday lunch didn't start well, with at least three wrong slots. This didn't augur well for tomorrow's tests. So, we had a late lunch but still managed to make it back to Mount Wolseley for the pre-dinner drinks reception and buffet supported by Bonhams.

Despite promises, some crews didn't manage the "early night" and tail-enders and stragglers were spotted in the bar long after the music died and the Hoovers were brought out. Clearly, some crews were intent on using alcohol in readying themselves for the rigours of the morrow. Would the fabulous weather hold? It did.

The Saturday morning brought another wonderful day. The excitement was building. Tyres were kicked. Old friendships renewed, new ones started. Banter swapped. Registration perfected as smooth as clockwork, evidence of the excellent preparation by the Rally Team. No worries there. A leisurely breakfast for some, rushed for others. The serious ralliers were out checking stop-watches against Rally Time and marking up the Road Book with all sorts of interesting but incomprehensible squiggles. Some eager crews were transferring the Tulip navigation instructions and Regularity Sections unto OS maps—for goodness sake! What have we let ourselves in for, I pondered.

The unflappable Clerk of the Course

A very reassuring drivers' briefing was offered by the unflappable Clerk of the Course, Michael Jackson. "No tricky stuff", said he. All very simple. Two different routes were to be followed, Red and Green. Don't follow the car in front of you, he carefully explained, "They could be on a different route". But as he promised, the routes did converge at fluid changing spots in route to the next regularity.

For the more serious competitors, the competition comprised four timed regularities, two in the morning and two in the afternoon, with time for coffee breaks (Clonegal and Royal Oak) and lunch in

Graiguenamanagh. It was always very difficult to drag ourselves away from these very welcome interruptions to progress, and particularly difficult for those wanting to hit, or get close to, the target times. More very scenic places to re-visit in a future time.

Although the Start and Finish of Regularities were marked, the big unknown unknown turned out to be, where in the world were the Time Controls? They were carefully hidden from approaching cars. The electronic timing – by way of a transponder on each car crossing invisible thread – would be accurate for sure. No need to stop and too late to change speed.

The Road Book, apart from carrying essential navigational information by tulip directional signs, was also a very entertaining read. We couldn't say whether the interval and cumulative distances stated were accurate as we had no odometer, but we're sure they were. The noted 'Landmarks' and 'Other Signs' described in the Road Book were indeed very descriptive. Some were in the form of road signs to places we were NOT to visit. We were also given directions such as "at Reinforced Concrete wall" – how would you know it was, we wondered? Our crew was kept busy (when not talking) looking for "rusty satellite dishes", "grotty gates", "beyond redemption dwellings" and "scruffy greenish gates".

Surprising, Incredible, Exasperating

The Road Book certainly exemplified the mood of the dictionary definition of the term "Gordon Bennett". It was Surprising, Incredible and sometimes Exasperating, but it was absolutely excellent and so accurate as far as we could tell from our limitations. Enough is proof that we made it back to Mount Wolseley in time for refreshments and a wash up before yet another pre-dinner reception and a sumptuous gala dinner with prize-giving.

After a leisurely breakfast on Sunday, the rally tail-enders were invited to a tour of Walsh's Whiskey Distillery at Royal Oak, Carlow. A very interesting experience for those who went to savour the "hair of the dog" treatment. Our crew, overcome with the previous day's success became, not lost, but in navigation-speak: "temporarily unsure of our position", and didn't make the tour. However, we did find a very nice place to have lunch.

Prizes were awarded for first, second and third in each class; best regularity; best overseas entry; and Spirit of the Rally award – which went to German visitors who had overcome international travel difficulties in making it to Tullow.

Very fittingly the overall rally winner of the 2018 International Gordon Bennett Rally was Gwynne Thomas – in his own back yard driving a 1930 Ford Model A... obviously very ably directed by Susan Switzer. Worthy winners indeed with only 23 points lost. Fitting



Denis Dowdall, with grandson Gavin navigating, is temporarily reunited with the 1928 Rolls 20 – following a superb re-build by owner Eamon Dunne



Clenched in prayer, our rally reporter Ray Cowan watches as President-elect Clive Evans asks his century-old Model T to take on a mighty Zetor



Overall winners of the Gordon Bennett 2018... Gwynne Thomas and Susan Switzer with their 1930 Ford Model A Phaethon. Photo: Nuala Grogan



Detlef Heyer's magnificent 1928 Mercedes-Benz 630K roadster



George Beale and Angus Forsythe, Class A winners, discuss tactics in the 1904 Peugeot Bebe



Philip and Elizabeth Cordery – flying the flag for Wales in their 1925 Vauxhall 23/60



Richard Jackson and Kritika Jackson, Class C1 winners, with the 1929 Lancia Lambda



Camillus Ryan's 1926 Pontiac Six Tourer with Keith Monaghan of rally sponsors Barretts Private Insurances at the wheel. Photo: Camillus Ryan

indeed, in that Gwynne's late father, Peter, a founder member (with mother) of the IVVCC in 1963, was a board member and Club President (1967-69). He was a great supporter of the Gordon Bennett rally and in his term of office, managed to borrow a mould of the original Gordon Bennett Trophy, from which he arranged the casting of the replica that was tragically lost in the recent fire. It is very fitting that Gwynne who has attended Gordon Bennetts from the age of 10, should end up winning. It couldn't have been scripted better.

Ups & Downs on a 2-Gear Model T

From our own perspective, we were indeed fortunate, and happy to win Class B in the two-gear Model T. This is almost entirely due to Clive's undoubted skilful driving in managing to maintain a very regular average speed throughout, despite the ups and downs of the wonderful scenic countryside and considering the unknown location of time checks. We needed to be early at the start of the ascents to compensate for time lost on the climbs and so we were pleased to have done so well. Perhaps we were just lucky.

It was a wonderful rally and no discordant voices were heard over the weekend. The Rally Team organised a fantastic event. The weather was beautiful, the scenery breath-taking, the local and secondary roads were quiet and, in the main, in very good repair. The Road Book couldn't be faulted, which no doubt is due in no small measure to Ian and Valerie McCulloch's input and a quirky sense of humour that kept us giggling.

To the GB organising committee, rally team, marshals – and the time-keepers whose timing records were pressed into service when the sun melted the timing-strip adhesive late in the fourth regularity – a very big THANK YOU. Well done you guys! ■

Gordon Bennett Rally 2018 Results

Overall Winners

Gwynne Thomas and Susan Switzer, Ireland – 1930 Ford Model A

Winner Class A

George Beale and Angus Forsythe, UK – 1904 Peugeot Type 57

Winner Class B

Clive Evans and June Evans, Ireland – 1917 Ford Model T

Winner Class C

Andrew O'Donohoe and JJ Farrell, Ireland – 1924 Sunbeam 23/60

Winner Class C1

Richard Jackson and Kritika Jackson, Ireland – 1929 Lancia Lambda

Alan Wilson Memorial Award – Concourse d'Elegance

John Polson, UK – 1930 Invicta S-Type

The Pat Deale Award – Best Overseas Crew

Richard Cottrell & Corrine Nagle, UK – 1925 Studebaker Special 6

Valerie Millington Award – Best Regularity

Richard and Kritika Jackson, Ireland – 1929 Lancia Lambda

Patrick Hemphill Award – Spirit of the Event

Rolf and Alexandra Goetz, Germany – 1924 Bentley 3-litre

For full list of results, visit www.ivvcc.ie



The oldest rally car going well, Jonathan Bewley in his 1900 Gladiator Phaeton Tonneau



That lovely 1926 Crossley 15/30 of Dominic McEvoy sails past the shrubbery



Over from New Zealand, John and Rae Kennedy in their 1913 Rolls-Royce Silver Ghost



Brian and Sarah King making good progress in their 1903 Sunbeam 10/12 Tonneau

PRINTING PARTS for HISTORIC VEHICLES

Can 3D printing really supply that hard-to-find part?

We've all heard about those amazing machines, 3D Printers – and how they can build anything from an architect's model of your new house, to a replacement window winder for your classic car. So are they the answer to finding those elusive vintage and classic car parts? What's the real story?

As a manufacturing process – either as a means of creating one-off items, or mass-producing parts – 3D printing is a rapidly evolving science. Soon it will no doubt be possible to produce any type of part, in any type of material, in any quantity, rapidly and cost-effectively. Perhaps, much like desktop office printers, in time to come every home will have one.

Talking to Ciarán McCabe, 3D Print Manager in Hackets of Lr Baggot Street, Dublin, it becomes apparent that much of the current parameters and limitations of 3D printing revolve around the cost of time and materials – that is, the time it takes to create the 'file', i.e., the computer generated geometry of the part, and the cost of the material used to print (or build) the part. "For instance," says Ciarán, "if someone comes into us with a broken car part we can take measurements of it, key these into a computer, send the file to the 3D printer, and produce a new finished part." The cost of this process would obviously depend on the size of the part and how accurate the new part needs to be, but something like a car window winder or a gearstick knob might cost around €20-€80.

Creating the File

Creating a file for the printer can be done manually by keying in measurements or alternatively by employing a dedicated 3D scanner. A scanner is often used to create a file for an intricate part with multiple curves and angles. Some of these scanners can measure up to 50,000 points per second on a sample part (where one exists) as it revolves on a turntable.

Car design engineers now rely almost exclusively on 3D printing to create prototypes of vehicle parts in plastic-like material (instead of the previous process of metal sculpting, machining or fabrication). This can reduce the cost of producing a prototype by somewhere in the region of a factor of ten. Not only that, but if changes need to be made – to ensure perfect matching or fitment – another prototype can be printed off cheaply, until the perfect prototype is achieved, before tooling up for mass production.

To give another example of 3D printing use: to create an accurate model of, say a cathedral, you could send up a drone camera to photograph every detail of the building from every angle. The drone 'photographs' are then stitched together to form a 3d file that can be used by a 3D printer to produce the model. Most standard size models can be printed overnight (depending on the size). A cathedral model with an A4 footprint could be 3D printed in about 10 hours.

Printing Parts for Classic Cars

In classic car restoration, you could easily create a file for a small bracket – say to hold a tail-lamp in place – by carefully measuring all its dimensions and keying them into a computer programme to draw the item on-screen. This file would then be sent to the 3D printer, which will take several hours to print off the small bracket by laying down layer upon layer until the part is complete.

When I asked Ciarán about the possibility of creating a 3D model of an IVVCC member's individual vintage or classic car, he felt it would be impractical. As can be seen from the photo shown here of a VW Beetle currently in his display case, due to the powder material being used, the end result would be a finish that would be less clinical than for instance a die-cast Dinky model. So that's that idea quashed.

There are of course also areas where a 3D printed car part would not work. For example in or near an engine, where there is heat – or where it would be immersed in oil, although it may be possible to 3D print with special material to overcome such problems – at a cost of course.

Remarkably Strong

As regards the material used for printing, the most common material is PLA (Polylactide). This is a relatively cheap plastic-like but biodegradable material (made from corn starch) that comes on a reel for feeding into the printer. Some printers can also print using a powder material. A printed product using PLA is remarkably strong – in fact to break your small bracket you would probably need a heavy hammer.

There are various other materials available for 3D printing – all the way up to metal. Although as you can imagine, the cost of the job gets incrementally more expensive in relation to the time involved, as well as the type and amount of material used. Also, to have a metal part printed one would probably need to go north, to Laser Prototypes (LPE) in Belfast, or to Shapeways in Amsterdam. Apparently these companies can print out high-resolution complex components in stainless steel and aluminium with great accuracy.

