

# IVVCC

# NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



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**16** Once-in-a-Decade TR Discovery



**19** COVER STORY - A Century of Citroëns



**25** An Irish Motor Family's Classics



**30** Jaguar Finest on Display



**32** Initiative for Young Enthusiasts



**34** Charlie Byrne Remembered

## CONTENTS

- 4 President's Message
- 7 Secretary's Report
- 8 Calendar of Events
- 10 IVVCC Spring Rally 2019
- 13 1934 Austin 10
- 14 Sold for Scrap
- 16 Triumph Discovery
- 19 Citroën Centenary
- 22 From the Back Seat
- 23 Memory Lane
- 24 Back to the Future
- 25 The O'Flaherty Classics
- 26 The Mercedes-Benz 170v
- 28 Technical Topics
- 30 Jaguar's Finest
- 32 Car Loan Project
- 34 Book Reviews
- 35 Letters
- 36 ARM Report
- 38 Vintage Advice
- 41 For Sale
- 42 Motor Log
- 44 Competitions
- 46 The Sporting Allard



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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:**  
Paul Burke-Kennedy's Light 15  
Photo: Anselm Aherne

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



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# MESSAGE FROM THE PRESIDENT

**Dear Members,**  
**Heritage Ireland 2030 is a public consultation being headed up by the Minister for Culture, Heritage and the Gaeltacht, Josepha Madigan. Because of the urgency to respond before the deadline there was little time for consultation, so I did make a submission to the Minister on behalf of the board and all members, for which I received an acknowledgment.**



As it happened, the deadline for submissions was later extended, so it may not be too late for anyone so inclined to respond to the Minister. The initiative was highlighted in the Irish Vintage Scene recently and our submission is published in this issue of IVVCC News.

In other news, due to circumstances beyond the Club's control, and because of a change in FIVA arrangements for 2020 events, the Board has decided to hold off on plans to host a World Rally in Ireland during that year.

On a sad note, many members and six of their well-polished classic cars attended the funeral and thanksgiving service for the life of Charlie Byrne in Kill O' the Grange parish church recently. It was of course a sad occasion but also uplifting as we heard many tributes paid to Charlie.

What was lovely to hear was the many references to IVVCC and to hear from family and friends how much Charlie appreciated the friendship and comradeship shown to him and Suzette because of their very active involvement in club events. We would all do well to realise that a small deed or kind word

can make a big difference to a person's wellbeing. That is exactly what Charlie and Suzette and indeed their family have the ability to do. Whenever I spoke with Charlie and Suzette I always came away feeling better within. On behalf of all IVVCC members our thoughts and sympathy extend to Suzette and family and to all who knew Charlie.

The ARM continues to run interesting and diverse events throughout the year, all very well organised from within its own membership. A thank you to all who put so much time and effort into the events.

The recent IVVCC Spring Rally was a very successful and well-supported tour north of Dublin. The organising team put together what some found to be a challenging event. June and I took our MG Midget out to celebrate half a century of ownership, and due to some 'brain fade' we made the event even a little longer! A great event. Many thanks to the organisers.

**Happy and safe motoring,  
Clive Evans**



March 21<sup>st</sup> saw a gathering of past IVVCC Presidents at the Dun Laoghaire Golf Club for lunch – hosted by our Club President, Clive Evans, on behalf of the Board.

*Front row (left to right):* Robin McCullagh (2005-08); Bernadette Wyer (2013-2016); Clive Evans (2018- present); Denis Dowdall (2002-05); Peadar Ward (2008-11); Jim Boland (1985-87).

*Back row (left to right):* Tom Farrell (2011-13); Laurence Roe (1992-94); Reg Plunkett (1988-91); Eric Byrne (1997-98); Cedric Bailey (1970-73); Shane Houlihan (2016-2018); Jim Cullen (1975-76).

## Letter to the Minister for Culture, Heritage and the Gaeltacht, Josepha Madigan TD.

Monday, 11<sup>th</sup> February 2019

### Dear Minister Madigan, TD.

We thank you for bringing Heritage Ireland 2030 to our attention, and giving us the opportunity to “be part of this important process”.

While introducing ourselves we are obliged to say we are a little disappointed not to be included as a group worthy of mention in the first instance.

We are the Irish Veteran & Vintage Car Club CLG. (IVVCC).

Formed in 1963 by a few enthusiasts with initiative and foresight to cater for owners of vintage and veteran vehicles, the success of the club has been spectacular.

The Club's Mission Statement is: *To be the voice, custodian and facilitator of the historic vehicle movement in Ireland; 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.*

Also, the IVVCC is Ireland's representative for FIVA, the international governing body for historic vehicles, with 1.5 million members.

FIVA's mission, “*the preservation, protection and promotion of historic vehicles*”, is now considered important enough that it is a partner to UNESCO.

The preservation of old vehicles has been an essential part of Ireland's very successful film industry. Very recently a 100-year-old Ford transported some Ministers to celebrate the centenary of Dáil Éireann. Vehicles such as these are loved and maintained by enthusiasts and were all part of the making of Ireland, from hauling building materials, essential food and personnel and ambulances, in times of peace and indeed of rebellion. Many of the actual vehicles involved in the era of rebellion are maintained in their original condition. Included are many army/military vehicles which are held in high regard in the historic car movement.

Although our landscapes, waterways, etc., are important, they basically look after themselves, whereas without the ‘old vehicle’ movement the heritage of transport will be lost forever.

Events organised by our club and many more affiliated clubs are an important resource for economic activity. Although we do not have figures available for Ireland, using figures produced for the United Kingdom, which would be similar, on a pro rata basis the historic vehicle movement in Ireland generates in excess of €630 million a year. Much of this involves the tourist industry, as Ireland with its relatively clear roads and stunning scenery is very popular with overseas visitors, many of whom come to compete in a re-enactment of the 1903 Gordon Bennett Cup Race, the first ever road race run in Ireland, now organised annually by the IVVCC.

In conclusion Minister, we consider our club, its associated member clubs and indeed the entire historic vehicle movement, deserving of support and mention in your very worthy Heritage Ireland 2030 initiative.

We certainly ‘enjoy our heritage’ and have a sense of pride in it.

Yours sincerely,

**Clive Evans,**

President, Irish Veteran & Vintage Car Club,  
Denali, Charlesland, Greystones, Co Wicklow.



### FIVA invites nominations for 2019 Culture Awards

**FIVA is inviting nominations for its 2019 series of Culture Awards – designed to celebrate our cultural and technical mobile heritage. Since April 2017, FIVA has been a non-governmental partner of UNESCO.**

Last year, the first-ever series of FIVA's Culture Awards saw the following winners in each category:

- **RESEARCH** – The Federation of British Historic Vehicle Clubs with its National Historic Vehicle Survey
- **DEDICATED SERVICE** – The ‘Motorcycle Republic Symposium’, an event organised by the Hellenic Motorcycle Museum
- **EDUCATION, TRAINING & Raising AWARENESS** – Federación Mexicana de Automoviles Antiguos y de Colección, A.C. with the Diploma syllabus (a short film can be seen at [www.fiva.org](http://www.fiva.org))

### Projects for 2019 Awards

“This year, we're looking forward to new projects winning awards,” comments Nataša Grom Jerina, chairwoman of FIVA's Culture Commission. “We're eager to see innovative new approaches, especially linked to skills and youth, alongside stunning but more traditional work.

“These awards are open to everyone, to any classic vehicle enthusiast – they are not limited to FIVA members. Our aim is to find the best project in each category (as listed in the award guidelines), whether it's within a business, a project in a school or university, a public sector programme, a project run by a community organisation, an individual or a club, a museum exhibition, a symposium, a piece of research...and so on. The possibilities are endless. What we'll be looking at are the dynamics of the project – the organisational skills and vision – when choosing the winning entries.”

### How to make a Nomination

Further details, guidelines and entry forms can be found via the website: [www.fiva.org/?p=10958](http://www.fiva.org/?p=10958). Anyone is free to make a nomination (not just FIVA members). However the entry must be submitted no later than 31st August 2019.

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# SECRETARY'S REPORT

In our last issue of the club magazine I received more favourable comments about the background used on the cover image than the actual fine car that was the subject of the photograph. Gougane Barra Church looked splendid and the article by Garrett Foley about the affiliated Kingdom Veteran Vintage & Classic Car Club was a great insight into how other clubs enjoy our hobby.

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Looking through some of the splendid articles in that IVCC News edition had myself thinking that the issue has more of a lifestyle look about it. We can get all we want to know about our cars in other publications, but the content of our first issue for 2019 had something for everyone in it.

Moving further into 2019, our big early summer event is the Gordon Bennett Rally to be held on the weekend of the 7th, 8th, and 9th of June. Many members participate in this prestigious event and many more are involved in its organisation. For members not involved, we would urge you to come along, enjoy a day out and see cars that are rarely used, many of which are now more than one hundred years old. The event is based at Mount Wolseley in Co Carlow, with more information available on the club website. Also on the website you will find updated information about other IVCC and affiliated club events, useful when planning your spring and summer motoring events.

Listening to feedback from our members, we are delighted to let you know that the club will have an official presence again at this year's Irish Jaguar & Daimler Club Terenure Show on Sunday the 7th of July. For devotees of static shows, Terenure is regarded as the best in the country, and we hope many members will support the event and join their fellow members on the club stand. For this, it is important to let us know that you are attending as the organisers allocate space for the club according to the numbers we give them. This is in addition to your event entry, done directly with the IJDC through their booking system.

Whatever your classic motoring or event plans for this spring and summer are, enjoy whatever you do, and happy motoring.

**Myles O'Reilly**  
Hon. Secretary



Riverside stop during last year's Gordon Bennett Rally  
*Photo: Martin Taylor*

# CALENDAR OF EVENTS 2019

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

## JUNE

Sun 02	Yesteryear Motor Club	June Show
Sun 02	Bray Vintage Car Club	Bray Seafront Show
Fri-Sun 07-09	IVVCC International Gordon Bennett Rally	Mount Wolseley Hotel, Tullow, Co Carlow.
Sat 08	Donegal Vintage & Classic Car Club	Kerrykeel Show
Wed 12	RIAC – Annual "Picnic in the Park"	Marley Park, Rathfarnham, Dublin 14.
Sat 15	Muskerry Vintage, Veteran Car & Tractor Club	Gerard McSweeney Memorial Run
Sun 16	Duhallow Vintage Club	Summer Run - Freemount
Mon 17	IVVCC 56th Annual General Meeting	8pm (registration 7pm) West County Hotel, Dublin 20. <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>
Sat 22	Cobh Classic Car Club	Great Island Motors / Cobh Classic Annual Run
Sun 30	Yesteryear Motor Club	June Run

## JULY

Sun 07	Donegal Vintage & Classic Car Club	Annual Club Run
Sun 07	Irish Jaguar & Daimler Club	28th Terenure Classic & Vintage Motor Show 2019
Sat 13-Sun 14	Donegal Vintage & Classic Car Club	Carrigart Show
Sun 14	Garden of Ireland Vintage Car Club	Tom Kennedy Car Show. Ann Nolan / <a href="mailto:annwalsh7@gmail.com">annwalsh7@gmail.com</a>
Sat 20	Munster Vintage Motorcycle & Classic Car Club	64th Cork Veteran Run
Sun 21	Donegal Vintage & Classic Car Club	Bundoran Show

## AUGUST

Sat 17	Cobh Classic Car Club	Static Car Display – Supporting RNLI
Sun 18	IVVCC Powerscourt Picnic - <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	For IVVCC and Affiliated Members. Enniskerry, Co Wicklow.
Sat 24-Sun 25	IVVCC Brass Brigade Run	Base: Clonmel. For cars up to 1919
Sun 25	Donegal Vintage & Classic Car Club	Tullaghan Run

## SEPTEMBER

Sun 01	Donegal Vintage & Classic Car Club	Kilderry Muff Show
Sun 01	Yesteryear Motor Club	September Run
Sat 07	Muskerry Vintage, Veteran Car & Tractor Club	Annual Charity Run
Sat 07-Sun 08	Garden of Ireland Club	Liam Kelly Memorial Run
Sun 08	Donegal Vintage & Classic Car Club	Inishowen Run
Sun 15	Blessington Vintage Car & Motorcycle Club	Blessington Autumn Run
Sun 22	IVVCC Autumn Rally	Event for all cars up to 1989

## OCTOBER

Mon 07	Donegal Vintage & Classic Car Club	Annual General Meeting
Mon 07	IVVCC First Monday Meeting	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20.
Fri 11-Sun 13	Kingdom Veteran, Vintage & Classic Car Club	Autumn Run - Kenmare. Garrett Foley - 087 6455293 after 6pm

## NOVEMBER

Mon 04	IVVCC First Monday Meeting	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20.
Sun 24	Yesteryear Motor Club	November Run
Sat 30	Donegal Vintage & Classic Car Club	Dinner Dance

## DECEMBER

Mon 04	IVVCC Christmas Social Event	Christmas Social Event
Fri 20	Yesteryear Motor Club	December Party



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# IVVCC SPRING RALLY 2019

## Amid Fields of Gold, in North County Dublin

Saturday 13th April, the date of the 2019 IVVCC Spring Rally, turned out to be a bright, though cool and breezy day. 'Fresh' we heard the hardy souls in open cars describe it.

Luckily for us, we were in a closed car. From home we found our way to the meeting point, Jones Garden Centre near Donabate in north Dublin, with only a slight difficulty. There we were plied with hot tea/coffee and extra-delicious scones while collecting our route instructions (all six pages of them). But the sun shone as we got under way and headed towards Ballyboughal by the back roads.

There's an oft-heard mantra in the old car rally business: "Don't ever follow the car in front...even if they appear to know the way". Of course we followed the cars in front. Then eventually – as, one-by-one, the cars in front dropped by the wayside – we too turned around and headed back to find the turning we'd all missed. And so it went on in similar fashion until we arrived at our first official stop, the Maple Lodge Farm.

### Maple Lodge Farm

To anyone with even a vague interest in machinery, the Maple Lodge Farm is a hidden treasure. Run by farm machinery enthusiast Michael Hoey, there are three separate buildings, each filled with tractors and ancillary equipment, all in pristine condition and many with 'manikin' drivers at the controls. Pictured here for example is the 'Massy Ferguson display', which has about 30 of that make's red and white liveried tractors on show – along with a photo of just part of the 'Ford display' in a separate building.

Apparently the Maple Lodge Farm (which also has a fleet of tractors for real field work) is occasionally opened to the public to raise money for charity. The 70 or so Spring Rally cars were expertly parked by club marshals and we were invited to partake of tea/coffee/sandwiches in the farm's small restaurant, staffed by very friendly uniformed staff.

### Meadows Ablaze

Back on the rally trail we negotiated our way through the towns of Skerries and Balbriggan and headed south, with a calm sea on our left at Loughshinny. We meandered along on quiet back roads through pleasant countryside dotted with tidy villages and spacious farmlands. Rounding a corner on the road we were quite often hit with the sight of meadows ablaze with brilliant yellow rapeseed oil crops...quite a remarkable vista.

