

IVVCC

NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



A GORDON BENNETT WARRIOR
1928 Sunbeam 20.9 Tourer

Autumn 2019

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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:
Gerry Newman's 1928
Sunbeam 20.9
Photo: Anselm Aherne

Club Website:
www.ivvcc.ie



MESSAGE FROM THE PRESIDENT

Dear Members,

Firstly I must thank all the team who were involved with yet another very successful Gordon Bennett Rally, which took place in June. Congratulations to all the winners. Also thanks to our rally sponsors Barrett Private Insurance/Chubb and Bonhams whose help is very much appreciated. A full report on the Gordon Bennett Rally is published elsewhere in this issue of the magazine.



The club recently attended the Classic and Vintage Car Show hosted by the Irish Jaguar and Daimler Club at Terenure College. We must congratulate the IJDC for organising yet another great event. I would also like to thank all the IVVCC members who attended the show and in particular those who helped to prepare our club stand on the Saturday morning – as well as those who brought cars and helped with the tidy up on Sunday evening. It was great to see the club's Pegun Ford Model A on display after much work done on it and with a new engine installed. The car drove to and back from the show trouble free, thanks to those members and others who organised the rehabilitation work.

The Terenure event was a great success for the club and a grand social occasion, helped by a glorious sunny day. The huge attendance on the day is testament to the interest the public have in our veteran, vintage and classic heritage.



The IVVCC club car – the Ford Model A bequeathed to the club by the late Bill Pegum

Heritage Ireland 2030

In our summer IVVCC News issue you may recall that your club made a submission to Minister Madigan TD with regard to 'Heritage Ireland 2030'. Subsequently I went along to Dublin Castle to 'speak up' in favour of our hobby being included in the Heritage and Culture initiative. Alas, I kept my council. Why? Well it was because the recent success of the Green Party means that there is great support for anyone who says they will ban all fossil fuels. Now, we all know that it is very easy to make a thirty-year plan, but it is not really practical. One: it will not be adhered to – and two: the people who make the plan won't be around to implement it. But saying what people want to hear is what gets one elected!

Sitting beside me at the conference was a nice lady who wanted to protect hares; at the next table a bearded man thought every farm gate should be thrown open to any random hill walker group; and most other people there thought the hedgerows should be left untrimmed. So it was no place to try to promote our hobby!

Whenever I did get a chance to explain to individuals how we preserve Ireland's motoring heritage, and to explain that FIVA was a partner to UNESCO, then I did get support for what we do. People then thought differently about preserving our hobby, which make these old cars available for all to use and enjoy.

In the next issue of IVVCC News I hope to elaborate on my suggestions as to how we present and promote our hobby in these challenging times regarding anything that uses fossil fuels.

**Safe and Happy Motoring,
Clive Evans**



NEW FIA-FIVA AGREEMENT

At the FIA Headquarters in Paris on 26 June, FIVA President Patrick Rollet (right) and FIA President Jean Todt signed an updated FIA-FIVA agreement to defend and promote the safe, free and unrestricted use of historic vehicles and their cultural heritage.

While the *Fédération Internationale des Véhicules Anciens (FIVA)*, is the worldwide federative association of historic automobile clubs, be they for veteran, vintage, pre- or post-war classic cars, the *Fédération Internationale de l'Automobile (FIA)* is the governing body for world motor sport and the federation of the world's leading motoring organisations. Founded in 1904, with headquarters in Paris, FIA is a non-profit making association, bringing together 240 national motoring and sporting organisations from 144 countries on five continents.

The new agreement replaces the 1999 accord and consolidates the long-lasting relationship between the two Federations. It aims to improve coordination, increase cooperation and allow for a better monitoring of joint activities.



OVERSEAS OWNERSHIP SURVEY Growth in Historic Vehicle Industry

The Federation of British Historic Vehicle Clubs (FBHVC) The Federation has just released the results of its latest project, the 2019 National Cost of Ownership Survey. The Federation's previous survey of 2016 revealed that the historic vehicle industry employed 34,900 people and generated £5.5 billion towards the UK economy.

The aims of the 2019 survey was split into two areas: The first, carried out by Kantar Research, examined the behaviours and attitudes of the UK's adult population towards historic vehicles, while the second focused on obtaining detailed information on the costs of ownership for historic vehicle enthusiasts from respondents within the Federation's member clubs.

In response to the difficulties that some of the Federation's member clubs have cited regarding the recruitment of younger members, the survey also sought to identify differences in attitudes and behaviours between different generations.

Interest amongst younger adults

The attitudes towards historic vehicles were shown to be positive on the whole, with 21 million people in the UK, nearly a third of the population, seeing historic vehicles as an important element of the UK's heritage, while 4.6 million said they had an interest in owning a historic vehicle. A very positive result is that the interest shown in owning a historic vehicle at some point in the future is strongest amongst younger adults.

On the ability for historic vehicles to enter UK city centres in the future, 11.3 million people were of the opinion that historic vehicles should be exempt from legislation regarding low and ultra-low emission levels to be imposed on other vehicles.

Growth in recent years in the historic vehicle industry has resulted in an increase of 201,913 historic vehicles registered with the DVLA since the 2016 total, bringing the current total on the database to 1,241,863.

The survey also reveals that the average owner spends an average of £1,489 per vehicle each year – and that the mileage covered by these historic vehicles has also increased since 2016, with the average distance now 2,214 miles per year, an increase on the 1,124 miles per year shown by the 2016 survey.

Some 3 million people attend historic vehicle events each year and a rather heart-warming insight reveals that 60% of owners say that owning a historic vehicle is one of the most important things in their life.

More details are available at www.fbhvc.co.uk

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FROM THE EDITOR...

Hard to believe we're well into the second half of 2019 already. So it's about time your editor again offered thanks to all those contributors - regular and occasional - who have supplied articles, letters, photos and illustrations essential to the production of our club magazine. Special thanks are also due to our advertisers, who provide members with information about products and services relating to our interest in old cars and who help in no small way in keeping our costs down.

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

Irish and Overseas Events

This issue includes reports on events such as the annual International Gordon Bennett Rally, the Terenure Classic Car Show and the Picnic in the Park event at Marley. Also covered inside are three special overseas events:

'The Ellis Journey' – an annual re-enactment of the first recorded motorized journey in the U.K., the 2019 'Peking to Paris' rally, and 'Classics at Culemborg', a major event in the Netherlands – to which this editor was fortunate enough to wrangle a visit while on a family trip.

Inside these pages you'll also find information on upcoming events, technical topics relating to restoration and repairs on old cars, as well as tips on vintage touring. Also covered are Cars For Sale and Wanted adverts, FIVA-related topics, book reviews, news snippets, competitions and more. Please do have a go at the crosswords and photo competitions; answers can be emailed and feedback is much appreciated.

Mick Jones

On a very sad note: shortly before going to press news came regarding the totally unexpected death of our long-time friend and very esteemed IVVCC member, Mick Jones. We offer our deepest sympathies to Máire and family; Mick's big bright smile and valued friendship will be forever missed by all who knew him. May he rest in peace. An Appreciation can be found on page 33 of this issue.



Remembering Mick Jones, who passed away on Monday, 22nd July 2019
[see page 33]

The Brass Brigade

As this issue comes out, the sixth annual Brass Brigade Rally will be getting under way. Taking place from Saturday 24th to Sunday 25th August 2019. This increasingly popular annual event is for cars built up to 1919, and is open to members of the IVVCC and also to members of our affiliated clubs.

This year's Brass Brigade Rally is based in a new location, the Clonmel Park Hotel, Clonmel, Co Tipperary. The same format as previous years is being followed: a short run on Saturday afternoon, then a drinks reception at 7pm, followed by dinner at 8pm. Following breakfast on Sunday morning the cars depart at 9:30am for a run of approximately 50 miles, taking in some of the renowned scenery of the beautiful Tipperary countryside. This follows a gentle meandering route on quiet roads suitable for veteran cars, including a coffee stop around the halfway mark. The cars then motor back, through an equally scenic route, to the Clonmel Park Hotel for a farewell lunch.

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

CALENDAR OF EVENTS 2019

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

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 INTERNATIONAL GORDON BENNETT RALLY 2019

...A sort of Post-Mortem



Photos: Martin Taylor

Signs on it...they're away!

On returning home from the Gordon Bennett rally on the Sunday afternoon I recovered my misplaced, out-of-battery android, and up popped a Friday evening text from our esteemed IVVCC News editor-in-chief. He was wondering whether a report from me on the 44th running of the rally would be possible.

Sure, no problem. Except we only really rallied on the Saturday, having pre-decided not to go to the Killeshin Hotel in Portlaoise for the Barrett Private Insurances/Chubb Friday welcome lunch (seemingly excellent) – or to the Sunday wind-up visit to Newbridge Silverware and Style Icon Museum for lunch, as I considered neither venue would be trailer friendly in busy traffic conditions. My loss, as I understand from some who attended that both events were very enjoyable. Instead our leisurely Sunday departure from Mount Wolseley took longer than intended as we had to extricate ourselves from a carpark full of random parkers attending a wedding fare.

Although overall Rally winners and class winners were announced at the Saturday dinner and awards, no individual results were available to ponder at that time. On opening my computer on Monday to check the rally results, I found a photograph of Richard and Jo McAllister, the worthiest and very popular overall rally winners with a meagre 18-point penalty. This website article included a very succinct rally report with class and award winners, individual results and loads of photographs of the 118 team entrants who had set out from Mount Wolseley on that bright and sunny Saturday morning with high hopes and none. Job done, for anyone who's interested, it's all there on the IVVCC website – "No point in rehashing an excellent web article," thought I.

Adventures relished...and Lessons learned

However, foolishly perhaps, I offered to do a few notes on our experiences in the Leaf's first Gordon Bennett Rally ever. So herein follows a sort of Post-Mortem on our adventure with lessons to be learned and hopefully not forgotten. It is well known that like most pursuits, good preparation is the secret of success. Surely 19 years would be long enough!

We had a challenging Saturday morning. Our little 1928 Lea Francis (the 'Leaf') was drawing admiring glances and comments in the carpark awaiting the Off. We were like proud parents at the graduation of an only daughter. Pride before the fall? We thought that we were well prepared. Indeed, this car has been under restoration since I purchased it as wreck in 2000. In the interim its rebuild has had many setbacks. This last year has been particularly difficult for us, as both car and crew have had serious health issues. In fact, although Helen is a very capable navigator, this was her first ever trip in the Leaf.

I brought the car home a week before the rally after yet another engine, clutch and gearbox rebuild. Although I had managed a few short runs, this was to be the Leaf's first big test. It was a disappointing start. As we took our place in the start queue, the engine died and refused to fire. A fuel problem was quickly diagnosed but the cause proved more elusive. The fuel pump was not pumping. I did become aware that we had



Clerk of the Course, Frank Hussey (out-of-shot) gives Jonathan Bewley and navigator Tony Jobling "the off" in car No.1, the 1900 Gladiator – with the original 1903 Gordon Bennett watch. Photo: Clive Evans



Frank Hussey (very much in-shot this time) welcomes the assembled rally participants and offers some helpful guiding principles (and several 'no-no's').