Typical 3D print projects completed by Hacketts of Dublin include architectural, civil and mechanical engineering, product design and prototyping, educational, medical, vehicle design and artistic models. More information is available at www.hackett3d.com ■



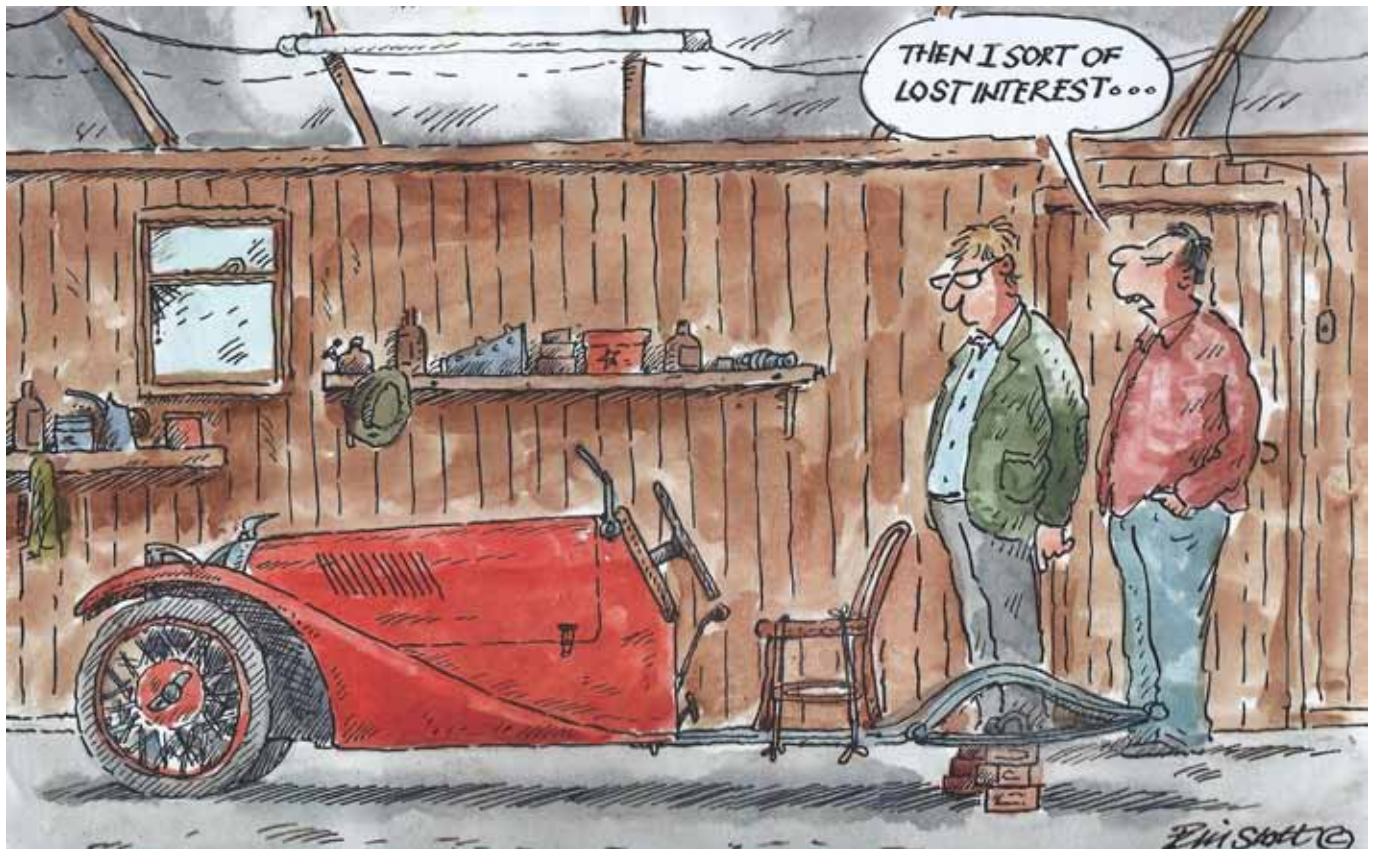
Model by Hacketts of a fuel depot installation



A VW Beetle printed with powder material



...and the FIFA World Cup trophy



THE PERCY FRENCH VINTAGE RALLY

**A North/South initiative
11th-13th May 2018**



Line-up at the Archbishop's Palace Demesne, Armagh

On Friday 11th May this year some 50 vintage cars assembled at the Archbishop's Palace in Armagh City for a special old car event. Dubbed the Percy French Vintage Rally, half of the cars attending came from the North of Ireland and half from the South.

This, the first joint venture between the Irish Veteran & Vintage Car Club and the Ulster Vintage Car Club (UVCC), celebrated that great Roscommon-born songwriter, entertainer and painter, Percy French.

Following a meet-up and registration at the Archbishop's Palace, the participants enjoyed an early lunch, where the organisers ensured members from each club had plenty of opportunity to mingle and get to know enthusiasts from the other group. Then, departing the Palace grounds, the cars followed a meandering route through pleasant countryside, over bridges and railway lines, to arrive at the Nuremore Hotel, Carrickmacross, the base for the event.

Dinner in the Nuremore provided a further chance to exchange stories of clubs and locations, events and personalities – and of course old cars.

Following breakfast on Saturday morning the group left the Nuremore and headed towards Cavan, on the way visiting the

Cavan County Museum on the Virginia Road in Ballyjamesduff. Lunch stop was at the preference of each car crew, wherever and whenever they spotted a likely venue, before following a scenic route back to the Nuremore Hotel for evening dinner and presentation of awards. Leslie Murray, President of the UVCC, and IVVCC President, Shane Houlihan, thanked all who participated.

Sunday morning was taken up with a leisurely breakfast where names and phone numbers were swapped and promises of follow-up contacts were made. Then with cars packed and farewells exchanged, crews departed amid much banter and talk of "we really must do this again!"

Sincere thanks are due to the organisers – Terence Bradley of the Ulster Vintage Car Club and Declan Grogan of the IVVCC, along with their teams – who worked hard to ensure that all participants enjoyed this, the first joint Percy French Rally. ■



Gareth Wilson, Lord Mayor of Armagh City, Banbridge and Craigavon Borough Council – with Leslie Murray, President of the Ulster Vintage Car Club



Valerie Millington gets the go-ahead from the Lord Mayor and Leslie



Simon and Reid Thomas with their spectacular Ford TT V8, closely tailed by Andy Johnson's Alfa 1750



Shane Houlihan and Leslie Murray shoot the breeze



Simon and Sandra Johnson's 1933 MG J2, coming in with top regularity marks



Joint runners-up team Dick Smyth and Nigel Smyth at the Cavan County Museum



Gerard and Imelda Newman at speed in their 1936 Lanchester D18



The 1937 Riley TT Sprite of Mark Kennedy at rest outside the Cavan County Museum



UVCC President, Leslie Murray congratulates the Award Winners at the conclusion of the first Percy French Vintage Rally

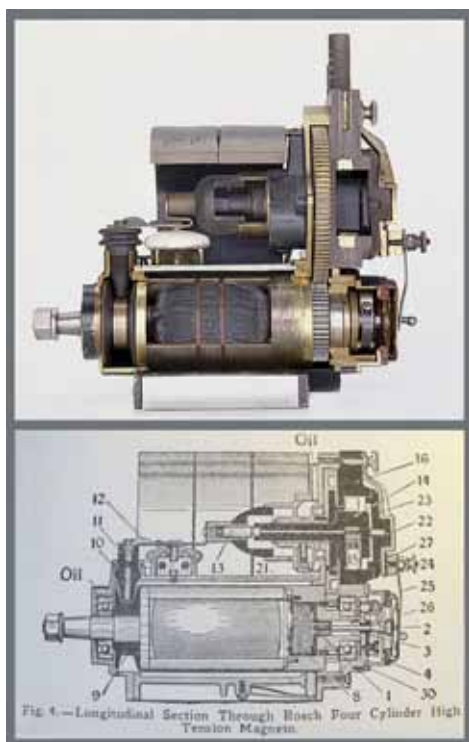
TECHNICAL TOPICS

The Wonderful Works of the Magneto

Martin de Little is a regular contributor to the Traction Owners Club magazine on pre-war car related topics. He has kindly allowed IVVCC News to reproduce this article on early magnetos, such as those developed by Frederick Richard Simms and his colleague Robert Bosch.

Frederick Richard Simms (1863-1944) was a prolific British inventor and engineer who was involved with the motorcar from the very beginning. Apparently it was he who coined the terms 'Petrol' and 'Motorcar'.

If Simms had one fault, it was that he spread his talents too thinly. Like several of his other inventions, his 'Motor Scout' never really caught on, whereas his 'Motor War Car' of 1902 is reckoned to have been the world's first armoured personnel carrier. On the other hand his device for setting the timing on a magneto became widely used.



A typical magneto: At the bottom is the armature with two sets of windings on it. No 8 is the condenser (capacitor if you prefer, also on the armature). Nos. 10, 11 & 12 are taking the High Tension supply to the rotor arm 13 & 14. Nos. 2, 3, 4 etc are the points and cam. No 24 is the points cover with a screw fitting for an earth lead. Shorting the Low Tension side of the windings will stop the engine. Et voilà ... keyless ignition!



Frederick Simms demonstrating his 'Motor Scout' in 1899

"Magneto", I hear you say. "I've heard of those but know little about them...do tell?" Well, in the period 1902-1927 a lead acid battery in cars was not common, so its availability for providing current for the ignition system was not a given – especially out in the country, on farms, etc. Thus a means of starting an engine without a battery was required.

Magneto Magic

A magneto does not require a battery. In one device it can create electricity, step it up to a very high voltage, and distribute that high voltage to the spark plugs.

If we look at an early magneto such as was developed by Frederick Richard Simms and his colleague Robert Bosch, we see a main shaft with both the primary and the secondary windings on it. It rotates at crankshaft speed inside two or more U shaped permanent magnets. As the shaft rotates, alternating low voltage current is generated in the primary winding – creating a powerful magnetic field around it.

An electric current is produced twice in one revolution of the main shaft (twice because contacts on the end of the main shaft are made to open and close twice for each rotation). When they open they break the electrical circuit in the primary winding causing the magnetic field to 'collapse' into the secondary winding. A capacitor built into the armature helps to develop a very high voltage.

The main shaft drives a secondary shaft above it, and if the engine is of the 4-cylinder type, it will be rotating at exactly half engine speed. At the end of this upper shaft is a rotor, such as you are probably familiar with. The high voltage (or 'high tension' if you prefer) from the spinning windings on the main shaft is 'picked up' and delivered to the rotor – and, just like any distributor, it then delivers 4 sparks per two revolutions of the crankshaft through what we would recognise as a distributor cap.

Many up-market vintage motorcars had two magnetos and two plugs per cylinder. By this way, not only was 'redundancy' put in place, but two flame fronts could be generated within a cylinder to ensure complete combustion of the fuel. Both principles are still widely used in petrol engined aircraft today.

Neighbourly Interference

One particular downside to older magnetos is that they create

a lot of radio frequency interference (RFI). This means that for televisions receiving a terrestrial signal, the picture is reduced to a blizzard of white lines by the RFI, along with a rather urgent buzzing sound. If you put suppressors on to the tops of the sparking plugs to remove the RFI you also lose a lot of the HT energy.

To illustrate this point, one of our curmudgeonly neighbours regularly complains about the interference from our Citroën 12/24 on her telly as it passes her house. Another way of annoying her is to stand outside her house at midnight banging two dustbin lids together. But I digress...