By the time we hit the village of Oldtown we were beginning to feel peckish, but we knew lunch awaited just 20kms ahead. On arrival at Kettles Country House Hotel near Swords we were directed to a parking spot by a helpful team of marshals. Our table in the dining room turned out to be a lucky one: not only were served an excellent meal but, between ourselves and our table companions, Peter & Helen Ging and the Saunders family, we cleaned up – with two raffle prizes and a trophy!

Home-to-home, we covered some 240kms. Sounds a lot, but then that would have included a few unscheduled detours. A very pleasant day for all...with many thanks to the organisers: Paul Noctor, Tommy Sheridan and Robert Lambert, along with their great team of stewards and marshals. ■

### IVVCC 2019 Spring Rally Trophy Results:

**Pre 1940 Class:** Ken McAllister - 1931 Austin 7

**1940 - 1964 Class:** Paul Noctor - 1954 Triumph TR3

**1965 - 1989 Class:** Anselm Aherne - 1967 Citroën ID19b

**Jones Garden Centre Prize - For the car they would like to own:**

Donal Begley - 1951 Bentley Mk.VI

**Kettles House Hotel Prize - For the car they would like to own:**

Brian & Bernie Gildea - 1963 Jaguar MK II

# Spring Rally Gallery



John Jones (left), founder of the Jones Garden Centre, Donabate – our assembly point – with IVCC President, Clive Evans



A few of the sporty types at the rally in Donabate



The display of Ford Tractors at Maple Lodge Farm...



Paul Noctor, with best-in-class trophy for his super 1954 Triumph TR3  
*Photo: Bernadette Wyer  
Other Photos: Richard Seaver*



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#### 1934 AUSTIN 10

Owner: Tony Jobling

The Austin Ten was launched in April 1932 and was the company's best-selling car during the 1930s. The model continued until 1947, by which time 290,000 had been produced in several variants including an open tourer and a cabriolet, as well as a van and pick-up body. Also called the Ten-Four, the car was powered by a 1,125cc 4-cylinder side-valve engine of 21 brake horsepower and equipped with a 4-speed constant mesh gearbox. Top speed was 55 mph. The basic model was originally priced new at £155.

The immaculate 1934 example pictured here is owned by IVVCC member Tony Jobling. This is the second Austin 10 of exactly the same specification owned by him – the first purchased in 1958; the second in 2007. The story of Tony's long affair with Austin 10s is told overleaf...

# “SOLD IN SCRAP CONDITION”

“What do you have for twenty pounds?” I asked.

It was then that the big man in the smart suit and very shiny shoes seemed to lose interest in talking to me. Instead he seemed to spirit up a man in oily overalls and safety shoes, and proceeded to give him instructions along the lines of, “Take this lad (I was just 19) round the back and try to find him something on wheels”, or words to that effect.



Tony, with his 1934 Austin 10 in 1958. “Of course it runs,” the man in the oily overalls had said. And it did...eventually.

It was June 1958 and, against my parents’ wishes, I had just emptied my post office savings account and was out to buy my first car. The “big man” was a “front of house” sales man in a smart dealership on the outskirts of Leicester, and “round the back” was what seemed like half a field full of dead and dying motor cars.

I have since realised that £20 was rather over the odds at the time for what I finished up with, after all, the receipt clearly states “Sold in scrap condition”. However, that’s history now. We strolled round the field and climbed over a few cars to get a closer look at others. I don’t know what attracted me to a 1934 Austin 10, Reg No. OC 7314 at the time, perhaps it was the potentially shiny chrome radiator, or maybe the “cute” boxy appearance (it was already 24 years old), or perhaps it was simply that it had fewer weeds trying to make it their home. However, whatever the attraction, the man in the oily overalls said, “Of course it runs”, when asked the obvious question.

Some time later, after much hand cranking and with the help of an equally oily accomplice, the engine spluttered into life, albeit noisy and irregular. I’m still not sure how I and Martin, my friend who had driven me there in his 1935 red Morris 8 tourer called “Prometheus”, regarded it as

a good buy, particularly as we then had to tow it the 20 miles back to our hall of residence at Loughborough University. Poor Prometheus. Once the head was off, the condition of the valves and head gasket made it unnecessary to look any further for reasons for its earlier unimpressive performance.

Thus started the steep part of my learning curve about old cars. Now, with the head on the back seat, and the valves removed there was no way “OC” was going to be capable of self propulsion before the end of term in a couple of weeks. Somehow though, she had to get home, 125 miles away. The only solution... another tow. This time behind Dad’s A30. For reasons that escape me we decided that I would pilot the A30 and Dad would ride shotgun in OC.

What a nightmare. No greater love hath no man than one for a son with his first car. The minimal result from severe pressure on the brake pedal demanded very slow progress. Mum rode up front with me and maintained our resolve and morale with copious sandwiches and tea. It seemed to take all afternoon and evening. At the end of the ordeal Dad did then mention OC’s great reluctance to continue in any one direction without having to continuously adjust the guidance mechanism all the time.

There followed the “long vac” as we called the Summer vacation, where every day seemed to follow a similar pattern. Working all day at the local Butlin’s Holiday Camp while anxious to get home to spend the evenings returning OC to roadworthiness.

Apart from grinding valves, relining brakes, freeing a seized centrifugal automatic advance (I hadn’t

***“After much hand cranking by the man in the oily overalls, with the help of an equally oily accomplice, the engine spluttered into life”***

previously heard of such a thing) it is also interesting to recall that I was able to take the solid front axle to the local Austin agent where they had the jig to weld, and then bore, the split king pin holes to the correct specification. Predictably, the steering proved to be quite positive now that the wheels were unable to “wag” so freely.

**“Thus started the steep part of my learning curve about old cars”**

On the second last day of the long vac OC underwent road trials.

Then two days later, with me and all my stuff on board, she returned to college in triumph, and was proud to pose with me at the end of the journey. OC was good to me for the next couple of years or so, and gave much faithful service, but as is the way, progress happens. She eventually went, but the affection remained.

Fast forward forty-nine years to June 2007: We already had a small fleet of three classic cars and I said to Ann one day, “I think we should buy another classic car”. Her predictable response was, “Yes let’s”. It always was. She liked cars and supported my interests as though they were hers. In fact, when I met Ann in 1965 she was at that time doing an evening course in car maintenance, so she was quite at home adjusting brakes or setting tappets.

My choice of car this time was to be pure nostalgia. It had to be a 1934 Austin 10 of exactly the same specification as the chrome rad version of my youth. The

search began in the same way that all my searches have. I joined the appropriate club first, in this case the “Austin Ten Drivers Club”. It was not long before we had done enough networking to track down the exact vehicle. She’s called Avril now, but I won’t prolong the yarn. Suffice to say that it’s fun to turn back my motoring years and once more enjoy the familiarity of what seems like an old friend. It’s a pity the biological years cannot be turned back so easily. ■



“Sold in Scrap Condition”...and... “Carries No Guarantee Whatsoever”.



Almost 50 years later, I said to Ann: “Let’s buy another classic car” And we did, a 1934 Austin 10.

# ‘ONCE IN A DECADE’ FIND

## A famous Irish ex-works Triumph TR2 unearthed

The following is an account of a very interesting discovery – and a subsequent restoration. The car in question, a Triumph TR2 registration number IT 3714, was one of only two CKD cars built in Ireland to specific Standard-Triumph UK competition standards. The car was allocated to well-known driver Raymond Laird and navigator Keith Collie; the second car TR2 was PRI-222, driven by Paddy Hopkirk. Two years ago Pat MacMahon, Secretary of TR Register Ireland, received a call from the custodian of what turned out to be the famous Laird/Collie TR2. Below he tell the story of this unique car...



IT-3714 – As found, after 37 years unmoved in a Dublin garage

It started with an email late last May to our club's Gmail address: *"Hi, I've got my late brother's Irish registered TR2 stored at my house, could you come and take a look at it for me?"*

The next afternoon I hopped into my TR3A and drove to a leafy Georgian square in south Dublin, where I met my email contact. We drove to the rear of the residence and, in a coach house at the end of the garden, I saw one of the most famous ever TRs in Ireland: the ex-works TR2, IT-3714, which was driven by Raymond Laird and navigated by Keith Collie.

### Standard-Triumph Works Cars

Standard-Triumph (Eire) Ltd had two Works TR2s and one TR3 from 1954 to 1956. Each TR was allocated to a regular driver, including Paddy Hopkirk in TR2 PRI-222, Raymond Laird in the abovementioned TR2 IT-3714 and Gerry Reid in TR3 EIF-330.

Raymond Laird was from Drumshanbo, Co Leitrim, where his family ran extensive commercial operations in the town – including sawmills, a flour mill and a large jam factory producing the famous Bo-Peep brands. Motor sport was in Raymond's DNA. His father owned from new a 1902 Wolseley car registered in 1903 with the number IT-1, which was the first car registered in County Leitrim. When required for motor sport Raymond always sported an immaculate white helmet with a large green shamrock on the front.

County Leitrim's allocated registration lettering from 1903 was IT-xxx, hence the registration number IT-3714 on Raymond's TR2, which went hand-in-glove with Standard-Triumph Coventry's advert campaign at the time: "You Can't Beat IT", which was used in advertisements for both Standard cars and the TR2.

Each Works TR was a CKD (completely knocked down) car, carefully assembled in Percy Place, Dublin, to be used in all forms of motor sport at home and abroad to promote the TR2 model to potential buyers.

Although a TR2 long believed to have been lost, when I viewed IT-3714 she looked to be complete in all respects, even though she had lain unmoved for the past 37 years, fortunately in a dry storage area. IT-3714's chassis number is TS6699DL from July 1955 with her engine number TS6752E and featuring a non-standard TR paint colour from new (as did Paddy Hopkirk's TR2). This famous ex-Works TR2, which was rallied extensively in Ireland and the UK, is that 'once in a decade find' for a TR enthusiast.

Having lain untouched for 37 years, my contact proceeded to start IT's engine using a jury-rigged fuel feeder and she ran for five minutes at 20lbs oil pressure at tick-over. Unfortunately her clutch plate was stuck to the flywheel so she was not moveable under her own power.

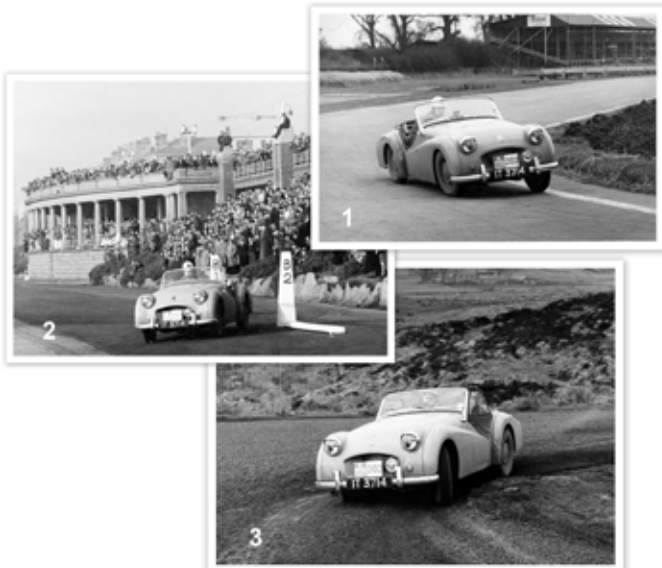
### RAC Rally of Great Britain

I decided to research IT-3714's competition history back in the 1950s and selected the 1956 RAC 'Rally of Great Britain' in which she competed with entry number 202 as the sample event. I had met IT's navigator Keith Collie previously, so I contacted Keith and arranged to meet and chat about his experiences with IT-3714. Keith is wonderful company, a mountaineer, yacht master, photographer, trials motorcyclist, navigator and all-round high achiever. His response was, come down tomorrow and we'll chat. So next morning I set out early on a 370km round trip to meet him. Keith had already gathered together images and maps etc from his 1956 RAC Rally experiences, and he kindly supplied me with mono images in which IT-3714 is photographed at Blackpool, Otterburn and Goodwood, with Keith in the TR at Otterburn. He also produced his 1956 RAC rally ordnance survey maps, slide-rule and homemade illuminated magnifier scaled in 1-inch square grids. [Note: An archived contemporary motor sport report described Keith Collie as 'A Radar Brained Navigator'].

Keith recalls that his 1956 RAC Rally started in Hastings on a Monday night and then ran for 24-hours non-stop. Tuesday night rest; Wednesday 24-hours non-stop; Thursday night rest. Friday was also 24-hours non-stop and at that start they were positioned in the top five cars, less than a minute off the first placed car.

It is wonderful to find this famous TR2 is still 'alive' and to have





1. Raymond Laird in IT-3714 at Goodwood during the 1956 RAC Rally of Great Britain;  
 2. Raymond leaving the Blackpool start in the TR2;  
 3. Raymond with navigator Keith Collie at Otterburn during the 1956 RAC rally.



Beginning the ground-up rebuild



95% of the original car will be retained



enjoyed the privilege of speaking with her navigator, from when the car was new in 1955.

TR Register Ireland ensured that this famous piece of Irish motoring history will remain in Ireland despite offers from USA, Australia, UK, Germany. She will remain in Ireland into the future and is currently undergoing a complete rebuild by specialist restorer Jackie Cochrane.

### Revival and Restoration

I took a spin up the motorway recently with fellow sidescreen TR enthusiast Ray Henderson to meet Jackie & Patricia Cochrane – and to view the progress Jackie is making on his sympathetic restoration of the Laird/Collie CKD Works TR2 IT-3714.

Jackie intends to re-use every single item from the car as is possible. 95% of the original car will be retained, including the inner and outer sills, chassis (100%), with every nut, bolt, washer, etc, removed being re-used where possible. Even the front and rear springs, rear shocks, distributor and its cap are being retained. The original hubcap medallions were being 'rejuvenated' the previous week. The paint colour will be exactly the original non-standard paint shade applied on the assembly line in Dublin in May 1955.

TR Register Ireland, which is affiliated to the IVVCC, welcomes

all TR owners to the club. The TR Register can be contacted at: [trregisterireland@gmail.com](mailto:trregisterireland@gmail.com) / [www.facebook.com/TRSPORTSCARS](http://www.facebook.com/TRSPORTSCARS). ■

*[With thanks to: Keith Collie, Royal Irish Automobile Club archivist Bob Montgomery, TR Register Ireland archives. Thanks also to David Burrows who is the photographer of the mono images taken in 1956]*



Keith Collie, reunited with IT-3714, while the un-restored TR2 was on display at the Carole Nash RIAC Classic Car Show in March 2018



# NUTS & BOLTS

## BENTLY CENTENARY ON SHOW



**Windsor, UK...** Salon Privé (5-8 September) will this year dedicate two days to celebrate the centenary of one of Britain's most revered marques; Bentley Motors, founded in 1919 by the gifted engineer W.O. Bentley.

50 'Bentley Masters' cars will be judged on the Saturday by a panel carefully selected for their expertise of the Bentley marque. However, Salon Privé takes a relaxed approach to the judging, rather than the close scrutiny of a traditional Concours event.