At The Killeshin Hotel, IVVCC President Clive Evans admires Brian King's spectacular 1903 Sunbeam 10/12 Rear Entrance Tonneau, Class A winner



Ray (our reporter) and Helen Cowan, with their recently restored 1928 Lea Francis V-Type Hyper Open Top



The worthy winners – Richard and Jo McAllister, with their trusty 1913 Sunbeam 12/16 Open Tourer



Clive Evans and crew arrive in fine fettle in their century-old Ford Model T



Shane Houlihan's remarkable 1927 Bugatti T37 gets the once-over before the off



A line-up of quality marques, rally plates affixed and rearing to go



Brian Cox and Dianne Hillman, over from the UK with their immaculate 1929 Ford Model A

an electrical problem in the charging circuit, but this was an unrelated problem which, despite (or maybe because of) all the advice that was being thrown at me, the cause took a lot longer to suss. A faulty fuel pump switch was found to be the culprit and by-passed.

The Joys of Vintage Motoring

At last we set off in the Lea Francis – together with the Evans crew in their Ford Model T – thirty minutes late but relieved and happy. This good feeling did not last. Three miles down the road, we stuttered to a halt. More fuel problems. In fact, no fuel coming through to the pump. It transpired that someone, perhaps trying to assist with curing our earlier problem, had turned off the fuel tap at the petrol tank with the result—no fuel—no go!

We had lost so much time that we decided to miss the two morning regularities and using gMaps, we headed directly to the lunch stop at Stradbally. The weather, although cloudy, remained dry and we were quickly overcoming our early disappointment. At least the car was going great and I was gradually and noisily getting to grips with the crash gear box, double declutching here, double declutching there, missing a few and frightening crew and horses, but all the time improving.

Stradbally is a very attractive town but the local hostleries seemed unable to cope with the sudden demand for food and refreshments and the two-hour halt now seemed inadequate. It would have been much better to have brought a picnic to enjoy on the village green. Eventually we were fed and watered and happily set off to search for the afternoon regularities and the charted route back to Mount Wolseley. We didn't attempt to do times which is evident from our 901 hard-earned penalties, but we were just very happy that the car behaved itself and we arrived back safely having travelled about 84 miles, by far the longest journey this Leaf has done in 70 years.

Stiff Competition

Notwithstanding our own feeble effort, the rally results reflect the stiff competition that exists among the old car rally enthusiasts. The worthy winners lost a total of only 18 penalty points (timed seconds) over the four regularity sections. The results show that fifteen crews suffered less than 100 penalty seconds which demonstrates great enthusiasm for this competitive event as a worthy commemoration of the 1903 race.

Thirty-four crews incurred less than 500 penalty seconds, again, high scoring given the degree of accuracy required to do well. No doubt these entrants will have learned something from their own experiences and redouble their efforts to do better next year.

At the other end of the results spectrum, 49 (42%) crews incurred more than 800 penalty points, including 32 crews with maximum 960 penalties points, which I suppose is an indication of the wide range of navigational and driving expertise that this event attracts. These would no doubt include crews who, like us, had mechanical or other difficulties, didn't turn up, or just drove the route. Nevertheless 42% is a very high percentage and may be evidence that a large percentage of entrants would prefer a less challenging event. I did hear some remarks in the post-rally bar to this effect. It may be that if the IVVCC wishes to retain

the numbers and Gordon Bennett event prestige, consideration should be given to introducing a touring non-competitive class using abridged (i.e. less) route instructions compared to the full rally, for those who just want to enjoy their old cars in a more relaxed mode.

Special thanks to...

There is little I can add, except perhaps to thank the organisers on behalf of our fellow crews, for all the hard work in delivering such a successful weekend of rally activities. The Rally catalogue and route books were excellent as is well proved by the low penalties incurred by winning crews. Special thanks must go to Frank Hussey, Clerk of the Course, Martin Casey, Chief Marshall, Myles O'Reilly, Competitor Liaison Officer and Bernadette Wyrer, the Event Secretary for all their hard work and efforts on our behalf, not forgetting the many other indispensable assistants involved, such as those arranging and supervising car parking and traffic management at the several venues, route marshals and photographers, etc.

The hard work of the Rally Committee paid off and the whole event was a great success. The high standard of this event would not have been possible without the support of the club's main sponsors, Barrett Private Insurances/Chubb and Bonham's who provided a pre-rally drinks reception on Friday evening. As participants, we should be very grateful to all the sponsors for their support, which enables the IVVCC Rally team to deliver such a high-quality event at a reasonable cost. In return we should remember our sponsors in appreciation when we are doing business in the market. ■

[Many thanks to Ray Cowan for the report and to Martin Taylor for the photos.

Note: Our Cover Photo depicts Gerry & Imelda Newman's 1928 Sunbeam 20.9 Tourer, heading for a record-breaking 40-year participation in the IVVCC Gordon Bennett Rally - Ed]

GORDON BENNETT RALLY 2019 RESULTS

Overall Winners

Richard and Jo McAllister, Ireland – 1913 Sunbeam 12/16 Open Tourer

Winner Class A

Brian and Sarah King, Ireland – 1903 Sunbeam 10/12hp Rear Entrance

Winner Class B

Michael Cotter, Ireland – 1923 Bentley Blower Open Top

Winner Class C

Thomas Houlihan and Edel Murphy, Ireland – 1927 Bentley 3ltr LeMans

Winner Class C1

Tom Callanan and JJ Farrell, Ireland – 1929 Ford Model A Roadster

Alan Wilson Memorial Award – Concourse d'Elegance

Maurice Cassidy, Ireland – 1911 Rolls-Royce Silver Ghost Landaulette

The Pat Deale Award – Best Overseas Crew

John Webber and Maurice Miller, UK – 1923 Rolls-Royce 20HP Open Tourer

Valerie Millington Award – Best Regularity

Thomas Houlihan and Edel Murphy, Ireland – 1927 Bentley 3ltr LeMans

Patrick Hemphill Award – Spirit of the Event

Lawrie and Jill Smith, UK – 1908 De Dion Bouton BH Open Top

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



The record-breaking Gordon Bennett participants, Gerry and Imelda Newman cruise by in their 1928 Sunbeam 20.9 Tourer



The O'Gorman crew from Naas going well in the 1909 Star Double Phaeton



Richard and Shirley Newby, one of 17 UK entrants, with their superb 1930 Talbot 105 Coupe des Alpes Tourer



Eamon Dunne and crew in his brass-radiator 1911 Ford, the oldest Model T in this year's Gordon Bennett rally



Eric and Joan Byrne motoring well in their 1925 Bentley 3-litre



Nicholas and Eileen Bennett on the road in their 1930 Alvis Silver Eagle Sports



Colin Dunne's 1926 Chevrolet Capitol Landau gets a little motor life-blood



Regular entrants Patrick and Denise McCool lead the way in their 1914 Renault EF Tourer

JAMES GORDON BENNETT JR. (1841-1918)

Each year many people participate in the IVVCC's Gordon Bennett Commemoration Rally, but who was this chap Gordon Bennett?



James Gordon Bennett (known to all as Gordon to differentiate him from his father James Gordon Bennett Senior) was born in New York. Gordon's father, who had emigrated from Scotland, was the founder, editor and publisher of the New York Herald Newspaper, the Big Apple's leading newspaper of the day. Consequently the family lived and moved in high society circles.

From an early age Gordon became involved

in sports of all kinds. Just to list some of his lifetime accomplishments: He organised the first polo match and the first tennis match in America. He won the first trans-ocean yacht race. He sponsored explorers – including Henry Morton Stanley's trip to Africa to find David Livingstone, and the ill-fated George W. De Long attempt to reach the North Pole. He also offered trophies for yacht racing, ballooning, and automobile races. In 1909 he offered a trophy for the fastest speed on a closed circuit for airplanes at Rheims, France. This was won by Glenn Curtiss, for two circuits of a 10km rectangular circuit at an average speed of 46.5mph.

Gordon in his thirties became engaged to socialite Caroline May. To mark the occasion, Ms. May's parents organised a party to which Gordon arrived late and rather inebriated. He then proceeded to urinate into the grand-piano in front of the assembled guests, needless to say the engagement was called off and Gordon was hurriedly removed from New York.

Gordon Bennett goes to Europe

Gordon's father sent him to Paris where they set up the Paris Herald Newspaper (the European version of their New York paper). This was the forerunner of the International Herald Tribune, which has been very successful over the years.

The ever-flamboyant Gordon continued his involvement in sporting activities while in Paris. These included the Gordon Bennett Cup Motorcar Races – competitions intended to be between national automobile clubs, or nations, rather than individuals. Each club or nation could send up to three cars, but these cars had to be totally manufactured within the country that they were representing. While the drivers had to be a member of the club (if a club was involved) they did not have to be a national of the country involved. There were a total of six races in the Gordon Bennett Cup series. Each year's race was to be held in the country of the previous year's winner. So, as in 1902, when Selwyn F. Edge of Britain won the race driving a Napier, the 1903 event should have been held there. But this was not to be.

The Irish Gordon Bennett Cup Race

As racing on public roads was banned in England, the 1903 event was relocated to Ireland. A figure-of-eight, 2-loop course around the counties of Kildare, Carlow and Laois on closed roads was arranged. The course measured 91.88 miles per lap (the first time this had occurred and was the precursor of today's Grand Prix races). Each team had to choose a body colour for their cars. Britain couldn't use their usual red, white and blue, as these colours were already being used by other countries, so they went for green to honour Ireland where the race was being held; and thus British Racing Green came into existence.

The crowd (many from overseas) watching the race was so large that it was not surpassed until Dublin's Eucharistic Congress in 1932. The Irish race was won by Belgium driver Camille Jenatzy (nicknamed 'The Red Devil' because of his red hair, goatee beard and dare-devil driving style) in a Mercedes representing Germany. The 1904 race was therefore held in Germany, near Frankfurt, organised by the five-year-old Berlin-based German Automobile Club (DAC).

FIA, FIVA and the IVVCC

Following this race the DAC hosted a meeting of representatives from other automobile clubs to discuss the future of motor racing. The result was the establishment of the Fédération Internationale de l'Automobile (FIA), the governing body of world motor sports, the same body that the IVVCC is associated with today, via FIVA. The renewed FIA-FIVA agreement was in fact signed on June 26th this year in Paris at the FIA Head Office.

Gordon Bennett did not marry until he was seventy-three years of age, his bride being Maud Potter. Today, in much of the English-speaking world, the term "Gordon Bennett" is still used as an expression of incredulity – which alludes to the outrageous behaviour of the American sportsman, publisher, and all round hell-raiser James Gordon Bennett Jr. It would surely come as a surprise to Gordon Bennett to find that his name is still in use today, over one hundred years after his death. ■

PERSONALISED REGISTRATIONS

€¼m for “IG 1” ...Sure why wouldn't you?

The popularity of personalised registrations, available in the U.K. for purchase or during auctions, is as high as ever. You can buy a private (personalised) registration for your vehicle's number plates from the Driver and Vehicle Licensing Agency (DVLA), or from a private dealer. In the U.K., if that number is not currently being used you can then put it on a vehicle.

The DVLA, based in Swansea, Wales, holds regular auctions of available registration numbers. Its live auction staged in May this year and its online 'Timed Auction' held in June recorded their highest number of registered bidders ever, with 12,329 and 9,179 signing up to bid respectively. Five years ago, at an auction in Reading, the plate "25 O" was bought for a total of £518,000, making it the highest-priced personalised registration bought from DVLA Personalised Registrations to date.

And at a recent auction at The Vale Resort near Cardiff, retired businessman Ian Guest, pictured here, successfully secured his dream registration plate – **IG 1** – paying £222,000 (quarter of a million euro) for the privilege.