Between the magneto and the drive to it from the engine there are two gunmetal plates with teeth and between them and an exactly matching piece of moulded rubber. "So is this some kind of cushioned drive to the magneto?" you might ask. Possibly. "Maybe the rubber transmits the drive from the engine while allowing for the magneto being slightly misaligned?" Another possibility.

But no. In fact, this is the famed 'Simms Vernier Magneto Coupling' that makes magneto timing easy. Many vintage cars use this mechanism – although as far as I know, the Citroëns assembled in the Slough factory had them, while Paris-made versions had to settle for a simple coupling made from fabric or Tufnol and a pinch bolt or two.

One of the plates will have 20 teeth the other 19. So how much adjustment is there? If we take 1/19 from 1/20 the maths works out at 1/380th of a revolution or slightly less than 1 degree of adjustment. So, never mind that a typical engine on a 90-year old Citroën is stunningly inefficient (in the case of our 12/24 realising a magnificent 24hp from 1,539cc), how do we achieve this fine degree of exactitude?

Timing Adjustment

Assume that the engine is running, the timing broadly correct, but that we wish to change the timing slightly. First, draw a fine line across the two toothed metal plates and intermediate rubber.

To either advance or retard the ignition, begin by sliding the magneto away from the engine and separating the three parts. Do not allow the magneto flange to turn at all. If the rubber ring is now rotated in the same direction as the magneto armature turns you will advance the spark. If you rotate the rubber ring in the other direction you will retard it.

Now to develop the idea: if the teeth on the rubber are rotated ONLY in rotation to the driving flange (engine side) we can see the magneto advance or retard relative to the driving flange.

The pictures here show, firstly, where the rubber ring has been rotated towards us one tooth on the driven flange. We are retarding the timing. As the toothed gunmetal pieces are brought back together, the magneto flange will, as a consequence of the slight offset created, move (here by an invisible amount) slightly less than 1 degree clockwise.

Secondly, the process is now repeated – so that the rubber has now been turned towards us by 6 teeth relative to the engine driven flange. It can be seen that the magneto flange has moved clockwise – in the direction that the magneto rotates – approximately 6 degrees. The black lines are no longer aligned. In this way it is possible to very accurately



The clever 'Simms Vernier Magneto Coupling', The coupling is designed to make the magneto timing easy, with very fine advance/retard adjustment possible. Behind the toothed flange is an arrow that shows the operation of the magneto to be clockwise.



Front and rear view of the Rousseau Bignon (RB) magneto. The little window at the top at the front is to facilitate timing of the unit to TDC on No.1 cylinder. A lead from the cover plate at the rear is used to earth the Low Tension circuit and thereby stops the engine.

advance or retard the timing from any a given point.

[Editor's note: all this was clearly explained to me by the indomitable Eamon Dunne as he expertly re-mounted a refurbished RB Magneto with toothed flanges on my 1926 Citroën 12/24. How much of Eamon's explanation went in is quite another matter].

Other Magneto Developments

Inevitably, lots of minor developments took place around this early magneto type. Principle among them was a device that would wind up the magneto on a powerful spring as the engine was initially turned over on the starting handle. At a critical point in pulling on the starting handle, the sprung mechanism would automatically be released causing the magneto to suddenly spin into action. The effect was to create a very powerful spark in an instant.

Another device was the introduction of bob weights within the magneto that would automatically advance or retard the timing as the magneto spun faster or slower. Later there was manual control of advance & retard.

The final evolution of the magneto was to reverse the positions of the coil and magnets – i.e. the magnet spun and the coils were stationary – making the pick-up of the high tension much easier. Then of course, by the late 1920s, the magneto was inevitably giving way to the coil and distributor arrangement. ■

Terenure Show 2018



An estimated 1,500 cars – including classic and vintage motors of all varieties, along with motorbikes, military and commercial vehicles and American fire engines – were to be seen at the 27th annual Classic & Vintage Motor Show, held at Terenure College, Dublin, on Sunday 1st July 2018. While the cars depicted here were ones that took our fancy, the majority of cars on display were of a fairly 'modern' vintage, reflecting the family-day-out nature of the event.

Hosted by the Irish Jaguar & Daimler Club, one-marque clubs attending included Jaguar, Aston Martin, Ford, Triumph, Alfa Romeo, Porsche, Volkswagen, Mercedes-Benz, MG, BMW, Subaru, Jensen, Volvo, Fiat and Citroën. Also on display were a large variety of kit cars and custom

cars, as well as Ferrari, Lamborghini and McLaren Super Cars. Refreshments were available throughout the day, along with children's entertainment and music provided by the Hot House Big Band. Well laid-out autojumble and trade stands were also doing good business.

The show was open to the public from 11.00am to 6.00pm. Free car parking within the grounds was well-organised and efficiently directed by a large number of stewards.

All credit is due to the Irish Jaguar and Daimler Club for again hosting a super show – blessed by brilliant sunshine on the day. The club was founded in Cork during 1980 by a group of enthusiasts, later moving its base to Dublin in 1981 and becoming a Limited Company in 1982. ■



Jaguar's first sports car – the SS100 launched in 1936...



...and an example of its successor, a 1952 XK120 FHC



Ray Cowan's superb Lea-Francis Hyper – beside a Talbot 10 'barn find'



Jim O'Sullivan's beloved 1960 NSU Prinz



German classics – two Mercedes-Benz roadsters...



...and Pat Phibbs' well-presented 1959 Borward Isabella

FROM THE BACK SEAT



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

“There are times when I envy those who are hooked on drink or for whom a puff or two is the perfect way to relieve themselves of stress and tension. I envy them because theirs are complaints from which it is possible to break free. By calling a halt to their habit, their lives could improve in all directions.”

Unfortunately, as many IVCC members who share my condition will also know, mine is a condition that cannot be so easily cured. It is the outcome of an almost lifelong addiction to sweet things - those apparently harmless granules of sugar - and carbohydrates that convert into same when digested.

Your scribe is a diabetic, caught in what will be a ‘rest-of-life’ regime of self-care and, perish the thought, dietary control and exercise. Not wishing to bore you with a medical thesis, there is, however, a dimension to my (our?) condition that is worthy of address in any forum where motorists meet. Because driving is central to our lives and a core activity we all share in and enjoy, it is a matter encapsulated in the term: ‘**Below 5...Stop**’.

As every diabetic knows, a blood sugar reading of less than 5.0mmol/l is enemy country. A reading higher than 7.0mmol/l is enemy country also, but for entirely different reasons. In a perfect world, the diabetic’s happy space is a place where blood sugar readings remain constant between 5 and 7, a balancing act too difficult for many.

According to a new leaflet published by Big Brother, our troubles have just got worse. Now, it has become binding on people like me to ‘take a reading’ before ever getting into the driving seat, the penalty being we could lose our driving licence were we to have an accident

after failing to take this important measurement.

Over 5, all’s fine. It’s okay to go. But, if the driver’s blood sugar reading is below 5 - a threshold figure of which no diabetic needs reminding – the intending driver must wait back, consume some fast-acting carbohydrate food, glucose drink or sugar-laden treat, and mark time until the reading rises to a safe level.

Typically, this could delay departure by up to an hour or longer while the sugar content is absorbed. Then, to double-check that the safe level has been reached, he/she must take a second reading before turning the key in the ignition (or cranking the starting handle). By failing to follow these procedures, the diabetic is at risk of falling into a diabetic coma that could lead to a serious accident were he or she driving in a built-up area or in fast moving traffic.

The question this poses is: compared to normal healthy drivers, are motorists who suffer from diabetes being unfairly discriminated against and penalised? Why should diabetics be the only people to fear the loss of their licence if their blood sugar levels are low? How often do perfectly healthy motorists also drive in that condition and so become a danger to others? Why is a rule that applies to diabetics not applicable to all motorists, without exception?

Noting that the majority of road traffic accidents take place between noon and 4pm, when the bulk of motorists are driving home after a long day at work, is a proportion of those accidents being caused through tiredness on the part of normally healthy drivers whose blood sugar has dropped below a permissible level?

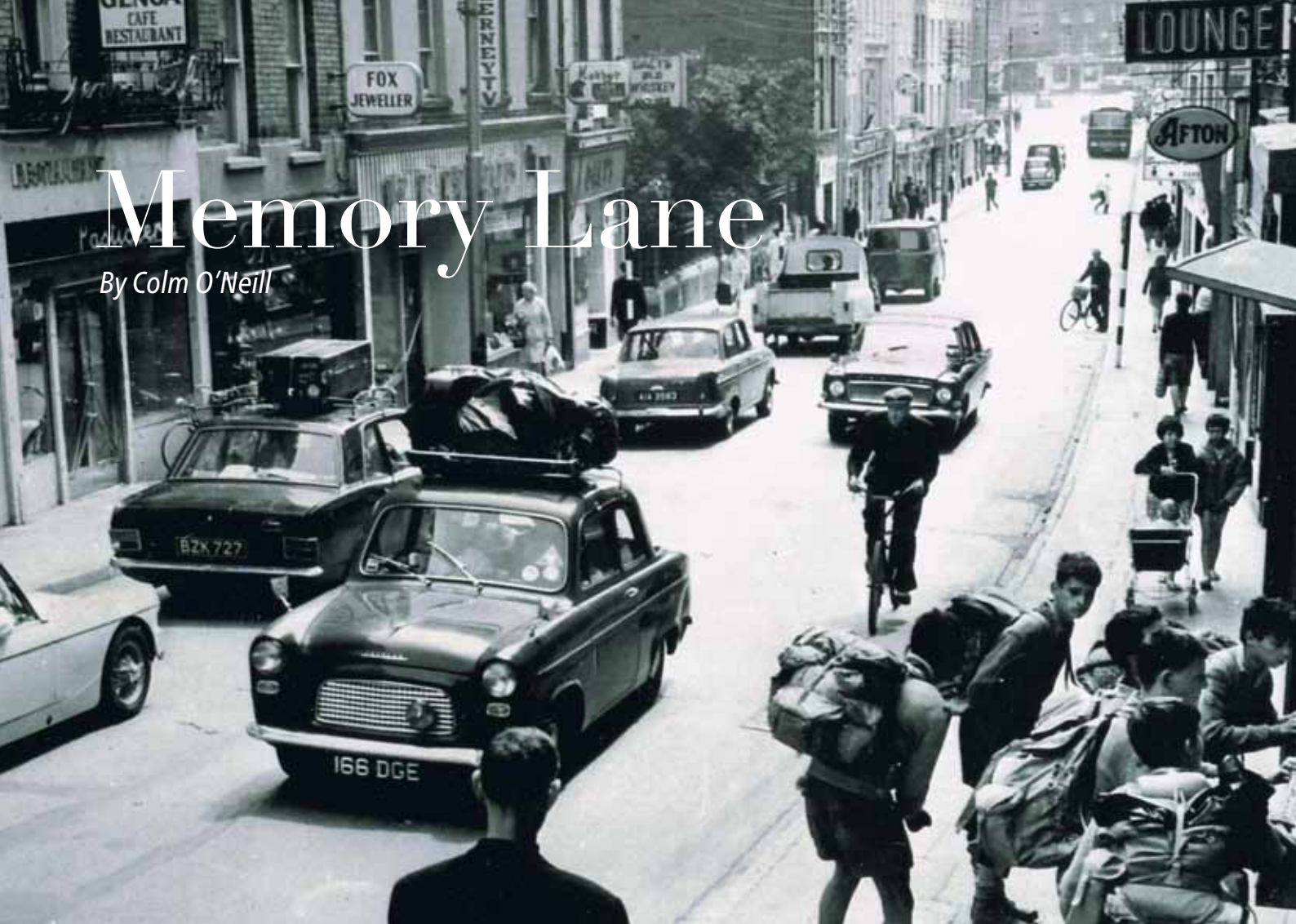
Working, as many do, under pressure or in stressful situations, it is easy to imagine energy burning up and blood sugar content dropping to dangerous levels. This increases the risk of even healthy drivers dozing off at the wheel – with the same perilous outcome that it’s feared diabetics might experience. The difference is, were I driving, I could lose my licence and the insurance company would have a get-out; a non-diabetic driver would simply get a rap on the knuckles.