### CLASSIC ELECTRIC MINI

**London...** Recently revealed at the London Classic Car Show, an all-new electric classic Mini has gone on sale in the UK, developed by electric conversions specialists Swindon Powertrain and labelled the Swind E Classic Mini.

The car is retrofitted to include a new battery and powertrain, giving a range of 125 miles. Only 100 will be built, with prices starting at a whopping £79,000.

### 1907 PEKING-PARIS CAR TRIES AGAIN



**Ghent, Belgium...** A 112-year-old Mototri Contal three-wheeler is set to take on the 2019 Peking to Paris Rally, aiming to finish a 13,840 km journey its sister model started in 1907. In that year, Auguste Pons and Oscar Foucauld saw them and their three-wheeler stranded in the Gobi Desert. They started to walk back to Peking, almost losing their lives in the process.

Anton Gonnissen (58) will attempt to rewrite history by starting the 2019 Peking-Paris Rally in a rebuilt Mototri Contal and bring her back to Paris.

## TERENURE SHOW JULY 7TH 2019

### Hosted by the Irish Jaguar & Daimler Club

The 28th Irish Classic & Vintage Motor Show – Ireland's largest classic car show – will be held in Terenure College, Dublin, on Sunday, 7th July.

The Irish Jaguar & Daimler Club is affiliated to the IVVCC and our club would like to encourage our members to join our IVVCC stand on the day, which will have a fine range of cars on display by members. Entries must be submitted by 20th June to ensure the space advised by our club is provided for our members.

**Entry fees for classic car display:** €10 per car (Up to Monday, June 25th. Inc driver and one passenger, extra passengers €5 each. Commemorative plates must be booked separately, at €5, before this date. Display cars should be at least 20 years old unless entering with a one marque club or by prior invitation).

**Cars for Sale:** €35 (Single vehicles only, all signs must be inside the car. Fee includes driver and one passenger).

**Late entry fee:** €20 per car (After Monday, June 25th. Entries can be made online up to Saturday, June 30th or at the gate up to noon on the day subject to space being available. Late entries should collect their windscreen hanger from the organisers office in the field if they wish to be included in the judging).

Cars can be entered online or by post up to Monday, June 25th by downloading the entry form and paying by cheque.

**Admission fees to the public:** Adult Entry (Public): €15; Children (Under 16): €5; Senior Citizens (Public): €10; Family Ticket: €30 (2 Adults + 2 Children).

The event is open to the public from 10.00am to 5.00pm and free car parking is available within the grounds. Please follow the signs and marshals instructions to enter and exit the car parks via Fortfield Road and Templeogue Road. Tickets may be bought at the gate or by credit card online using the links shown below.

Up to 1,500 cars are expected, with prizes presented in the arena at 4pm, and there will be music and children's entertainment during the day.

The charity supported this year is the Dublin Samaritans. Music will be provided by the Tom Cole Jnr Band during the afternoon and prizes will be awarded to the best cars at 4pm in the centre arena. Breakfast, at €6, will be available in the grounds from 8am to 11am and a range of food will be available throughout the day.

Highlights from last year included a Jaguar Low Drag Lightweight E-type and the Jaguar R-D6 Concept Car. Also on display will be selected Fire Brigades, Kit and Custom Cars, Sports and Super Cars with up to 1,500 vehicles expected in total. Autojumble and trade stands, refreshments, and children's entertainment will also be available throughout the day.

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

# A CENTURY OF CITROËNS



## The Irish/UK/French Connection

This year celebrates the centenary of the Citroën marque. Founded by the French industrialist André Citroën in 1919, the early Citroëns, particularly the Traction Avant, with its front-wheel drive and monocoque body – and the DS with its hydropneumatic self-levelling suspension – established a worldwide reputation for innovative technology.

Frank Bergin, longtime enthusiast and expert on the French make, tells us the story of Citroën assembly in Ireland.



Within the Irish Free State of the '30s it was only readers Paul Burke-Kennedy's 1955 Citroën - one of the last Citroën Light 15 models to be assembled in Dublin, pictured in the '80s, before a full restoration.

Photo: A.Aherne

of foreign motoring magazines who would have been aware of the Citroën Traction Avant's existence. The first mention of it in the island of Ireland was in an issue of 'The Irish Motor News' in Sept 1934, when the car was on show in Belfast. Later there was an extended editorial in October dealing with streamlining trends at the London Olympia Car Show where the Front Wheel Drive Citroën received special mention. Isaac Agnew & Co was offering it for sale in Belfast the following year for £250. However at that time there was nothing happening at all about the car within the motor scene south of the border.

Then, in October 1937, in a piece in The Irish Motor News entitled "A running commentary on the Earls Court Exhibition", Richard Twelvetrees gave details and prices of the various Citroën models on show. At the end of the piece, Ashenhurst Williams & Co Ltd. is mentioned as "sole distributors for Eire", based at 15 Talbot Place, Dublin. At what point Ashenhurst took over the agency from the previous Citroën agents, McEntagarts, and whether they assembled cars pre-WWII, I have been unable to determine. Certainly Ashenhurst were longstanding agents for Leyland Trucks (since 1919) and were well established as motor engineers in Dublin. In December 1939 they placed a half-page advertisement for the saloon version of

the car, but with war by then declared, supply of any not already in stock would have been impossible.

Obviously all Citroën and indeed all motor production stopped during WWII. Equally the tiny Irish market would not have been a priority for motor manufacturers after the cessation of hostilities. Also there was an absence of any specifically Irish interest motoring magazines post war, as The Irish Motoring News had by then ceased publication.

## Dublin-built Light 15

But Larry Whelan is able to confirm the situation with his clear memories. In 1951 Larry commenced his apprenticeship with Ashenhurst Williams at Talbot Place, Store Street, Dublin (between the Garda Station and the Morgue). One of his first jobs with the late Eddie Lewis was the assembly of the Light 15 from CKD (Completely Knocked Down) crates supplied from the Citroën UK factory in Slough. Leyland trucks were also assembled at the Dublin site, which was by no means large - and must have led to very cramped and awkward working conditions. Citroën production numbers were small – Larry estimates about 12 units per year – and although he was transferred to other work two years later, these low figures remained unchanged to the end of Light 15 assembly – presumably when production ceased at Slough in 1955.

Assembly of the Irish Light 15 was later moved by Ashenhurst Williams to the site of the old Mountjoy Brewery at Russell Street, near Croke Park, Dublin. The





FIK 629...Paul Burke-Kennedy's Light 15 in its new black and cream paintwork.  
Photo: A.Aherne



cars were assembled in the 'Old' building there, while Leyland trucks were assembled in the 'New' building. Ashenhurst Williams never did the final trimming or painting on the Light 15s. Instead, they were sent out by transporter to Callow Glimore Ltd in Westland Row, Dublin, or to Standard Triumph at Cashel Road, Crumlin, Dublin, for final finishing.

Ashenhurst Williams only ever marketed the short wheelbase Citroën Light 15 saloon version (known as the 11BL in France - but always referred to in the UK & Ireland as the Light 15). The assemblers did not have a dealer network then, but had some outlets, including Ever Ready Garage in Donnybrook, Dublin. Noteworthy Irish owners of Citroën Light 15s included the then Archbishop of Dublin, John Charles McQuaid and M/S Collen Bros., Builders, of East Wall Road, Dublin.

Happily, we know of one Irish-assembled Light 15 from this era which still exists, and which has been restored to a high standard. This 1955 Citroën, with its Dublin registration FIK 629, is in the longtime ownership of Paul Burke-Kennedy, and is one of the last Light 15s to be assembled in Ireland by Ashenhurst Williams.

### Enter the Goddess

The launch of the DS 19 at the Paris Salon on 5th October 1955 is very well documented in the motoring literature and even in YouTube clips, and made a massive impact. Most frequently described as "la bombe Citroën", it was so avant garde and so far ahead of its time that to this day it is frequently used by advertising agencies in modern contexts. On the first day of launch in Paris, 12,000 orders were taken!

Backtracking in time, it is worth mentioning the earlier launch of the 2CV in 1948. It was an instant success in France with delivery delays running into years! While this car was produced in RHD at Slough from 1953 to 1959 it was not then a commercial success in the UK mainly for high pricing reasons and was discontinued. Efforts were made at Slough in 1961 to "normalise" the 2CV for the conservative British market by designing a fibreglass body and calling it the "Bijou", but only 211 were ever made. In those days no version of the 2CV was marketed in Ireland – indeed it would be the early '70s before the Dyane would be first introduced here.

Similarly the quintessentially French H-Van was never marketed in Ireland, nor was it ever produced or assembled at Slough. As a final digression, Citroën took over Panhard in 1955 with their notable 850cc flat twin engines, but sold that company off again in 1960. Panhard cars were assembled for a while in Lucan, Co. Dublin, for the Irish market.

### Irish assembly of Citroën ID

But back to the DS, whose slightly later (1956) and simplified manual version, the ID, went into production at Slough in March 1958.

In Dublin, Ashenhurst Williams commenced assembly of the ID in 1959 from CKD crates supplied from Slough, as they had previously done for the Light 15. Brendan Dolphin, who had

been working in England, returned home around this time to assist with this assembly project. This work was carried out on the site of the old Mountjoy Brewery at Russell Street near Croke Park and was done in the 'New' building where Leyland trucks were also assembled. Production numbers were small, with a quota he remembers of 14 per year, which was very similar to the previous figures for the Light 15.

The Slough production of RHD Citroëns closed in 1966, literally 40 years to the day since it was officially opened to great fanfare by André Citroën himself. However assembly of cars in Ireland continued for about another year from stocks of crated parts.

The ID was quite an expensive car in its day and the original semi-automatic DS even more so. Not being assembled here I can only suggest that customers for the semi-auto version were very thin on the ground, with their numbers further restricted by the then government quotas based on local assembly of the ID. Again there was not a network of main dealers as such, but rather retail outlets like Ever Ready Garage in Donnybrook. For more major servicing and repair on this rather sophisticated and complicated car, they were returned to Ashenhurst Williams.

### Ashenhurst moves to Bluebell

In 1971, Ashenhurst Williams relocated to new purpose-built premises on Bluebell Avenue off Kylemore Road, Dublin, and their premises at Russell Street were sold.

While assembly of Leyland trucks was continued in Bluebell, no Citroën assembly work was ever carried out there, and all future Citroën cars for the Irish market were imported directly from France fully built up. By 1970 all D-Series cars, whether manual or semi-auto, became

rationalised as DS variants (with fared-in headlamps, some turning with the steering, since 1968). These cars arrived in Rosslare from the Javel factory in Paris. Curiously, the cars arrived with their rear wings removed. This was to prevent damage from overzealous port drivers driving them off the ferries before normal ride height (following engine start-up) was achieved.

At the time of writing I am not aware of the existence of any Irish assembled D-series in roadworthy condition, although I have heard of one "awaiting restoration". A number of originally Irish registered cars do exist in good condition, including one which has been restored to near concours level.

Many thanks are due to Bob Montgomery/RIAC Archive, Larry Whelan (snr), Brendan Dolphin and Trevor Jones for their assistance in providing information for this article. ■

*[The IVVCC is indebted to Frank Bergin for providing us with this comprehensive history of Citroën assembly operations in Ireland]*



The revolutionary DS, being welded in Citroën's Slough factory in Berkshire, England.  
*Photo: Citroën UK*



A Citroën UK publicity photo for the Slough-built DS Pallas



Ashenhurst Williams' new headquarters, opened by Lord Stokes in 1971, at Bluebell Avenue off Kylemore Road, Dublin,



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

**“Standing there in the midst of luxury and splendour... I could not help but ask myself: where is the motor industry going? I confess, I don’t know. And I suspect that manufacturers don’t know either.”**

One of the most interesting events I attended recently was the unveiling, at Ballsbridge Motors, of a year-long exhibition in which models from the O’Flaherty family collection of vintage cars are being displayed for visitors to admire.

I expect that every IVVCC member knows these cars backwards and will have admired them many times. However, for other mortals, the chance to get-up-close to these design and engineering masterpieces must be quite appealing. Certainly, it should create in their minds an awareness of the very important contribution that IVVCC and like organisations across the globe are doing to preserve our motoring heritage.

Standing there in the midst of luxury and splendour – with everything I admire about motoring in terms of engineering excellence with long-life characteristics on one side, juxtaposed with modern high-tech creations whose features are mind-blowing to people of my background on the other – I could not help but ask myself: where is the motor industry going? I confess, I don’t know. And I suspect that manufacturers don’t know either.

### Cogs in a Big Wheel

But because factories are fuelled by demand – and sales people are driven to achieve targets – you and I have become cogs in a great big wheel, persuaded by marketing and advertising people, aided and abetted by bankers to sign on the dotted line and buy the latest new model.

Indeed, the situation has become so pressurised, it seems young motorists no longer purchase cars...they rent

them, via financial plans such as PCP and the like. And, as they do, they build up mountains of extra debt, adding to the swathe of other direct debits they have to meet for pay-per-view channels, gym subscriptions, electricity, gas, and so forth. And that’s before we factor in essentials like childcare, groceries and mortgage payments.

### The Finance Plan

With all of these considerations swirling around in my head, standing in Ballsbridge Motors I couldn’t help but ask myself: What would life have been like had the marketing and vehicle finance gurus been around in 1886.

I can almost hear the conversation while some banker watched Karl Benz wheel his revolutionary Benz Patent Motorwagen on to the street for the very first time.

*“Was ist das, Herr Benz? Ah! Ein wagen ohne pferde? Sehr interessant. Ich habe eine idee!”*

And so, from the Rhine to the Rhur, the message would have rung out: “Today, our great inventor Karl Benz has pleasure in announcing the launch of the world’s first horseless carriage. Something never before seen in the history of mankind: the first passenger-carrying vehicle ever to move from place to place without the need of a horse. And the wonderful thing is...you can enjoy that pleasure thanks to our new PCP finance plan. Yes folks, for just a few pfennigs a month, you could be on your way on one of life’s adventures.”

### The Marketing Message

“Thanks to Herr Benz and his vision, you need no longer fear the swish of a

horse’s tail. No longer need ladies raise their skirts to pick their way through the things that horses leave behind. Never again will you have to harness the mare, or travel with bags of hay, or note the location of drinking troughs.

“Imagine the pleasure owning a new Motor Wagen would bring. Having a Benz in your driveway will say more about you than a string of pearls around your wife’s neck ever would. To your neighbours it would mean never again having to hear the clatter of horses’ hooves, the rattle of steel-rimmed wheels or the chorus of ‘giddy-ups’ booming in from the cobblestone streets outside. It means never again being woken up by the sound of neighing, or having to batten down the doorway against the rats that run in and out of your horse hay barn.

“The Benz Patent Motor Wagen comes with finely crafted spoke wheels as standard, running on durable, long-lasting rubber tyres. Sitting atop, as you jauntily bop along, you’ll see above the hedges and announce you’ve arrived with a jaunty squeeze on your rubber bugle-horn.

“For those who dreamt that, one day, they might be able to sell the horse, the good news is: that day is now.”

### So then...Cancel the Whole Thing!

If only they could have foreseen what was to come, they’d have wheeled it back into the yard, added two shafts to convert it back into a carriage, and told Bertha her shopping trip was cancelled.

