

# IVVCC

# NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



1908 CHARRON TYPE X  
A VETERAN MASTERPIECE

Spring 2020

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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:**  
John Naughton's  
1908 Charron 12hp Type X  
Photo: Nuala Grogan

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



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# MESSAGE FROM THE PRESIDENT

**Dear Members,**  
**Did you ever pick up a newspaper a week old, not to mention a year old, and realise just how wrong many of the predictions were - and how much unnecessary worry there was about things we could do nothing about.**



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The board and your club will be putting together a plan that will reflect the mission statements of IVVCC and FIVA – a short version of which is *“to promote and to facilitate the preservation and protection of the regulatory environment affecting the use of historic vehicles”*.

We will be every bit as keen to protect the environment and to embrace the ‘climate action movement’ as everyone should be, but we are seen by some as an easy target. If we don’t fight our corner, no one else will.

It’s at an early stage now but I would envisage a plan to protect our hobby that would include input from members and cooperation with our friends at Irish Vintage Scene with whom we all worked well together to bring about a satisfactory conclusion regarding the NCT and Motor Tax for our vehicles.

## 2020 Events

Many of our affiliated clubs will be organising events for early in 2020, mainly for classic cars as they afford more protection against winter weather, and so I would urge members to consult this magazine or the IVVCC website for details of upcoming events and give them the support the teams of organisers deserve.

Our ‘First Monday’ meetings deserve whatever support members can manage, so please come along if you can and let’s hear whatever you have to say, good or bad! Details are to be found on the website, [www.ivvcc.ie](http://www.ivvcc.ie), which can be up-to-date with whatever programme is arranged.

Also listed elsewhere in this issue are two important events in the club calendar that deserve your support: Work is well underway organising the ‘Percy French’ event – a joint adventure between the Irish Veteran & Vintage Car Club and the Ulster Vintage Car Club in April – as well as the very important International Gordon Bennett Rally event, taking place in early June. Details of both events are also published on the website. Wherever our interests lie in our clubs, we look forward to meeting up at some of the various events in 2020.

**Best Wishes and Safe Motoring,  
Clive Evans**



Mount Wolseley Hotel, Tullow, Co Carlow, base for the IVVCC International Gordon Bennett Rally...and right, Percy French, taking his ease in Ballyjamesduff Town Square before his rally on 3rd-5th April.

# FIVA ELECTS A NEW PRESIDENT



Tiddo Bresters

## FIVA (Fédération Internationale des Véhicules Anciens) elected its new president, Tiddo Bresters, on Saturday 16th November last year.

Tiddo Bresters is a 65-year-old Dutch national with a background in law and international relations. He takes over the role from long-serving and greatly respected president Patrick Rollet, whose six years at the helm saw FIVA become a more professional, forward-thinking organisation, better able to champion the preservation, protection and promotion of historic vehicles and related culture. In electing Bresters, FIVA members endorsed this professional approach, ensuring that the good work of Rollet and his team will be continued.

Tiddo has served as vice president of FIVA for a total of nine years, with responsibility for the all-important Legislation Commission, where he steered FIVA's successful negotiations at EU level to help protect the rights of historic vehicle owners across Europe. He comments: "I am deeply honoured to be taking on the role of president of FIVA at a time of enormous change in the world of mobility. It is more vital than ever to work closely with the various governments, encouraging them to recognise that historic vehicles are as much a part of our cultural heritage as any other element of our past. I also look forward to welcoming increasing numbers of young people and women to our organisation that now represents 69 countries worldwide."

### 1.5 million Enthusiasts Worldwide

As the governing body for historic vehicle clubs worldwide, FIVA promotes and guides the interests of the historic vehicle movement across the globe. Based in Torino, Italy, the non-profit organisation unites over 1.5 million enthusiasts in sixty-nine countries. IVCC in turn is the Irish representative for FIVA, and as such is the umbrella club for historic car clubs across Ireland.

Since April 2017, FIVA has been a non-governmental partner of UNESCO, and is now recognised by that organisation as the worldwide body for historic vehicles and related culture.

# STOLEN CLASSICS

FIVA regularly alerts its affiliated clubs around the world about the theft of stolen historic cars. With over one and a half million members worldwide, every one with an interest in historic cars, it's always possible that an enthusiast could come across one that has been reported as stolen.

For example the two valuable cars pictured here were stolen in Paris – both on the same day – late last year. The details are as follows:

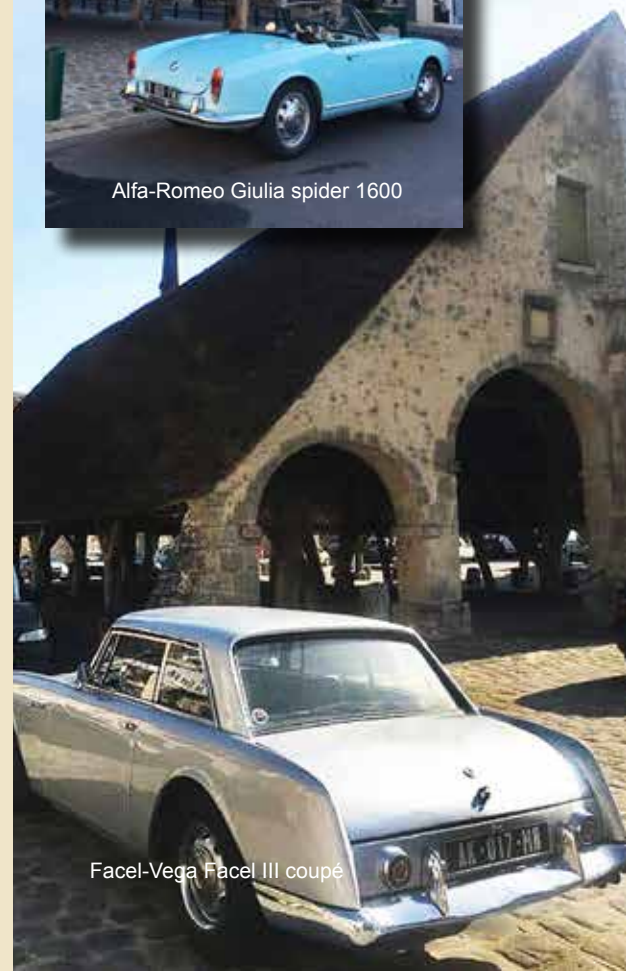
Facel-Vega Facel III coupé – 25/02/1964 – Colour Grey – License plate AK-017-MN – Serial Number FB-C267

Alfa-Romeo Giulia spider 1600 – 25/07/1964 – Colour Light Blue – Plate FB-826-FW – Chassis 377757

As of now these two particular cars could be almost anywhere in the world, probably under cover, but on the off-chance you do happen to spot one of them, please let FIVA know.



Alfa-Romeo Giulia spider 1600



Facel-Vega Facel III coupé



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## SECRETARY'S REPORT

**A happy New Year to all our members and friends. We are moving into a new year and looking forward to enjoying our hobby, as the days get longer and we cajole our cars from their winter slumbers and get them back on the road.**



Your club is looking forward to a busy year with the emphasis on ensuring our members enjoy the events they participate in. Certainly, the Gordon Bennett will be the highlight of the year and we urge all members to become involved, either as participants, spectators, or by helping with the event on the day. Keep an eye on the club website about this and our other planned events.

On a slightly more sombre note, I am sure many of you will have noticed just how little comment there is in the UK specialist classic car and motoring media about our own hobby and what we get up to here. This is despite our large purchase of UK publications, significant dealings with suppliers of goods and services, travelling to shows, rallies, and events in the UK, as well as the obvious and significant import of cars from the UK.

### RDS Show News

Therefore, it was interesting recently to see two publications, 'Classic Car Weekly' and 'Classic Car Buyer' headlining an event that has been cancelled (and no, I'm not referring to the Motorsport Show proposed for the RDS last November, the less said, etc.) and the government's proposal to stop NCTs of fossil fuel cars in 2045. We knew from a long way back that the RIAC were not going to run the Classic Car Show we supported since inception, going into 2020. However, such was the level of enquiries that they were getting that they took the step of issuing a press release in December confirming that the show would not be going ahead. Citing the cost of

running the event as the reason for not continuing, Bob Montgomery commented that it was sad the event was not going ahead but the financials did not make sense. Interesting that this was picked up in the UK, where it would appear that some of their shows are experiencing organisational difficulties as well.

### Targeting Fossil Fuel Cars

Coincidentally in the same week as this cancellation was flagged the story about our governments proposal for banning the sale of new fossil fuel cars by 2030 made chilling reading – especially as contained in the proposal is the aim to stop the NCT testing of cars from 2045. This move could effectively banish some existing petrol and diesel cars from the road. Clearly alarm bells will ring in our community as the knock-on effect of these proposals if executed could have a profound effect on our hobby. Be assured that your club has already had discussions about this proposal and is watching events closely as well as seeing how we may be able to influence the proposed changes.

I hope the aforementioned doesn't spoil your plans for the spring, but I guess we have to know that change is afoot and we have to be prepared to deal with it. For this year anyway, we have some great events planned for you.