Just some of the 1,250 personalised registrations included in the recent DVLA sale included: **311 A** (reserve £2,500), **2019 A** (£2,500), **AN15 TON** (£700), **AN66 ELA** (£400), **AU66 UST** (£400), **C47 THY** (£250), **DAN 2E** (£350), **DRE 5W** (£350), **ELV 21S** (£300), **FL16 HTS** (£700), **FR11 ANK** (£400), **GA11 RRY** (£400), **GH10 OST** (£400), **JA66 UAR** (£400), **LOG 111C** (£250), **MA11 RYS** (£400), **OBR 116N** (£250), **25 OL** (£2,200), **OW11 ENS** (£400), **PUR 17Y** (£300), **SO11 NYA** (£400), **WE 11 LSH** (£400), **WR19 GHT** (£400).

Millions of personalised registrations can be viewed at DVLA's Personalised Registrations Official website, www.dvlaregistrations.direct.gov.uk.



Damian Lawson (right) Head of DVLA Personalised Registrations Sales, with Ian Guest and his wife Pamela – and the €¼m registration plate



TERENURE SHOW 2019

Sun, Fun and Fire Engines light up the annual Classic Spectacular

Upwards of 1,600 classic and vintage motors of all varieties – including American fire engines, motorbikes and military and commercial vehicles – were on display on Sunday 7th July at the 28th annual Classic & Vintage Motor Show, held again this year at the Terenure College grounds, Dublin.

Regarded as the biggest show of its kind in Ireland, the show was hosted as usual by the Irish Jaguar & Daimler Club – held this year in aid of the Dublin Samaritans – with glorious sunshine all day contributing to a great family day out.

The IVVCC put on one of the most extensive stands at the show, with well over sixty members' veteran, vintage and classic cars on display.

One-marque clubs putting on displays included Jaguar, Ford, Triumph, Alfa Romeo, Porsche, Volkswagen, Mercedes-Benz, MG, BMW, Subaru, Jensen, Volvo, Fiat and Citroën. Also on display were lots of micro-cars, along with a huge variety of kit cars and custom cars, as well as Ferrari, Lamborghini and McLaren Super Cars. Ireland's largest gathering ever of Aston Martins also gave cause for much drooling amongst the meandering petrol-heads.

Refreshments were available throughout the day, along with children's amusements and a spectacularly entertaining music show provided by the Tom Cole Junior band.

Prize giving was announced at 4pm. Amongst the winners was the impeccable Triumph TR6 reg. number UTI-293 pictured here. This car recently underwent a body-off restoration by owner Chris Copeland, who brought it to concours condition, which resulted in the judges awarding it winner in the best post-1970 cabriolet class of the show.

The show was open to the public from 10.00am to 5.00pm. Numerous autojumble stalls and trade stands were reported to be doing good business right from the start. Free car parking within the grounds was also well-organised and efficiently directed by a large number of stewards. ■





Just part of the extensive IVVCC members' stand



Mighty Fire Fighting Machines of the USA



Detroit Chalmers on the Blessington Club display



The prize-winning TR6 of Chris Copeland



A Volkswagen Karmann Ghia looking good



An inspection of the Ford Model T line-up



There's always a smile for the Micro-cars

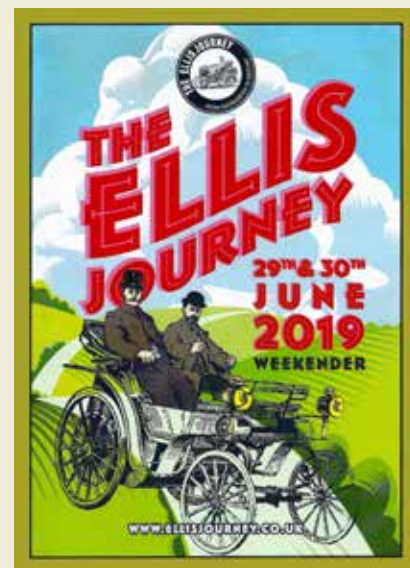


The Minis – now celebrating 60 years

THE ELLIS JOURNEY 2019

Lawrie Smith, an IVVCC member and for many years a regular Gordon Bennett entrant, talks of the first recorded motor carriage journey in Great Britain – undertaken by Evelyn Ellis and his fellow motoring pioneer Frederick Simms in 1895 – and reports on the historic event's annual re-enactment.

Queen Victoria would have felt at home on Sunday 30 June 2019 as a fleet of pre-1905 vehicles trundled along the Old London coaching road from Micheldever Railway Station to Datchet Village Green, which is in sight of the Queen's residence at Windsor Castle.



This was a re-enactment of the first recorded motor carriage journey in Great Britain – undertaken by the Hon Evelyn Ellis and his fellow motoring pioneer Frederick Simms. On the 5th July 1895, Ellis and Simms started their 56-mile journey at 9.26am in a Panhard et Levassor. Ellis had just purchased the car in Paris, driven to Le Havre, shipped it across the channel, then by train to Micheldever Station and drove it to his Thames riverside home in Datchet.

In those days the legal speed limit in England was 4mph in the countryside and 2mph in towns, with a requirement for an attendant to walk in front with a red flag. Ellis was trying to have the law changed so he deliberately defied the law and drove his petroleum carriage to Datchet at an average speed of just under 10mph, without a man with a red flag. He was not stopped by the police but the Act was repealed in 1896 with the abolition of the red flag. The speed limit was then raised to 12mph and celebrated by the first Motor Car Tour known today as the London to Brighton Veteran Car Run.

The 2019 Re-enactment

'The Ellis Journey' is an annual 2-day weekend event started in 2017 by Lawrie Smith and Nick Canfor as a not-for-profit motoring event open to all types of pre-1905 mechanically propelled vehicles from cycles to buses. Most entrants arrive on Saturday morning to get their modern cars and trailers to the Datchet vehicle park and then take a free bus ride back to our base at the Norton Park Hotel, which is set in 54 acres of parkland.

This year a vehicle display of the entrants' pre-1905 vehicles was held from 12.00noon to 4.00pm on Saturday 29th June. The evening is a casual social time, starting with drinks and a barbecue on the lawns in the 17th century thatched tithe barn.

Sunday is the main day, starting with an early full

English breakfast and the preparation of the vehicles. Then, dressed as red flag attendants, Martin Males and Ian Brown wave the cars off at 8.26am on their 56-mile adventure retracing the original Ellis route.

This year produced some very interesting cars and trikes, the oldest being Nick Canfor's 1898 De Dion-Bouton 1.75hp trike ridden by Michael Everett, closely followed by John Wilton riding a 2.75 hp 1898 Marot Gardon trike, while a very rare 1899 Benz Velo was driven by Gordon Cobbold. Christopher Twitchin in his 1901 De Dion Vis-à-vis led the field of 17 De Dion-Bouton engined vehicles, one of which was kindly entered by Lord Montague of Beaulieu and Driven by Paul Clifton from BBC South TV. Other makes included Darracq, Oldsmobile, Renault, Humber, Vauxhall, Wolseley, Norfolk, and many others. Daniel Ghose had an easy ride in his 40hp Delaugere et Clayette. A special entry by Toyota UK, a 2019 Mirai hydrogen fuel-cell car, attracted a lot of interest and highlighted the advancement of the motor car over the 124 years since Ellis drove to Datchet.

The Ellis Wall Plaque

Three miles after leaving the Norton Park Hotel we pass Micheldever Railway Station with a Transport Trust plaque on the station wall explaining Ellis's Journey. Travelling a further 10 miles we reach Basingstoke, which in 1895 was a coaching town where horses were rested overnight. Today it is home to the Automobile Association who, as in previous years, entered their 40hp Renault Registration AA1, driven by Dennis Bass looking very smart in his chauffeur's uniform. Thanks go to Denis who has been a great help to the organisers. The AA has supported The Ellis Journey for the last two years, with two support vehicles helping stranded drivers. Special thanks are due to patrol men George and Vince who did a fantastic job on the day.



Gordon Cobbold is led to the start line, driving his 1899 Benz Velo (a machine not unfamiliar to Irish veteran enthusiasts)



Phillip Smith and crew going well in their 1904 Darracq



Roger Horsfield gets parking instructions from the Town Crier at Datchet



Nigel Cornelius & Son in the 1904 Rover Forecar received the 'Spirit of the Event' trophy

After 25 miles the cars reached the White Lion Antiques Centre coffee stop, with refreshments served outside in fantastic weather by John Moy the owner. John Blackford's 1903 White Steam car was driven to the water tap for a top-up, while unfortunately Alan Webber's Oldsmobile had a terminal failure and arrived on a trailer. Alan still enjoyed the day and I am sure will be back again next year.

The route continues on and eventually into Datchet with Woolcombe House, the site of Ellis's home – with the sounds of the Jazz Magic Trio and the Romsey Ukulele Group entertaining the many people who had come to see the cars at the finish.

Datchet Village

Just before 12.00 noon the first De Dion-Bouton arrived, driven by Peter Fryer with him and his three passengers dressed in period costume loudly announced by the town crier ringing his bell. The WI hall had a display of early cycles and the Village Society showed the history of Datchet. A display was also set up by Maddie from Brooklands Museum, with a Railton Terraplane and an aero-engine Berliet exhibited by John Dennis. Ian Thompson brought his 500cc Norton racing motorcycle, Colin Chambers his 1904 Humber Forecar and, to our surprise, three early Morgans and a modern 2019 Hyundai hydrogen fuel-cell car also arrived. A big thank you goes to Allen Corcoran for his fantastic organisation of these activities.

The Mayor presented the 'Spirit of the Event Sopwith' trophy to Nigel Cornelius and his son in a 1904 Rover Forecar and we had two period-dress winners, David Greaves with his 1903 Darracq and John Orford with his 1902 Renault.

If you are interested, July 4th & 5th 2020 will be the 125th anniversary of the original journey by Ellis and Simms. If you would like to receive the Ellis Journey newsletter please send your email address or contact details to info@ellisjourney.co.uk. ■ www.ellisjourney.co.uk

Lawrie2s@btinternet.com



Rick Pardoe arrives in Datchet in his rare 1904 Gamage, ahead of John Orford's 1902 Renault



PICNIC IN THE PARK

The annual Picnic in the Park took place on Wednesday afternoon July 24th in Marley Park, Rathfarnham, Dublin. The event was organised by the Royal Irish Automobile Club and TR Register Ireland, with support from the Irish Mini Owners Club, and was blessed by balmy summer sunshine. As always, all the funds collected from the several hundred exhibiting classic car and motorcycle owners went to LauraLynn House, Ireland's first children's hospice.

Famous Irish international rally driver Alec Poole was in attendance – as a judge in the selection of the “Most Desirable Cars” and also to celebrate the 60th anniversary of the Austin & Morris Mini car. SoundHire.ie provided some great music classics, which was well appreciated by young attendees and greyheads alike.

Now in its 13th year, the Picnic in the Park car show event has proved a popular annual attraction for car enthusiasts of all ages – as well as a proving a popular annual family day out.



One of a number of TR6 roadsters representing co-host TR Register Ireland



The unique mascot surmounting Ray Cowan's Lea Francis V-Type Hyper





An immaculate Devon saloon of the older Austin period



Arriving in style...a beautiful grey Bentley roadster



This armchair motorbike attracted lots of young admirers



Gerry Griffin found an admirer for his 1926 Chrysler 70 Phaeton



Well represented at Marley Park...the Jaguar XK120 roadsters



The imperial Yellow Rolls-Royce in pristine show condition



A Sunbeam tourer with dicky seat checks into Marley



The Austin and Morris Mini range celebrated their 60th Anniversary



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

Opinions. Would we all be better off without them? Witness, for example, the little bit of bother one ambassador brought upon himself recently – simply by voicing an opinion he thought would remain confidential.