But alas, that was not how the story ended. ■

# Memory Lane



This view of the short thoroughfare known as The Bullring in Drogheda dates from about 1976. It leads to St. Mary's Bridge over the River Boyne which is the last road bridge before it reaches the sea. Beyond the bridge is Shop Street with the half-demolished ruin of the old Tredagh Hotel on the corner site just after the bridge.

Today the area is almost unrecognisable owing to the building of the town's inner by-pass road and the Bridge of Peace which shortened this road even more, and the subsequent redevelopment of buildings on both sides of the roadway, including the replacement of the ancient St. Mary's Bridge by a new one in 1983.

On the lower left side of the image can be glimpsed the roof and bonnet of a Volvo 144, the first model type to be sold in Ireland by Car Marketing Ltd., a company set up by Huet Motors to handle the Volvo franchise in 1968. In front of the Volvo is a Renault 6TL, which was distributed here by the Smiths Group. The 6 was developed from the Renault 4 but used the larger 1108cc engine from the old Renault 8 when the 6TL version was introduced in 1972, and it shares the 4's tendency to roll easily when cornering. Next up is a standard model Ford Cortina Mk.3, this being one of the final examples, with a late 1975 Dublin registration 551 NIK. Beyond the Cortina is a Hillman Hunter, the 1975-onwards version going by the anodised aluminium panel surrounding the rear lights. This is possibly the newest car in this picture. Hunters were assembled in Dublin by Buckley Motors, later Chrysler Ireland, for the home market. From 1977 to the end of Hunter production in 1979, output was steeply increased to supply the UK domestic market also.

Moving ahead is a Datsun Cherry of the original 1970-4 series, which was available in Ireland shortly after the Brittain Group secured the Datsun franchise, and began assembly and distribution in 1973. The model was popular but short-lived as it was soon replaced by the larger Cherry 100A. Beyond the Datsun is a late model Renault 16 TL or TS and a 1967 VW Beetle.

Facing the viewer is a Mini Mk.2 with its more 'squared-up' grille. In front is an Audi Super 90 judging by the generous chrome trim. Although Motor Distributors handled the Audi range, including the 75 and the Super 90 from the late Sixties, this car was not one of theirs, and may have belonged to a tourist as it is left hand drive and has, possibly, one of those small Italian white front number plates attached to the bumper. Next is an Esso oil tanker trailer being pulled by a Leyland tractor unit with an early 1971 Dublin number 5331 Z. This cab style known as the Ergonomic Tilt Cab was introduced in the mid-Sixties and gave useful access over the engine, as the cab could be tilted forward. Branding could be Leyland, AEC or Albion. Unfortunately we cannot tell which version this one is because the badges and name plates have been removed, possibly for a recent repainting of the vehicle.

Glancing to the right, there is a Ford Escort Mk.1 parked alongside a pair of old-style telephone boxes, and partly hidden by the tanker truck is a white Renault 4 van. Still more French cars abound, with a Peugeot 304 parked behind another Peugeot, a dusty 404 with a buckled front bumper displaying a 1963 Dublin HZE registration. Note the bus stop with the period CIE "broken wheel" emblem and the once familiar yellow litter bin with semi-circular top. Finally, closer to the viewer another 404, a fresher looking 1969 example, registered PZU 437, pulls away from the kerb, apparently without indicating. ■

# BACK TO THE FUTURE

At 50 years old, the first Lunar Rover could easily qualify as an IVVCC classic vehicle

This year, 2019, marks 50 years since Neil Armstrong took mankind's first steps on the surface of the moon. And just a year before that, the Soviet Union successfully landed Lunokhod 1, the first Lunar Rover on the surface of Earth's nearest neighbour in space.

Since then, numerous vehicles, manned and unmanned, have traversed and explored the moon's surface. In March this year the Toyota Motor Corporation unveiled a project designed to land an advanced self-driving manned vehicle on the moon by 2029.

The Soviet Union's lunar rover, Lunokhod 1, was the first vehicle to travel on another body in space. The unmanned rover soft-landed in the moon's Sea of Rains on November 1970, following a previous unsuccessful attempt by Russia in 1969 to launch a lunar rover. Having worked on the moon for 11 months, Lunokhod 1 held the durability record for space rovers for more than 30 years.

## The JAXA Rover

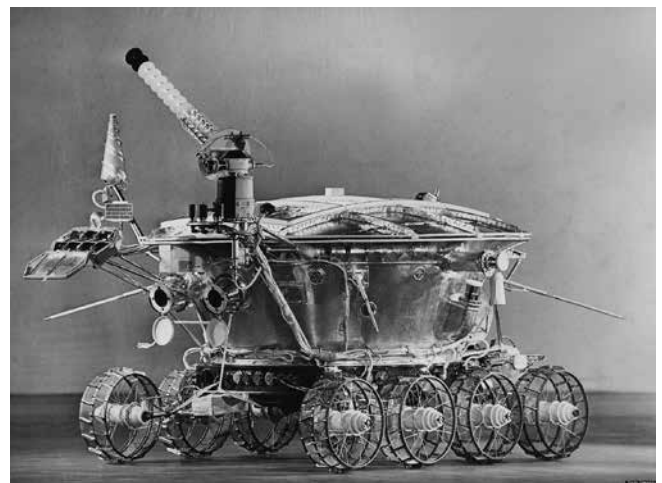
The new lunar rover being developed by Japan Aerospace Exploration Agency (JAXA) and Toyota Motor Corporation is a six-wheeled vehicle designed to carry two astronauts. The pressurised cabin will allow the crew to take their suits off and live in the vehicle as they explore the lunar surface. The self-driving transporter will be powered by Toyota's latest fuel-cell technology and is capable of travelling a distance of about 6,200 miles. "It's an extremely challenging project," says Koichi Wakata, an astronaut who has flown in NASA's Space Shuttle and served as the first Japanese commander of the International Space Station. To view a computer-generated film of the JAXA vehicle, type the following link into your address bar [www.tinyurl.com/yxbnnh7x](http://www.tinyurl.com/yxbnnh7x) and then click on the video symbol.

Roughly the size of two mini buses, the JAXA-Toyota lunar rover will be about 20 feet long. The rover will use solar arrays and fuel cells to generate and store power. It will land on the moon before a human expedition arrives, and drive to meet them. The project calls for the rover to be used in four other exploration areas, so it will have to move around on its own to meet arriving astronauts.

The initial JAXA rover mission is scheduled to drive a total of 10,000 kilometers. In order to secure the amount of energy needed to travel, Toyota plans to equip the vehicle with its next-generation fuel cell, which will allow the rover to travel up to 1,000km on one fill of the hydrogen tank. Daytime on the moon lasts for two weeks, so the vehicle will need to generate electricity using solar photovoltaic panels. Electricity will also need to be stored to operate other electronic devices outside of vehicle. Automated driving functions will also help the crew to manoeuvre safely across the lunar surface.

## The LVVVC Annual Rally

So, looking well into the future (assuming mankind is still hanging around), we can imagine a time in a dome-city on the moon: the Lunar Vintage & Veteran Vehicle Club (LVVVC) is holding its annual rally, with *Lunokhod 1* (or more probably the club's precious replica) being given its yearly outing and heading the parade. Someone among the sprinkle of onlookers is heard to say: "My dad drove one of those...back in the old days." ■

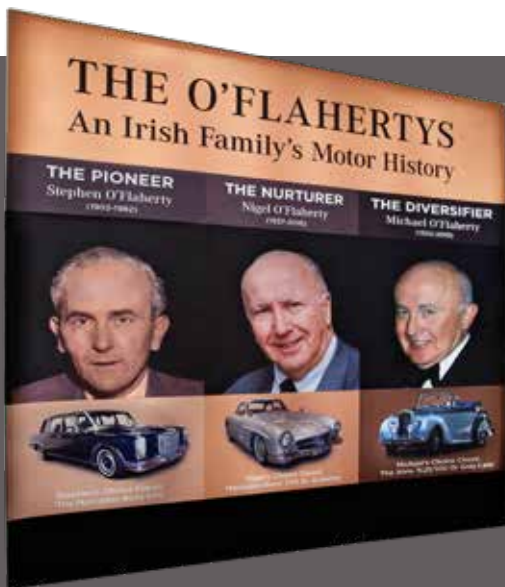


Launched almost 50 years ago, the Soviet Union's, Lunokhod 1, the first vehicle to land on another body in space.  
Photo: NASA/GSFC/Arizona State University



The JAXA-Toyota Lunar Rover, a concept image of the vehicle, scheduled to land on the moon in 2029.  
Photo: Toyota Motor Corporation





# THE O'FLAHERTY COLLECTION

Throughout 2019, at MSL Ballsbridge Motors Ltd, Shelbourne Road, Dublin, the Board of O'Flaherty Holdings are mounting The O'Flaherty Mercedes-Benz Classic Collection – a special tribute to the company's founder, Stephen O'Flaherty, and his two eldest sons Michael and Nigel O'Flaherty.



The gathering at MSL Ballsbridge Motors, with the 1886 Benz Patent 3-wheeler in the foreground



Henry Noonan (left) and Michael Tynan get comfortable on the 1898 Benz Velo



Bob O'Callaghan, previously of Motor Distributors Ltd renown, with wife Marie now having to take a back seat, in the 1911 Benz 8/18



Denis and Gertie Dowdall also get comfortable in the Benz 8/18 on display at the MSI Event

The O'Flaherty Mercedes-Benz Classic Collection is housed in Motor Distributors Ltd's headquarters on the Naas Road. However, for the first time ever, the collection can now be viewed by the public. Every four weeks a different model from the museum will be on display at the company's recently expanded MSL Ballsbridge Motors showroom for Mercedes-Benz cars.

At an exclusive launch of the collection held at Ballsbridge on February 13th, the 1886 Patent Motor Car and the 1898 Benz Velo Comfortable were on display – along with the 1911 Benz 8/18 open tourer – this car being the first of twelve cars from the Naas Road museum to be displayed on the monthly rotating basis at MSL Motors, Ballsbridge.



# THE MERCEDES-BENZ TYPE 170V

## ...The Story of an Irish Museum Exhibit

The Mercedes-Benz 170v was one of the most advanced cars of its time. The story of the excellent 1938 example of the marque – on display in the Motor Distributors Ltd car collection on the Naas Road – is told here by the museum’s curator, Denis Dowdall.

The Mercedes-Benz Type 170 first went into production at the company’s factory in Sindelfingen, Germany, in 1935 and continued with a variety of models and body styles until the outbreak of the Second World War in September 1939. All car production then ceased at the factory.

Before the war, the Type 170 was the company’s top selling model. When the war ended in 1945, car production recommenced the following year in Sindelfingen, again with the model 170v. The model was then given a number of improvements, and in 1949 became known as the 170s. The letter “V” in the model description stands for Vorn (front), to distinguish it from the model 170H; “H” meaning Heck (rear), where the model 170H had its engine mounted.

Production of the 170 series finally finished in 1955 and was followed by the Type 180 Ponton. In total, approximately 158,000 Type 170 cars were produced.

The 170v now at the MDL museum on the Naas Road was purchased by me in 1988, on behalf of Motor Distributors, from a Mr Karl Keller of Crosshaven, Co Cork. Mr Keller was a car collector and restorer who specialized in Mercedes-Benz vintage cars and had previously imported the 170v from England.

### Bomb Damage

The first owner, a Mr R.J.Wood, purchased the car while he was resident in London. While the car was off the road in London during the war, it was caught up in a bomb explosion and received considerable body and paintwork damage from flying debris. When the car was subsequently acquired by Motor Distributors the damage to the bodywork was still in evidence, so the car was subjected to a complete paint strip and body repair and then repainted in the vehicle’s original colour scheme. That work was carried out at Europa Cars in Blackrock, Dublin, under the watchful and critical eye of the late Mattie O’Sullivan.

When the first owner ordered the car he requested that it be painted “two-tone” – yellow and black. He had acquired a sales brochure for a 170v in which the car was shown in the colour yellow, so Mr Wood just coloured-in the roof and mudwings of the car in the brochure in black (as shown in the actual brochure pictured here), and ordered his car to come painted in that colour scheme.



The 1938 Mercedes-Benz 170v now on display at the Motor Distributors Ltd museum on the Naas Road, Dublin.

Crosshaven, Co Cork – the 170v leaving the home of Mr & Mrs Karl Keller (left), when collected by Denis Dowdall (right) in 1988.



**Über 40.000 Stück verkauft:**  
*Typ 170-V* der Mercedes-Benz der niedrigen Preisklasse

**Glänzende Fahreigenschaften, Vollschwingsachsen, ein robuster, fest Isolierter 4-Zylinder-Schwabenmotor, Überraschende Bequemlichkeit und Geräusikgüte, vollendet schöne Aufbauten für alle Ansprüche und Zwecke – und seine ganz besondere Preiswürdigkeit!**

**Von RM 3750.- an.** (Ab Werk)

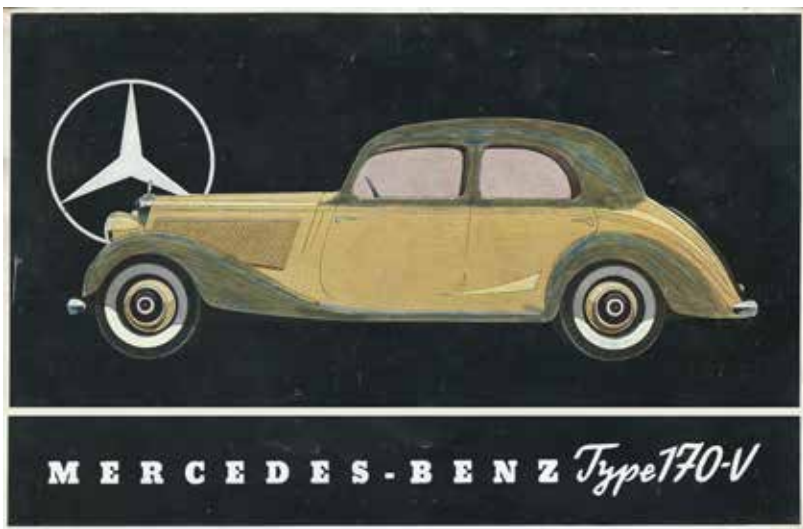
**MERCEDES-BENZ**

*Sechsfachachsen 2 parallel Blätterfedern mit Spezialstahlfedern bilden die Fundamente. Die Blätterfedern sind für jede Achse aufgelegt. Starke Schraubenfedern sichern die Fahrt gegen den Boden ab. Besonders sorgfältige Bauart durch Vierrad-Gilbdrucke.*

*Schwabenmotor Der 1774 4-Zylinder-Motor ist abweichend an 2 Punkten in Guss gegießt, daher die Lauffuhr. Der Übertrag des Motorkraft geschieht durch ein ausgeprägtes, durch 1 und 4 Gang synchronisiert sind.*

*Hohe Preiswürdigkeit Der besonders große Cockpitraum im Blick des Wagen bietet eine große Spezialform Platz. Breite Türen und Innenausstattung, sowie der Unterbau kleinerer Bauformen, die während der Fahrt leichter einbauen.*

*Bequemlichkeit und Geräusikgüte Geräumige Aufbauten, mechanische Ausstattung und weiche Polster bieten jede denkbare Bequemlichkeit.*



The original 170v brochure – coloured-in two-tone by the first owner.