**Myles O'Reilly**  
**Hon. Secretary**



# CALENDAR OF EVENTS 2020

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

## MARCH

Mon 2	IVVCC First Monday. <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20
Sun 8	Garden of Ireland Vintage Car Club	Poker Run – Leaving Grove Bar, Delgany 11.30am
Mon 9	Muskerry Vintage, Veteran Car & Tractor Club	AGM. 8.30pm, Abbey Hotel, Ballybourney. Lar Cummins: 087 2268752
Tues 17	Muskerry Vintage, Veteran Car & Tractor Club	St. Patrick's Day Parade. Lar Cummins: 087 2268752

## APRIL

Fri-Mon 3-6	Garden of Ireland Vintage Car Club	Weekend Away to Cork
Fri-Sun 3-5	IVVCC/UVCC Percy French Event	For pre-war cars. Carnbeg Hotel, Dundalk, Co Louth
Sun 5	Charleville & District V.V.& Classic Car Club	Charleville Club Spring Run. Billy Kelly: 086 2670066
Mon 6	IVVCC First Monday – <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20
Sat-Sun 11-12	Wexford Sports & Classic Car Club	Sat: Car Show on the Quay / Sun: 100-mile Charity Drive.
Mon 13	Garden of Ireland Vintage Car Club	Easter Egg Hunt – Grove Bar, Delgany 11.30am

## MAY

Sat-Sun 2-3	Irish Jaguar & Daimler Club	National Jaguar Weekend, Dungarvin, Co Waterford
Sun 3	COVOC	The Norman Pratt Run. Gerry O'Sullivan: 085 154 1040
Sun 10	Charleville & District V.V.& Classic Car Club	Tractor Run from Roches Garage, Kilmallock. Billy Kelly: 086 2670066
Sun 10	Muskerry Vintage, Veteran Car & Tractor Club	Annual Run - Start 1.00am, Abbey Hotel, Ballybourney
Sun 10	Garden of Ireland Vintage Car Club	Club Run
Mon 11	IVVCC First Monday – <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20
Sat 16	IVVCC Spring Rally	Run in North County Dublin area
Sat-Sun 16-17	Kingdom Veteran Vintage & Classic Car Club	Ring of Kerry Weekend. Garrett Foley: 087 6455293 after 6pm

## JUNE

Fri-Sun 5-7	IVVCC International Gordon Bennett Rally	For cars up to 1930. Mount Wolseley Hotel, Tullow, Co Carlow.
Mon 15	IVVCC Annual General Meeting	8pm (registration from 7pm) West County Hotel, D 20. <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>
Sat 20	Muskerry Vintage, Veteran Car & Tractor Club	Gerard McSweeney Memorial Run. 3.30pm, Abbey Hotel, Ballybourney
Sun 28	Charleville & District V.V.& Classic Car Club	Vintage Display, Charleville Agricultural Show. Billy Kelly: 086 2670066

## JULY

Sat-Sun 4-5	The Ellis Journey – UK Event	Special 125th Anniversary Run. More details: <a href="http://www.ellisjourney.co.uk">www.ellisjourney.co.uk</a>
Sun 5	Irish Jaguar & Daimler Club	IJDC Terenure Classic & Vintage Motor Show
Sun 12	Garden of Ireland Vintage Car Club	Tom Kennedy Car Show. Kilmacanogue GAA Club, A96 DC91. 12pm

## AUGUST

Sun 23	IVVCC Powerscourt Picnic - <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	For IVVCC and Affiliated Members. Enniskerry, Co Wicklow
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## SEPTEMBER

Fri-Sun 04-06	Garden of Ireland Vintage Car Club	Annual Liam Kelly Memorial Run
Sat 12 - Sun 13	IVVCC Brass Brigade Run. <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	Location - Kilkenny. For cars up to 1919
Sun 13	Charleville & District V.V. & Classic Car Club	Charleville Club Autumn Run. Billy Kelly: 086 2670066
Sun 20	Muskerry Vintage, Veteran Car & Tractor Club	Annual Charity Run. 1.00pm, Abbey Hotel, Ballybourney

## OCTOBER

Sat 3	Garden of Ireland Vintage Car Club	Ulster Transport Museum & Folk Park. Eileen Kennedy 087 8328235
Sun 4	IVVCC Autumn Rally	Event for all cars up to 1989
Mon 5	IVVCC First Monday – <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20
Fri 9 – Sat 10	Kingdom Veteran, Vintage & Classic Car Club	Autumn Run - Kenmare. Garrett Foley: 087 6455293
Fri 16	Charleville & District V.V. & Classic Car Club	Charleville Club – Janie Lane Memorial Run. Billy Kelly: 086 2670066
Sun 25	Garden of Ireland Vintage Car Club	Pumpkin Run from Grove Bar at 11.30am

## NOVEMBER

Mon 2	IVVCC First Monday Meeting	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20
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## DECEMBER

Mon 7	IVVCC Christmas Social Event	Christmas Social Event
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## THE PIONEER RUN

**The middle of October may not spring to mind as being the ideal time of year for a veteran car event, but that underestimates the hardiness of the veteran car motorist. We took the decision to run the 2019 RIAC Pioneer Run at that time of year – a decision that some non-veteran car enthusiasts questioned, but interestingly enough not one that any potential entrant voiced a concern about. Early motorists rarely had much weather protection anyway, except in the form of motoring clothing. Even the windscreen wasn't a commonplace feature on early vehicles.**

The Royal Irish Automobile Club dates from the veteran car era. Founded at a meeting on the 22nd January 1901, it is in fact the 5th oldest motoring club in the world. Today the club's influence in motoring matters – from competition to holding an extensive archive – cannot be understated.

For years there was a lack of events run solely for veteran cars. The most enjoyable annual IVVCC Gordon Bennett catered for all pre-1930 cars but there is a natural step in motoring technology between the veteran and the vintage car. World War One ended car production in Europe, though not in the United States. This difference was recognised in the 1970s by the late president of the IVVCC, Knolly Stokes, who ran a number of 'Brass Car' only events, based out of The Montague Hotel near Emo

in County Laois. These events ran only for a few years until finally The Brass Brigade fell away. The RIAC, and more specifically Bob Montgomery, recognised that a veteran car event to connect the club with its heritage would be both welcome and appropriate. Bob has been supported in this endeavour by many members of the IVVCC both in terms of organising the event and in supporting it through entries.



Line-up at Bord na Mona's Mount Lucas Wind Farm



Andrew Larkin - seconded to bar duty in Cardock's pub



Homeward bound

For 2019 I inherited the role of organising the event, a job made so much easier by not only Bob's continued support but in particular John Larkin as secretary, Barry Crowley as the route master and Dave Popham as chief marshal, while numerous others helped. We selected the Moyvalley Hotel in County Kildare as rally headquarters, which after running the event in the Kildare/Meath region for the previous years, opened up new countryside to explore.

### Cardock Classics

On the Saturday we had a shakedown run to the incredible car restoration facility run by Gar Whelan of Cardock Classics in Rathcoffey, County Kildare. In my 50 years of old car events I have never got as wet as I did on that run to Rathcoffey. However on arrival we were able to drive straight into the shelter of the old mill building. This restoration enterprise is a world-class facility located in the former Farrington Mill building – but which fortuitously also incorporates the original public house. We were made to feel incredibly at home, to the extent that my son Andrew was seconded behind the bar to assist in the rush for warm drinks. Despite the rotten weather not one complaint was heard and all cars returned safely to the hotel. A super social evening ensued.

The contrast between the weather for the Saturday shakedown run and Sunday for the actual Pioneer Run couldn't have been more marked. Sunday was stunning, with blue skies and an unseasonably warm day. We were joined by more entrants for this part of the event. Our route was approximately 50 miles on what could only be described as fantastic quiet rally roads. Almost 100% flat, with one traffic light and one speed bump.

### Nationwide TV Coverage

The event was covered by the RTE Nationwide programme and the footage of the cars motoring through Mount Lucas Wind Farm was particularly stunning. Bord na Mona literally threw their doors open to this amazing facility, leaving us to enjoy their hospitality.

As always the Ford Model T Club of Ireland supported our event in great numbers, which reflects the fact that probably one in four cars at the time were Model Ts. We had enthusiasts from multiple clubs participating, reflecting that most entrants to these events support numerous different events throughout the year. Entries came from all corners of this Island with a variety of interesting cars. Our Brighton Class had a number of cars using it as a test run for a successful London to Brighton Run on the first Sunday of November, whilst our Centenary Class were happy to see another successful rally season come to an end.

### RIAC 'Cars and Coffee'

For 2020 the veteran car motorist is going to be well catered for. The RIAC in conjunction with their 'Cars and Coffee' events will open the season with an informal get-together on the weekend of 28th & 29th March in the RIAC clubhouse on Dawson Street. The VCC of GB & Ireland will have May & August events leading to the annual IVVCC Brass Brigade event on the second weekend of September.