Opinions. We all have them. In many cases, we have too many ... "more than is good for us," as my late grandmother might have said.

Does it pay, I wonder, to have opinions or would we all be better off without them? Indeed, one might ask, would the world be a better place if we just got on with life and didn't form opinions? Imagine a life without opinion polling; a world free of Sunday morning commentary with graphs and bar charts showing who our most popular politicians are.

Gone would be those backroom meetings of focus groups and consumers

drawn from "all walks of life", hosted by marketing types to convince us that some sweet-smelling sofa-

freshener is what the world really, really needs...and wants!

The difficulty that many who form opinions face (and, unfortunately, I am one) is the temptation always to express them. Witness, for example, the little bit of bother one ambassador brought upon himself recently, simply by voicing an opinion he thought would remain confidential.

Climate Action 2030

Many of you will have studied the Government's recent 'Climate Action 2030' plan. What a wonderful document it is! As you will have seen, when

Governments form opinions, they can call upon an army of copywriters, artists and designers to bring life and colour to their views and then communicate them to the masses.

According to them, cars as we know them are on the way out. Yes, by 2030 there'll be no such thing as filling stations. Petrol pumps will be consigned to the museum. Shift workers and the like will never again have their sleep disturbed by the noise of traffic. Oh no! According to Government, from 2030 onwards a strange silence will have fallen upon our land as we all go whispering around in our electric vehicles. Do you believe that?

Petrol and diesel will be no longer. Giant companies like Esso, Texaco and Shell will be rolled over in the face of all the change that is to come – and designers of the internal combustion engine will meet at the old Camshaft Club to share fond memories of air filters, carburettors and spark plugs.

For you, dear members of the IVVCC, those glorious vehicles you keep in your garages, and upon which you lavish love and admiration – their days are numbered. Our Government has spoken.

A thick air of cynicism

If you detect a thick air of cynicism in these last few comments, it's intentional. As one who wouldn't even use a battery powered razor, I simply can't imagine a world without petrol and diesel.

Fascinating was a recent conversation I had with a leading motoring editor. He had been to one of those glitzy international car launches when, at dinner, he was joined at table by a factory engineer whose role it was to envisage

what cars would be like 30 years hence. Asked about diesel cars and the fact that many manufacturers were planning to cease making them, the engineer amazingly replied: "Diesel cars will be with us for a long time to come!" (Actually, have you noticed how silent the industry has become on that subject?).

“ Motoring writers testing water-emitting cars powered by hydrogen suggests to me that a boat has been missed along the way.

Fig Leaf

From where this writer sits, 'Climate Action 2030' is a political fig leaf, something to give politicians bragging rights at international conferences and when addressing pressure groups. Ominous though is the fact that it gives the Merrion Street bean counters further topics on which to heap new taxes.

So much for electric cars! The argument that a network of charging points should be installed across the country at the very time that motoring writers are testing water-emitting cars powered by hydrogen is something that suggests to me a boat has been missed along the way. Electric cars are coming, and in numbers. But the fear that a gallon of petrol will be impossible to find... that's not one for which I would rush to prepare. ■



Memory Lane

By Colm O'Neill

The world famous Lahinch Golf Club is still very much in the minds of Irish sports fans after the successful Dubai Duty Free Irish Open was held there over 4th -7th July. It was a huge boost to the region with an estimated €10m spent by Clare County Council and Lahinch's business community on improvements and renovations

Estimates of spending by competitors and spectators run as high as €7m. A further boost to Ireland's tourist industry was the televising of the event worldwide, showing off the superb links course and the splendid background scenery.

All of which is a good excuse to show some views of the clubhouse in earlier decades. Although the club was founded in 1892, the clubhouse was not built until the Forties. In this first view, from 1951, seen above here, we see the clubhouse in its original state. The picture was taken with a wide-angle lens, which of course exaggerates the width of what is in view. Consequently, the proportions of the Chevrolet Styleline saloon in the foreground are elongated and in reality they would have been taller than this image suggests. This is a 1950/1 model. The lack of a side chrome strip extending back from the headlamp, suggests that it is the basic Special rather than the DeLuxe. This model would have been assembled by McCairns Motors which also assembled and distributed the Vauxhall car and Bedford commercial range. The black car parked beyond the Chevrolet is possibly another GM product, a 1939-1948 Vauxhall 14 J-type.

The second picture, below, is from 1964 and was taken from the opposite side of the clubhouse, shortly after the large dark-coloured function room was added as an upper floor to the rear and landscaping now includes a well defined footpath. Thirteen years on the cars have changed too. A Jaguar Mk.2 saloon dominates the parking area. These were quite popular in Ireland, more usually the entry level 2.4 model with lower road tax and insurance costs. Caveys in Camden Street, Dublin, were the assemblers and distributors of the marque since 1937 when they were known as SS Jaguars. Beyond is an Austin or Morris 1100, then only recently available in Ireland. Looking to the right is a Ford Anglia 105E with an early 1962 Clare registration CIE 734. Beside that is another locally registered model, a 1963 Volkswagen 1200 Beetle EIE 334 and finally a Ford Cortina 4-dr Deluxe, a model which was by now selling very well following its introduction to the Irish market in early 1963.

My thanks are due to Lahinch Golf Club for their kind assistance in providing these images. ■



BACK TO THE ELECTRIC FUTURE

Will the motorcar soon be reduced to a moving boxy kiosk with just a quiet humming sound?

With the automobile's IC-engine under serious threat from advanced technologies and stringent legislation, it seems that the car-driving public's 120-year love affair with the internal combustion engine is in imminent danger of cooling off – with the coming generation of motorists being seduced by the 'clean-cut' electric-powered car (or is it a shot-gun marriage brought about by cold-hearted legislators?).

Back in the year 1900, around a third of all vehicles on the road were powered by electricity. New York City even had a fleet of more than 60 electric taxis. And sales of electric cars were then going from strength to strength.

In addition the electric power, during the early years of the 20th century steam was also a popular source of energy – especially for trains, ships and industrial machinery – but it was initially slow to become widespread for the automobile, partly because of the lengthy process of getting under way, sometimes up to 45 minutes from the cold, as well as the need to have a convenient supply of water for refilling on longer trips.

Then Henry Ford introduced his mass-produced Model T, thereby allowing petrol-powered cars to become widely available and affordable. By 1912, an IC-engined car cost only \$650, while an electric roadster sold for \$1,750. When an inventor called Charles Kettering introduced the electric starter, the need for the hand crank was eliminated, thereby dealing a final death-blow to the electric vehicle.

The next few decades proved to be a dark age for the electric car. Nevertheless, electricity struggled manfully on as a power source for vehicles. The Middle East Oil Crisis of the '70s helped to keep interest alive, but only just.

Electric cars come full circle

The first real revival of the electric vehicle didn't happen until around the start of the 21st century. One of the milestones was undoubtedly the introduction of the Toyota Prius. Released in Japan in 1997, the Prius became the world's first mass-produced hybrid electric vehicle, helped along by environmentally-conscious celebrities. Since then, following Climate Change fears and a raft of new anti-emission laws, practically all major motor manufacturers have launched a range of electric vehicles – either hybrid, plug-in hybrid or all-electric models.

A good example of what's happening today in the automotive world can be seen in the BMW group: That company's M5 sports car engine contains 150 moving parts and weighs 181kg. This gets the car to 0-60mph in 3.3 seconds.

But wait, the electric-vehicle motor produced in the same factory has just 25 parts; it's light enough for a single person

to lift – and it has no exhaust, transmission or fuel tank. And this electric-powered BMW will leave the IC-engine version standing at traffic lights.

Building an electric motor takes about 30% less time than a petrol or diesel engine. A joint study by Germany's powerful IG Metall union and the Fraunhofer Institute for Industrial Engineering concluded that 75,000 jobs involved in engines and transmissions across that country will be obsolete by 2030. Electrification will only create about 25,000 jobs within that time.

The most realistic studies indicate that electric vehicles sales worldwide will to grow to just 7% (or 6.6 million per year) by the year 2020. So customer demand for electric-powered car sales have a long way to go – despite governments, such as our own, announcing totally unrealistic targets. Nevertheless, carmakers must, and will, strive to come up with new models in order to comply with ever more stringent global regulations.

Bob Dylan was right:

There's no doubt about it, "the times they are a-changing". By 2030 the driving test may even be obsolete, with everyone being wafted around in a box with a quiet humming sound. However, let's hope that, at least amongst members of old car clubs such as the IVVCC, a lustful spark of affection will always linger for the old 'suck-squeeze-bang-blow' power unit. And... if all comes to all, as the saying goes, perhaps "it's better to have loved and lost than never to have loved at all". ■



The REDS – an electric Car-Office, built by REDSPACE, a new Chinese car company. "We prioritize the 90 percent of a car's usage when it is not moving rather than the 10 percent when it is," says former BMW design chief Chris Bangle. Not a self-driving car yet – but with designs for such in the future, with a view to helping cope with traffic-clogged roads in China's megacities. Is this the real future for the motorcar? Heaven forbid!



A SPECIAL VISIT – TO A SPECIAL PLACE

By Sean Saunders

My Dad, Micheál Saunders, a long-time IVCC member, had a special birthday in January this year; he was 80 years young. Unknown to him, our family arranged a visit to Dublin Castle and brought him along under a cover story about a club photo-shoot.

The Castle is a very special place to Dad and our whole family, as for many years he lived there with his parents and four siblings. Micheál's mother, Sal Saunders, our grandmother, worked in Dublin Castle from 1947 to 1982.

As Housekeeper, Banquet Manager and Head Guide, Sal met many famous visitors, such as John F Kennedy. She was also responsible for the state apartments. The Saunders family lived in what was then known as the Guide House, which is now the County Architects Office. In 1982 Sal (who was the last 'resident employee' at the Castle) and her husband Mick eventually retired to their native Mayo.

Due to Micheál's great connection to Dublin Castle we were given special permission to bring his classic Riley RME and 1950 MG YA into the grounds and park outside the State Apartments. The day was then topped off with some light refreshments to celebrate Micheál's 80th birthday.



Micheál with wife, Bernadette, and the 1954 Riley RME Saloon

Dublin Castle

The Castle is one of the most important buildings in Irish history. From 1204 until 1922 it served as a residence for the British monarch's Irish representative, the Viceroy of Ireland, as well as a ceremonial and administrative centre.

The Castle was transformed into a Georgian palace in the 1700s. The 'New Castle' included a suite of

grand reception rooms known as the State Apartments (later looked after by Sal Saunders) where, during the early months of each year, the Viceroy, and occasionally the visiting British monarch, played host to a series of entertainments. Known as the 'season', these festivities included state balls, banquets and regal ceremonies for members of the aristocracy. In the early nineteenth century the Castle was enhanced by the addition of the Chapel Royal in the Lower Castle Yard. This magnificent Gothic Revival structure, bristling with pinnacles on the outside and rich with ornamental features within, remains one of the architectural highlights of Georgian Dublin today.