**Type 170v Specification**

The Type 170 was the world's first car to be fitted with all-round independent suspension. It is powered by a four-cylinder side-valve petrol engine, which delivers 38 horse power at 3,000 rpm – and returns a fuel consumption of approximately 20/25 mpg. The electrical system is 6-volt and includes semaphore directional indicators. The car is also fitted with hydraulic drum brakes all round, as well as

a foot-operated hydraulic chassis lubrication system. The spare wheel is mounted under a cover on the rear of the body shell. A small luggage compartment can be accessed from the inside of the car, by lowering the back of the rear seat. With the exception of the paintwork change mentioned above, the 170v exhibited in the MDL Museum car is today still in totally original condition. ■

# TECHNICAL TOPICS

## OILS AND SLUDGE...Dispersing Muck and Myths



Which engine oil should I use? Ah, no...you're not going to get me started on that one; life's too short and IVVCC News hasn't enough pages to open up that discussion. But let's talk instead about how clean the oil in your engine might be...



There has always been a lot of chatter about using 'detergent' oils in our old cars. Pre-1950 car manufacturers didn't recommend detergent oils – because the stuff hadn't been invented at that stage. Obviously all period handbooks could only give you recommendations relating to the oils then available.

Detergent oils first became commonly available in the 1950s. Detergency refers to the oils ability to keep engine components clean, particularly those in the hotter parts of the engine: pistons, rings, valves, etc. The additive is referred to as a detergent, (nothing to do with washing up liquid, mind you).

Other additives such as Dispersants are also present in modern oils. Dispersancy refers to the oil's ability to keep solid contaminants (e.g. soot, combustion debris, etc) in suspension. This ensures, firstly, that all the smaller particles flow out when the oil is drained, leaving the engine clean. And secondly, it delivers the contaminants to the filter

where the bigger particles are removed (i.e., if your filter is effective; many pre-1940 car filters are of only "nominal" use).

### Where there's Muck there's Crud

With less sophisticated oils, sludge builds up as a gooey layer. The attached photos for example show the oil pan from a Ford Model A, with a substantial build-up of sludge. This muck has been forming over several years. If you started to use a quality high detergent oil in an engine in this condition all those deposits would start to get unstuck and move around the engine, with possibly devastating effects to bearings.

However, if the engine has been completely rebuilt, is known to be clean and there is no crud sticking to any surfaces, then a detergent oil will help to maintain the engine's cleanliness and health – so long as the oil is changed regularly. For vintage cars with primitive filters (or even no filter at all) I generally change the oil every 1,000 miles. Many pre-1940 manufacturers recommended 500 miles, but they didn't have our modern oils which are far superior to the stuff of 90 years ago.

When buying an old car I always enquire what engine oil the previous owner has been using and I generally continue to use the same.

### Multigrade or Monograde?

Multigrade engine oils weren't recommended by car manufacturers in the 1930s as, like detergency, these hadn't been invented either. Nowadays you have a choice of either multigrade or monograde oil, the main difference being their fluidity at cold start.

Multigrades, such as 10W/40, 20W/50, etc, flow

more easily than monogrades (such as SAE 30) when cold and therefore get pumped round to the critical components more quickly (historically, the 'W' stands for winter). As well better flow at cool temperatures, multigrades also provide a protective oil film at higher temperatures when the engine has warmed up.

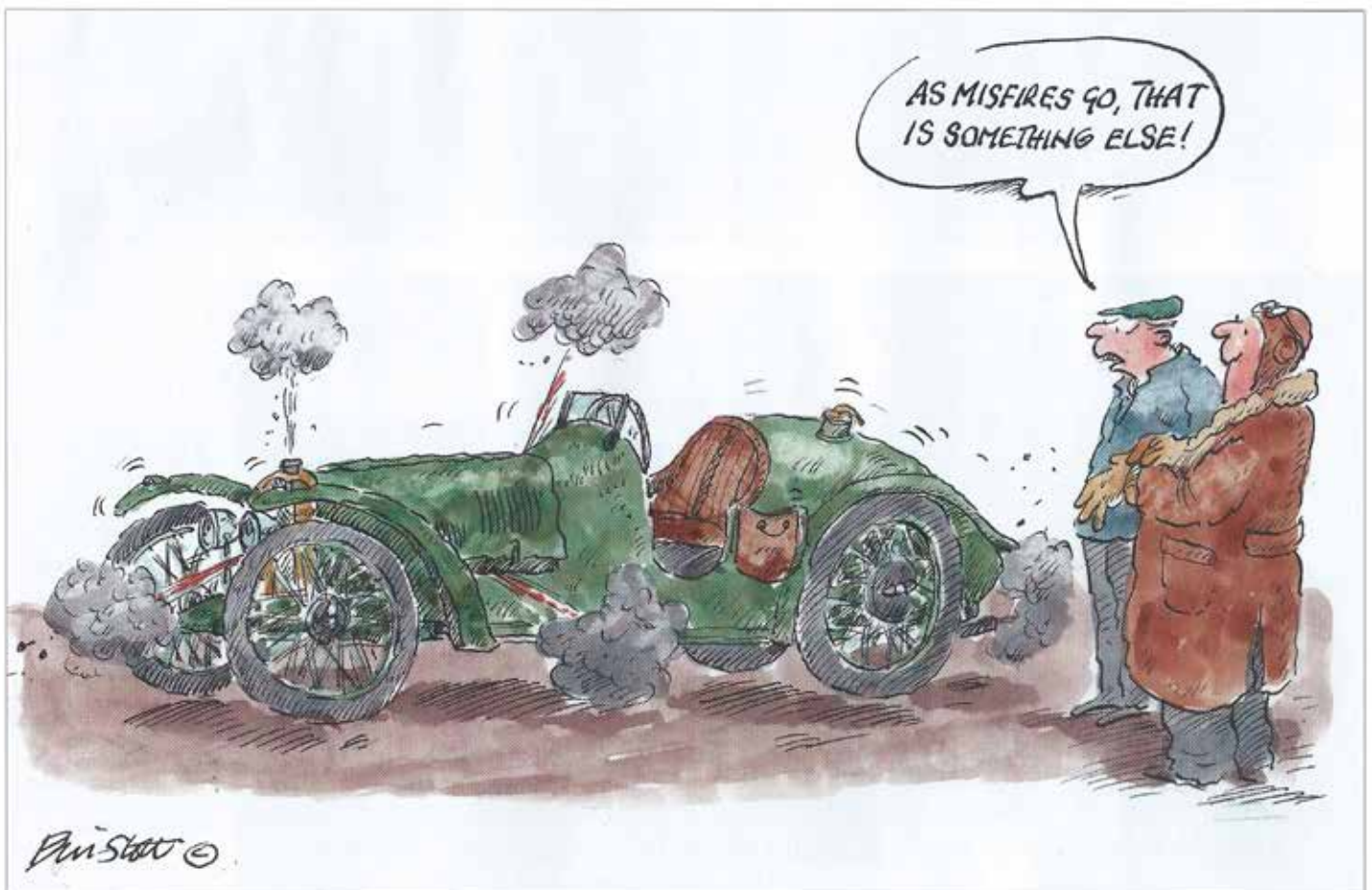
Monogrades on the other hand provide a very good oil film at their ideal working temperature, but their cold start properties are poor. In fact, before the advent of multigrade oils it was standard practice to put a thin monograde, such as a SAE 30, in the engine during the winter and then use a heavier monograde, such as a SAE 50 in the summer.

For winter some old hands would simply dilute the summer oil with paraffin to make it thinner. Not recommended! Another old trick was to dilute oil with paraffin prior to changing the oil and use it as a "flushing agent". Again, not recommended.

### To Flush or Not to Flush...

There is a strong case against using any flushing oil whatsoever. If there is crud deposited in the sump the last thing we want is for it to be loosened up inside the engine. If you think your oil pan could be like the one in the attached photo you need to drop the pan and clean all the goo out of it – not run your engine with a flushing oil – or oil diluted with paraffin. Whilst you've got the sump off and cleaned, hold it up to the light and do the same with any baffle pan there – you be amazed how many have microscopic pins holes in them! And with the pan off it's always wise to check the oil pump and oil pump intake as well.

So to sum up: Don't add paraffin to oil. Be wary of using flushing oil. Do change the oil often. If it is a long time since the engine was looked at, or it has a history of neglect, remove the sump and valve cover to completely clean them together with any accessible passageways, and then perform a couple of oil changes within the next 500 miles. ■





The Jaguar Sport XJR-15. Only 53 were made, by Jaguar Sport and Tom Walkinshaw Racing, in the '90s, each costing £500,000.

## JAGUAR'S FINEST ON DISPLAY

The 5th & 6th of June 2019 sees a special display of iconic Jaguar models at the London Concours event – with a lineup of 10 of the finest cars ever to have rolled off the Jaguar assembly line, representing what made the marque an icon of the British automotive industry.

Perhaps the most famous British sports car is the Jaguar E-Type; the coveted model that Enzo Ferrari himself described as the “most beautiful car ever made” and seen as a must-have model amongst the world’s rich and famous. Jaguar produced 70,000 E-Types throughout its 14-year production run, and such was the renown of the car that you were just as likely to see the car cruising through the South of France as you were to see its lightweight version on the world’s racing tracks.

### The SS1 Fixed Head Coupé

No Jaguar celebration would be complete without delving back into the marque’s early history, including its time under the Swallow Sidecars badge. The SS1 Fixed Head Coupé, high on the list of attractions at the London Concours, was first revealed to the world at the 1931 London Motor Show. Pictured above is one of only 158 of the models ever built.

Jaguar’s long and illustrious history in motorsport influenced the evolution of their road cars – nothing

exemplifying this more than the Jaguar XK120, the world’s fastest production car at launch, and holder of a number of world speed records. From the XK120 more motorsport success followed, perhaps most famously with the C-Type and D-Type – both of which displayed at the London Concours show.

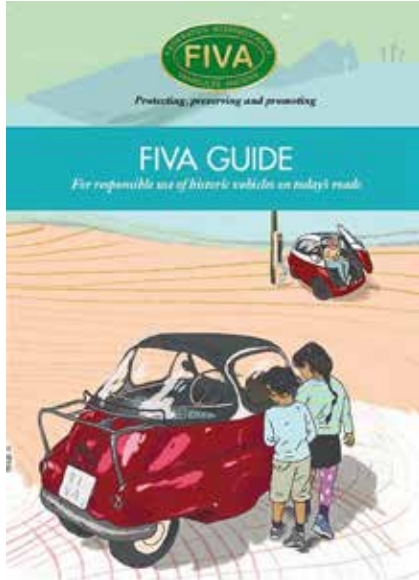
### Le Mans Victories

Although only 53 examples were built, the C-Type put Jaguar on the global motorsport map, with wins at Le Mans 24 Hours in both 1951 and 1953. During its latter win, the switch to disc brakes, a novel solution at the time, kick-started a revolution across the motor industry. Meanwhile the D-Type, marked out by its iconic rear fin design, secured three consecutive wins at Le Mans (in 1955, '56 and '57). The D-Type is perhaps the most famous racing Jaguar ever. In 1957, so dominant were they at Le Mans, that D-Types finished 1st, 2nd, 3rd, 4th and 6th.

The London Concours was first hosted by Thorough Events in June 2017 as an automotive garden party in the heart of the City of London. In 2018, the company’s Concours of Elegance was named as Best Consumer Show, and London Concours was named Best Brand Expansion by Exhibition News at the Indy Awards. The company also runs the Gulf Concours, hosted at the Burj Al Arab in Dubai. ■

# FIVA GUIDE ON HISTORIC VEHICLES

Emphasising responsible use of period cars on today's roads



One of the highlights of FIVA's annual General Assembly, held last November in Gibraltar, was the presentation of the FIVA Guide for responsible use of historic vehicles on today's roads. It reminds owners and drivers of historic vehicles of the importance of caring for the environment, and for the safety of other road-users, when taking a trip in a historic vehicle.

Tiddo Bresters, FIVA's Vice President for Legislation, tells us that "FIVA is fully aware that the world of mobility and transport is changing. However, it is also deeply convinced that in times of rapid innovation in vehicle technology, the sight of historic

vehicles in use on the roads – artefacts that demonstrate the designs, the skills and the cultures of past times – will continue to delight people all over the world.

"Not only does our new Guide address the more than one and a half million historic vehicle owners that FIVA represents, it will also help the authorities and institutions influential in road safety and the environment to recognise that historic vehicles have a place in the world's future landscape – as they have had for so many decades in the past," said Tiddo Bresters.

With the publication of the new Guide, FIVA confirms its commitment to maintaining the high standards of road safety for which historic vehicle drivers are known – not least by the insurance industry (FIVA is a member of the European Road Safety Charter).

The new Guide replaces earlier publications that expressed FIVA's respect for these two essential concerns – the environment and the safety of other road-users – and FIVA's member organisations in around 70 countries, across all continents, will be encouraged to actively distribute it.

The Guide, which has over 20 pages, is imaginatively illustrated by three women illustrators from three different countries and has been edited under the direction of FIVA's Legislation Commission. The cover is inspired by a photograph taken by Tiddo Bresters in Heidelberg in 2018, and perfectly illustrates the joy of introducing future generations to our mobile heritage. It depicts a BMW Isetta – a motorcycle-engined microcar from the 1950s. In the background the illustrator has added its modern equivalent, a brand-new electric microcar, the Microlino, inspired by the Isetta.

FIVA (Fédération Internationale des Véhicules Anciens) is the worldwide organisation dedicated to the preservation, protection and promotion of historic vehicles and related culture, as well as their safe use. Since April 2017, FIVA has been a non-governmental partner of UNESCO, and continues to pursue its successful FIVA World Motoring Heritage Year programme. ■



**A NEW SUPPLY SOURCE FOR CLASSIC VEHICLE PARTS**

**FIVA has announced that it is collaborating with ClassicParts4You.com to provide a comprehensive new parts catalogue and information on supply sources for classic cars.**

The new facility is said to offer reliable data on sources for high-quality original spare parts for historic vehicles. In addition to the 1.5 million vehicle owners connected to FIVA, all classic car owners will now have direct access to the current Original Equipment Parts (OE), spares and specific used parts markets, as well as the registered reviewers and workshops.

### **Parts Availability Problem**

As the number of classic and modern classic cars rise, the search for parts becomes increasingly problematic. Demand tends to exceed supply, prices rise, and supply sources dry up. It is often unclear which parts are still available, where, and at what price.

Classicparts4you.com says that only about 20% of all parts are developed and produced by the vehicle manufacturer – and these are primarily engine and body assemblies. Original Equipment Manufacturers (OEMs) contribute the other components. The original parts are held by the manufacturers beyond the production time – but not for an indefinite period. As is to be expected, the younger the vehicle, the better supply will be, starting from the 1960s. For pre-war vehicles however, only a handful of parts from industrial production are on offer.