We will once again run the Pioneer Run on the 3rd & 4th of October 2020, based in the Moyvalley Hotel. If you wish to be added to our mailing list, or for more details of our season opening event, just email me at [irishveterancar@gmail.com](mailto:irishveterancar@gmail.com) ■

# FERNAND CHARRON (1866-1928)

**Pioneer of French Motoring – and winner of the first Gordon Bennett Race.**

**And the story of an Irish-based 1908 Charron 12hp.**

**John Naughton of Charleville, County Cork, is the owner of a rare 1908 Charron 12hp Tourer. John has participated with the car in recent IVVCC Brass Brigade runs – and before that in the 2003 Gordon Bennett Centenary Rally. He relates here how he acquired the Charron some 20 years ago and gives us a brief history of the marque's founder, Fernand Charron.**



Fernand Charron



John Naughton drives the Charron Type X in the 2019 Brass Brigade Run, with navigator Gerry Burke and passenger Gerrard Naughton. (Photo: Nuala Grogan)

**Fernand Charron was born in 1866. He was a leading racing cyclist before becoming a successful racing driver. In 1901, in partnership with Léonce Girardot and Emile Voigt, he established his company called Automobiles Charron, Girardot et Voigt (CGV) in Puteaux, France. However, Girardot resigned in 1906, along with Charron himself. Nevertheless, with the help of investors in England, Charron was able to found Automobiles Charron Limited, in Puteaux as before. In 1908 Charron introduced their own car models, although the CGV models were still listed up to 1912.**

**Charron wins the 1900 Gordon Bennett Cup Race**

The first Gordon Bennett Trophy in 1900 was a city-to-city race run from Paris to Lyon. Charron represented France aboard a Panhard, beating his team-mate Léonce Girardot, also on a Panhard, by almost 90 minutes. While travelling at 60mph Charron hit a large St Bernard dog,

which then got jammed between a front wheel and a spring. However, despite a damaged back axle and water pump mounting (which his riding-mechanic Fournier had to hold together all the way to the finish), Charron rejoined the race and so won the first Gordon Bennett Cup Race.

Charron left Panhard in 1901 to form CGV with Girardot and Carl Voigt. He raced for the last time in the 1902 Circuit des Ardennes and then moved to Clément-Bayard for a time (he had ridden bicycles for Adolphe Clément two decades earlier and was married to his daughter). In 1912 he established the Alda car company, which he ran for 10 years.

## The Story of my Charron:

My Charron is a 1908 12 hp Type X. This car was bought at the Beaulieu Autojumble in 1972 by Mr Tom Twohill of Newtownshandrum, Charleville, County Cork. He was a friend and neighbour of mine who owned a petrol station



1907/08 CHARRON 12 hp Type X.  
Engine No.: 8211.  
Chassis No.: 9485

This beauty belongs to Mr. Tom Twohill who lives near Charleville in County Cork. He bought it several years ago in Beaulieu and its condition then was very bad, being little more than a rolling chassis. However, mechanically the car was complete – though in need of a major overhaul – and offered scope for a worthwhile restoration project.

It appears that the car spent most of its life in France and that its last active rôle was that of a "tractor" for hauling a lime-spreader on a farm! Consequently, its engine was found to be in poor shape.

The vehicle has now been thoroughly restored, with a new body built locally, a feat which reflects great credit on all concerned.

*Extract from Finbarr Corry's book, The Automobile Treasury of Ireland, published by Dalton Watson in 1979*

in the heart of the village. I guess it was from my dear old friend Tom that my love of vintage cars came. When Tom bought the Charron its condition was very bad. Mechanically the car was complete, although it needed a major overhaul. Tom then began the restoration of this rolling chassis. A new body was built locally for it, which was a huge feat by all accounts for all concerned. Tom drove his Charron on many a rally with great pride.

In the year 2000, I purchased the Charron from Tom. It was



*Fernand Charron on a Panhard & Levassor 24hp*



*The 1908 Charron Type X at Comeragh House on the 2015 Brass Brigade Run*

almost a dream come true for me to obtain such a rare and prestigious vintage car. In June 2003, it competed in the IVVCC International Gordon Bennett Centenary Rally which took place in Naas, County Kildare. Of the 306 entries on the day, it was the only Charron which participated. It has also competed in several Brass Brigade rallies, the latest being in the year 2019. ■

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## MULLIN MUSEUM TO GO AHEAD

**Irish historic vehicle enthusiasts will be interested to know that plans for construction of the Mullin Automotive Park – the £150-million world-class car museum being developed in the UK by American collector Peter Mullin – are moving ahead. Once completed, the museum will surely be a ‘must-visit’ for many IVCC members.**

The initial proposal put forward by the Mullin organisation for the project near Chipping Norton in West Oxfordshire were met with some 180 objections from local residents in the area. However, following an 18-month battle and major alterations having been made to the plans by world-famous architects Foster + Partners, permission was finally granted last year by the West Oxfordshire District Council.

Peter Mullin, who has strong Irish links, already owns the prestigious Mullin Automotive Museum in Oxnard, California, and has long been seeking to open a UK version. He is best known for his world-renowned collection of Art Deco era French cars, and other cars from the 1920s and '30s. Among the classics housed in his California museum is the Bugatti Type 57SC Atlantic, designed by Jean Bugatti, and named “The Best Car in the World” last year. As well as being one of the world’s most desirable cars, the fabulous 1936 Bugatti 57SC Atlantic is believed to be the most expensive cars ever to change hands. Also in Mullin’s collection is the famous ‘Bugatti in the lake’, the 1925 Brescia Type 22, rescued from the depths of Lake Maggiore on the borders of Italy and Switzerland in 2011, having lain submerged there for over 70 years.

### “Not just another Car Museum”

Mullin’s passion for preserving and promoting the historic car movement is legendary. “I don’t regard myself as a collector of wonderful classic cars, but more as a custodian of a collection which I want to make available in a public

forum well beyond my lifetime.” He believes coming generations will only ever be able to experience the wonder and awe of the automobile by visiting historic vehicle museums. “In the 6,000-plus years of recorded human history, we have had the automobile for just 130 years. My great grandchildren will probably never drive a motorcar – at least not as we know it. Instead they will travel in secure autonomous pods controlled by a computer.” In talking about his planned Cotswold project he says, “by any conventional measure this will not be just another car museum.”

Peter Mullin began his collection over three decades ago, and is today owner of one of the finest collections of French cars in the world. His lifelong passion with automobiles – and in particular with French cars of the pre-war Art Deco period – is reflected in the displays at his Oxnard museum. He regularly drives his cars in vintage races and rallies, both in the United States and overseas.

### The Mullin Automotive Park

According to architects Foster + Partners, at the UK development, to be known as ‘The Mullin Automotive Park’, a small cluster of workshop type buildings with visitor facilities including the ticket office and café will be located at the entrance of the site. From here, visitors can walk to the museum at the heart of the complex, nestled within the landscape. Designed as a collection of buildings arranged in a crescent, the museum will be the focal point of the entire



*The fabulous 1936 Bugatti 57SC Atlantic*

development, allowing for most of the site to remain as green parkland. The Automotive Park will also feature roads that are especially designed for 'exercising' cars from the Mullin collection. The proposals also include a series of residential pavilions and landscaped lodges bringing automotive enthusiasts closer to their collections. The complete project, which will include environmental improvements to the general area, is being designed by prominent British architect Norman Foster.

### The Exhibits

It is not yet known which cars will be included in the new museum, but the apparently some 200 cars vehicles will be exhibited in the new Cotswold museum, many of which will probably come from Mullin's collection at Oxnard, California, with around 30 of Mullin's own classics featuring alongside those from other collections in the UK and around the world.

At Mullin's collection in California visitors can see a remarkable range of vintage Bugattis, the preferred marque of Peter Mullin, as well as other fine French marques – such as Voisin, Hispano-Suiza, Talbot-Lago, Delage and Delahaye, all exhibited in decorative art styling reminiscent of the '20s and '30s. Many of the cars on display have won major prestigious awards at Concours d'Elegance throughout the world.

As well as being the founder and chairman of the Mullin Automotive Museum, Peter Mullin is current president of the American Bugatti Club and an active promoter of French history and culture in the United States. Also mentioned on the Mullin museum website is that he is National Chairman of the Maynooth Development Programme for St. Patrick's College in Maynooth, Ireland. ■



*The 'Bugatti in the lake'*



### NEW MUSEUM IN CHINA

**The Sanhe Classic Car Museum (SCCM), in Chengdu, China – which is the country's first, and only, private historic vehicle museum – has just joined FIVA, a reflection of the nation's growing fascination with historic cars.**

So far, there are just three museums in China that address the country's growing interest in classic vehicles – the privately owned SCCM in Chengdu and two state-owned museums, in Beijing and Shanghai.

The Chengdu museum boasts a collection of some 230 historic cars, some dating back to the early 1900s. "It's hard to overstate the importance of welcoming a Chinese museum to the international community of classic vehicle enthusiasts," says Dr Mario Theissen, Senior Vice President of FIVA. "A passion for historic vehicles, and for the culture that lies behind automotive history, is a relatively new phenomenon in China. This makes it a particular pleasure and we look forward to exchanging valuable ideas."