Noting that a healthy blood sugar level for diabetic and non-diabetic drivers alike is in the 5 to 7mmol/l band, many contend the risk is equal. For that reason, many believe that the regulations applying to diabetic drivers are discriminatory – and should in fact apply across the board...including the requirement to have an approved blood analysis meter in the car at all times.

In this age of equal opportunities – when colour, creed, ageism and other subjects are taboo – why is Big Brother behaving so? Is it because he can? ■

Memory Lane

By Colm O'Neill



Here is a 1967 view of Shop Street, Drogheda, Co Louth, looking down towards St. Mary's Bridge over the River Boyne. This narrow thoroughfare was one of the familiar bottlenecks, when driving from Dublin to Dundalk or Belfast, in the days before the bypass and its Bridge of Peace were built at the west of the town in the Seventies.

Closest to the viewer is a Ford Popular 100E, the last British model to use a side valve engine. This example has a 1961 Glasgow registration 161 DGE. The triangular sticker on the windscreen is a triptyque, a document which certified that the tourist owner had been issued with a bond to ensure the payment of excise duty to the Irish government should the car not be sent back from this jurisdiction. This could arise if a tourist's car were written off in an accident and repatriating it would be uneconomic. Heavily laden with passengers, this car was possibly on the way to catch the Larne-Stranraer ferry home. What's that oddly shaped load on the roof rack? A spare engine and gearbox, perhaps?

Following the Popular is another Ford, a Zephyr 4. Often seen in use as taxis, the wide bodywork made full six-seaters of these cars. Although the registration number is hidden by the cyclist in front, this car is post-1963 going by the amber front indicators. In the distance is one of CIE's C-class Leyland Leopard single-decker buses, first introduced in 1965.

Moving back towards the camera and on the opposite side of the street is an MG Midget Mk.2, of 1964 or later judging by the side chrome strip, the winding windows and opening quarter lights. Beyond that in the slow traffic is a 1966 Ford Cortina 2-door Deluxe, Co Cork- registered BZK 727. Though still quite new, it has suffered a broken nearside taillight and just below, the corner of the rear bumper is bent. This car is also carrying luggage on the roof, with possibly another holidaymaking family on board. Ahead of that is a Hillman Super Minx with a 1966 Co Antrim number AIA 3583. This was the last year of the Super Minx, and although improved by having the new five-bearing Rootes 1725cc engine, they were about to be replaced by the Hunter.

The open pick-up in front of the Hillman is a Morris J2 or Austin 152. The van versions were more numerous and they used the same BMC B-series 1489cc or 1622cc engine range which appeared in Austin Cambridge, Morris Oxford and Wolseley 1500 models of the Fifties and Sixties. Probably causing all the traffic to move so slowly is a dark coloured Ford Thames 800 van, of the 1957-65 period. The Thames was far more plentiful on Irish roads and both these commercials would have been assembled locally, the BMC by Booth Poole in Islandbridge and the Thames at Ford's Cork plant.

The holiday atmosphere of this view is further emphasised by the group of boys with knapsacks and short trousers, possibly a Boy Scout troop on a summer camping expedition. At the gap in the line of buildings can be seen a set of railings and some trees which stood in front of St. Augustine's Church. These were removed later to open up the view of the building's 19th century facade. ■

BACK TO THE FUTURE

Parking assist systems... a sideways move in the '20s and '50s

Today, most car manufacturers offer some type of 'parallel parking assist' system, at least on the more expensive models. So all the driver does is wait until the car tells him or her to stop beside a clear space, and the electronics take over. But wait, such assistance isn't new. Design engineers were already on the case long before electronics ruled our lives.



An idea from the '20s: articulating front wheels

There must always have been a demand for a 'parking assist' system, especially in city and urban driving, so one wonders why it took so long for today's manufacturers to offer it on their cars. By the 1950s, drivetrains and suspensions had already become pretty sophisticated – and incorporating a mechanical system would surely have appealed to enough customers to warrant offering such assistance, at least as an option.

As far back as 1927 an inventor devised a relatively simple system that allowed the front wheels of a Citroën to articulate towards each other, thereby allowing the car to swing sideways into a tight parking space (having first backed the car into the other end of the space). Also, on a clear road, the car could be turned in a complete circle if so desired. [A short film of this system working can be seen by going online - as described in

the *MotorClips* column on page 44].

In fact an articulating wheel system similar to that on the '20s Citroën was adopted by the forklift industry in the 1980s. The Japanese firm of TMC produced the *Acroba*, a forklift that allowed the front wheels to articulate in just the same manner as the 1920s Citroën described above, thus giving it the ability to move sideways at will. And in 1990, the Irish manufacturer *Combilift* produced its unique multi-directional forklift employing a similar system. Yet we still didn't have it on cars!

Back in the 1930s an American named Brooks Walker invented a system called 'Park-Car' which he patented in the '50s. The system made use of a fifth wheel mounted either in or behind the boot. When the driver found a clear (albeit tight) parking space, he positioned the front of the car into the front end of the space, then lowered the single rear wheel until it raised the rear of the car off the ground. By putting the car into 'Drive', the rear of the car could then be moved towards the pavement. To leave the parking space the driver again lowered the fifth wheel, put the car into 'Reverse' and swung the rear of the car out into the road. He then backed out and dove off. The 'Park-Car' system also allowed the car to turn in a full circle – handy in a driveway.

The 'Park-Car' didn't take off, perhaps cost was a factor, but it was proved to work successfully on both Cadillac and Packard sedan models. [A film of the 'Park-Car' system working can also be seen by going online, as shown in the *MotorClips* column on page 44].

So if parking assistance was developed in the '20s, why did we have to wait over 90 years to have it? ■



The 'Park-Car' system invented in the 1930s

THE SMALL LEMONS MAN



The launch of the Citroën DS at the Paris Motor Show in 1955



André Citroën, 1878-1935



I am writing this on the 3rd of July, which just happens to be the anniversary of André Citroën's birthday, 140 years ago.

Born in Paris of a Dutch diamond merchant father and Polish mother, the family name was Limoenman, which translates roughly into 'small lemons man' – from which André managed to

evolve the French-sounding CITROËN, later adding the two dots over the E for good measure.

My first encounter with the marque was as a twelve-year-old boy in 1955 while visiting my aunts who at the time ran the 'tea-total' Strand Hotel at Bray Co Wicklow. My eldest cousin Edwin, who had an interest in engineering, had left a magazine open in the drawing room – and there it was, my first glimpse of what was then, and still remains to me, The Most Exciting Looking Car in the World! It was the launch of the space-ship-like DS.

In those far-off days of the 'sit up and beg' Ford Popular and the like, the Citroën DS looked sensational, hard to believe even. Gradually I was to discover that it wasn't just its appearance that was so advanced, it was a ground-breaking engineering masterpiece, quite unlike anything that preceded it. It was to be some years before I was to see an example up close; it did not disappoint!

Citroëns were not exactly thick on the ground in Ireland back then. I was familiar with the romantic Light Fifteen – the English right-hand drive version of the 'Traction Avant' – built in less than romantic Slough. I even owned a particularly 'clapped out' example in later years, which I have written about before. It did LOOK good!

Citroën headed by André was the first company in France to introduce mass production à la Ford. In 1919 production reached 100 cars a day! Alas, the firm was taken over by Michelin in 1934, just months after the introduction of the 'Traction', which put a great strain on André's resources and

health, and led to his death in 1935 at the age of only 57.

On a visit to the wonderful graveyard in Montparnasse, where he is interred amongst such notables as Jean-Paul Sartre, Baudelaire, Manray, Guy de Maupassant, Saint-Saens, Serge Gainsbourg and our own Foxrock boy, Sam Beckett (how's that for a bit of name dropping?), I saw André's elaborate grave which features the famous logo inspired by the double helical gears – the Double Chevron. Fortunately, Pierre Michelin and Pierre-Jules Boulanger continued his adventurous design and engineering undertakings.

This year is also the seventieth anniversary of the Citroën 'Deux Chevaux' or 2CV. Again I had an old and battered example that oozed Gallic charm and provided so much fun! It is a little known fact that a hydro-pneumatic suspension system was devised for that car. The system proved too expensive for the 2CV, but it was later adopted for the wondrous DS of 1955...which never fails to amaze onlookers as it rises from the ground before takeoff! ■



President Charles De Gaulle considered the DS saved his life in 1962 – after it was sprayed with bullets, yet could escape ambush with punctured tyres due to its advanced suspension

By Anselm Aherne

VALERIE MILLINGTON AND MISS PRIM

The Percy French Rally held in May 2018 was honoured to include in its entry list a very remarkable team, Valerie Millington and 'Miss Prim' – the latter being Valerie's redoubtable 1928 Austin Chummy, in which she has campaigned for some 60 years.

Valerie, a founder member of the IVVCC, is pictured here taking part in the North/South Rally in the spritely Miss Prim – accompanied by Kathryn, Valerie's niece and navigator for many years.





June 1961, Clonmel ... Valerie driving 'Miss Prim', her faithful 1928 Austin Chummy
Photo: George Stuart

their gracious vehicles became regular entrants, Tom Love with his very rare Rolls-Royce, Simon Thomas with his 1906 Darracq, Bill McDonagh in his Alvis 12/50 – as well as Henry Johnston, Bertie Carlton, Patrick Kelly, George Fulton and many others, who began attending not only the Gordon Bennett but other rallies.

Valerie remembers the 1,000-mile rallies organised by the Irish Veteran & Vintage Car Club during the early '90s in which members from the North participated. In recent times more cars from the North have participated in IVVCC events and the enjoyment of these has encouraged old car enthusiasts to attend further such rallies.

Hailing from the County Down, Valerie is a founder member of the IVVCC and attended the club's inauguration dinner in Dublin's Hibernian Hotel in 1963. For many years she has been a keen supporter of the club's annual Gordon Bennett Rally and in 1994 donated the perpetual trophy for special performances in the rally's regularity sections.

There were two Northern Ireland members of the IVVCC appointed to the main board of the IVVCC at its first AGM in October 1963, namely Desmond Montgomery and Geoff McCrea, both of whom were replaced as elected board members in the early seventies by Valerie Millington and Lyn Kearney. Valerie was appointed the recorder of members' cars.

Valerie remembers that, as the '70s was a time of much disturbance on Northern roads at night, it was not always considered safe to travel between Belfast and the South for meetings. Nevertheless both she and Lyn attended the monthly Board meetings, even when it was on occasion perhaps foolish to do so. However, rather than those disturbances, she only remembers her work on behalf of the club giving her limited time sometimes to participate in a rally.