The second industrial source is the replacement market. Here, too, supply becomes incomplete when falling demand no longer permits profitable production. The gaps are to some extent bridged by smaller companies that specialise in the reproduction of vintage parts.

**Classicparts4you.com** has been established to collate these sources, thus for the first time providing an overview of the current status of parts availability from a single source. For more information, and to register for classicparts4you.com, scan the barcode scanner below – or visit [classicparts4you.com](http://classicparts4you.com)



# Where are all the Young Classic Car Enthusiasts?



26 year-old Richard Gordon-Colebrooke - chosen in 2017 as the first year-long custodian of a 1929 Ford Model A Phaeton

**“We badly need to attract more young members!” This is the oft-heard cry within IVCC circles. It certainly appears that the average age profile of our club membership is rising, with a glaring deficiency of younger historic car enthusiasts clamouring to join.**

**With the wealth of other distractions available to young people nowadays, no doubt all old car clubs are in much the same predicament. So is there anything to be done?**

Well, across the water in Northamptonshire, classic car fan Bob Wilkinson created a scheme three years ago designed to tackle the problem. The initiative is called The Classic Car Loan Project ([www.classicarloanproject.co.uk](http://www.classicarloanproject.co.uk)), and all reports suggest that it's making great headway in getting young people involved in the old car movement. "This is a private initiative run by me in retirement," Bob says. "Over the years I have owned, restored and driven classic cars and have played a prominent role in classic car clubs and events aimed at encouraging a new generation of old car enthusiasts."

## **So how does it work?**

"The aim of the project is to encourage a next generation of classic car owners by giving younger drivers the use of a classic car for up to a year as an extended driving experience," said Bob. "Young enthusiasts aged 25 years or older, with some level of interest and aptitude, may apply for one of a range of cars. This great opportunity is made possible by the generous spirit of car owners and classic car clubs who have offered cars for our project."

There are no hire or loan charges involved. Recipients of the cars must simply commit to looking after the car as though it was their own. All the safeguards are in place, including classic insurance (at the 'borrower's' expense).

Interested young drivers may apply to have one of the project cars on loan – or a club wishing to engage with the project can contact Bob to find how the club or an individual member can offer a car into the loan project. The car's owner or relevant club, in conjunction with the project manager, is responsible for the final selection of the 'Borrower' who takes over each classic or vintage car. The borrower can then use the car for social and family excursions, as well as attending appropriate shows and events within the UK.

## **Insurance and Safety**

The primary aim of the project is the safety of all parties at all points, says Wilkinson. Insurance, including breakdown cover, is arranged in liaison with Peter James Insurance Company. The borrower, who must also have access to an 'everyday' car, pays for the cover, which is usually very affordable in the UK. Other sponsors for the project include Longstone Tyres (our regular advertiser in IVCC News) and Duckhams Oils.

The recipient of each car is also responsible for the cost of care and routine daily maintenance, as well as providing secure storage. However the car itself should have no obvious faults and is always serviced prior to hand over. On hand-over day, the borrower is given appropriate servicing and driving instruction by a mentor allocated by the club or car owner. The same mentor is also available for ongoing support during the loan period. Each one of the young drivers is expected to keep a diary on their exploits with the car and to undertake all routine maintenance. He or she is also encouraged to learn all about the mechanics of the car.

## **2017 Pilot Scheme**

The first loan car, a 1929 Ford Model A Phaeton, offered during the 2017 pilot scheme, belongs to long-time enthusiast Peter Garrett and was loaned out to 26 year-old Richard Gordon-Colebrooke for 12 months.

Another classic car owner, Andrew Morison, was finding his beloved 1934 Morgan 3-Wheeler Super Sports car difficult access and use. "I've had such fun over the years and wanted to give others the same opportunity," he explained. When a Vauxhall Victor was bequeathed to the Vauxhall Victor Club by a late member the club felt that it would be best utilised in the hands of a young driver within the loan project system.

The present phase of the project has 10 cars available – ranging from a 1929 Ford Model A, 1933 Austin 7, 1934 Morgan, Ford Model Y, through to a 1949 Alvis, Ford Popular & Anglia, a Vauxhall Victor and two Morris Minors from the 1960s, with more recent classics being an Austin Maestro and a Volvo 240 Estate.



“Buying a classic car can be an expensive venture,” says Bob Wilkinson. “But this project can give budding enthusiasts the chance to find out what life is like as a classics owner. The hope is of course that they will be hooked by the wonderful opportunities and experiences it opens up.”

### A Bold Initiative

So that’s the bones of the project. It certainly is a laudable plan on the part of the organisers, owners and clubs. But would it work over here, with a smaller population of classic and vintage car owners? An important factor would be ensuring that there is a good selection process – and obviously a large dollop of trust and genuine commitment would be high on the agenda. However Bob Wilkinson says that the level of care and

responsibility shown by the younger drivers in his project is very high. When talking to Bob recently he expressed his willingness to offer support and advice to any similar plan in Ireland, should it be needed.

The scheme could surely help stimulate enthusiasm among young people towards the old car movement in Ireland. And giving a car to a carefully-selected recipient to use for a year would probably not only get him or her bitten by the old car bug, but would probably have a beneficial ‘ripple effect’ within the recipient’s circle of friends and relations as well.

Any comments, ideas or suggestions on the project as it relates to the Irish old car movement would no doubt be welcomed by the IVCC and affiliated clubs. ■



An Austin Seven and a 1988 Volvo 245 Estate, ready for their borrowers during ‘Hand-over Day’ at the Gaydon museum

Duckhams Oils sponsor, Wayne Scott (left), with recipient Scott Davies, beside an Austin Swallow exhibit at the British Motor Museum in Gaydon, Warwickshire



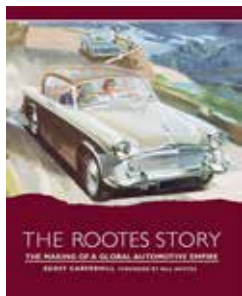
Bob Wilkinson, Manager, Classic Car Loan Project. “Buying a classic car can be expensive, but the hope is that through this project they will be hooked by the wonderful opportunities and experiences it opens up.”

Another ‘Classic Car Loan Project’ car... a 1968 Morris Minor Traveller



Seven new recipients take custody of their cars at Gaydon

# Book Reviews



## THE ROOTES STORY

**The Making of a Global Automobile Empire**

*By Geoff Carverhill*

*Crowood Press - November 2018*

*Hardback £40.00*

*www.crowood.com*

The Rootes Story - The Making of a Global Automotive Empire traces the meteoric rise of the two Rootes brothers, William and Reginald, and how they became one of Britain's most important motor vehicle manufacturers.

As detailed in Bob Montgomery's recently published book, *Motor Assembly in Ireland*, the Rootes organisation also acquired an interest in Buckley Motors, who assembled vehicles in their impressive plant in Santry, Dublin. Some of the Rootes Group cars would become household names on the Irish market: the Hillman Minx, Humber Super Snipe, Sunbeam Alpine and Singer Gazelle – along with the Commer commercial vehicle range.

In the late 1950s, Rootes was the fourth largest manufacturer of cars and trucks in Britain, exporting to over 180 countries worldwide. In this book, the people and various companies involved with Rootes are profiled, as are the cars and commercial vehicles built by them, with specifications of principal models. Personal insight from employees is given along with valuable contributions from the Rootes family themselves.



## ASTON MARTIN DB4 GT CONTINUATION

**History in the making**

*By James Page*

*Porter Press International - February 2019*

*Hardback: £40.00*

128 pages and over 100 photos takes readers behind the scenes at Aston Martin to witness the resurrection of the DB4 GT, one of the most desirable cars ever made. When the marque announced that it would build 25 Continuation examples of this model, first made from 1959 to 1963, author James Page was granted exclusive access to key people involved in the project and to the Aston Martin Works factory where the cars took shape.

The result is the complete story of the DB4 GT Continuation cars, their technical authenticity and their historical significance – explaining why the cars sold for £1.5m apiece. One the most beautiful of all Aston Martin, the author tells how exacting attention to detail ensured absolute authenticity and how the DB4 GT was raced in period by such great names as Stirling Moss and Jim Clark.



## CHARLIE BYRNE

**An Appreciation**

I had known Charlie since our early schooldays when we were both growing up in what was then the small country village of Kilmacud in South County Dublin, which at that time was surrounded by farmland and consisted of approximately 120 dwellings.

As we grew into young adulthood we went our separate ways and did not meet again until the '80s, when we were both employed in the motor industry – he in the oil business with Castrol and me in the car trade with Mercedes-Benz. Later we met up again through our mutual interest in old motor cars, and enjoyed many happy hours participating in vintage car events throughout Ireland, to which Charlie always turned up in an immaculately turned out car with his beloved Suzette and often went home a prize-winner.

I was asked on one occasion to do a report on a completely derelict old Riley sports car that was lying outside in all weathers at a petrol filling station in Walkinstown. My advice was that the car was beyond redemption and should be scrapped. A short time later Charlie bought the car and carried out a restoration to such a high standard that it went on to become a regular prize-winner.

Charlie was a long-time member of the IVVCC. He was a regular "First Monday" supporter and a member of the "Active Retired Members" group for more than twenty years. He and Suzette volunteered and organised a number of most enjoyable retired members outings where the planning was always meticulous.

Charlie was also one of a small group of IVVCC members who for many years travelled each November to the annual Beaulieu Autojumble in the role of IVVCC ambassadors – and would have left other visitors from around the world with a very positive image of our club.

Despite Charlie's busy life in the old car world he still found time for more volunteering, such as being a member of the choir in his local Kill O' the Grange parish church.

From the time I first met Charlie in the forties until his sad passing on 20th February this year he was always a thorough gentleman. He will be sadly missed, not only by his beloved Suzette and family, but also by his very many friends in the Irish old car movement.

*Denis Dowdall*

# LETTERS

Dear Anselm,

I was interested to read the letter by Robin Deasy in the Spring issue of IVVCC News as I have an affinity for Deasy and Siddeley-Deasy cars. It's a family thing as my paternal grandmother was a Deasy and her ancestors came from Co. Waterford too. Robin Deasy is of the same family as Rickard Deasy, who was the leader of the Irish Farmers' Association (IFA) during the protests back in the Sixties.

The late Denis Lucey amassed not only a remarkable collection of early Wolseleys and other cars, but a great deal of automobilia as well – including a Deasy engine block with a broken exhaust manifold. On a visit to his collection, Denis told me that he retrieved the engine from a hedge on a farm he visited in his work as a vet. He longed to find a Deasy chassis where he could use it. It had two cast iron tappet plates with the word Deasy in relief following the style of the company's advertising logo.

After Denis died and his daughters dispatched the collection to the UK for auction, I asked Laurence Roe, who was going to the auction, to bid up to £500 for the Deasy engine on my behalf. Unfortunately for me it sold for £700, but I hope that it went to somebody who had a Deasy car waiting for it.

Only three Deasy cars are known to have survived and they were only in production in the years 1907 through to 1910. In 1909 J.D. Siddeley joined the company from Wolseley and the marque Siddeley-Deasy was used for some models in that year. Deasy soon divested himself of his interests in the business and retired to Ireland where he was appointed as a justice of the peace. The Siddeley-Deasy make endured until 1919 when Armstrong-Siddeley was formed.

Kind regards,  
Colm O'Neill  
Stillorgan,  
Co. Dublin



Dear Anselm,

Thanks for your article about car-boat oddities. It triggered a memory I had as a car-mad child in the 1960s, seeing a car used by Ferodo (their factory was just 10 miles south of our home near Manchester).

I couldn't find anything on Google but The Light Car and Edwardian Section of the VSCC had run an article in 2016. I have contacted their editor and he has given you permission to print it if you wish.

John Buckley  
Denbig  
North Wales



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# ARM Report

ARM cars at the Bord na Mona Wind Farm at Mount Lucas, near Edenderry, Co Offaly

## February Event: Talk by Dr Margaret Mullett, the Irish Haemochromatosis Association

The ARM event on Thursday 28th February was based in the new Dun Laoghaire Golf Club in Enniskerry and was organised by Jimmy and Ann Colville and Rosa Roe. The day started with freshly made scones and coffee at the golf club, where we had an excellent turnout for what promised to be a most enlightening day. At 11.30 our group of nearly 90 convened to a meeting room upstairs to listen to a presentation from Dr Margaret Mullett of the Irish Haemochromatosis Association, who had a sad but interesting story to tell.

Dr Mullett's husband George passed away in 2005, just 6 weeks after being diagnosed with a rare genetic disorder called Haemochromatosis – a disease which sees the body attempting to absorb more iron than is needed. Margaret, a retired chemistry teacher, was inspired to go online, where she used digital media to build a national awareness campaign, as the disorder can be easily treated if diagnosed early. Since she began in 2005, her campaign has focused new attention on the illness and more than 20,000 people have been diagnosed.

In 2015 Dr Mullett was named overall winner of the Silver Surfer Award, an honour given by age action Ireland for exceptional services to help others. Speaking at the award ceremony in the Helix theatre, broadcaster George Hook said: "Margaret is a truly inspirational woman; someone who suffered a terrible loss and then dedicated herself to helping others avoid similar tragedies. She became a campaigner and learned how to use the latest technology to spread awareness about a disorder not widely known or understood, successfully encouraging thousands of people to get themselves tested."

While some of the symptoms might be attributed to other medical problems, the main points to watch out for are the following: Chronic fatigue, tiredness and lethargy. Also joint pain, generalised aches and pains, abdominal pain (vague and non-specific) and loss of libido. Anyone suffering from all or most of these symptoms should consider discussing it

with their GP. A simple blood test can confirm or rule out iron overload.

The treatment for lowering stored iron is phlebotomy, which is the same procedure as that for giving a blood donation. The diagnosis and treatment could very well save your life. It is simple and effective and if the condition is detected early enough the person will have a normal life expectancy.

After this very interesting talk we adjourned to the dining room, where as always, David and his staff did a superb job and so we enjoyed an excellent lunch. Our sincere thanks to Jimmy, Ann and Rosa for a very enjoyable day, and to Dr Mullett for a most interesting and informative talk.

## March Event: Mount Lucas Wind Farm

On Thursday the 28th March our ARM outing took us to the Bord na Mona Wind Farm at Mount Lucas near Edenderry. The event was organised by Geoff Seymour and Noel Willis and our visit to the facility was arranged by Paul O'Brien, who is HR Manager at Bord na Mona.

We were welcomed at the facility by the Manager of the project, Katherine Swaine, and were treated to tea, coffee and a selection of pastries. Katherine has been involved in the project from the very beginning, and with assistance from Enda the chief engineer, gave us a very informative talk.

Approximately 12 Siemens engineers are responsible for the completion and full-time maintenance of the sustainable energy wind farm at Mount Lucas. There are 28 large wind turbines at the facility, each weighing approximately 4 tons with a foundation of roughly the same weight. The turbines are 100 metres from the base to the top, with each blade 50 metres in length. Each one of the turbines, which houses a lift and a separate stairs within its structure, costs approximately €3 million, a total investment of over €84m.