Patrick Rollet, the popular outgoing FIVA president, commented: "While we already have Chinese members of FIVA, such as the Classic Vehicle Union of China (CVUC), the addition of SCCM is a huge step forward. Given the country's size, population and enormous global influence, establishing a closer relationship with China is likely to be very good news for the future of historic vehicle preservation. This is right at the heart of why FIVA exists."

Owned and curated by Huang ZongMin (known as Jason Huang), the SCCM's 230 exhibits include a Benz Patent Motorwagen replica, 1906 Cadillac M, 1910 Napier 15HP, Rolls-Royce Silver Ghost, Auburn 851, Packard Super 8, Maserati 3500 GT and Aston Martin DB4. The museum also houses a collection of Chinese-built HongQi cars, the vehicle used by senior members of the Communist Party and government officials. The museum covers some 20,000 square metres, is lavishly constructed and beautifully illuminated. It features a 'retro street', children's entertainment area, art gallery, theatre, library, plus a coffee shop and souvenir centre. ■

# PERCY FRENCH VINTAGE RALLY 2020



Joint Venture with  
**IVVCC / UVCC**



We are delighted to announce that once again the **IVVCC** and the **UVCC** are arranging a cross-border event for pre-1939 cars and T Type MGs which are part of pre-war design, similar to our very successful event in May 2018. The intention of the organisers is to have 25 UVCC cars and 25 IVVCC cars on this very special event and the route is focusing on the NE border area.

## **DATES:**

From **Friday, 3rd April** to **Sunday, 5th April, 2020** we will be based in the **Carnbeg Hotel & Spa, Armagh Road, Dundalk, Co. Louth** for two nights on a dinner, bed and breakfast basis.

## **Friday, 3rd April**

The event will commence 12 noon at the beautifully located **Slieve Donard Hotel, Newtownards, Co. Down** and this includes a light lunch before departing on a scenic route to arrive at the **Carnbeg Hotel** by **5p.m.** *The Slieve Donard carries a Percy French theme, their casual dining pub at their front gate being called 'The Percy French' where they have a lot of period references and photographs. The hotel has offered a concession rate to anyone who would like to stay for the Thursday night).*

Following check-in at the Carnbeg Hotel, we will meet for dinner that evening and have plenty of time to socialise.

## **Saturday, 4th April**

Following a hearty breakfast, we will depart the Carnbeg at **9.30am**, and take another scenic route, to include Carlingford and the surrounding countryside. There will be opportunities for a lunch break on the route, before returning to the Carnbeg for our Drinks Reception and Gala Dinner.

Over the two day event there will be a number of regularity sections included on the routes.

## **Sunday, 5th April**

We will be homeward bound, following breakfast and check out on Sunday morning.

Once again, the very experienced organisers are **Declan Grogan (IVVCC)** and **Terence Bradley (UVCC)** who will provide well-constructed route books, making it an enjoyable event for all levels of navigational skills!!

The price for the event will be **€450/£400** based on two people sharing a twin/double room, including event entry, car number plate, route book, light lunch, dinner/bed and breakfast on Friday and Saturday night, Drinks Reception and Gala Dinner and bed and breakfast.

*There is a single room supplement of €45 per night.*

**We are holding a limited number of rooms in the Carnbeg, so early entry is recommended.**





### **1913 AUSTIN CHARLESWORTH 10/12**

**Owner: George McGuire**

The Austin 10/12 model was produced between 1910 and 1915 at the company's Longbridge plant near Birmingham. 1,336 of these 4-cylinder cars were made, 213 with the 1125cc engine (with an RAC rating of 10.0 horsepower) and 1,123 with a larger 14.32 hp engine which replaced the smaller unit in 1913. Though rated for tax at 14.3 horsepower this larger engined model is also sometimes referred to as the Austin 10/12. In 1913 the car cost £260 for a chassis with tyres. The 10 hp (of 14.32-h.p.) was renamed 12–14 hp in 1915, but production was limited due to the war.

The example pictured above is owned by IVVCC member George McGuire. Originally residing in Kildare, the car later found its way to England, then to Northern Ireland. The history of this Charlesworth-bodied Austin 10/12 doctor's cabriolet is related by George overleaf.



*The Austin 10/12 – At a rally in England, with then owner GVB Cooke at the wheel*

# EDWARDIAN AUSTINS

*By George McGuire*

**As so often happens, it was a chance remark back in 2013 that sent IVVCC member George McGuire on the trail of a historic vehicle, in this case a 1913 Austin 10/12 model with a Kildare registration number IO 800. The car itself was well travelled – having started life in Ireland, then having moved across to England, then back over to Northern Ireland, and finally back again across the water to Liverpool, where it now resides with George, its current owner. Below is the story of IO 800's travels as told by George McGuire.**

In the 1990s, while restoring a 1933 Armstrong Siddeley, I was very surprised to notice an advertisement in the marque's club newsletter, placed by a member not half a mile from where I lived in Liverpool, looking for parts for the same model.

So began an association and long friendship with Steve Wright. Steve is also the owner of a 1935 Austin York with the heavy 12/4 engine fitted, one of only 58 produced. That engine was used in pre-war Austin taxis which accounted for over 80% of the London fleet at that time. I was eventually to be the keeper/restorer of five vintage Austin models fitted with this engine. [note: see 'For Sale' Page 41...Ed]

Roll on to 2013: Steve was interested in buying an Edwardian Austin and asked if I would like to join him viewing cars in Ireland. Arrangements were made and we were met at Belfast airport by

Geoffrey Livingstone, who very generously took us to see two 15hp Austins that were for sale at the time. Steve eventually purchased a 1911 car, (originally exported new to Australia), from Wilf Patterson.

## **Restoration Project for Sale**

During our trip, Geoffrey also mentioned a 1913 10/12 model that was a half completed restoration project and was for sale. A couple of months later, after visiting relatives in Kilkenny, I persuaded my wife that we should drive up to Kilrea, near Coleraine, to view the car. The model turned out to be a Charlesworth-bodied doctor's cabriolet. And so began my introduction to Edwardian motoring.

Before purchasing, I checked with DVLA in Swansea to

ensure that the original registration number could be reissued – provided evidence of original number could be supplied (the original log book was not with the car). A visit to the National Library of Ireland in Kildare St, and viewing their copy of The Irish Motor Directory 1914-1915 revealed original history, but it was the old tax discs that provided the necessary evidence for the numbers eventual reissue (after being refused, giving the clerk a history lesson, refused again and taken the case to appeal).

### Pre-WWI Kildare Registration

IO 800 was first registered to William Trench Kirkpatrick, a magistrate, mountaineer and chairman of the local volunteer board in 1914, living in Donacomper, Celbridge, Co Kildare. He owned the Charlesworth for 24 years (also later having a vintage Austin 12/4). The second keeper was GVB Cooke, who worked for Lincoln and Nolan, Austin dealers in Dublin. He entered the car in the 1938 Old Crooks run in Dublin, later moving to England with the car and attending many VCC events.

Following a sympathetic restoration, the Charlesworth is now reliable - and I hope to attend many IVCC events in the future with the Austin. ■

COMPETITORS — VETERAN CAR RUN, 1938				
THE "GOFF" CUP (PERPETUAL) & REPLICA—FOR CARS MANUFACTURED UP TO AND INCLUDING 1914				
Rank	Name	Model	Year	A.P.
1.	A. E. W. Macomber	SPAY	1902	
2.	James Dunne	ROBINSON	1901	
3.	W. L. Fisher	POPLEY	1901	8
4.	John C. Terry	CARLOW	1902	4
5.	Wm. Kavanagh	DUBLIN	1902	
6.	J. A. & Nolan	CORRIGAN	1902	20
7.	C. W. Terry	SEAS	1902	16
8.	J. S. Lester	DUBLIN	1904	32
* "PENNYLATER" CUP (PERPETUAL) & REPLICA—CLASS, 1905-1914				
9.	C. O'Connell	NAAS	1904/5	20
10.	J. P. McGee	DUBLIN	1904/5	
11.	C. D. Shaw	DUBLIN	1906	8
12.	Wm. A. S. Cohen	DUBLIN	1906	
13.	E. MacGibbon	MALDEN	1906	
14.	W. T. McKeown	DUBLIN	1906/7	
15.	W. P. Brennan	DUBLIN	1906/7	
16.	J. J. Sullivan	DUBLIN	1908	
17.	J. K. Moran	DUBLIN	1908	12
18.	C. H. Moran	DUBLIN	1908	
* "SEMPER IDEM" CUP (PERPETUAL) & REPLICA—CLASS, 1911-1914				
19.	T. S. L. Dunne	KELLY	1911	
20.	E. W. Green	CARLOW	1911/12	
21.	S. W. Ball	DUBLIN	1911	10
22.	J. P. Ryan	MALLOW	1911	
Continued... "SEMPER IDEM" CUP (PERPETUAL) & REPLICA—CLASS, 1911-1914				
23.	T. Thomas	WENTWORTH	1911	24
24.	J. O'Leary	ELLEN	1911	20
25.	A. F. Brennan	ELLEN	1911	16
26.	J. O'Connell	CLONEL	1911	
27.	H. Lester	DUBLIN	1911/12	12
28.	D. F. O'Connell	CLONEL	1912	8
29.	W. G. Waddell	DUBLIN	1912	
30.	H. J. Moran	DUBLIN	1912	10
31.	E. W. Ryan	STAFFIN	1912	
* "BRIGGS & MCCRACK" CUP (PERPETUAL) & REPLICA—CLASS, 1913-1914				
32.	G. G. Moran	DUBLIN	1913	10
33.	W. M. Moran	DUBLIN	1913	8
34.	J. W. Moran	DUBLIN	1913	6
35.	G. V. S. Moran	DUBLIN	1913	4
36.	M. S. F. Moran	FERRY	1913	2
37.	H. Y. Moran	SEAFIELD	1913	1
38.	E. J. Moran	DUBLIN	1913	1
39.	M. A. G. Moran	DUBLIN	1913	1
40.	S. C. Moran	NEWCASTLE	1914	20
41.	John Moran	MONASTHERVAN	1914	12
42.	Dr. G. H. A. Moran	DUBLIN	1914	12
43.	M. Quinlan	DUBLIN	1914	12
44.	J. J. Moran	DUBLIN	1914	12
45.	T. Moran	DUBLIN	1914	12