Several cars travelled south to rallies regularly in the early days of the IVVCC: Geoff McCrea with his very smart Argyll, Wil McVeigh with a Lancia and an AC; Billy Galbraith and his Delage, Harvey McWher and his Humber, and Valerie with her trusty Austin Seven Chummy. Later on these were followed by others, though sadly for a while the troubles kept many participants away and during that time there was seldom an entrant at a Northern rally from the South.

However when the current annual Gordon Bennett Rally series was introduced in 1974, enthusiasts from the North began to participate with their cars. Many of these cars were in the veteran category, and had rarely been seen down south. The Wilson family with

Highlights of Valerie's adventures with Miss Prim include an exciting two-week rally in 1996 with the New Zealand VCC; driving the Le Man Circuit with IVVCC members – and this year's 'Malin to Mizen Challenge', with her niece Kathryn as navigator, making the 398 miles in just over 15 hours. She also recalls attending the memorable 50th Anniversary of the Austin Seven in 1973 with several hundred other Sevens.

Remarking on the development of the Irish Veteran & Vintage Car Club since its early foundation, Valerie says: "What a pleasure it is to have watched the IVVCC grow to such strength over the years; to welcome its members as entrants to our rallies in the North, and indeed to see the very healthy rapport between all old car clubs throughout the island of Ireland."

The Club is delighted to see Valerie competing enthusiastically as ever with 'Miss Prim' – and is extremely grateful for the tremendous support she has given to the IVVCC over so many years. Long may she continue to motor on. ■



Negotiating a test in Miss Prim during the 2012 Gordon Bennett ...
Photo: George Stuart

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

EVENT HIGHLIGHTS 2018

A full events calendar is published in the club magazine, IVVCC News, with updates included on the club website, www.ivvcc.ie. First Monday Meetings feature a programme of talks, films and presentations of interest to members.

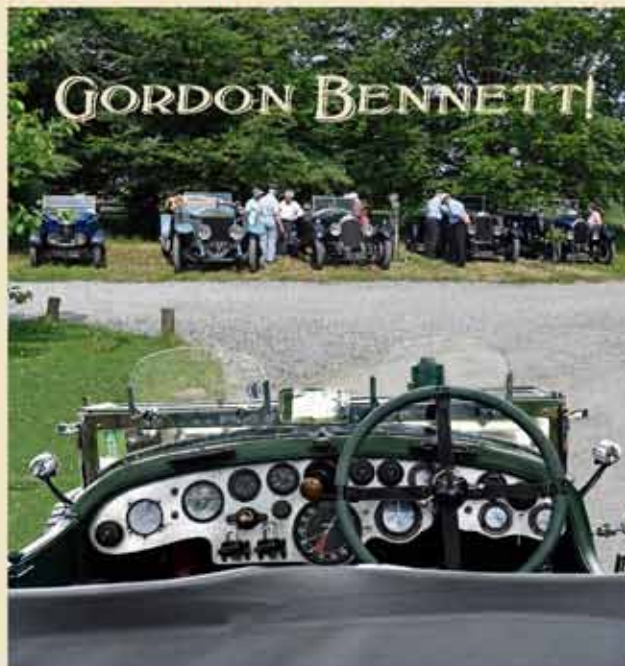
The 2018 IVVCC International Gordon Bennett Rally

The Club's premier event took place over the weekend of 8th to 10th June this year, with fabulous weather an added bonus for the 124 pre-1931 entrants. The entry list included four Class "A" Antique (pre-1905) cars, 22 Class "B" Veteran (1905-1918), 47 Class "C" Vintage (1919-1926) and 46 Class "C1" Vintage (1927-1930). Overseas entries included cars from New Zealand and Germany, with the remainder from Ireland, North and South.

Overall winner was Gwynne Thomas in his 1930 Ford Model A Phaethon. Class A award went to George Beale/1904 Peugeot. Class B: Clive Evans/1917 Model T. Class C: Andrew O'Donoghue/1924 Sunbeam. Class C1: Richard Jackson/1929 Lancia Lambda. Other winners included John Polson, Richard Cottrell and Rolf Goetz. The Club thanks our sponsors Barrett Private Insurances and Bonhams Auctions for their generous support.

Sun 19th August

The annual Powerscourt Estate Picnic event takes place this month at the wonderful location of Enniskerry, Co Wicklow. All car classes are eligible, but numbers were limited to the first 150 entries received. Participants can access the famous Powerscourt house and gardens, cafe and restaurant - and shopping in 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 2-day event attracted a record ninety cars - including 18 from overseas - the largest number of pre-1919 cars ever assembled in Ireland.

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 the winning teams.

All event details subject to final confirmation. For further information visit www.ivvcc.ie

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

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

ULSTER FOLK & TRANSPORT MUSEUM

The Ulster Folk and Transport Museum is located in Cultra, about 10kms east of Belfast city on the A2 Bangor road.

It was first opened in 1967 and comprises two separate museums, the Folk Museum and the Transport Museum.



The Transport Museum section displays an interesting collection of vehicles, from horse-drawn carriages to Irish-built motorcars and vintage motorbikes, as well as steam and diesel locomotives, rail carriages and trams. There are also displays featuring the history of ship and aircraft building in Ulster. A separate section is devoted to the Titanic – with interesting models and memorabilia not seen in the 'Titanic Quarter' attraction in Belfast city.

The most impressive display is the museum's collection of locomotives, carriages and trams. Pride of place is reserved for the legendary steam locomotive *The Maelbeo*, built in 1039 at the GSR Inchicore Works, Dublin (the lettering on the nameplate is in the old Irish script, using the dot above the 'd' and 'b' in place of the 'h', although confusingly, at first the locomotive carried the Anglicised name Maeve in roman type). The *Maelbeo*, was one of a class of three locomotives, the most powerful ever built in

Ireland. In 1939 the locomotive set a new record time for the Great Southern Railways' Dublin to Cork route. This impressive steam locomotive was finally withdrawn from service in 1958.

Other railway displays include a 1950 Inchicore-built Diesel locomotive and other rolling stock. There is also a nicely restored Hill of Howth electric tram. The museum depicts a history of railway development in Ireland – from the steam-powered "Hibernia" in 1834 to a model display of the remarkable Atmospheric Railway, the vacuum-powered train that ran from Kingstown (now Dún Laoghaire) to Dalkey in 1844.

Then we got to the cars. The collection includes a 1924 Sunbeam Grand Prix racer, a car that won the Spanish Grand Prix in 1924 with land-speed record holder Sir Henry Seagrave at the wheel. Later the car lived in Northern Ireland, where it continued to compete in road races.



- | | | | |
|-------------------------------|---------------------------------|---------------------------------|----------------------------|
| 1. Visitor Centre | 11. Church of Ireland | 20. Basket Maker's Workshop | 30. McCusker's Pub |
| 2. Corner Shop | 12. Northern Bank | 21. Basketmaker's House | 31. Draper's Shop |
| 3-4. Labourers' Houses | 13. Bank Manager's House | 22. 'Caught in Time' Exhibition | 32. Ballycultra Dispensary |
| 5. Presbyterian Meeting House | 14. Market and Court House | 23. Fisherman's House | 33. Hardware Shop |
| 6. Carpenter's Workshop | 15. Weighbridge | 24. Pound Forge | 34. National School |
| 7. Shoemaker's House and Shop | 16. Baird's Print Shop | 25. The Old Rectory | 35. Weaving Shed |
| 8. Bicycle Repair Shop | 17. Reading and Newspaper Rooms | 26. Picture House | 36. Parochial House |
| 9. Railway Porter's House | 18. Ballycultra Post Office | 27. Photographer's Studio | 37. Parochial Hall |
| 10. Kelly's Coal Yard | 19. RIC Barracks and Exhibition | 28. Ballycultra Tearoom | 38. Catholic Church |
| | | 29. Dressmaker's House | |

Well-presented vintage cars, such as a Peugeot Bebe, a Ford Model T, a Riley Kestrel Sprite and many others, give enthusiasts plenty to browse over. An unusual exhibit is the German manufactured amphibious Amphicar of 1967, one of the last of some 2,800 to be produced by the company between 1961 and 1967. And of course no Northern Ireland car museum would be complete without a DeLorean ... the one on display being a particularly excellent example!

THE FOLK MUSEUM

A visit to the Folk Museum is a trip down Memory Lane (well okay, let's say for those of us of a certain age). It is in a separate but adjacent area to the Transport Museum and tells the story of life in a bygone era, recreated in a rural landscape of farms, cottages, traditional shops and businesses, a school and churches.

This mainly outdoor attraction, which has a real small country-town feel, has been created as a typical Ulster town of the early 1900s, with many shops and houses from all parts of Northern Ireland dismantled and meticulously re-built at Ballycultra. We had great chats with the operators of Kelly's Coalyard, Baird's Printing Works, Ballycultra Tearooms, the photographic studio and the corner shop. We even got some free health advice from the bowler-hatted local doctor – all friendly, informative and affable 'times gone by' characters.

Admission price: Folk & Transport adult dual visit - £11.00 (senior citizens: £8.50). Opening hours are 10am-5pm March to September, and 10am-4pm October to February. Closed on Mondays. Free parking, and there's a good café on site.



Working steam engine, at rest in Kelly's Coalyard



Hugh McCusker's pub on Hill Street



Locomotives and rolling stock



Inchicore-built, The Mael in all her glory



Picnic tableau from the 1950s



The Hill of Howth Tram



1981 DeLorean, one of the first off the assembly line at Belfast



The German-built Amphicar from 1967



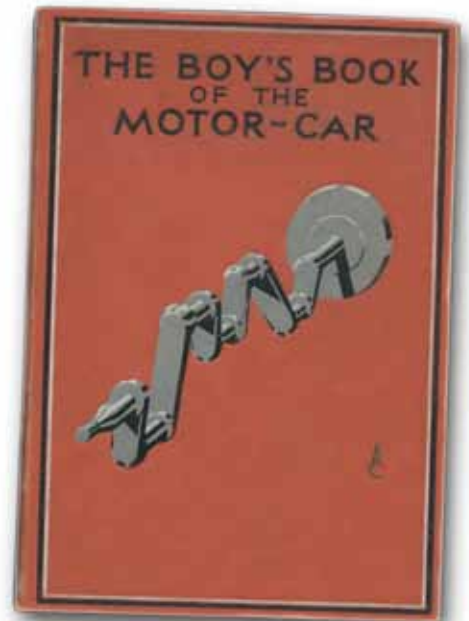
1924 Sunbeam Grand Prix record-breaker



The 652cc single-cylinder; Peugeot Bébé, from 1905 to 1916

VINTAGE ADVICE for a MOTOR APPRENTICE

More technical advice from the slightly misleading entitled *Boy's Book of the Motor Car*.



The Boy's Book of the Motor Car, by John Harrison, published in 1926, was written, not to entertain young schoolboys – but rather to educate aspiring apprentice motor mechanics. The 200-page 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.

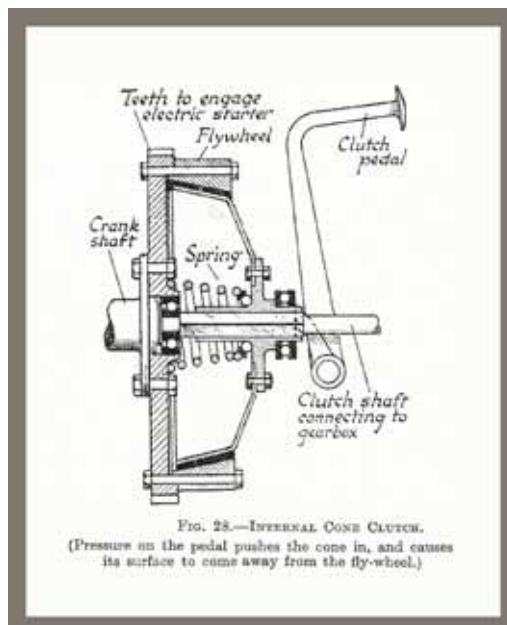
The extract below explains the different types of clutch arrangements in use in new cars produced over 90 years ago.