The facility covers roughly 4% of the bog, which in fact is very small proportion of the entire bog. The field of 28 turbines produces enough electricity to power approximately 50,000 homes, but no turbine is sited any nearer than 850 metres (over half a mile) from the nearest house.

Standing beside these massive structures, which appear so small when viewed from a distance, you are struck by



Talk by Dr Margaret Mullett, and lunch - at the Dun Laoghaire Golf Club

how high into the sky they reach – and how quiet they are in operation. The older generation turbines made a colossal whooshing sound as the blades turned, but these new units emit a very low hum, which is not at all invasive.

While I am aware that not everyone is in favour of wind farms, and each one is entitled to their opinion, I feel that Bord na Mona are to be commended for their work in this area. Personally I am in favour and I think that viewed from a distance the turbines are quite peaceful looking as they appear to turn slowly in the breeze. And surely anything that we do as a country to reduce our carbon footprint can only be a good thing.

On behalf of the ARM members I wish to extend our sincere thanks to Paul O'Brien, who made it possible for the visit, and to Geoff and Noel for arranging the whole event. Also to Katherine and Enda and the staff for giving us their time and for the wonderful welcome they extended to us on the day.

On leaving Mount Lucas we travelled the short distance to the Castle Bearna Golf Club where once again, as we in the ARM have come to expect, we enjoyed an excellent lunch. Geoff and Noel, please convey our thanks and appreciation to the Manager and staff of the Golf Club. All in all, another excellent ARM event. ■



Among the ARM group at Mount Lucas (l-r): Fred Lewis, Albert Collier, Robert Kemp and Michael Duff

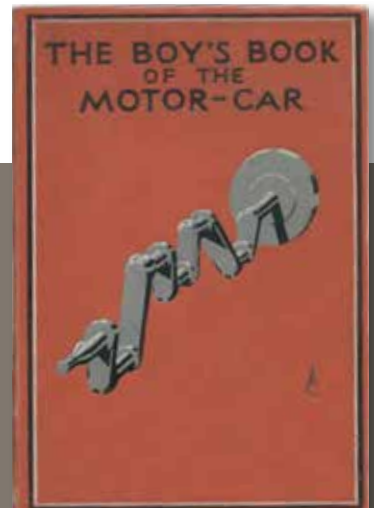
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# VINTAGE ADVICE

## THE TWO-STROKE ENGINE

This extract from John Harrison's 1926 book, *The Boy's Book of the Motor Car*, written to educate aspiring apprentice motor mechanics, covers "The Two-Stroke Engine".

"As the three-port, two-stroke engine was invented by Messrs J. Day and F.W.C. Cocks in 1891, and improved and applied to motorcycles by Mr Alfred Scott in 1906, it can scarcely be regarded as a modern development," writes Harrison. "The basic idea is, however, always undergoing modification, and every year the Patent Office files reveal many new inventions with it."



### The Conventional 2-Stroke Engine

Figs. 85 and 86 show a simple two-stroke engine in sections, and it will be seen that the chief features of the engine are that it has a small crank-case, which is gas-tight and connected to the bottom of the cylinder by a transfer pipe, a peculiarly shaped piston, and no valves. The gases enter and leave the engine through holes (or "ports") in the cylinder wall, and the piston acts as a set of valves and a gas distributor as well as in its legitimate role. Both the cylinder and the crank-case contain gas.

If reference is made to the diagram showing the piston at top dead centre, it will be seen that the spark is firing the mixture in the usual way, and that the skirt of the piston is covering both the transfer and exhaust ports. The piston is just clear of the inlet port through which gas is streaming from the carburetter. Propelled by the force of the explosion, the piston starts to descend, and the bottom edge now covers the inlet port, trapping the incoming charge and compressing it in the crank-case.

As the piston nears the bottom of its stroke, its top edge uncovers the exhaust port and then the transfer port. The exhaust gas issues out of the cylinder, and the inlet gas from the crank-case comes into the cylinder, replacing the spent charge. The wedge-shaped structure on the piston top – the "deflector" – prevents the spent gas and the new charge from mixing by making an easy path for the exhaust out of the cylinder, and causing the inlet gas to be deflected towards the cylinder head. As the piston ascends it closes the ports, and incidentally creates a vacuum in the crank-case in readiness for the opening of the inlet port and the receiving of a new charge.

### The Power Advantage

Besides the absence of mechanical complication, the engine has the advantage of giving a power impulse in every revolution, i.e. twice as frequently as in a four-stroke engine. Therefore two cylinders of a two-stroke engine suffice to give an even power output similar to that of a conventional four-cylinder engine. Despite these advantages, the two-stroke engine has never really "caught on", for it will not run evenly at small throttle openings. When the throttle is too far

closed to allow the crank-case to sustain a full charge, there is, despite the deflector, a certain mixing of the gases and a consequent loss of inlet gas down the exhaust pipe.

Many inventors have striven to overcome these defects and make the engine as popular among car-owners as it is with the users of motor-cycles, motor-boats and small electric lighting outfits. Most of these inventors have so complicated the engine as to make it more expensive than the four-stroke or less reliable than either type; but since 1920, the introduction of the Trojan car shows that at least one simple, satisfactory two-stroke has been evolved.

### The Trojan 2-Stroke Engine

This engine, as seen in section in Fig. 87, has its four cylinders mounted in pairs, and a pair are so connected together as to act as one cylinder. They have one crank and one sparking plug between them, and they are joined by a small round connecting port at the top of the cylinders.

The method of operation is somewhat similar to that of the ordinary three-port engine; but by using two cylinders connected together, the wall between them takes the place of the deflector and forms a substantial barrier against the inlet gas escaping down the exhaust pipe. The transfer port is in the upper cylinder and the exhaust is in the lower one. The arrangement of the connecting rods is such that on the down stroke the exhaust (or lower) piston is in advance of the inlet piston; and the exhaust port is opened long before the transfer, giving the exhaust gas ample opportunity to get clear. In the up stroke the lower piston is still leading, and the exhaust port is closed before the transfer, thus preventing the wastage of incoming gas. In practice the engine is, as one would expect it to be, very economical and nearly as flexible as a four-stroke, while it retains most of the simplicity of its progenitor.

The Trojan uses two pairs of cylinders and therefore runs like a four-stroke engine; and though the engine requires the use of four pistons, a great saving in manufacturing cost owing to the fact that there is no cam-shaft, there are no valves, and only two sparking plugs; a two-throw crankshaft and a two-cylinder magneto. There is also a slight saving in material. ■

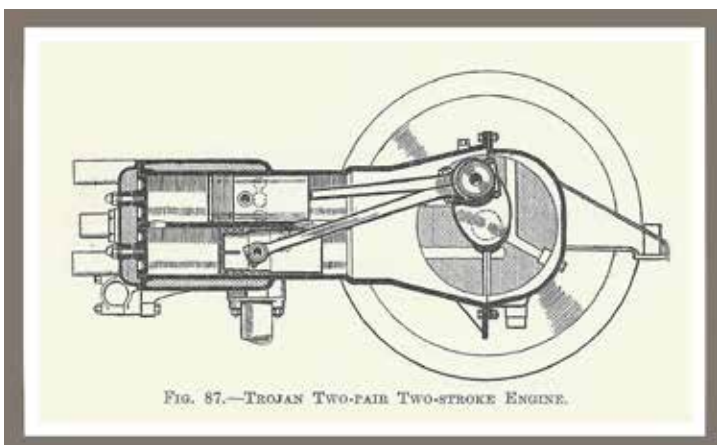
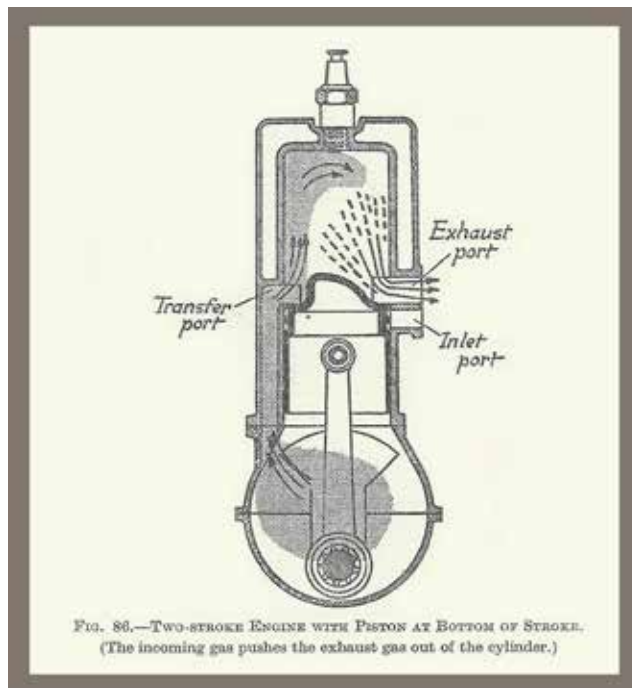
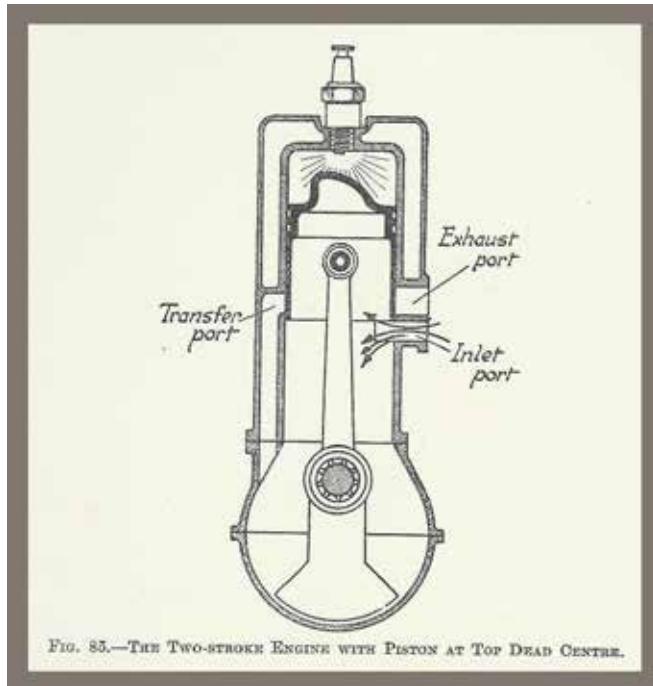
# NUTS & BOLTS

## BABY BUGATTI @ €30,000



**Geneva, Switzerland...** The new Bugatti Baby electric toy car was unveiled at the Geneva car show in March, nearly 100 years after the first one was built in 1922 by Ettore Bugatti for his son, Roland. The original was a half-scale model of the Type 35 racecar. Interest was so strong that Bugatti made another 500.

Production of the new Baby, a 75% scale replica at €30,000, will also be limited to 500. Top speed is 19kph in child mode and 45kph in adult setting.



## HISPANO SUIZA GOES ELECTRIC



**Barcelona, Spain...** Designed, developed and manufactured in Barcelona, a fully-electric 'Hyperlux' Hispano Suiza grand tourer from the revived historic Spanish car brand was launched at the Geneva Motor Show 2019.

Between 1904 and 1946, Hispano Suiza built more than 12,000 luxury performance cars. Now VW-owned, its headquarters, technical centre, and manufacturing facility remain in Barcelona.

## NICE BODY - FROM BMH



**Witney, Oxfordshire...** British Motor Heritage (BMH) say orders for its Mk1 Mini body shell has gained strength since going on display at the 2016 NEC Classic Motor Show.

Up to recently the limited worth of the Mini 850 made comprehensive restorations hard to justify. However, with a new body shell built on original tooling now available at £9,950, there is considerable interest in the BMH product. Full details are available at [www.bmh-ltd.com](http://www.bmh-ltd.com)



# RALI ERYRI 2020

## ...A Springtime Adventure in Snowdonia

Overseas IVVCC Member John Buckley tells us that The North Wales section of the Vintage Sports Car Club Group is arranging a spectacular event for Spring 2020, 24-26 April, with a special invitation to members of The Irish Veteran & Vintage Car Club and The Ulster Vintage Car Club to enter pre-1940 cars for a weekend exploring the lanes and byways of Snowdonia, one of Europe's most dramatic and diverse landscapes in its loveliest season.

"We'd love to welcome a large Irish contingent and repay some of the hospitality we've received from you guys," says John, an enthusiastic IVVCC Gordon Bennett entrant. The Rali Eryri event will be based at the Waterloo Hotel in Betws y Coed, in the heart of Snowdonia and less than 50 miles from Holyhead, on roads well suited to prewar vehicles. All pre-1940 cars are welcome and participants can enter all or part of the event.

### Programme:

Friday 24th April: Arrive any time after 12 noon. A list of local places of interest will be available. Evening Social.

Saturday 25th April: Competitive Navigation Rally. Choose either the 'Expert' Class, or a simplified option, the 'Champagne' Class for those who would like to sample the joys of minimum stress rallying. Dinner at the Waterloo Hotel. Sunday 26th April: A non-competitive Scatter Tour, exploring lesser-known attractions. Options include a guided behind-the-scenes tour of the Ffestiniog narrow-gauge railway workshops at Boston Lodge. Itineraries to other local attractions will also be provided. Return to Betws y Coed by 3.30pm for the results of Saturday's rally and afternoon tea, before departure home.

### Accommodation:

The Waterloo Hotel ([www.waterloo-hotel.info](http://www.waterloo-hotel.info) / +44(0)1690 710411) is the hub of the event (please mention "VSCC Event" when booking to obtain the discount), but there will also be a list of local campsites (for Motorhomes, Caravans and Tents), B&Bs and 3, 4 & 5 star hotels with off-road parking. Please ring Gareth or Julie on +44(0)1248 670629 – evenings before 9.30pm, please – for a copy of this list. It would also be helpful if those actively interested would contact David Crouch on +44(0)7920 444911 / email: [cdavecrouch@me.com](mailto:cdavecrouch@me.com) ■



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# FOR SALE

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



## FOR SALE

**1930 Ford Model A Phaeton.** 3.3-litre. 24hp. 4-seater tourer. RHD. Excellent condition. Full weather equipment including side-screens and tonneau. Starts on the button and runs like a dream. Looks stunning. Excellent tyres including twin sidemount spares. Currently with VSCC buff form. €16500/€19000. Car located in North Wales, but price includes free delivery to anywhere in Ireland - always looking for an excuse to visit! Contact John Buckley. Phone: +00 44 (0)1745 540370. Email: [johnandritabuckley@gmail.com](mailto:johnandritabuckley@gmail.com)

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



## FOR SALE

**1928 Ford Model A Tudor,** nice condition after extensive renovation on earlier US restoration. 12-volt, improved brakes & suspension, h/c head on 3.2-ltr engine. LHD. GB docs, member in Co.Down. €16,000. Phone: 07801 668808. Email: [terencegbradley@gmail.com](mailto:terencegbradley@gmail.com)

## FOR SALE – Motor Books

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Jaguar/Daimler 1968-1986 workshop manual Haynes.  
Austin A55 A60 Drivers handbook.  
MG Magnette series ZA operation manual.  
Fiat 124 owners hand book.  
The Jowett Jupiter - Edmond Nankivell.  
Sunbeam Talbot and Alpine in detail 1935-1956  
MG The Immortal T Series - Chris Harvey.