Extract from IVCC newsletter April 1982, listing GVB Cooke from Dublin as a competitor with IO 800 in the Leinster Club Pre-War Rally, Veteran Car Run 1938. – "Briggs & McCrae" Cup, 1913-1914 Class.



First owner, Kildare resident, William Trench Kirkpatrick, pictured on the 4506m east arête of The Weisshorn, one of the highest Alpine peaks (photo taken from his book, *Alpine Days and Nights*).



Outside Liverpool parish church, during services in November 2018 to mark the anniversary of the end of WW1. The first owner WT Kirkpatrick was then chairman of the local volunteer board (the notice board explains the Irish involvement and losses).

# NUTS & BOLTS

## BENTLEY BLOWER RE-BORN



**Crewe, Cheshire...** One of the most iconic cars from Bentley's history – Sir Tim Birkin's 1929 supercharged 4½-litre "Blower" – is to be reborn in a new series of 12 matching cars, each individually handcrafted by Bentley's coachwork division, Mulliner.

Bentley's Chairman and Chief Executive, Adrian Hallmark, commented: "The four Team Blowers are the most valuable Bentleys in the world, and we know there is demand for genuine recreations that can be used, enjoyed and loved without risk to the prized originals."

## BATTLE OF THE GEARBOX

**London...** A High Court battle is taking place between a top dealer and a US collector over a £37m Ferrari gearbox. Classic supercar trader Gregor Fisker says he bought the 1962 Ferrari 250 GTO in October 2017 on the understanding that its missing original gearbox would be sourced and later handed over.

However the seller, US-based lawyer Bernard Carl, is demanding that Mr Fisker hand over £380,000 to cover his costs in locating the gearbox. Mr Fisker paid £37m for the Ferrari, the highest ever publicly verified sale price for a car.

## VIA FLAMINIA AFRICAN RALLY



**Cape Town, South Africa...** Perhaps for adventurous IVCC members, rally promoter Via Flaminia's 19-day event for pre-war cars in Jan-Feb 2021 will start from Cape Town and take in many great tourist attractions in five countries while travelling across to Victoria Falls, including 6 days with no rally driving.

The rally, which is open to well-prepared pre-war cars, will cover 3,550km, with a slight competitive element. The company will provide transportation from the Netherlands and the UK and from other places on request. [www.via-flaminia.com](http://www.via-flaminia.com)

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# THE JENSEN FF

## DZU 825...Back on the road after 40 years

The four-wheel drive Jensen FF is rightly regarded as one of the all-time greats of the motoring world. Mechanically very different from the Jensen Interceptor, the car's 4-wheel drive system was developed by Northern Ireland born Harry Ferguson, and was the first production car to be fitted with anti-lock brakes.

By kind permission of the owner, here is the story of this Dublin registered Jensen FF, now fully restored by the Classic Car Centre of County Wexford.

Following a 40-year lay-up, the Jensen FF Chassis number 119/098 is now back on the road in fine condition after a total restoration. The car left the Jensen Kelvin Way factory in West Bromwich on 31st January 1969 and was dispatched to Ever Ready Garage Donnybrook, Dublin. It was subsequently sold to Gateaux Ltd (the cake manufacturers) on 21st May 1969. Leslie Dacus, the Managing Director of Gateaux, drove the car to Geneva that summer.

Launched in 1966, a total of 320 FFs were produced. The letters FF stand for Ferguson Formula, after Harry Ferguson of Massey Ferguson and Ferguson Research Ltd fame, who developed the car's 4-wheel drive system. Often mistaken visually as an Interceptor, the FF is quite a different car. The chassis design is different, with a longer wheelbase and a layout that accommodates the front axle and transfer box for the 4-wheel drive system. The 330bhp Chrysler 383ci (6276cc) V8 engine and Torqueflite 3-speed automatic gearbox is used, having a master differential and chain driven transfer box mounted in place of the original output shaft. The torque output is split 37% to the front differential via a drive shaft down the left-hand side of the engine and 63% to the rear axle.

### 'Car of the Year'

Road tests at the time heaped praise on the handling and safety of the FF's 4-wheel drive and anti-lock braking systems, proclaiming it to be the world's safest car. In 1967 the magazine Car awarded the FF the "Car of the Year" accolade.

DZU 825 appears to have had a hard eight years use (68,000 miles) and went off the road in 1977 with gearbox trouble and a seized engine. The car sat up in dry storage for the following 38 years until word-of-mouth alerted the current owner to its existence. The Classic Car Centre, run by Alex Hynes in County Wexford, was then commissioned to undertake a full restoration – a mammoth two and a half year process.

### The Restoration

The restoration of DZU 825 sought to bring the car back to original specification. This dictated the original colour scheme – Crimson with a Mist Grey roof. Although the car was in reasonably sound condition it had had a very hard life. Going back to bare metal after media blasting showed that the car needed both rear wheel arches, the lower rear quarter panels, the rear valance, door bottoms and skins, two outer sills, lower front wings and a substantial part of the inner valances had to be replaced from scratch.

The all important chassis tubes were in very good shape (often a weak point). The bonnet however was beyond saving. Brendan Tyrrell was therefore commissioned to fabricate a new one from scratch, as new bonnets are not available for FF models.

The restoration also included a full engine and gearbox rebuild, all braking components rebuilt or replaced as required, new shocks all around, all new bushes, bearings, a full re-wire, a full re-trim, reconditioned radiator, fuel tank, steering rack re-chrome (all 115 separate parts!)... The list goes on and on. The real time was spent in finishing the bodywork, panel gaps and fettling.



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## Back on the Road

The car has been in use since its completion, attending a number of Irish car shows. In October 2018 the car journeyed across France and into Switzerland and Germany, going as far west as Zurich to retrace the steps of the 1969 trip by the first owner. The trip included attendance at the British Classic Car Show in Morges on Lake Geneva in the company of 20 or so Jensens from the Jensen Car Club of Switzerland and the Jensen Owners Club.

2019 saw a trip to Dartmouth in Devon in association with the very active (and friendly) Jensen Owners Club. 2020 plans for the car include a tie-up with the Dutch Jensen Club for a weekend in Holland. DZU 825 is back on the road, where it is most comfortable. It's a car made to be driven. ■



# FROM THE BACK SEAT



## Reflections on the old car scene – from an occasional Backseat Rallier

ON ROADS LESS TRAVELLED...

Like returning to a favourite place, or revisiting a favourite friend, today I wish to return to a topic I addressed in my previous column: the wonderful place for exploration and discovery that Ireland is.

In the world in which I live, there is no need to travel far afield. On the contrary, here in Ireland, just around the corner, under our very noses, the curious and adventurous can discover all kinds of things, all sorts of interesting sights that one has never seen before.

Shown on this page is a perfect example of what I mean: the picture is of the curious construction that marks the entrance to a private airfield situated amongst the back roads of Fingal (a region festooned with back roads and elevated terrain with magnificent views to the coastline and Irish Sea beyond).

Marking the entrance to the Ballyboughal Airfield, this fascinating construction sits at the side of a very minor road, not far from Swords and close to the little known townland of Nevitt. Though passers-by may look upon it with curiosity and a slight sense of amusement, one cannot but see it as a tribute to the imagination of its creator.

### THE EVENT ORGANISER

Of course, this is not a drum that members of the IVVCC need me to beat. Only too well do I know how active the Club is in organising rallies and outings of one kind and another, as the pages of this magazine illustrate with great regularity. Yet, one cannot but have sympathy and understanding for those whose task it is to organise events. For them, the challenge to 'come up with something new' is ever present.