Micheál Saunders with his 1950 MG YA arriving at Dublin Castle



CLASSICS AT CULEMBORG

300-plus historic cars on display at a major rally in The Netherlands

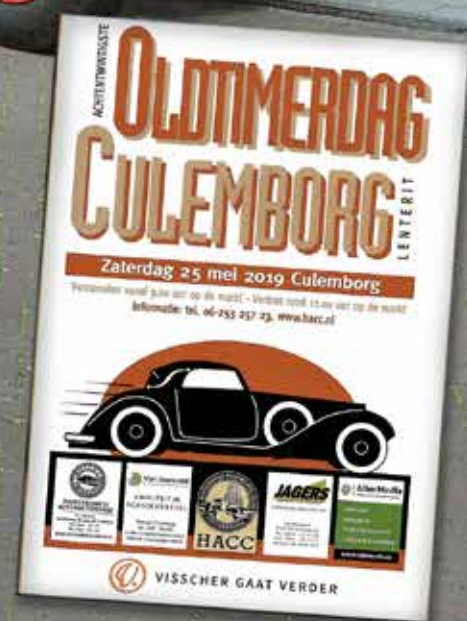
On 25th May this year the Historische Automobiel Club Cuylenborgh held their annual “Oldtimerdag” rally, based in the Dutch town of Culemborg, located more or less in the centre of The Netherlands. Your editor happened to be visiting in the area, and on a beautiful balmy day, took the opportunity to see how Dutch enthusiasts run their car rallies.

Our contact at the rally was Roland van Schelven, who was participating with his very well presented 1931 Ford Model A. While touring Ireland last year Roland happened to come across the Brass Brigade Rally while visiting Kilkenny Castle. Being a Ford enthusiast, he was mightily impressed by the large number of Model T cars taking part. As a result, Roland penned an article on the Brass Brigade for their club magazine (see the “Letters Page” in our IVVCC News Spring issue). Roland is a former Mayor of Culemborg and a member of the Model A Ford Club in The Netherlands. That club has some 700 members, and also caters for the Model T, Model B and early Ford V8 cars.

Culemborg has a population of about 28,000. Although the town centre is pedestrianised, drivers are allowed, indeed encouraged, to park their classic and vintage cars within the centre during Oldtimerdag (Old Car Day). They assemble at 9am and at 12 noon the Mayor signals the start of the rally from the steps of the old town hall, sending the 300-plus cars on their way in a spectacular procession past admiring onlookers at street-side coffee shops.

The route sheet was printed in the rally programme. While I don’t speak Dutch, the instructions to navigators looked suspiciously similar to events here – with talk of first and second exits at roundabouts... “rotonde rechtsaf, 2nd afslag”, and “einde weg Y-sprong linksaf richting!” (keep left at Y-junction!). After 86 listed route instructions came the directive: “Parkeren op aanwijzing van de verkeersregelaars HACC. Daarna kunt u uw herinnering aan deze 28th Oldtimerdag ophalen bij de infostand met de gele bon uit uw startpakket”, which apparently means: Park at the instructions of the club marshals – then pick up your souvenir of this 28th Oldtimer Day.

So...all in all, not so different to IVVCC rally events – and certainly no less enjoyable for participants and onlookers alike. ■





The 1912 vintage Arrol Johnston Tourer gets fired up
Photo: P. Kuijvenhoven



A magnificent British Lagonda gets many admirers
Photo: Derrill Palidwar



The Culemborg marching band drums up support
Photo: A.Aherne



The Bugatti leads the Lagonda through Culemborg
Photo: A.Aherne



Roland van Schelven moves off in his 1931 Ford Model A
Photo: A.Aherne



A stunning 1941 Plymouth P.12 Coupe gets ready
Photo: Derrill Palidwar



Another stylish participant – 1950s Singer Roadster
Photo: Derrill Palidwar



A BMW Isetta Bubble – with bespoke trailer in tow
Photo: A.Aherne

TOURING TIPS - PART TWO

It can be lonely out there on long-distance touring...so be prepared!

IVVCC Gordon Bennett Rally entrants John and Rita Buckley are well known for taking long overseas tours in their 1930 Ford Model A Tudor. In our Spring 2019 issue John wrote about preparing the car for long-distance trips; in Part Two, he gives advice on tools and spares you should carry.



If you've checked over the car and taken it for a one-hundred mile test run without incident you should be fairly confident the car is in reasonable health, with no bits likely to fall off. But...what tools and spares are you going to carry with you on your long tour? I must admit I generally carry as much as possible.

No doubt when our cars were new all the nuts and bolts were all of the correct size and thread. However perhaps three generations of petrol-heads have since been tinkering with them, often replacing those nuts and bolts with whatever comes to hand. I therefore carry a full complement of AF, Metric and Whitworth. Also, once you've set off, you're going to need to grease everything at least once before you get home again, so take a full grease gun.

Jacks sink into soft ground. I'm sure this could have been proved by Euclid (women demonstrate the same problem with high heels very well), so take a piece of wood to spread the load under the jack.

Once I had a water pump shatter. Fortunately the radiator didn't get damaged, but since then I've carried a small square of drilled plywood to bolt over the hole in the block and to hopefully continue cautiously on my way relying on thermo-siphon cooling only.

You may find it useful to keep the more frequently used tools close at hand (e.g. pliers, screwdriver, adjustable spanner, test light, electrical wire). And an extra inner tube: a tyre shop can help you change the flat, but it's

unlikely to keep our sizes in stock. The Ford Model A that I use for touring has a special armored security cable for the ignition wire to the distributor. An ignition jumper cable can be used to facilitate 'hot-wiring', and make sure you know how to hot-wire your car should the need arise.

Strong wire can be used for tying up exhaust or bodywork, and fibreglass filler can help mend holes in radiator, fuel tank or sump. Hopefully you won't need to replace any gaskets, seals or bearings but it make sense to take a set. Just keep the head gasket between plywood sheets to avoid damage.

An old sheet is useful as a ground cloth, to spread out ready to catch small parts before you start undoing things! Big washers are difficult enough to find if dropped in grass or sand; small ones are impossible. If you have an instruction manual/spares catalogue take that along and also a wiring diagram and a list of useful phone numbers. Ice-cream plastic cartons make wonderful containers. I use six: one each containing spares for electrical, distributor, carb, starter, wheel bearings and light bulbs.

The list of tools and spares could be endless, but the checklist shown on the next page covers what I generally take when touring in Europe. And I keep of record of where I've stowed everything so I don't have to unpack the whole vehicle to get to the right box. ■

In a following issue of IVVCC News, John will talk about how best to avoid break-downs during long-distance touring.

CHECKLIST - Tools & Spares for Long-distance Touring

John Buckley

GENERAL

Spare spark plugs
Pliers & multi-tool
Adjustable wrench
Socket & spanner sets
Stilson wrench
Screwdrivers (assorted)
Hammer
Oil pump gear
Wood blocks
Inner tubes
Assorted nuts, bolts & washers
Assorted screws & split pins
Gearbox oil (750ml)
Engine oil (5 litres)
Ignition jumper
Silencer repair paste
Hacksaw & spare blades
Gearbox & axle spanner
Feeler gauge
Coil and HT lead
Strong wire
Duct tape
Fiberglass filler
Fuel line
Hose clips (assorted)
Hylomar & various glues
Gasket set
Radiator hoses
Radiator sealant
Mole wrench
Hub puller
Spare fan belt
Threadlock
Wheel Jack
Crank pulley
Crank spanner
Leak fix solution
Water pump wooden blank
Grease gun & spare cartridge
Spare wheel nuts
Metal file
Puncture kit
Valve caps & cores

ELECTRIC REPAIR KIT

Electrical test lamp
Set of spare bulbs
Off/On switch
Electric connectors
Spare coil
Assorted fuses
Insulating tape
Emery paper
Fluxed solder
Assorted wires
Ammeter
Croc clip lead
Cable ties
Tail light glass
WD40

DISTRIBUTOR KIT

Cap and body
Rotor arm
Emery paper
New contact set
New condenser
Spare magneto

STARTER REPAIR KIT

Spare starter
Bendix spring
Starting handle

WHEEL BEARING KIT

Rear wheel bearing
Rear wheel grease seals
Rear hub snap ring
Front outer bearing
Front outer race
Front inner bearing
Front inner race
Front hub inner seal

MISCELLANEOUS

Tow-rope
Ground sheet
Oil-proof gloves
Hand cleaner
Instruction manuals

BATTERY CUT OFF ISOLATOR SWITCH

Battery cut-off switch to isolate battery while working on vehicle or to eliminate drain on battery while in storage. Simple to install in minutes with the minimum of tools

Turn knob one quarter turn to disconnect battery. Turn clockwise to re-connect. Remove knob to immobilise car. This is a most effective way to protect your car from fire or theft.



These fit all British, European and American Classic and Modern cars with standard posts

€10 EACH

FITTING INSTRUCTIONS:

1. Remove negative terminal from battery post.
2. Attach switch to battery post.
3. Attach negative terminal to end of switch

Phone or Text Oliver Forde **087-2569411**

Email: ofi@indigo.ie



LOVE ME YOU SAY! WELL, IF YOU REALLY DID LOVE ME, YOU'D HAVE MARRIED SOMEONE ELSE!

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PEKING TO PARIS 2019

Records broken and a ghost laid to rest ... One of the toughest rally events ever!

The Peking to Paris, organised by HERO/ERA every three years, is unique in the motoring world – a true endurance rally following in the wheel-tracks of the original pioneers of the 1907 epic. Driving an old car nearly half way around the world with a bunch of like-minded enthusiasts, against the clock, with the added spice of timed sections, makes this rally the longest and perhaps the toughest driving challenge for Vintage and Classic cars.

In 2007 the Bailey brothers, Andrew and Nicky, took a break from IVVCC rallies and entered the challenge separately – Andrew in a 1929 Chevrolet and Nicky in a 1926 3-litre Bentley. They entered again in 2010 and 2013. Then in 2016, IVVCC members Andrew and Ann Boland of Wexford braved the rigours of the challenge, entering in a 1930 Ford Model A.

This year, one hundred and six cars, with 20 nationalities represented, took part in the 36-day Motor Challenge, held from 2nd June to 7th July 2019.

Prince Costantino Paolo Borghese, great nephew of the original 1907 winner Prince Scipione Borghese, flagged the vintage and classic cars across the start line – the beginning of an 8,500 mile trek through 12 countries. During the adventure the crews battled fatigue, gruelling extreme weather, mechanical issues of all sorts, and the emotional stress of completing such an epic endeavour against the clock.

The first 'Peking to Paris' motor event took place in 1907, after French newspaper Le Matin published a challenge to the motorists of the day which read: "What needs to be proved today is that as long as a man has a car, he can do anything and go anywhere. Is there anyone who will undertake to travel this summer from Peking to Paris by automobile?"

Five teams took on that first 1907 adventure, taking two months to reach Paris. The winner, Prince Scipione Borghese of Italy was awarded the prize of a magnum of Mumm champagne. The prince was known internationally as a traveller, explorer,





Anton Gonnissen and Herman Gelan are waved off in Beijing in their 1907 Contal Mototri



The 1910 White Steam Car of Mitch Goss and Christopher Rolph pull out of Beijing



In the 2010 event: Andrew Bailey and Mickey Gabbett ford a stream at speed in Mongolia in the 1920 Stutz Roadster



Running repairs to the Belgian team's 1931 Bentley Speed in 2019



Gerry Crown and Matt Bryson celebrate victory in Paris



The 8,500 mile Peking to Paris Motor Challenge route

diplomat and mountain climber. He was accompanied by a journalist, Luigi Barzini, along with Ettore Guizardi, the prince's chauffeur, who apparently did most of the driving in their 35/45hp 7.4-litre Itala. Each of the five entrants made the journey without the help of any back-up support.