21 Years of MG Enthusiasts Club - Robin McCullagh  
MG Past and Present - Rivers Fletcher.  
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Porsche 924 Mercedes W126 Mercedes W123 Volvo 343 Auto  
Convertible Vintage Chrysler LeBARON Volkswagen Jetta

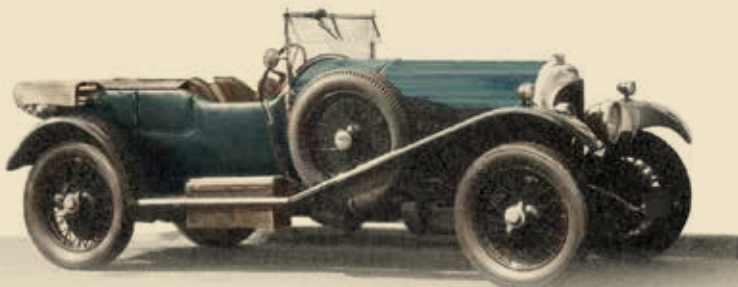
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# MOTORLOG

*Capt. Neal E. Sherman*

*No.9: The BENTLEY 3-Litre Sports*



Walter Owen Bentley – better known as ‘W.O.’ – established Bentley Motors Limited in Cricklewood near London in early 1919. His aim was “to build a good car, a fast car, the best in class”. Earlier he had sold French DFP cars in the UK, raced cars and motorcycles, and later designed engines for aircraft during the First World War..

*A new champion for British motor racing Brooklands, October 1921*

**At the famous Brooklands Racing Circuit near Weybridge, 30 miles south of London, I was invited to get behind the wheel of one of the first examples of that most talked about new British marque, the Bentley sporting car.**

Everyone had heard of this new machine, but very few had seen it in the metal. It had been launched at the 1919 London Motor Show, but for various reasons did not appear for general sale until September of this year.

The Brooklands track, which reopened in April last year, has already regained its tremendous pre-war popularity as a motor racing venue, as well as again being used as a much-needed testing ground for British car manufacturers. Its great banked oval circuit, three and a quarter miles long, and including some two miles of straight, was built by Hugh Fortescue Locke-King with the enthusiastic support of two aristocratic automobilists: Lord Montagu of Beaulieu and Lord Northcliffe.

And it was when I was at Brooklands with a racing official friend, that the owner of a new Bentley (one of the first to be sold to the public) drove into the compound beside us. Having been introduced, the owner invited me to take the car around the track for a few laps.

## A Rival to European Marques

Up to the recent appearance of this new 3-litre, Bentley cars have been produced in very small numbers. In the early days, the cars were assembled largely from parts ordered from outside suppliers. Now however, with the first cars arriving from Bentley’s new factory at Cricklewood, it is universally accepted that we have a high-class sporting car which will rival the very best of the great European makes.

The car is superbly built from the finest materials available. Its creator, engineer-designer Capt. W.O.Bentley, has stated that his aim is to produce well-proportioned, powerful and reliable machines. Apparently he does not intend to spend large amounts of money on advertising but is confident that he will gain sufficient publicity through participation in motor racing events. This was borne out when, at the Brooklands Whitsun Meeting in May of this year, a Bentley roared home to chalk up the first win for the marque - to the acclamation of an enthusiastic crowd of spectators and press.

Capt. Bentley plans to build up production eventually to eight cars per week, but will do so gradually in order to avoid undue teething problems. There is no doubt that W.O. (as he is known) knows what he is about: he is an expert mechanic and engineer, having gained experience working at the Great Northern Railway Company. While serving in the Navy during the war he developed an aircraft engine with aluminium pistons, a design which, it is said, if he had been in a position to patent, would have ensured a very affluent existence for him until the end of his days.

In the event however, Bentley was rewarded with a promotion to lieutenant and at the end of the war was granted a substantial sum, in the region of £8,000, by the Royal Commission on Awards. With this he established Bentley Motors Limited in a small premises off Baker Street, before moving to the larger factory out on the Edgware Road at Cricklewood, in north-west London.

Bentley exhibited his 3-litre at Olympia two years ago, at a time when British racing was (and indeed still is) at a very low ebb. Now however it is hoped that this magnificent machine may at last counter the domination of those great sporting cars from the stables of Mercedes, A.L.F.A., Itala and Hispano-Suiza.



## Advanced Engine Design

So, installed in the Bentley's open driving seat at the Brooklands circuit, I brought the engine to life and felt the deep rumble of power emitting from the engine as I moved out onto the track.

Despite its large 2,996cc engine capacity, the new car has only four cylinders. However it is almost unique in having four valves and two sparking plugs serving each combustion chamber – the combination developing almost 70 brake horsepower at 3,500 revs per minute. A single camshaft, mounted overhead, operates these 16 valves. The engine has a bore of only 80mm but its long 149mm stroke provides excellent torque at low speeds, to the extent in fact that one can drop to 9mph in top gear and still pull away comfortably, without labouring the motor. It is equipped with one Smith 5-jet carburettor, this drawing fuel at the rate of about 22 miles per gallon during 'normal' driving.

On the driver's right-hand side are fitted the gear selector lever and handbrake, both within easy reach, and both having an exceptionally positive feel. At speed, the Bentley handled very well, and it was comforting to find that the large drum brakes, although fitted only to the rear wheels, did their job very well. As the car threaded its way through groups of slower cars I was also gratified by the high perfect accuracy of its worm and wheel type steering. From bottom gear, the car picks up speed really quickly, and a speed of 70 miles per hour was easily attained on the straight stretches, a figure which could certainly be improved upon if one so desired.

By the time I slowed to a stop I knew that I had experienced a winner, and felt certain that the name Bentley, although as yet untried in overseas competition, must surely achieve international racing fame before long.

## £1,300 Complete Car

The 3-litre is supplied from Bentley Motors Limited as a rolling chassis for the fitting of coachwork to customer's requirements – as sports, touring, or saloon body styles. The overall length of the vehicle, depending on bodywork, is just over 14ft. and weighs about 1¾ tons. £1,000 will purchase the rolling chassis with another £300 or so for coachwork being required to put the car on the road. But for that money one can be assured of possessing a beautifully constructed motorcar - at least in engineering terms.

And that is the real difference between this new Bentley and its other, out-dated British competitors: while the car is superbly suited to competition racing, it has none of the uncivilised handling behaviour and rude construction one often associates with the sporting car; in short, it is a thoroughbred. ■

Ettore Bugatti is famously said to have commented that Bentley made "the fastest lorries in the world". Although highly successful in racing, Bentley Motors continually suffered from financial difficulties. The company finally went into liquidation in 1931. Following its purchase by arch-rival Rolls-Royce, W.O. Bentley worked for a time for these new owners, mainly in a promotional capacity. In 1935 Bentley joined Lagonda as Technical Director, later moving from there to Armstrong Siddeley.

Vickers plc bought Bentley Motors from Rolls-Royce in 1980, and subsequently sold it to the Volkswagen Group in 1998. W.O. Bentley died in 1971 aged 82, and was inducted into the Automotive Hall of Fame in 1995.



# 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.

*\*Next issue: Captain Sherman gets to drive the legendary Austin 7*

# PHOTO COMPETITION – No.9

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

Post your entry – with the 10 changes marked on the top photo (A PHOTOCOPY IS FINE) – OR just the changes described in writing – to arrive on or before Monday 15th July 2019, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co.

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

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

Name \_\_\_\_\_

Phone No: \_\_\_\_\_

Address \_\_\_\_\_



## MOTORCLIPS

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

### Bertha Benz

[www.tinyurl.com/y5omgdmdb](http://www.tinyurl.com/y5omgdmdb)



One of several short clips on YouTube featuring Bertha Benz, that remarkable woman who first brought the motorcar to the attention of public when she made a historic 100km journey in her husband's Patent Motorcar.

### Model T Assembly Line

[www.tinyurl.com/y32pu6n8](http://www.tinyurl.com/y32pu6n8)



A short film on how Henry Ford developed the moving assembly line in order to speed production and cut costs – eventually achieving his aim of having a finished Model T car come off the line every 40 seconds.

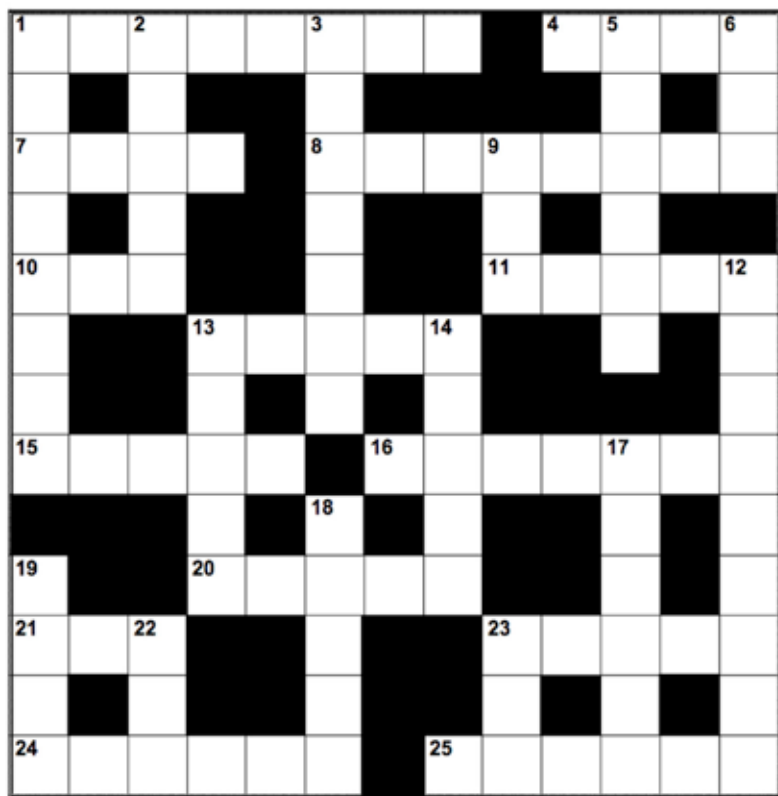
### Tesla Model S Assembly Line

[www.tinyurl.com/p92z5nu](http://www.tinyurl.com/p92z5nu)



...Then came the robots. This film shows the latest advances in car production – the building of Elon Musk's Model S, using 160 robots and taking just 4 days to go from raw material to the finished car.

# IVVCC CROSSWORD - No: 9



## ACROSS:

1. Shock ... designed to ease bumps (8)
4. Adam's German car - but now French (4)
7. Alec's compact car - now 60 years old (4)
8. What a rally co-driver does, hopefully (8)
10. Employ an anagram for Sue (3)
11. A swift collection - maybe of vans? (5)
13. A velocity solution is required here! (5)
15. Underwater worker - or submarine (5)
16. André's marque - now a century old (7)
20. Competitor - e.g. like André to Louis (5)
21. First woman, during part of an evening (3)
23. Load - in a go-car turned around? (5)
24. Stationary noise from your car radio (6)
25. Lubricant to ease the way (6)

## DOWN:

- 1&23. Trump may use this on his travels (8,3)
2. Intelligence - though not always common (5)
3. Century-old marque of W.O. (see p.42) (7)
5. Our own Earth, for example is one (6)
6. Robert E... as seen in a Cork river (3)
9. International Monetary Fund, initially (3)
12. Age we became adults...remember? (9)
13. What the inside car wheel does (5)
14. Borer - for the parade ground? (5)
17. Shh, it's the Mafia code of silence (6)
- 18&19. Check out the magazine title (5,4)
19. See 18 Down (4)
22. Initially the estimated time of arrival (3)
23. See 1 Down (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Monday 15th July 2019, 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.

\*\*There'll be a small prize for the first correct entry out of the bag.

Name \_\_\_\_\_

Phone No: \_\_\_\_\_

Address \_\_\_\_\_

### Answers for Photo Competition No.8

- Spike at top of lamp standard missing
- Chimney pot missing from rooftop
- Alarm box missing from gable wall
- Left-hand Minor has r/h Minor reg plate
- Right/hand Minor has sun visor put up
- Right/hand Minor wing mirror gone square
- Front indicator missing from r/h Minor
- Wing mirror missing from grey Rover
- Tow hook missing from grey Rover
- Pole & floodlight missing at trees

### Photo Competition No.8

The winner is...

Nigel McConnell, Dunboyne, Co Meath

### Solution to Crossword No.8

#### Across:

1. Revolver
4. Spec
7. Dull
8. Triangle
10. Ado
11. Model
13. Roads
15. Range
16. Walking
20. Turin
21. Aka
23. Turbo
24. Timing
25. Garage

#### Down:

1. Radiator
2. Volvo
3. Veteran
5. Pagoda
6. CIE
9. ARM
12. Longstone
13. Right
14. Stain
17. Iberia
18. Wrong
19. Cart
22. Aim
23. Tea

### Crossword No. 8

The winner is...

Maeve Geraghty, Navan, Co Meath



What happens when old car guys get sent to the nursing home



# The ALLARD Motor Company

## A story of competition success – and a tragedy in south Dublin

Sydney Herbert Allard (known as 'SHA') 1910-1966, was born into the family that owned Adlard Motors (yes, different spelling, it is confusing), a substantial Ford Dealership. Before WWII SHA was a successful competitor in many forms of motor sport. He starting racing in a Morgan 3-wheeler, and later built very forward thinking 'specials' for himself and many of his friends.

In 1946 SHA set up Allard Motors in London to manufacture (mainly) two-seater sports cars. These proved competitive and brought many wins for the company – including SHA being crowned British Hill-climb Champion in 1949; a third place at Le Mans (1950), and an outright win in the 1952 Monte Carlo Rally with his friend T.L.H. (Tom) Cole as co-driver.

Tom Cole set the Sports Car lap record in Wicklow (1950) at 78.37mph driving a 5.4 Chrysler-engined J2 Allard, and returned to Wicklow in 1951 to win the Sports Car Class in a 5.4-litre J3 model Allard at a speed of 81.38 Mph.

### American Power

In truth SHA preferred his involvement in competition far more than he did the manufacturing part of his life. The cars were built on a sturdy chassis and fitted with American Ford 3.6-litre side-valve V8 engines as standard, although customers could

order Cadillac or Chrysler V8 O.H.V. engines of 5.4 to 6-litre capacity at additional cost.

Apart from Wicklow, a number of Allards also took part in various other Irish race and hill-climb events over the years. One of these, an Irish registered 3.6L took part on Saturday 14th April 1951 in the Enniskerry Hill-climb, recording the respectable time of 53.21sec.

This car was seen later that night/early Sunday morning speeding along the Merrion Road in south Dublin. The car then turned up Mount Merrion Avenue, at the top of which it failed to stop at the junction with the Stillorgan Road (N11), went straight on, and buried itself in the old estate wall across the road. Both the driver and his female passenger (who was his sister-in-law) were killed. What a sad end to two young lives and an Allard sports car.

Allard built approximately 1,900 cars before the company became insolvent and ceased trading in 1958. ■



Sydney Allard in his Allard J2 1950



1948 L1 Tourer



1951 Allard J2

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