One notion that excites our two-wheeled club colleagues is an annual Summer-long photographic rally. On the lines of a treasure hunt, entrants are given a set of

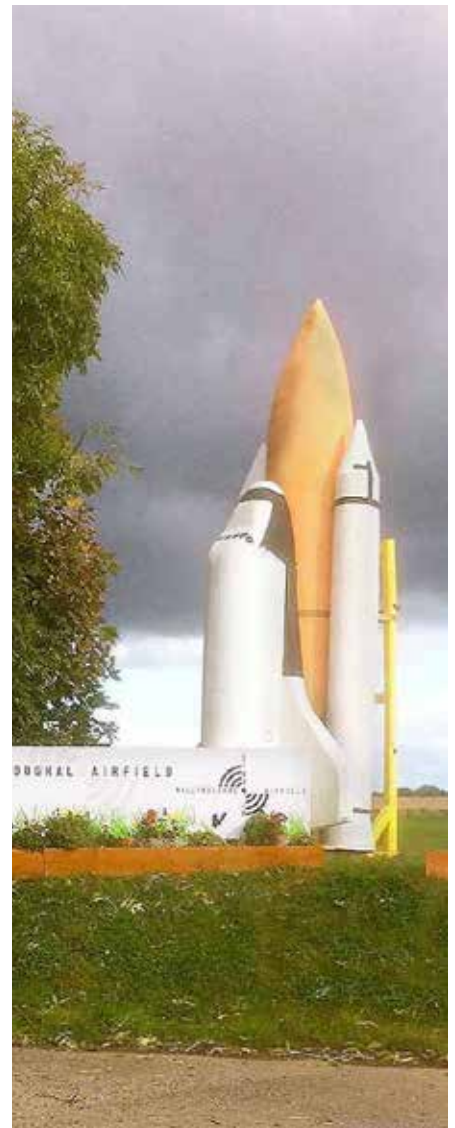
cryptic clues that, when untangled, will direct them to a sight that they should photograph. It may be a monument, a folly, a shop front, a roadside pump, or a curiosity of one kind or another.

One of my own most recent explorations was a 'Lap of the Lough'. For years, on road maps, in news broadcasts and on travel programmes, I have seen Lough Neagh – the largest lake in the British Isles – mentioned and talked about. The journey around Lough Neagh is some 90 miles long, and travelling along its coastline the visitor has numerous sights to see, many of which will introduce one to the plethora of visual and historic treats that Northern Ireland has to offer.

My own tour around the Lough began with a refreshment stop at Oxford Island Nature Reserve, located on the south-eastern shoreline. From there, I followed a clockwise route along the western shore via Coalisland and on through Ardboe, Toome and around the top to Antrim before turning homewards via Aldergrove, Crumlin, and the busy little village of Aghalee, from where the recommended road to Dublin is via Lurgan to Banbridge.

Like everywhere else in Ireland, there is an abundance of things to do and sights to see along this route. An example: continuing towards the border, consider a stop in Newry. There you can savour a delight unequalled by any to be found elsewhere: a delicious vanilla ice cream. Stop anywhere in the town and ask directions to Canal Street. Mention that you're looking for Timoney's and everyone will know where you want to go. Arguably Newry's finest homemade product, there is none like it. While there, read the tribute to its late

owner hanging on the wall – it has a style about it readers might recognise! ■



*A remarkable sight...at the entrance to Ballyboughal Airfield*



# Memory Lane

By Colm O'Neill

**This view shows Patrick Street, Cork in 1967 with the Munster Arcade fashion store as its focus. The shop was founded in 1866 by Robertson, Ledlie, Ferguson & Company which had similar stores in Belfast and Waterford. However, the building here and the others in view were all newly built following the burning of Cork in 1920. Although the original company ceased trading in the Seventies, today the premises operate as a Penneys store.**

Closest to the camera is a Morris ¼ ton (Minor) van and in front of it a Vauxhall Victor 101 with a mid-1965 Co Cork registration TZB 783. Parking looks a bit haphazard and there is a Ford Zephyr 4 taxi double-parked. Also double-parked is a Wolseley 15/50 with a 1957 West Yorkshire registration SWU 943, with its nearside semaphore indicator raised. The lack of a GB touring plaque might suggest that this car had been imported personally by an owner transferring residence from the UK to live in Ireland. Until the early Seventies, it was possible to tax UK-registered vehicles here without the need to re-register them.

In front of the Wolseley is a 1964-registered Anglia whose driver is engrossed in a chat with a passerby. In the outer traffic lane is a late-1966 white Ford Cortina Mk.II with a Cork City registration OPI 259. This may be the newest car in view.

There is a sign at one end to denote that the central reservation is a taxi rank and there are two dark Zephyr 4s and to the far right a pale Zodiac Mk.II, all with roof signs and drivers in attendance. Yet the whole scene seems easygoing as there is a Triumph Herald Estate and a Ford Consul Mk.II without any taxi markings, parked on the rank, and yet no taxi driver seems to object. Try parking your private car in a taxi rank today and see the reaction!

To the extreme left is a pale-coloured Vauxhall Viva HA of about 1964/5, probably sold new by Johnson & Perrott which was a Cork City dealership for this marque, even pre-war. Alongside the Viva, but heading in the opposite direction is one of CIE's Leyland Leopard L2 single-deckers of the early Sixties which has the transport company's own E-class bodywork. Ahead of the bus is a late-1964, or later VW Beetle with the enlarged side windows of that era. Double-parked to its left is a 1960 Ford Prefect 107E registered OIF 882 (Co Cork). Partly hiding the Volkswagen is a late Fifties Mercedes 220SE, stopped on the edge of the taxi rank, with an elderly man wearing a hat, leaning in and speaking with the driver. Further on in the traffic is a Hillman Super Minx with the 1965/6 styled six-light roof. A Consul 315 with its distinctive reverse-slope rear window design, is also double-parked, registered DZD 832, a mid-1962 Dublin issue. Leading the traffic in this direction is a VW pick-up of about 1965 or later, judging by the large indicators above the headlamps. In that condition today such a model would be quite rare and valuable.

To the left of the Prefect, the innermost row of cars includes a Ford Corsair, the successor to the Consul 315, a 1966 Austin A60 Cambridge with Limerick City number GTI 948, two Cortina Mk.Is, and, largely hidden by the Consul 315 and the pick-up, three BMC Minis. ■

# BACK TO THE FUTURE

## The birth of the Taxi...and a glimpse of its future

Now taken for granted as an essential element of public transport, the taxi has served us well for well over a century – and, in the very near future, will even take to the skies.



*The Renault AG1 taxi, with driver on the late shift!  
(Photo credit: Maurice-Louis Branger/Roger-Viollet)*

### THE PARISIAN TAXI

The story begins in 1891, when Herr Wilhelm Bruhn invented a mechanical meter for measuring the distance travelled, and the time taken to do so, by a vehicle. At journey's end this device would display an accurate fare. In France, part of this fare would be a tax for the municipality – hence the term 'taxi-metre', which in time was reduced to 'Taxi'. In 1897 a Herr Friedrich Greiner started the world's first motorized taxi company in Germany, using a Daimler. Petrol powered taxi cabs began operating in Paris in 1899 and in London in 1903.

By 1911 the taxi drivers of Paris were on strike (clearly they started as they meant to go on) because the fees they were permitted to charge were deemed by the drivers to be insufficient to cover the running costs of their taxis.

In the years following the end of the First World War the taxis of Paris were in quite a poor state. Such taxis as were available at that time were a mixed bunch: the aging Renault AG1, 2-cylinder taxi (aka the famous Taxi de la Marne), dated back to 1907. There were also many ex WWI American trucks, often dirty and basic, with torn seats, as well as a lot of 'Unic' taxis (a make of vehicle long since disappeared).

### Passenger Comfort – and Driver Discomfort

André Citroën launched his first motorcar in 1919 (the Type A, 4-cylinder, 1327cc), and as early as 1922 he spotted an opportunity to market his products by encouraging people to experience the comfort and reliability of his motorcars through a luxury taxi service. This service became 'La Société des Taxis

Citroën', and for the launch of his taxi company he used the new Type B2 model. It is said that Citroën's taxis were so successful that waiting customers would happily wave away empty taxis of different makes until a Citroën appeared. Seeing the almost overnight success of Citroën's venture, other motorcar manufacturers were of course keen to emulate his strategy, and so competition became fierce.

Citroën was intent on providing an upmarket service. The drivers wore a special uniform and cap. They took a special examination and were selected for their driving ability and courteous conduct, and at the start of each day they were inspected for their smartness and appearance. The taxis you see in the photographs here are a direct carry over from the horse-drawn equivalent. The horses have been "let go", and in their



*The Citroën B2 Taxi  
(Photo credit: Maurice-Louis Branger/Roger-Viollet)*

place is an engine. Otherwise very little has changed. The driver is exposed to the elements and the passengers ride in what was, for those times, a luxurious carriage.

The welfare of the driver was of little importance, and no thought was given to protecting him (or very often her) from the elements. In the event of rain or snow the driver would unfurl the canvas roll on top of the cab and this would be clipped onto the top of the windscreen. There being no wipers, the upper part of the screen could be swung out forwards to afford a view of the road through the gap between the two panes of glass. Unfortunately it also allowed the rain to drive directly into the lap of the driver; but you can't have everything, can you? ■



# THE TAXI TAKES TO THE SKIES

Having roamed the streets of cities worldwide for well over a century, the taxi appears now almost ready for a leap, literally, into the future.