THE TRANSMISSION

The chief fault of the internal combustion engine, as a power producer, is that it cannot start under its own power. Neither with steam nor electric engines are clutches and gear-boxes necessary, and it is therefore desirable that we should understand why these units are found on internal combustion engine motor-cars before we deal with their mechanical details.

The motor-car engine has to be started by some external device, and its power output is roughly proportional to its speed. It is true that by manipulating the throttle the power may be varied; but when the throttle is open to its maximum the power output is, to all intents and purposes, proportional to the speed – or, in other words, to the number of explosions that can be attained in a minute.

For instance, a car may be climbing a hill with the throttle fully open. If the steepness of the hill reduces the speed of the engine, the power output will fall even though the throttle is still wide open. Provision must therefore be made for maintaining the revolutions of the engine in such cases. By altering the gear-ratio we can decrease the speed of the road wheels without decreasing the speed of the engine. In this way an extra amount of “torque” is obtained to meet the emergency. What we sacrifice in road speed we gain in turning effort. When, however, a car is bowling along a smooth, flat road, little “torque” is required and the gear is correspondingly raised.



The petrol engine is a high-speed unit and must, if it is to operate economically, revolve several times faster than the road wheels. Also, it can only run in one direction, and provision must be made on a car to enable the vehicle to reverse. All this explains why a gear-box is essential on a motor-car.

THE CLUTCH

As the engine cannot start from rest under its own power, it must be kept running while the car is temporarily stationary; and some provision must be made for re-coupling the running engine with the stationary transmission system, silently, gradually, and without jar. For this service a friction “clutch” is used.

As arranged in a conventional chassis, the engine is placed just behind the front axle, under the bonnet, and the clutch is housed in the engine-wheel. Behind the clutch is located the gear-box, which is connected by the “cardan shaft” to the rear axle.

Three types of clutch are in common use: (1) the cone, (2) the disc, and (3) the multi-plate. Opinion seems to be equally divided as to their respective merits. Designers of small and medium-powered cars generally favour the cone or disc, while on large, powerful cars the multi-plate predominates.

The simple cone-clutch, which was the earliest type to be used, may be seen on such cars as the Humber and the Bentley. The inside of the fly-wheel rim is tapered, and a cone-shaped member (which is connected to the gear-box) is held in contact with it by the force of a spring.

THE CONE CLUTCH

The cone is made either of aluminium or steel pressing, since it is necessary for it to be very light. In shape it is not unlike a frying-pan from which the handle has been removed. The rim of the cone is lined either with leather or asbestos fabric to make it grip the Fly-wheel better when pressure is applied.

Fig. 28 shows the type of clutch known as the internal cone. It will be seen that the cone is held against the fly-wheel by the clutch spring until it is withdrawn by the driver pressing the clutch pedal and overcoming the force of the spring.

Imagine the car at rest and in gear. The driver has his foot pressing on the pedal. As he releases the pressure the stationary cone is gradually forced by the spring into contact with the rotating fly-wheel. For a brief moment there is a certain amount of slipping between the contact surfaces as the cone is gently persuaded to attain the same speed as the fly-wheel. The car begins to glide forward, the clutch is right home, and the power is being transmitted without any clutch-slip.

The external cone shown in Fig. 29 is a reversed arrangement of the same principle, but is not now in common use. It was very popular in pre-war days.

THE DISC CLUTCH

The simple plate or disc clutch, which can be seen on A.C., Singer, 20 hp Rolls-Royce, and Citroën cars, has a single plate fixed to the end

of the gear-box shaft. This is clamped between two other plates, which form part of the fly-wheel. Asbestos friction surfaces are usually fitted to the disc.

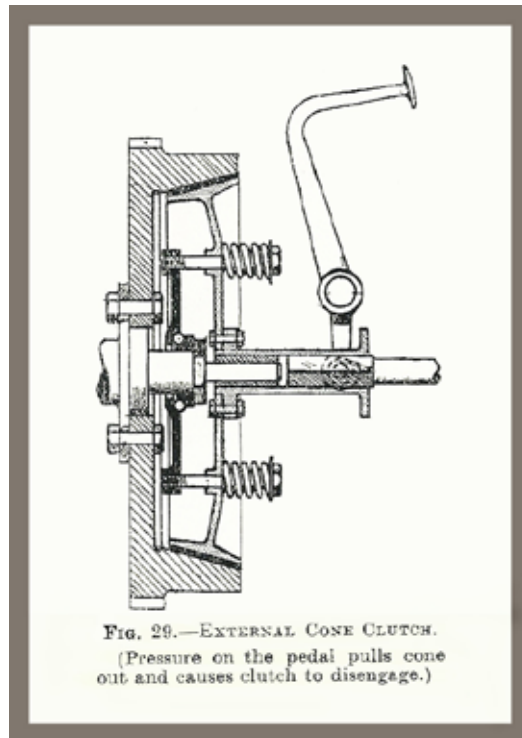
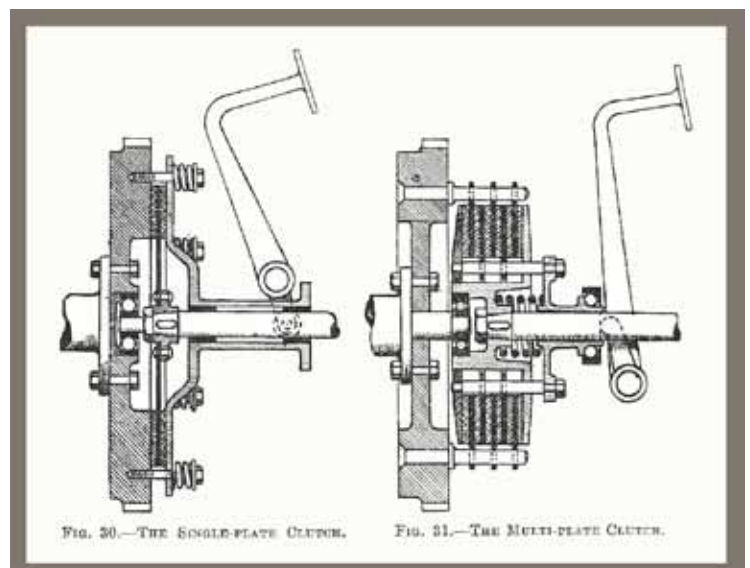


Fig. 30 shows the clutch, and here it will be seen that when the driver has depressed the clutch pedal, the outer clamping plate is drawn away and the disc is free to revolve inside the fly-wheel. When, however, the pressure on the pedal is released, the springs draw the two halves of the fly-wheel together, and thus clamp in the disc on the end of the gear-box shaft.

The multi-plate disc clutch is merely a multiplication of the disc clutch. In this, several discs are threaded on to the gear-box shaft and several on the fly-wheel. Many of the large American cars use this kind of clutch, which may be seen diagrammatically in Fig. 31.

In most cars this clutch* is fabric faced, just as is the disc or cone clutch; but one or two makers prefer to run these clutches in oil. This forbids the use of friction fabric, and necessitates the employment of a considerable number of plates. But the presence of the oil prevents overheating and forms a good cushion that makes for smooth engagement.

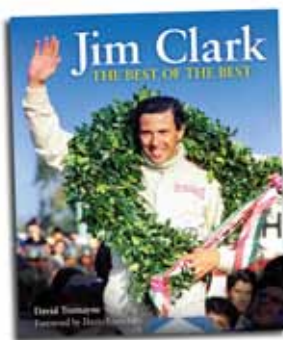
*Sometimes one may find a small brake fitted just behind the clutch, so that when the clutch is withdrawn fully a further pressure on the pedal applies the brake and prevents the clutch centre from rotating. Under certain conditions this little device, which is in no sense a car brake, can aid gear changing. ■



Book Reviews

JIM CLARK - THE BEST OF THE BEST

By David Tremayne
EVRO Publishing – April 2018. £80
www.evropublishing.com



A genuine sporting hero, Jim Clark drove for Lotus throughout his professional career. He won 25 of his 72 Grands Prix and was twice a World Champion, in 1963 and 1965.

To many Clark is regarded as the greatest racing driver of all time, not just because of his fearsome

strike rate and the magnitude and manner of his achievements, but also because he remained humble and unspoiled throughout. A genius when he got behind the wheel, on the track he was peerless. Outside the car, he was stubborn and notoriously indecisive, and would nervously chew his fingernails over every decision.

Published on the 50th anniversary of Clark's death, this major new book, 20 years in the making, is a detailed look at a complex and compelling character.

Author David Tremayne, a three-times winner of the Guild of Motoring Writers' 'Journalist of the Year' award, has spent his career in motorsport journalism and has compiled this book from dozens of interviews with family, friends, drivers and mechanics.

MAKING A MORGAN 17 DAYS OF CRAFTSMANSHIP

By Andreas Hensing
Hanseatischer Buchverlag - July 2018
UK price: £30 + post & packing



'Making a Morgan' by the German author Andreas Hensing will be of interest to very many classic car enthusiasts – but for Morgan fans it is surely a must.

Morgan's way of producing cars is unique, in that the company still makes use of real craftsmanship in every aspect of building its cars. Also, every Morgan coming from the Pickersleigh Road factory in Malvern can be made to a bespoke specification to suit the individual customer's wishes.

This book follows the production of a very traditional model, a Morgan Plus 4, through every step of its build, from customer specification sheet to finished car – a process that, in this instance, takes 17 days. During their stay in Malvern, the authors spent every day at the factory and, in doing so, established a real rapport with the Morgan craftsmen and craftswomen, thereby allowing them to present a truly intimate portrait of the individuals who so proudly build these unique cars, and the painstaking way they go about their work.

In over 100 years of its rich history, never before has the Morgan production process been documented in such detail. There are some 380 images in this rare overview of a very British manufacturing tradition, including a range of archive photos from the Morgan factory.

NUTS & BOLTS

FIVA HAS MOVED!



Torino Italy... After a fruitful ten years based in Brussels, Belgium, FIVA has announced it's moving to an independent office of its own, namely Villa Rey in the centre of Turin, Italy.

FIVA president Patrick Rollet welcomed a new General Secretary: 36-year-old Gian Mario Mollar, who will bring his wide experience to FIVA, to improve the efficiency of this ever-growing federation of clubs, professionals, institutions and likeminded automotive enthusiasts from around the world.

FLYING CARS IN THE NEWS

Stuttgart... Following up on our 'Back to the Future' article on flying cars in our Winter 2017 issue, we can report that Porsche is now joining Daimler, Volvo owner Geely and Italdesign as companies who see flying cars as a way to escape congested roads in the world's megacities. "Think about Mexico or Brazil," said Porsche sales chief Detlev von Platen. "Cities there are overflowing; travelling 20km can take 4 hours, while in the air it only takes a few minutes."

BARTERING AT BEAULIEU



New Forest, Hampshire... The celebrated Beaulieu International Autojumble will again take place over 1st and 2nd September - with around 2,000 stallholders in a weekend of trading and socialising.

Beaulieu was the birthplace of the autojumble back in 1967 – and is still the biggest and best this side of the Atlantic. So whether bartering for hard-to-find items or gathering invaluable know-how, the event is a must on every enthusiast's bucket list. For tickets or more details see www.beaulieu.co.uk/events or call 01590 612888.