Return of a Contal Mototri

While five cars competed in 1907, only four teams finished. Disaster struck Auguste Pons and Oscar Foucauld when their three-wheeled Contal Mototri became stranded in the Gobi Desert. With no other option, the pair started to walk back to Peking, almost losing their lives in the process before being rescued by locals. Their little 3-wheeler was lost forever in the desert sands.

Determined to lay the ghost of that calamity, this year Anton Gonnissen and Herman Gelan completed the event on a rebuilt 112-year-old, three-wheeled Contal Mototri, thereby finishing the journey started – though not finished – by the little car's sister model in 1907. On completion of the current-day marathon, driver Gonnissen said: "Today history has been written, we have put the ghost of Auguste Pons to rest after 112 years." His navigator, Herman Gelan, who sat in the front 'suicide seat' of the 3-wheeled Contal for the entire journey, added: "For 8,500 miles I had a unique view of the rally. In my seat I was closer to nature than any of the other competitors, and the sheer beauty of the route and the surroundings will stay with me for a long time."

Steam-powered Record

In perhaps the longest journey ever completed by a steam car, a record was set in this year's rally by Mitch Gross and Christopher Rolph in a 1910 White MM Pullman. If driving halfway around the world in a 109-year-old vehicle isn't hard enough, to complete it in a car powered by a steam engine must be doubly difficult. "We set what is surely a world distance record for steam powered cars," said lifelong steam fan Mitch Gross. "Okay, we had to have three engine rebuilds on the way and also almost ran out of fire extinguishers, but we made it."

The 87-year-old winner (the driver not the car)

The overall winner this year was the Australian team of 87-year-old rally veteran driver Gerry Crown and navigator Matt Bryson in their classic 1974 Leyland P76, a car produced by the Australian subsidiary of British Leyland in the '70s. "I must congratulate the organisers for keeping the spirit of the rally alive," said Graham. "It's the Blue Riband event of the historic world and it needs to be tough, though what we really needed was a few more 87-year-old drivers in the field to keep me company."

Victory in the Vintage category went to Graham and Marina Goodwin in their 1925 Bentley Super Sports after a hard-fought battle, eventually beating Artur Lukasiewicz and Bill Cleyndert by just 5 minutes. Delighted with his and his wife's win at their first attempt, Graham said: "It means so much to win in a Bentley in Bentley's Centenary year. The event was stressful but thankfully we had some bits of good luck, which everyone needs."

Regardless of their place in the standings though, those who reached their journey's end at Place Vendome, Paris, on 7th July this year achieved something great. Travelling halfway around the world, in vintage and classic cars, traversing some of the toughest roads the world's largest landmass has to offer is certainly no small feat. Well done to all.

To see the highlights on film of this year's Peking–Paris Motor Challenge, check out the MotorClips column on page 44 of this issue. ■



MICK JONES

An Appreciation

We first met Mick 40 years ago at the start of an old car rally in Dublin.

We soon learned that Mick was a great character in every sense of the word with a zest for life and old cars and, most of all, his family. Everybody he met was entertained by his many stories and infectious laugh.

Mick loved all things mechanical. If it was old, it was a bonus. This originated from his work on the family farm. In later life, while living in Dublin, he bought a Ford Dexta tractor on which he enjoyed many surreptitious evening drives.

A warm family man, Mick was dedicated to Máire, his sister Maura, brother Donal, sister-in-law Liz, his nieces, nephew and grand-nephew and his late parents. He was so lucky to meet Máire, who is also interested in old cars. She was the most important part of his life. They lived for each other, albeit that this has now been cut short.

Mick made many friends through the IVVCC and the Irish Ford Model T Club. These clubs were so lucky to have had Mick and the knowledge of old cars that he brought, especially of the Ford Model T. He was heard more than once strongly asserting that the "T" was the best car ever made. Within minutes of meeting him, people felt as though they had known Mick for years. We saw many examples of this, most notably on some long-distance rallies where we often met people for the first time. Within the first conversation they relaxed and many remained friends of Mick and Máire to this day. Mick spent his early days living in the city with Máire. More recently they moved to rural County Carlow, a courageous move but they loved it. They were extremely happy there and made many new friends. Also, it gave Mick more space to play with his cars and his beloved dogs!

Everybody who knew Mick will miss him dearly. This is especially true for his family and, most of all, Máire. All of us will have a very empty feeling for many years to come. Mick will be remembered with sadness at our loss and a feeling of privilege at having had such a great friend and enjoying so many laughs together.

Martin Leech/Laurence Roe

Book Reviews



TRIUMPH TR6

Your Expert Guide To
Common Problems & How
To Fix Them

By Paul Hogan

Veloce Publishing – April 2019

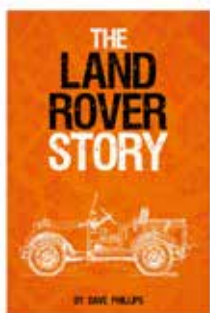
Hardback £12.99

www.veloce.co.uk

Now 50 years old, the TR6 has often been described as “the last hairy-chested British sports car”. But it still attracts a huge following worldwide. The car’s modern lines may hide a rugged construction dating from another era, but in its hey-day it found a ready market worldwide, partly due to an impressive performance, with 120mph easily attainable.

This book is designed to offer owners of TR6s an insight into some of the common problems that can arise, and how to fix them. Arranged into easy to follow sections – engine, drive line, suspension, etc – you can quickly pinpoint problems and learn how to solve them. Information is also provided on improvements, owners’ clubs and spares suppliers to help keep your car in good condition and on the road.

A former Chairman of the TR Register, Paul Hogan helped raise the profile of the TR range through racing his own TR at Le Mans. The 112-page book is illustrated with 136 colour pictures.



THE LAND ROVER STORY

By Dave Phillips

EVRO Publishing - May 2019

Hardback £25.00

www.evropublishing.com

Described as “a rollercoaster ride through the life and times of Land Rover”, this 300+page book covers all aspects of Land Rover from its humble beginnings in 1948 to today’s vehicles, as well as the people at the centre of the story.

The author Dave Phillips grew up in rural west Norfolk in an era when every other vehicle on the country lanes was a Land Rover. Since then he has driven these vehicles across deserts, up mountains and through tropical forests. Phillips is now one of the world’s best-known Land Rover writers and is a former editor of both *Land Rover Owner International* and *Land Rover Monthly*.

The writer tells how the Land Rover came about in the 1940s, its development and production, launch and reaction. In the '50s there was rapid development, successes and dead ends. Further stories cover the ups and downs of the marque’s various ownerships – British Leyland, British Aerospace, BMW, Ford and alliance with Jaguar and the Tata takeover.



THE AUTOMOBILE TREASURY OF IRELAND

By Finbarr Corry

As this year is the 40th anniversary of the publication of *The Automobile Treasury of Ireland*, by the late Finbarr Corry, it is perhaps appropriate to bring to mind how important this book has been in chronicling our motoring heritage – and most especially ‘the treasury’ of old cars that existed in Ireland during the 1970s.

Written and compiled by prominent IVVCC member Finbarr Corry and published by Dalton Watson in 1979, the book gives details of around 200 veteran and vintage cars in Irish ownership at that time. Some of these cars still compete in IVVCC events, while over the intervening years, others have found their way to homes in other countries. Also included is an illustrated account of the 1903 Gordon Bennett Cup Race – as well as the attitude of the press and public to the coming of the motorcar to Ireland in the early 20th century.

Finbarr Corry was a writer and motoring historian with an encyclopaedic knowledge of old cars. A regular contributor to motoring publications such as *The Automobile*, he was described by Leslie Thorn, IVVCC President in the '70s, as “the enthusiast of enthusiasts”.

The Automobile Treasury of Ireland is a lasting memorial to Finbarr Corry – and is a permanent and valuable knowledge base for research. Finbarr was also an active and highly effective member of the IVVCC. Through dogged work and determination, he and other board members secured the legislation that has given members of all old car clubs in Ireland benefits not available in many other countries. These include the provision of a low level of motor tax; the option to import old vehicles at low tax rates; and the exemption from NCT tests for our old cars.

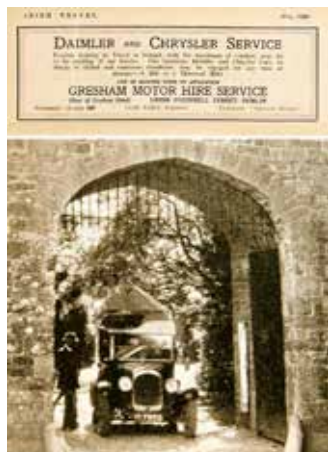
Availability

The Automobile Treasury of Ireland is of course long out of print. However copies of the book can still be found in specialist bookshops and on-line. A cursory trawl through the Amazon and eBay websites will reveal copies offered at prices ranging anything from £12.50 Sterling to €90.

This is an important book – and one without which no old car enthusiast’s bookshelf is complete.

LETTERS

[Peadar Ward has forwarded a request from Michael Hand in Australia, who is seeking any information on his grandfather's motor hire business in Dublin during the '20s – or one of the hire cars, if still in existence (see advert here and YI 7893 at Slane Castle). Contact details for Michael are with the editor].



Dear Editor,
I have what might be a pre-war windscreen, but I don't know from what make or model. It has an alloy frame with perished rubber around it. It came from a guy who was moving house and it would have ended up in a skip. Maybe you could spread the word and somebody could make use of it. It's free of course.

Dear Anselm,
I attach a photograph of the car used for our wedding in July 1968, and featured on the recent cover of IVVCC News.

The car was restored by Antoinette's brother, Ronnie Reilly. He used it for a few years before selling it to the Burke-Kennedy's. If I remember correctly, the car was at the time painted a dark navy blue.

Best wishes,
Dáithí O'Ceallaigh
Dun Laoghaire,
Co Dublin



Dear Anselm,
My favourite method of finding TDC (and one that's universal for all cars) is to slacken off all the spark plugs a bit then brush some soapy water around No1 plug and watch the bubbles blow up on the compression stroke and get sucked down as the piston moves past TDC. Less damaging than poking a screwdriver into the cylinder, and often easier than trying to find timing marks.

Regards,
John Buckley
Denbig
North Wales



Regards,
Oliver Forde
Blackrock
Co. Dublin

[Many thanks to Oliver for the offer of this windscreen (pictured). It measures 97cms across and 30cms high. For opening hinge connections it has twin bolt holes on each upper side and also two holes bottom centre. If any member needs such a windscreen contact Oliver - or email anselm@eircom.net.]



Dear Anselm,
On the 50th anniversary of the launch of the Triumph TR6 what could be more fitting than an official police patrol car mention. The attached photo (from TR Register Ireland archives) is of an emerald green TR6 with a black hard-top painted that was one of two bought in early 1969 by the Royal Ulster Constabulary who were the police force in Northern Ireland back then.

Registered AOI-1627, Vin CP-26036, this TR6 was used as an unmarked Q-Car on road traffic duties. Note the extended wing mirrors. Permanently fitted with a hard-top, we believe both TR6s had a short life on duty with the police – less than one year before being sold on. CP-26036 is a survivor today. (Additional information from TR4A owner Ed McClean and Derek Graham TR Register UK TR6 archivist).