At the annual Consumer Electronics Show (CES) held in Las Vegas in January this year, Hyundai showed off their flying taxi concept – part of a partnership with Uber to develop an aerial ride-share network.

Hyundai's flying taxi is propelled by multiple small rotors and propellers, which reduce noise relative to large-rotor helicopters with combustion engines. It's designed to land and take off vertically and cruise at 180 mph (290 kph) at an altitude of around 1,000 to 2,000 feet, with a flight range of up to 60 miles. The taxi will be 100% electric and during peak hours will require about five to seven minutes for recharging.

The air taxi will be human piloted initially but over time they will become autonomous. Hyundai says it will build and deploy the air taxi, while Uber will operate the service. As well as Hyundai and Uber, car manufacturers Porsche, Daimler, Toyota and Geely all aim to deploy electric flying cars capable of vertical takeoff and landing. Hyundai itself says it will invest \$1.5 billion in what it called "urban air mobility" by 2025. ■



# KARL BENZ

## Automotive pioneer - and the feisty Bertha Benz

***Put-put-put... "Mein Gott, Bertha, it's alive!"***  
Late one evening in 1878, in his small workshop in Mannheim, Karl Benz and his wife Bertha decided once again to try and start the weird petrol-powered engine he had built. Karl swung the flywheel and the engine went 'put-put-put'...

They waited for the engine to stop after a few revolutions, as always. But this time it kept going. Karl and Bertha watched, transfixed. "We both stood there, fascinated," Karl recalled later. "We watched and listened to it run for over a full hour".



*Karl Benz with his wife Bertha, in a 1894 Benz Victoria*



*The 1898 Benz Velo Comfortable at the museum on the Naas Road, Dublin*

The chronicle of names credited with conceiving a self-propelled road vehicle could include numerous others – such as Nicolas-Joseph Cugnot (who built a steam-powered tractor in France in 1769); Robert Anderson (who invented an electric carriage in Scotland in 1832); Siegfried Marcus (who built a gasoline powered combustion engine in Austria in 1870); and Gottlieb Daimler (who built the first 4-wheeled car powered by a high-speed petrol engine in Germany in 1886).

The list of inventors is long, but Karl Benz is generally recognised as the first to construct (1885), patent (1886), and produce for sale (1888), a practical, purpose-built road-going passenger vehicle powered by an internal combustion engine – a vehicle he called the Benz Patent Motorwagen.

### The Indomitable Bertha Benz

While Karl Benz was a brilliant engineer, he had little comprehension of the need for marketing his machine. Not so his wife and financial backer, Bertha, who created an avalanche of publicity (and orders) following her well-documented 130-mile round trip in 1888, from Mannheim to Pforzheim, to visit

her mother – a journey undertaken unbeknownst to her husband and with the sole purpose of proving to him and the world that the automobile was the way forward into the future.

The fact that in his 3-wheeled Motorwagen, Benz incorporated his own carburetor, rack-and-pinion steering, coil ignition and spark plugs, water radiator, accelerator system, gear change system, differential and other devices common on today's motorcars, all adds to his status as "the inventor of the automobile". His name will also and forever be linked with his compatriot, Gottlieb Daimler, who was working along the same lines in nearby Cannstatt, Germany. Yet apparently the two men never met. Karl Benz died in 1929, just two years after he merged with the company founded by Gottlieb Daimler to form what is today the Daimler Group, manufacturer of the Mercedes-Benz range of cars.

### The Benz Motorwagen in Ireland

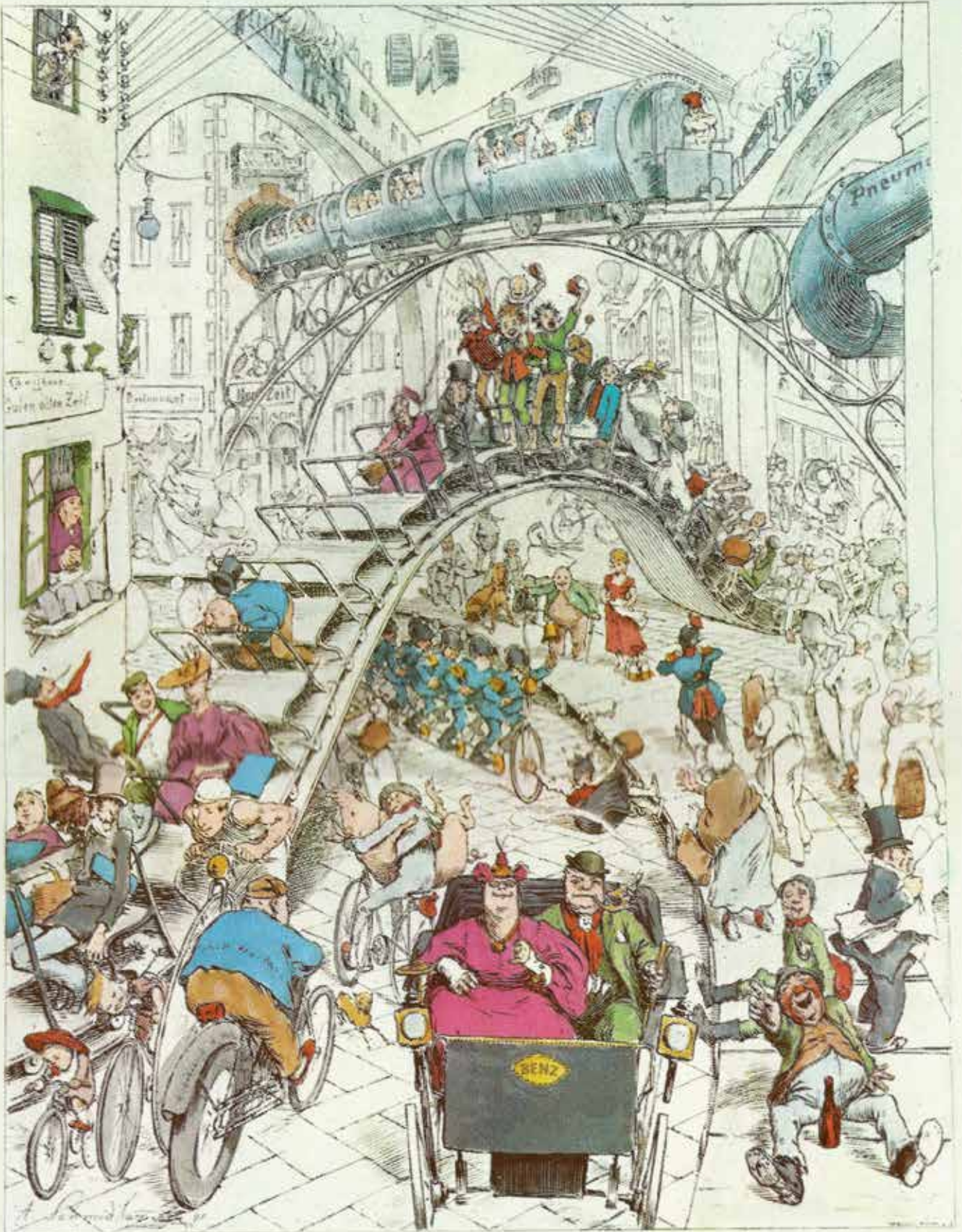
A running reproduction of the 3-wheel Benz Patent Motorwagen is part of the O'Flaherty Mercedes-Benz Classic Collection located in the group's headquarters on the Naas Road, Dublin. Other models in the O'Flaherty Group's Mercedes-Benz museum carrying the Benz name include the 1898 Benz Velo Comfortable, recognised as Ireland's first petrol driven motorcar, and a superb example of the extremely rare 1911 Benz 8/18 2-litre Sports Torpedo model. ■



*The rare 1911 Benz 8/18 2-litre Sports Torpedo in the O'Flaherty museum*

# Straßenbild im Jahre 1900.

Von H. Schleichhammer.



Münchener Bilderbogen.

(Alle Rechte vorbehalten.)

Verlag von Julius von Zucco & Co. in München.

Cartoon from a German magazine at the end of the 19th century – envisaging what transport might be like in the 1900s. Although the Benz Velo features prominently, we obviously never got around to the moving street pavements.



A miniature Mika Hakkinen in his Lotus 107 F1 racer

# MODEL MANIA

Besides classic cars, IVCC's Barry Burke has another consuming interest...model cars. Following on from Robin McCullagh's 'Letter to the Editor' on the same subject in our Winter 2019 issue, Barry talks here about meeting a specialist model-maker in France – and the lengths to which devotees of that craft will go to produce realism in their creations.

I first met Pierre Laugier in 1991 when my wife Niamh and I had gone camping in Aix-en-Provence on a Kawasaki GPz500 motorbike. After setting up camp I sought out model shops in the town. There were two, and naturally I couldn't wait to visit. Kit Miniatures, owned by Pierre Laugier, was the best – not just because of the stock but being able to watch Pierre at what he was making from scratch was mind blowing. (The other shop had huge stock but it was very difficult to see some of it as everything could fall down on you).