Letters



John and Rita Buckley and their 1930 Ford Model A
[Photo: Martin Taylor]

Dear Bernadette,
Please pass a belated BIG thank-you to everyone involved in organising the Gordon Bennett Rally. We enjoyed it so much. I am only sorry that we haven't entered in previous years.

It will now become a principal event marked in red on our calendar on the back of the kitchen door.

I know these things take a huge amount of planning and we appreciate the effort that must have been put in to make it all come together so slickly. After the rally we spent a week camping and walking in the mountains around Glen of Aherlow and then took the Cork-Roscoff ferry to extend the holiday with a few weeks in France, so just back home yesterday. Maybe next year we'll do the same again! Thank you for the photo. It is already printed and framed!

Best regards,
John and Rita Buckley
Denbig
North Wales

Dear Sir,

I am writing to you from Belgium, Europe.

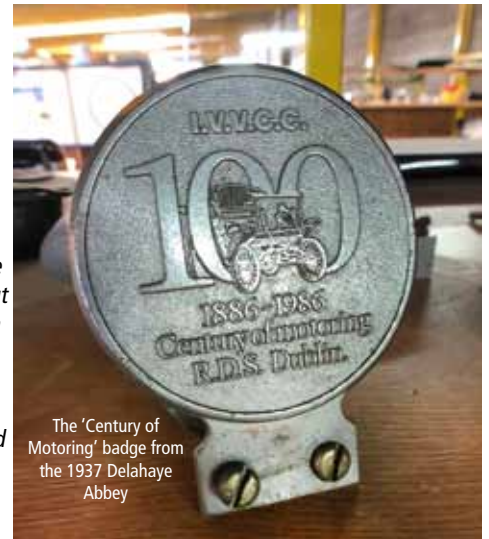
We have a car under restoration that carries a badge (please see picture attached). This car is a 1937 Delahaye Abbey as featured in a Motorsport Magazine in 1937.

We believe from the existence of this badge that this car is known to your club. Is it possible for you to retrieve any information for this car from your archives?

It was built in 1937 for a Count Hayden, it was then bought in December 1942 by Mr. Barnard in Woodbridge, UK, and sold after WW2 to Mr. George Abecassis, racing driver and car salesman. Probably the car was sold to Ireland and knew many owners there. We are on the search for these owners and all information regarding this car, which went from colour black, to blue, to blue with yellow-gold. License plate has always been DXE66.

Best regards,
Pedro Cappelle

[We have been able to provide Pedro with some information on the 1937 Delahaye, but if any member can help regarding the history of the car while in Ireland, perhaps you would forward it on to: editor@ivvcc.ie]



The 'Century of Motoring' badge from the 1937 Delahaye Abbey



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ARM Report – Classics and Coolcarrigan

Our outing on 21st May brought us to the plains of Kildare where we commenced our day's activities at the premises of Cardock Classics in the village of Rathcoffey.



Cardock Classics is a classic car restoration company that specialises in the restoration of top end Mercedes-Benz classic cars to an extraordinarily high standard. Their customers are drawn not only from Ireland but also from all around Europe and even further afield.

The company is based in the old Farrington's Milling Company premises, which includes Farrington Pub and Coffee Shop, where we enjoyed exceptional hospitality before we began a conducted tour of the restoration facilities. Our guide was the Chief Executive, Gar Whelan, whose detailed description of the restoration procedures held his audience enthralled. This was a visit much appreciated by all and much spoken about afterwards.

Coolcarrigan House and Gardens was our next stop, just a fifteen-minute drive westerly along quiet country roads. As we drove in through the main entrance gates we were welcomed by the most exquisite display of rhododendrons in a large variety of colours. The perfume from the blossoms was a joy to behold driving an open car and it set the tone for the remainder of the garden visit.

Coolcarrigan has been lived in by the same family for six generations and was built in the late 1830s by Robert Mackey Wilson. The house stands on a 600-acre working farm, which consists of tillage, forestry and grassland with cattle and sheep, as well as fifteen-acres of gardens which have been developed down through the generations. The present incumbent is Robert Wilson-Wright, who was our incredibly knowledgeable and entertaining guide. Robert has travelled literally worldwide in his search for unusual trees and shrubs, many of which are not to be seen elsewhere in Ireland.

After Coolcarrigan we took another fifteen-minute drive southeast to Millicent Golf Club near Clane where we enjoyed a lovely four-course lunch.

The beautiful weather all day long made our May Outing one to remember. I know I speak for my fellow organisers, Michael and Henry and our supporting spouses, when I say thank you all for the superb turnout and especially for bringing out your old cars in such large numbers. ■

Photos: Jim O'Sullivan



A Mercedes-Benz classic coupé body – fresh from the Cardock paintshop



Detail of the restored coupé bodywork



Members' cars at Cardock – fronted by a nice NSU Sport Prinz (the photographer's favourite?)



Coolcarrigan's 15-acre gardens, full of rare and unusual trees and shrubs



'Boxing Hares' sculpture at the gardens



Superb turnout in beautiful weather



PICNIC in the PARK

The annual Picnic in the Park took place on Wednesday afternoon 13th June, in Marley Park, Rathfarnham, Dublin. Co-hosted by the TR Register Ireland and the Royal Irish Automobile Club, the show was held in aid of Lauralynn House, Ireland's first children's hospice. Now in its 12th year, the event has proved a popular annual attraction for car enthusiasts of all ages – as well as a great family day out, with musical entertainment in a wonderful parkland picnic setting.

As in every year, several hundred Classic, Veteran and Vintage cars and motorcycles turned up and were viewed by an appreciative public. Grateful thanks are due to all those who put so much effort into making this year's Picnic in the Park a great success. These include the TR Triumph Register Ireland and the RIAC for hosting the event, so bringing in much needed funds for Lauralynn.

RTE news and current affairs presenter David McCullagh acted as MC and presented the prizes on the day. Judged as the three cars that they would like most to take home with them, David & Ann Marie McCullagh picked: First place, the Citroën 1967 ID19, owned by Anselm Aherne; Second, the Irish ambassador's car, IRL 1 - a 1958 Chevrolet Biscayne, owned by Kevin Byrne and third, Patsy Riordan's 1967 Ford Anglia 105E.



TR Triumph hosted the show with the RIAC



A superbly presented DKW S1000 Auto Union...



A classic line-up: Mercedes-Benz 350 SLC, Sunbeam Alpine, Citroën ID19b and a Jaguar XK150



A nice Austin Mini snuggles up to the 1900 Gladiator of Jonathan Bewley



Gordon Bennet 2018 entrants: Michael D'Arcy's magnificent 1926 Dodge Tourer...



...and Michael and Ann Tynan in their stately 1927 Vauxhall 14/14



No lack of luxury at Marley Park!



Patsy Riordan's prize-winning 1967 Ford Anglia 105E



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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



FOR SALE

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MOTOR LOG

Capt. Neal E. Sherman

HISPANO-SUIZA H6b



The Hispano-Suiza marque was established 1904 when Mr Damian Mateu (a Spaniard) and Mr Marc Birkigt, (the Swiss engine designer who had a hand in the Geneva-made Pic-Pic) came together and began building a range of technically advanced motor cars. The following is Captain Neal Sherman's 1920 impressions of the remarkable Hispano-Suiza model H6b.

*A magnificent automobile - which many regard as the world's greatest
Barcelona, May 1920*

Never, I think, have I journeyed for such a long time in a motorcar without once sitting behind the steering wheel. We arrived in Barcelona just yesterday, my Spanish friend Pepe and myself, having been driven all the way from Paris by a works driver from the Hispano-Suiza factory at Bois-Colombes.

Pepe, whom I know from our student days at Cambridge, is from an orange growing dynasty in Seville. He requested me to meet him at the Paris factory, there to pick up his magnificent new Hispano-Suiza H6b limousine, a model produced only in the company's French works. The H6b has been built there since late last year and will not be made in the Barcelona parent factory for some time, if at all. Having collected the car, Pepe then invited me to accompany him as far as Barcelona. This was an agreeable proposition, as I knew that on the way I would be savouring one of the best (if not actually *the* best) automobiles in the world. Up to now the company's most famous product has been the Alphonso XIII Sports Tourer, introduced to the public in 1911 as the Model 15T, and given the royal name in honour of the young Spanish King, who purchased one. Apparently His Majesty is an expert driver and partakes in competition racing on a regular basis. The Alphonso XIII machine is regarded very highly by racing enthusiasts and is considered one of the best sporting cars to be built before the war. Today, at a price of £545 for the standard two-seater, it is indeed very reasonable value.

The Rolls-Royce Comparison

But, back to the luxurious H6b: To compare this motorcar with a Rolls-Royce is quite appropriate. The two are fairly similar in price: each costing between £2,500 and £3,000, depending on the coachwork fitted. Pepe's limousine is in fact equipped with elegant coachwork by Kellner of Paris. I would have been delighted to drive the H6b to Barcelona myself, but Pepe, not interested in the modern idea of the 'owner-driver', insisted on hiring Marcel, a Parisian, and an ex-works racing driver.

In the event, despite the long trek over some very dreadful roads, it was a pleasant journey. We were regaled for much of the way by Marcel with stories of racing the Alphonso XIII sporting cars against some of the most famous names of pre-war days. He also told how he once raced one of those superb models against a similar one driven fearlessly by the young King Alphonso himself, through difficult and dangerous mountain terrain. He assured us that following that experience he was convinced that the co-driver aides of His Most Catholic Majesty maintained their rigid military posture, not through protocol, but through stark fear!

An awkward moment arose when it was suggested to Marcel that I take the wheel for a while. He had, he dramatically asserted, been charged with taking the H6b and its passengers safely to Barcelona and so he could not possibly yield the wheel. So, I had to be resigned to making my evaluation of the limousine from the opulence of its back seat.

The 'Hisso' Aero Engine

On considering again the interesting question of its comparison to the Rolls-Royce 40/50 (which was first raised when the H6b caused a sensation at last November's Salon de l'Automobile in Paris), there is no doubt that the H6b is more technically advanced than the 40/50. However it must be recognised that this new motorcar has the advantage of employing the most up-to-date mechanical science, not available when the Rolls was designed. Take for example the engine: the H6b has a 6-cylinder, in-line, 6,597cc power unit developed by designer Marc Birkigt from the famous aero engine which he built for so many of the Allied aircraft used in the Great War. This 'Hisso' engine, as it was known when fitted to the British SE5 fighters, performed impeccably, and it is basically one half of that power unit, of 135 bhp, which has now been adapted for use in the Hispano-Suiza H6b.

One of the engine's most remarkable features is the steel cylinder liners which are threaded on the outside and actually screwed into place from underneath the engine block. It has a long stroke of 140mm, which, in combination with the widely spaced ratios of the 3-speed gearbox, gives exceptional power flexibility, allowing the driver to move easily from 10 miles per hour to the maximum top gear speed of 90 mph. The owner's instruction book actually provides the following advice: "The correct manner in which to start off on a level surface is to put



the gearbox into second speed and, without revving the engine but when the car just begins to move, select top gear-speed and remain in that ratio until you require to stop the car again”.

Contributing to this remarkable engine flexibility is another important design feature: the exceptional rigidity of the crankshaft - itself a masterpiece of engineering craftsmanship. From a solid block of the finest steel, weighing over one-third of a ton, the finished shaft emerges after 90 per cent of the original whole has been machined away. It is then refined and polished to a jeweller's accuracy before the massive 100lb crankshaft is set into its seven main bearings within the engine.