Pat MacMahon
Secretary, TR Register Ireland
tregisterireland@gmail.com

ARM Report

May 2019 Event: Kilgar House & Gardens

The May ARM meeting, organised by Hilary and Sheila Healy and Roger Price, brought us to Kilgar Gardens, Gallow, near Kilcock in County Kildare on Thursday 30th of that month.

Established about twelve years ago by Paula Byrne around a newly built splendid stone-cut house, the gardens cover an area of about three acres comprised of beautifully planted formal and informal garden rooms, graduating to a more naturalistic style of planting towards the outer reaches.

Following the usual scones, tea and coffee on arrival, the members were free to either wander and enjoy the gardens at their own leisure or join in a tour with Paula for a detailed description of the gardens. Following the garden visit we had dinner in the Castlewarden Golf Club. A bottle of New Zealand Mount Hillary wine was the prize for the winning car as chosen by the head chef. The car chosen was Joe and Barbara Geoghegan's 1964 Triumph Herald. The weather on the day was good and we avoided all the passing showers. All thanks to Hilary and Sheila Healy and Roger Price for a well-run event.

June 2019 Event: Belvedere House

The June ARM outing to Belvedere House in County Westmeath was organised by Stanley and Ruth Miller, ably assisted by Camillus and Jacinta Ryan.

We started off in the Moyvalley Hotel and Golf Resort for delicious scones and tea/coffee, before departing in superb warm sunny weather on the 'old' Galway road for Belvedere House near Mullingar. The estate, now owned by Westmeath County Council, is beautifully maintained and includes a walled garden restored through the 'Great Gardens of Ireland Restoration Programme' administered by Failte Ireland. On the day of our visit the garden was a pleasure to experience.

Belvedere House was built in 1740 for Robert Rochford from a design by Richard Castles. Robert, who later became the first Earl of Belvedere, gained notoriety for imprisoning his second wife, Mary Molesworth, for 31 years on a spurious charge of infidelity. Belvedere is also famous for the "Jealous Wall" built by Robert in 1760 so he wouldn't have to look

at the much larger Rochford House built by his troublesome younger brother George.

Following Belvedere, we travelled a short distance to the nearby Bloomfield House Hotel for dinner. A great day out. Once again, our thanks go to the organisers, Stanley and Ruth, along with Camillus and Jacinta.



Tony Murtagh takes time to admire the gardens at Kilgar House



Kitty Smith and Robert Kemp (with Dick Smith and Tom Clarke lurking in the background)





The famous 'Jealous Wall' at Belvedere House



Belvedere House ... and the Gardens



An imperious Rover P4 surrounded by MG sportscars

THE ART OF METALSHAPING

At Tyrrell Coachworks, Wexford

When Andrew Pollock of Irish Vintage Scene magazine visited Tyrrell Coachworks in Co Wexford he was greatly impressed with the high standard of work being turned out. "As I was shown around the workshops by proprietor, Brendan Tyrrell, I got the feeling that everyone there takes real pride in their craft."

I've long had an interest in metalwork (even though sadly that interest hasn't translated into any practical skill on my part), so taking a look at work in progress at Tyrrell Coachworks was fascinating – and I soon realised just how much work and time goes into these things.

The extremely rusty Jensen bonnet sitting on a large worktable was a good case in point. This isn't from any ordinary Jensen (if there is such a thing), but an ultra-rare FF, of which just over 300 were made. With no possible option of

sourcing a new replacement panel, Brendan and his team were entrusted with the delicate task of taking a template from the original panel and fabricating a new one, which as I found out on the day, is not as easy as it sounds.

It's a huge bonnet for a start, and even though it looks almost flat, of course it's not, and its various subtle curves have to be exactly measured and replicated using a variety of specialist tools and

good old-fashioned ingenuity. The fact that the old panel is in terrible shape doesn't help, nor does the fact that the car to which it will be affixed is several counties away, making it more difficult to calculate panel gaps and the like, but Brendan is confident that the job will be completed to the highest standards and to the satisfaction of everyone involved.

[Note: when the FF bonnet was finished, three members of the U.K. Jensen Owners' Club flew over to see the finished product. Paul McElhinney of the club later wrote: "When Brendan made the bonnet he somehow managed to make the centre raised section from the same sheet steel as the surrounding metal. His skill is impressive; how he accomplished this is beyond me].

"How Brendan managed to make the raised section from the same sheet without welding is beyond me" ...

Paul McElhinney, Jensen Owners' Club UK

Detailed Preparatory Work

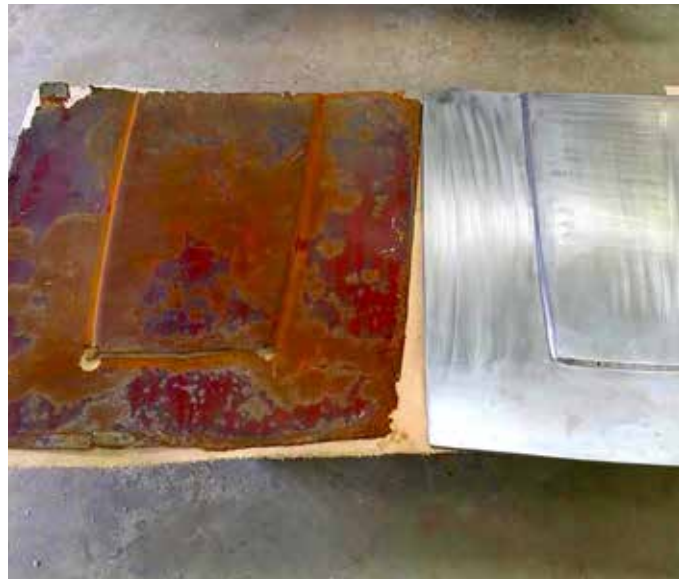
Tyrrell Coachworks regularly turn out truly magnificent results from their Co Wexford premises on all manner of diverse vehicles. Recent examples include a 1938 Morgan, 1934 Crossley and a 1920s Peugeot – the latter job incorporating the reshaping of its timber frames and the fabrication and fitting of new door skins, front wings and an entire rear body tub.

One thing in particular that struck me on the day about the creation of bespoke panels was the amount of preparatory work that goes on, before any new steel sheet is even touched. After all the measurements and calculations are taken, special tooling often has to be made up in order to create the right shapes in the new panel – or perhaps a timber buck needs to be created to shape a wing or tail section. For a recent Morgan bonnet project, two days were required just to fabricate the dies for the louvers, getting them exactly spot-on to match the originals. "You have to be part toolmaker as well," Brendan told me, "every job will throw up its own particular challenge."

The 'English Wheel'

A particularly good example of this challenge is standing proudly in the Tyrrell workshop. Having found that their existing English wheel (a tool to form compound curves from flat sheets of metal) was getting too small for requirements, Brendan had been shopping around for a good quality replacement for some time, but wasn't satisfied with those available. The solution? He bought in some top quality rollers and bearings from the UK, and made his own English wheel. The newly constructed wheel is more beautiful than any piece of workshop equipment has a right to be – and with a massive throat depth of 36 inches it's going to prove extremely useful to the workshop in the future.

So, what exactly can Tyrrell Coachworks offer the vintage or classic enthusiast? Basically, if it's made of metal and belongs on a vehicle body or chassis, they can restore or remake it. It doesn't have to be a full body for a vintage tourer, Brendan and his team will cater for all projects, large or small. ■



Pictured is the Jensen FF before restoration; the new bonnet being shaped on the English Wheel; and finally, the Jensen in glorious restored condition.



This 1902 Peugeot 'coal scuttle' bonnet was designed and fabricated by Tyrrell Coachworks using traditional methods, including a flypress and soldering irons. Although small in size, the bonnet construction is incredibly detailed, having 24 individual louvres and a brass inlay.

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FOR SALE

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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

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MOTORLOG

Capt. Neal E. Sherman

No.10: The Austin Seven



Produced in Birmingham from 1922 until 1939 as an economy car, the Austin Seven was probably the most popular small motorcar built in Britain during those years. The car was also popular in overseas markets. In Germany it was built under licence by BMW as the Dixi, while in France a licensed copy was called the Rosengart. It was also copied in the USA and Japan. Capt. Neal Sherman's contemporaneous report on the car follows here.

*The first true 'People's Car' - planned in opposition to the company's directors
Birmingham, July 1922*

Recently I drove perhaps the most surprising car it has ever been my pleasure to evaluate. This was all the more unusual since it came from one of Britain's largest motor firms, the Austin Motor Company – an organisation which of late has gained a reputation for producing rather dull and conservative vehicles.

There had been stories circulating for some time that Austin of Longbridge were in the process of developing a new car. Indeed the talk was that Sir Herbert Austin was planning to launch a new model in direct opposition to the wishes of his fellow directors.

A commercial initiative of some kind was certainly in order for the financially troubled company. Like many other car manufacturers, Austin was unprepared for the sudden end to the war in Europe in 1918, and found itself with a most inadequate model range.

I had come to know Sir Herbert well during the war in his capacity as an aeroplane and arms manufacturer (he was knighted by the King in 1917 for his contribution to the war effort) and was intrigued to receive a phone call from him, inviting me to evaluate his new motor car, which had just been launched at Claridge's Hotel in London.

We met at his home, Lickey Grange, not far from the Austin factory. Before showing me anything, he put me in the picture. Over lunch he talked of the British motor industry's future, and told me that, in spite of the board's reservations, he had been determined to develop his new project – if necessary at his own expense.

He had seconded a young draughtsman from the Longbridge design office (later I learned that he was an 18-year old called Stanley Edge) and, using his own billiard room, they set to work designing a new low-cost family car. His starting point was the fact that in the difficult post-war economy the average family man could seldom afford anything more expensive than the ubiquitous motorcycle-sidecar combination. The brief he set himself therefore was to provide an alternative to this in the form of a proper motorcar: a family car that could be sold at a very affordable price.

Secret Development

The prototype was constructed in great secrecy in an isolated corner of the Longbridge factory, and then transported to Lickey Grange under cover. Having finished briefing me (and whetting my appetite), Sir Herbert brought me out to the rear of the house and revealed his project, which he called the Austin 7.

I found it difficult to reconcile this man, who is revered as one of the best engineers in the motor industry and renowned for building large motorcars, with the car I saw before me. It was a tiny, spindly vehicle. It had little spoke wheels, a hood that resembled that of a perambulator and two headlamps not much bigger than those on a bicycle. The dimensions of its interior space were such that to say the car was designed for the 'small family' was indeed a most appropriate description.

The machine, insisted Sir Herbert, was the first of a new genre of automobiles. Unlike many others in the light car category, such as the little French Citroën or the Peugeot Bébé, the new Austin 7 is a full 4-seater. He noted that although William Morris had started building his admirable Morris-Oxford in 1913, it was, like the French cars, a 2- or 3-seater. Similarly, although the Swift and Rover light cars had achieved considerable success since their introduction, all these cars were generally thought of as big cycle-cars.



A Large Car – in Miniature

All this was in contrast to his new vehicle, he said. The Austin 7 was a large modern car – in miniature. It had for instance a proper water-cooled 4-cylinder 696cc engine (none of your twin-cylinder, air-cooled units) coupled to a 3-speed gearbox. It had 4-wheel brakes, (not yet available on the Rolls-Royce, he reminded me), with traverse and elliptic leaf spring suspension and, best of all, it was cheap to buy and to maintain. Furthermore, and most importantly, it was designed to be small enough to fit into a garage built to house a motorcycle-sidecar combination.