Power-assisted Brakes

Probably the most interesting mechanical feature however is the new power-assisted 4-wheel brakes. This mechanical braking assistance is provided automatically when the driver operates the floor pedal. A drum-type friction clutch driven by the rotating propeller shaft pulls on a linkage connected to the drum brakes on the four wheels, giving progressive and positive stopping ability, proven on more than one occasion on our trip.

The car is obviously a delight to drive (perhaps another reason for Marcel's obstinacy). It has excellent steering and stability and despite its size proved easy to handle even on very poor road conditions. Perhaps the one fault I would mention (only in comparison to the Rolls-Royce, mind you) is that the sound of the engine is sometimes somewhat more discernible than I would have expected, and also that the gearbox is a trifle noisy.

The Stork of Lorraine Mascot

Marcel's last story related to that most beautiful of mascots which adorns all Hispano-Suiza radiators: the Stork of Lorraine. This was originally the emblem painted on all the French SPAD fighters fitted with the Hispano-Suiza aero engine and commanded by air ace Captain Georges Guynemer in the Great War. Once, during an air battle with a German flyer called Udet, the German's machine-gun jammed. Rather than take advantage, Guynemer spared the other pilot's life by breaking off the encounter. In recognition of this famous act of chivalry, the Hispano-Suiza company adopted the Captain's silver bird emblem. Ever since, the flying stork in its magnificent stylised form has enobled all Hispano-Suiza automobiles.

My only regret is that I did not have the opportunity to take the wheel of the magnificent Model H6b during our long journey. The experience I did have however convinced me that this great product of Spanish/French co-operation justifies all those who claim it to be one of the greatest automobiles of all time. ■

In the '20s licences for Hispano-Suiza patents were much in demand from prestige car manufacturers – including Rolls-Royce, which equipped its cars with Hispano-Suiza designed power brakes. In 1923 the French subsidiary was granted a large degree of independence, increasing the importance of the Bois-Colombes plant near Paris as Hispano-Suiza's premier luxury car plant. Meanwhile the Spanish operations moved increasingly towards the production of buses, trucks, and aircraft engines.

After the Second World War, Hispano-Suiza became increasingly involved in aerospace operations and turbine manufacturing. In 1946, the Spanish parent company sold all its automotive assets to Enasa, a manufacturer of trucks, buses and military armored vehicles. In 1968, the French arm of Hispano-Suiza was taken over by the aerospace company Snecma, which is now a part of the French Safran Group.

**Next issue: Captain Sherman test drives the Spanish-built Elizalde Gran Sport – a car with a fine reputation for speed and elegance.*



Stork of Lorraine

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.6

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 Thursday 25th October 2018, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin

A96 D4E7. Alternatively, email your answers (with your contact details) to: anselm@eircom.net – subject line: Photo Competition.

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

Name _____

Phone No: _____

Address _____



MOTORCLIPS

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

Longstone Top Gear

<https://www.youtube.com/watch?v=yHAMb1ZCdz8>



With a nod to the old Top Gear race challenges on TV, this is a bit of clowning around by the staff of Longstone Tyres – one of our loyal advertisers and supplier of vintage and classic tyres to many IVVCC members.

1920s Parking Invention

<https://www.youtube.com/watch?v=ki9otMeiRP0>



A wonderfully weird invention from 1927 shows a novel 'park assist' system in Paris where articulating front wheels enable the automobile to turn in its own length and so slide in and out of a tight parking place.

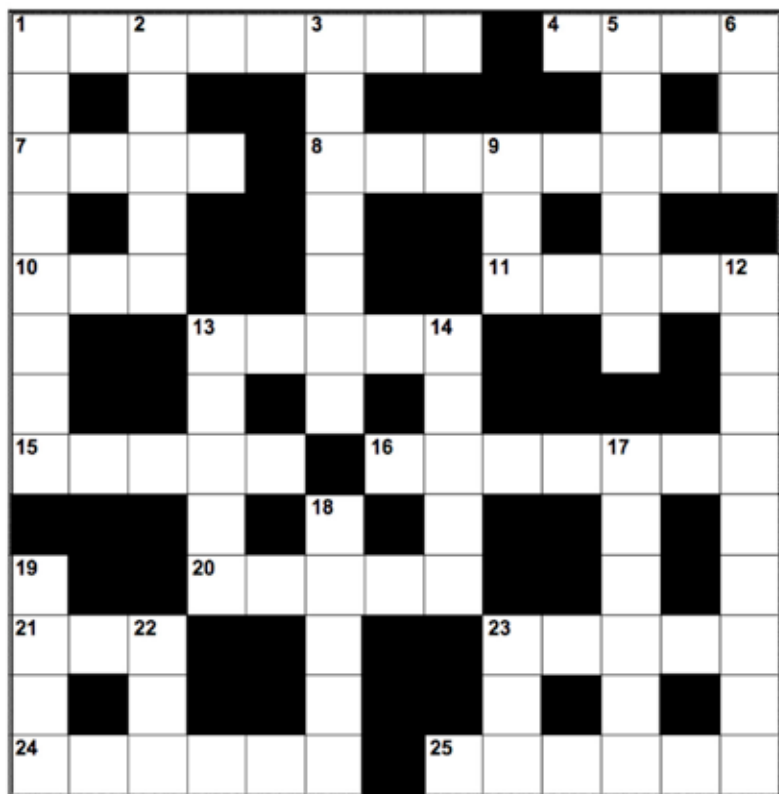
Parking a 1951 Cadillac

https://www.youtube.com/watch?time_continue=4&v=HOL_wqWZuCU



The Park-Car was invented by Brooks Walker in the 1930s and patented in the 1950s. The car included a fifth wheel that allowed it to rotate in and out of parking spaces, as well as turn in a full circle.

IVVCC CROSSWORD - No: 6



ACROSS:

- enemy
1. Residential area outside city (8)
 - 4&23. Italian marque founded by Frenchman (4)
 7. Old Persia, now a major foe of Donald (4)
 8. What a teacher is there to do (8)
 10. A trainer between AnCO and SOLAS (3)
 11. ... Mansell, of F1 racing fame (5)
 13. Measurement, broad rather than long (5)
 15. Exceptional car item, with added cost (5)
 16. This classic UK car had a Black Prince (7)
 20. You could answer this...every day (5)
 21. An IVVCC car is invariably this (3)
 23. See 4 across (5)
 24. Sheriff's assistant, in the Wild West (6)
 25. They say these nags are for courses (6)

DOWN:

1. Triumph of RAF fighter on the road (8)
- 2&3. IVVCC Kilkenny Rally in August (5)
3. See 2 down (7)
5. Recline - in a nice room? (6)
6. Busy worker with 6 legs (3)
- 9&18. Metal Elizabeth, came from Cork (3)
12. Areas, areas, areas (9)
13. This means the planet to us (5)
- 14&19. Maker of 9&18 down (5)
17. If they're put on your wheels...fine! (6)
18. See 9 down (5)
19. See 14 down (4)
22. Saucy immersion, or a quick swim (3)
23. Ransom E Olds' initial automobile (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Thursday 25th October 2018, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin A96 D4E7 – or email your answers (with contact details) to: anselm@eircom.net – subject line: CROSSWORD.
 **Don't forget to send in your entry...There'll be a small prize for the first correct entry out of the bag.

Name _____

Phone No: _____

Address _____

Answers for Photo Competition No.5

- IVVCC logo missing from orange triangle
- Headlamp missing from Model T car
- Chimney missing behind green car
- Tree behind green car lowered
- Right-hand gate lamp post missing
- Hinges missing from door of green car
- Bottom spoke missing from front wheel
- Passenger arm missing from back of car
- Rally plate number reversed on green car
- REO badge missing from the radiator

*Photo Competition No.5
 The winner is...
 DJ Finegan, Dublin 18.*

Solution to Crossword No.5

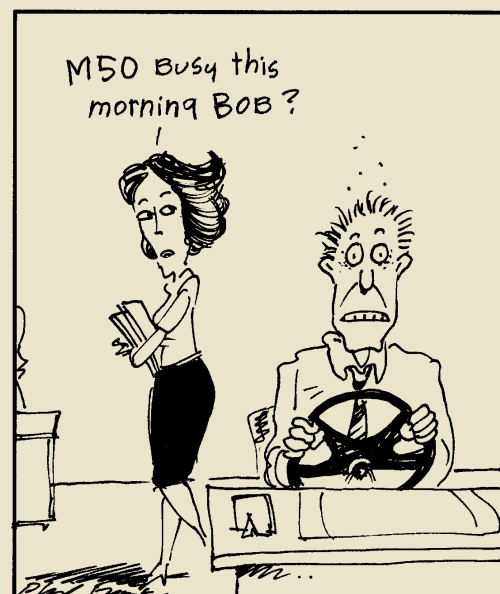
Across:

1. Jumbojet
4. Amen
7. Lane
8. National
10. Par
11. Magic
13. Dozen
15. Scrum
16. Spanner
20. Dicky
21. Rag
23. Ariel
24. Museum
25. Bonnet

Down:

1. Jalopies
2. Minor
3. Jenatzy
5. Manage
6. Nil
9. ICM
12. Cabriolet
13. Druid
14. Nippy
17. Nation
18. Scram
19. Drum
22. Gas
23. Ago

*Crossword No.5
 The winner is...
 Helen Ging, Co. Dublin.*



THE SAVAGE CORTINA



Half a century ago Jeff Uren, a one-time Ford Works Driver and also manager of the successful 1960s British Saloon Car Championship Willment Racing Team, saw the potential of turning the Ford Cortina into a fast long-distance cruiser.

To carry out this task Jeff set up his own company, Race Proved Limited. He started by installing a Ford Essex V6, 3.0 Litre engine (as used in the 3-litre Capri) into the Cortina, while also modifying the suspension, revising the cooling system, altering the cross-member, adding a limited slip differential, as well as mounting an extra eight gallon petrol tank in the boot. For this hybrid he affixed the not inappropriate title Savage to the Cortina name. By making these changes Uren created a muscle car with a performance that the Motoring Press raved about.

The Cortina versions modified included the Mk.2 of 1966/70; the Mk.3 of 1970/76 and the Mk.4 of 1976/79 – while one Mk. 5 1979/85 was also converted. However it was mainly Mk.3s that were transformed. At one stage Race Proved Limited were turning out 15 to 20 cars (including Estates) per week, converting brand new Cortina models – everything from the basic model to 1600Es and GTs. The total number of Savage versions produced is estimated to be about eleven hundred.

The vehicles were offered in various states of engine tune, from the standard 138bhp to the Weslake 170, 180 and 190bhp units, to the Tecalemit fuel-injected upgrades producing 210bhp. A range of additional goodies such as adjustable shocks, Dunlop wheels, and various brake upgrades were also available. The most obvious outward appearance in identifying the Savage is the fibreglass bonnet...generally ill-fitting!

Costs of a new Savage in the 1960s began at £2,000, but it really depended on the specification ordered.

The years have not been kind to the survival rate of the Savage, and only about a dozen are thought to be roadworthy now. However should one of these roadworthy cars come on the market for sale today, it would be expected to sell for an amount in the region of £30,000.

By the way, for trivia fans: the Cortina name was inspired by the Italian ski resort Cortina D'ampezzo, the site of the 1956 Winter Olympics. ■



Power from Weslake in the Mk2 Estate



1968 Cortina GT Savage

IRISH VINTAGE Scene

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