It seems that the Austin company's board of directors has recently overcome its reservations about the project and has approved production. High volume production is expected within a year or two – assuming that the little car survives – and Sir Herbert will himself claim a two-guinea royalty on each vehicle.

So, he and I took the little car out for a test drive, with me at the wheel. The 7's wheelbase is only 6' 3", and with a track of only 3' 4" I seriously wondered if it would remain upright while negotiating a sharp bend at anything above a brisk walking pace. However, through the constant urging of Sir Herbert to "put your foot down man" I gradually increased speed, and in doing so I steadily gained confidence in the machine.

I soon discovered however that the four-wheel brakes proved to be more impressive paper than on the road (the drums measure only 6" across, with the foot pedal acting on the rear wheels and the hand-brake on the front). However I was more than a little surprised at the excellent road-holding of the little machine. The steering was also remarkably positive, placing the front end exactly where it was pointed at all times with uncanny accuracy. Also, my earlier fears of capsizing appeared quite unfounded, as there was never any sensation of being in imminent danger of rolling over on corners.

Eventually, on a clear road, we reached what I considered was probably the car's maximum speed, with the speed meter showing that we were zipping along at just under 45 miles per hour.

The Dublin Connection

During his early years Sir Herbert had built up the automobile division of the machinery firm owned by Frederick Wolseley, the Dun Laoghaire, Co Dublin, born inventor and British-based motor manufacturer. Now, in the autumn of his life, Austin was embarking with tremendous enthusiasm on this revolutionary project. He told me that a new bigger 747cc, 10.5 brake horsepower unit was planned. He said that the car weighed only 794lbs and would go on sale to the public at a price of £165. The idea that the buying public might regard it as too small, too light, too underpowered, or too unstable obviously did not figure at all in his calculations.

When launched at Claridge's Hotel some of the press reports referred to it as a 'People's Car', but I think the most enduring title will be the popular description – 'The Baby Austin'. Only time will tell if the car will be a success. ■

The Austin 7 of course proved a roaring success for the Longbridge company. Within a few years of its introduction the little car had more or less wiped out the cycle-car industry and when production ended in 1939 some 290,000 cars and vans had been sold.

After WWII, Austin 7s became a popular basis for building 'specials' for competition events. Such projects included the first race car built by Bruce McLaren, and the first the Mk.1 Lotus. Even Jaguar can trace its foundations, via Austin Seven Swallows, to the diminutive 'Baby Austin'. Sir Herbert Austin died in May 1941 aged 74.



FROM SPECTATOR TO REPORTER...

How County Kildare-born Neal Sherman became a widely travelled pioneer Motoring Correspondent during the interwar years.

In September 1919 the British Ministry of Transport was established at Whitehall, headed by the Right Hon. Sir Eric Geddes. The motorcar, having proved its worth during the Great War, was thus granted the official seal of approval.

As a 14-year old schoolboy in County Kildare, Capt. Neal E. Sherman had watched in awe as the 1903 Gordon Bennett Cup racers roared through his village.

Captivated by the automobile in all its forms, during his Great War service he contrived to place himself as close as possible to the centre of motor developments. This interest led to him being attached to the new transport ministry at the end of hostilities, allowing him to view the advancement of the motorcar in many countries at first hand, often through the eyes of its gifted pioneers. So it was that during the 'vintage period' of 1919-1930, Capt. Sherman observed the transformation of the automobile as it matured during those dramatic years of economic, social and political change.

The personal impressions gained by him of many marques – from the humble Tamplin to the magnificent Duesenberg – provide some conception of the dreams and ambitions held by those who dedicated their lives to the development of the motorcar, sometimes to be handsomely rewarded...more often to watch their creations pass into oblivion.

PHOTO COMPETITION – No.10

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 14th October 2019, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co.

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

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

Name _____

Phone No: _____

Address _____



MOTORCLIPS

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

Peking to Paris 2019

<https://tinyurl.com/y58vypzy>



Highlights of the Peking-Paris Rally 2019 – 8,500 miles through 12 countries – said to be one of the toughest yet. With some remarkable photography, this film captures the sights and sounds of this incredible event. Well worth watching.

Willie Oosten's Cheeky Start

<https://tinyurl.com/y48drbv>



In '50s racing Dutchman Willy Oosten got his 1935 Riley Imp off this grid fast - by fitting an outboard starter switch to start the Riley while he was still climbing behind the wheel. The pre-selector gearbox was already engaged in 1st - and 2nd was pre-selected. Funny, but the Porsche driver was not amused!

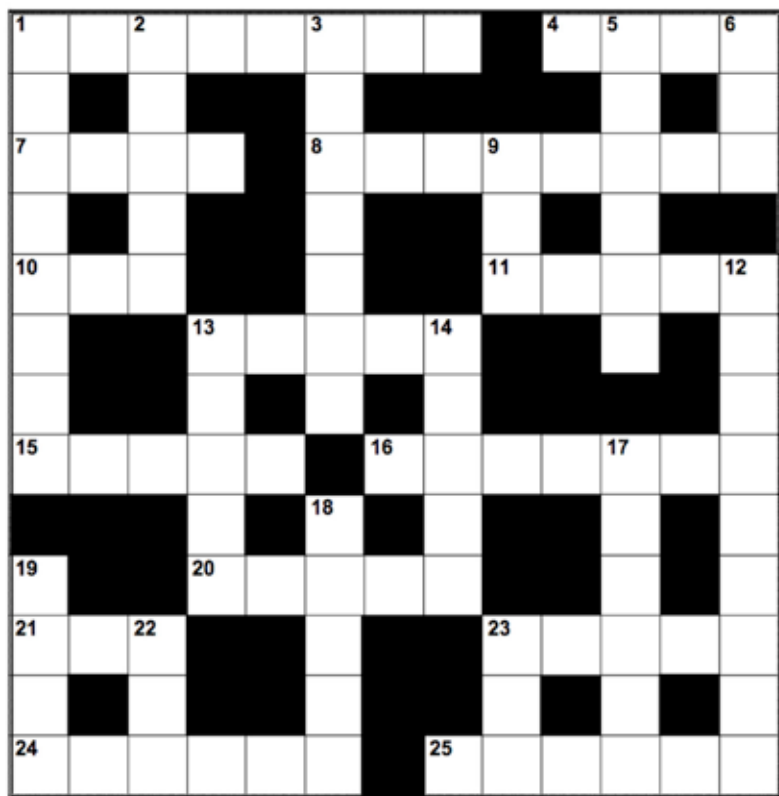
Honda's Mean Mower

<https://tinyurl.com/yxd4qru5>



Honda's Mean Mower has re-entered the record books after setting a brand new Guinness World Records title. The world's fastest lawnmower (which can actually cut grass) has a top speed of 150.99mph - and hits 0-100mph in 6.29 seconds.

IVVCC CROSSWORD - No: 10



ACROSS:

1. Nationality of Donalds (Duck & Trump) (8)
4. Currently used for short amprès (4)
7. Gives a spark of life to an IC-engine (4)
8. 13 Down is relieved when attains this (8)
10. Everything (that's needed here) (3)
11. Dealer for car parts ...or a spy? (5)
13. Toyota's hybrid - mentioned on pg.24 (5)
15. Often costly hold-ups on motorways (5)
16. Car anywhere between 1919 and 1930 (7)
20. What a car salesman aims to do (5)
21. A cover that caps it all! (3)
23. Nice to win this - it could be you! (5)
24. Exit route for our near neighbours (6)
25. Good for soaking up - or sitting on? (6)

DOWN:

1. You'll find all the letters you need here (8)
2. Equivalent - it's the same anyway (5)
3. Car between 1945 and 30 years ago! (7)
5. Great Park for a Picnic (seen on pg.20) (6)
6. Girl inclined to go to court? (3)
9. British Small Arms - for bikes and cars (3)
12. Communication device, very mobile now (9)
13. High-flying driver (5)
14. This tends to reflect well on any car (5)
17. Herbert's car - it's capital in Texas (6)
18. Burial chamber - to jump over? (5)
19. Social group, just like the IVVCC (4)
22. It's owing...but sounds like moisture! (3)
23. Could be impertinence to give this (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Monday 14th October 2019, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin A96 D4E7 – or email your answers *(with your 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.9

- Window missing – top right
- 'To Let' sign moved down
- Pedestrian light – red figure moved down
- Girl missing from stone bench
- No.17 changed to No.18 on pub
- Girl's blue jumper changed to red
- Black arrow on sign switched around
- Tree missing above roof
- White line missing on road
- Reg. plate missing on Hyundai car

*Photo Competition No.9
 The winner is...
 Jackie Raftery
 Mallow, Co Cork*

Solution to Crossword No.9

Across:

1. Absorber
4. Opel
7. Mini
8. Navigate
10. Use
11. Fleet
13. Speed
15. Diver
16. Citroen
20. Rival
21. Eve
23. Cargo
24. Static
25. Grease

Down:

1. Armoured
2. Sense
3. Bentley
5. Planet
6. Lee
9. IMF
12. Twentyone
13. Steer
14. Drill
17. Omerta
18. IVVCC
19. News
22. ETA
23. Car

*Crossword No.9
 The winner is...
 Brian Jones, Rathfarnham, Dublin 16*





THE NASH-AUSTIN METROPOLITAN

Charles Williams Nash founded the Nash Motors Company in 1916, based in Kenosha, Wisconsin, and over the years built up a reputation for build quality and engineering excellence.

Following the Second World War, Nash decided – unlike their U.S. rivals – to design a small compact car, and thus the Metropolitan came about. Not having the expertise in small car manufacture and concerned at the tooling costs Nash agreed to contract out the work to Austin of England under licence.

The first Metropolitan rolled off Austin's Longbridge production lines in October 1953 (by then Austin was part of BMC) and continued until April 1961 – initially using Austin's 1.2-litre engine (A40 Devon) and their 1.5-litre unit from 1959. The 'Met' was offered with items as standard that most U.S. car makers of the day provided as optional extras, such as 4-speed manual gearbox with column change, cigar lighter, map-light, AM radio and heater. The interior was also given an air of luxury, with bench seat and 'Bedford Cord' upholstery trimmed with leather.

The cars came mostly in two-tone paintwork (usually in pastel colours) all set off by the obligatory American White-wall tyres. The Metropolitan, whose wheelbase was shorter than a



This 1957 Metropolitan 1,500cc convertible, located (appropriately) in Austin, Texas, was recently offered for sale at \$20,500

Volkswagen Beetle, came in two-door saloon and convertible versions. During the production run there were four generations of the 'Met', each one bringing slight modifications/upgrades. 95,000 vehicles were exported to America and Canada with a further estimated 5,000 sold in the U.K.

Metropolitans were sold in different markets under different names, including Austin and Nash – and even Hudson, following the Nash/Hudson merger to form American Motors in 1954. The Metropolitan was one of those cars that people tended to love or loath (similar to Nissan's Figaro of 1991).

During the 1950s the styling of Nash cars was undertaken by an amalgamation of Italy's Pininfarina and the company's own in-house team. While Nash used the fact that styling was by Pininfarina in their advertising – which he had no objection to for their larger models – he refused to have his name associated with the Metropolitan, claiming that his reputation would be damaged if linked to such a small car.

The Metropolitan was the first post-war American car to be marketed specifically to women. The Metropolitan was never sold officially in Ireland, so presumably the few that appeared on our roads were imported by private individuals. ■



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