In the early days the conversation with Pierre or his father was, "Bonjour, je voudrais acheter la model ici, merci, au revoir, l'ane prochain." Then one year I went in wearing a Guinness T-shirt, and Pierre said, "Are you Irish?". It turned out his wife Siobhán is Irish, from Drogheda, so from there the friendship grew. On my visit last year I asked Pierre if I could visit his workshop. He was working on a Delage as driven by Robert Benoist in the 1927 French Grand Prix, which Benoist won, followed home by two more Delages. This model will be completely built from scratch, the chassis rails made from solid brass, as are the manifolds, etc. The engine block and valve cover are cast in plastic and the body is white metal.

Pierre has been making motorsport models since childhood. Like most model-makers he started with plastic kits. But unlike most us he moved on to build kits in resin and white metal. With experience, he added his own modifications, changing or making new parts to ensure that the finished work was as close as possible to the real thing. Creating these models became his passion.

## LP Creation's Lotus 107 F1

In 1993 Pierre set up LP Creation and then began building his all-opening, super-detailed models, completely transforming AMR, Tameo and Meri kits. During the 1990s he gained recognition with his Formula One models at the UK's Modelex exhibitions. I am very fortunate to be the proud owner of one of these amazing creations, Mika Hakkinen in a Lotus 107. His commitment to accuracy has enabled LP Creation to earn an international reputation in the world of hand-built, 1:43 scale, motorsport models and his work is sought after by collectors around the world in

Europe and as far away as Japan and the USA.

Since constructing his first scratch-built model, a Lancia D50 featuring opening and closing bodywork, he has continued to refine his techniques in his workshop, firstly in Aix-en-Provence, and since 2015, in

Marseille. He no longer relies only on kit components for his models, preferring instead to make his own parts, usually in brass. One of his best-known models, a Maserati Tipo 63, was an absolute labour of love, and took him almost two years to complete. You can see some of Pierre's work on the LP Creation's website: <http://kitminiatures.com>. ■



Expert model-maker Pierre Laugier in his workshop, with (inset) a miniature Ferrari engine



Pierre working on the 8-cylinder engine for his model of the Delage 1558, winner of the 1927 French Grand Prix

# Twenty-Twenty Vision ...while rattling through life



Recently it was required of me to have my eyes tested in order to apply for a renewal of my driving licence. The doctor declared with some satisfaction that I had 20/20 vision. I was of course wearing my glasses at the time!

Without spectacles I can hardly see across the room. If only the many ailments that age has visited upon me could be remedied by such a simple solution. Doctors seem to rely a great deal on "medication". I suppose they always have done; a pill for this a tincture for that. I now rattle and slosh my way through life.

Does any of it work I wonder? I have great doubts about it all. If I express my misgivings, I'm told I could always stop taking them (slowly and under supervision of course) and see if things get worse or better. Or indeed, change at all.

### Free Licences

One advantage of old age is that the driving licence comes free of charge. The Doc will charge for the often cursory examination, but after the usual form filling you receive the ticket and you may legally continue to menace the highway. How simple it was sixty years ago when, on reaching the giddy age of seventeen, a trip into town and one pound spent set you up for the road.

My 20/20 vision of the future is hopeful, but the world

is changing as we are all too painfully aware. As I write these few lines the UK is actually departing the EU. Hard to believe when, if you are around my age, you remember the hassle it was for them to join – what with that awkward French general and all that. And is it true that most folk in the UK wanted to remain in, but something about the voting system forced this worrying result?

### Reggie's Sperry

What has this to do with old cars? Well you might ask. There is not much pleasure nowadays I find in having to compete with the traffic on modern roads surrounded by all these little boxes "made of ticky-tacky". And soon we are to lose our old friends – petrol, and the much promulgated Diesel. To save the planet we must go electric. The only electric car I have ever had the pleasure of travelling in is Reggie's Sperry...although I'm told things have progressed quite a bit in the last one hundred years! ■



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# TECHNICAL TOPICS

## Through Middle Europe in a Model A - Starting problems...the Cold Facts



Ptuj, Slovenia

**Each year IVVCC members John and Rita Buckley travel about 4,000 miles in their 1930 Model A Ford Tudor – including trips throughout Europe. Here John describes a 3,000-mile, 13-country journey in the Model A – which was somewhat beset by cold-starting problems.**

Previously we'd travelled in the 1930 Model A Tudor along the northern and southern fringes of the continent but our wall map of Europe showed a large un-travelled area in the centre and east. Thus one particular summer was selected to rectify that omission. The Tudor packed and overloaded as usual with tools, spares, camping clobber, etc, we departed the UK (country number 1) on the ferry to Denmark (number 2) and then into Germany (number 3).

It was while driving towards Berlin, a heat wave and driving too fast for the car prompted fuel evaporation. This was remedied by a 30-minute wayside rest, but the next morning the car refused to start. This problem was repeated at lunchtime, but both times seemed cured by simply cleaning the points. I also checked the fuel flow and carburettor bowl – both were okay.

An uneventful couple of days meandering in Germany were followed by going southeast into Poland (country number 4). Starting the car in the morning took several goes, but once started she ran well all day. Mileage at this stage was already creeping up to 1,000 miles, so it was time for a full grease in the hotel car park. I also changed the points and condenser. Carrying on south-east into Czech Republic (5) the car behaved itself generally – but still with a reluctance to start when cold! However it seemed to run a bit better with the mixture control opened a bit more than usual. Petrol quality no doubt changed from fill-up to fill-up so I put the occasional pop from the exhaust on the overrun down to the vagaries of the fuel.

### Four Countries in Four Hours

On the morning's run out of the Czech Republic we crossed into - and after only about forty miles - out of, the Slovak Republic (6). Then into - and twenty miles further on - out of Austria (7) and then into Hungary (8). The car was running well – if a bit lumpy when idling. So, an international morning: driving in four countries in about as many hours. From Hungary a quick 60-mile passage through Croatia (9), a non-EU area, hence passport and car documents had to be shown, and then into Slovenia (country number 10). We arrived and stopped at a city with the wonderful name of Ptuj. The next day we went into Slovenia's beautiful mountains and rain (rather like our own Wales) and after a few glorious days camping, walking and eating, we departed the region through the 5-mile tunnel on the car-train shuttle and then down into Italy (11). In Italy we had one very damp

night – making starting difficult the following morning, although WD40 helped. Across the thigh of Italy and eventually onto the car train through the Simplon tunnel into Switzerland (12) and then into France (final country...number 13). Apart from the minor problems already reported the car performed magnificently. Not until we were in the French Alps/Jura region did we have to pull in a couple of times when the radiator boiled on a particularly hot day.

By the time we reached home we were approaching 3,000 miles, with a flat tyre on the last day in France and floods in the UK providing a frisson of excitement.

### The problem...

Having considered my having changed the points and condenser, the lumpy idling, exhaust back-fire on over-run, and possible inclination to overheat in Germany and the Alps – perhaps you, the reader, have already made your own diagnosis for our difficult cold starting? I must admit I didn't solve it until I did a compression test when I got home. The compression test showed nothing untoward but the appearance of the sparking plugs gave me the final clue. Plugs 1 and 2 looked as though they were running richer than 3 and 4. And at this stage I finally realised what was causing the problem!

### And the Solution...

The accompanying photo shows the manifold. The inlet to 3 and 4 is flanked by the exhaust from those two cylinders. The answer to all the problems experienced was that we simply had a leak at the intake manifold port supplying cylinders 3 and 4, making the mixture weak, the cold starting difficult, and causing it to run hot.

On the Model A Ford the inlet and exhaust manifolds are normally bolted together prior to fitting to the block. It is not so much as why did the gasket leak by the inlet to 3 and 4 – but why on earth had it not leaked before! It had been in place for at least 8 years and as can be seen in the picture the manifold has at least a 1mm gap

by the inlet ports. Amazingly there was no leak by cylinders 1 and 2 where the gap was just as poor. Moreover there was no exhaust leak, which might have prompted me to suspect the gasket earlier.

The car had travelled through Europe and provided sterling service. I doubt whether any other car, vintage or modern, would have done it so willingly. Once home it was very quickly fixed by taking the manifold to my local machine shop. Gaskets are good but cannot achieve the impossible. ■



A gap too far!

## HORSES FOR COURSES

Dear Editor,

I was very interested to read a letter by Robin McCullagh in the Winter 2019 IVVCC magazine regarding model vehicles – but in particular the reference to Tri-ang, a division of Lines Brothers.

My interest in Lines Brothers, which was established in 1919, extends to the family previous to this, G and J Lines, who were one of the largest and best manufacturers of rocking horses in the world at the time, the other important company being Ayres of London, which was the company chosen to supply rocking horses to Buckingham Palace, no less!

For anyone with an old wooden rocking they should be aware that most horses made from around 1860 were hollow and it was common for children to remove the tail and 'insert' items of interest – such as coins, pencils with names on. These items can now help to date the horses.

The picture of a horse accompanying this letter is a C and J Lines and was made c1885. This horse came from London and inside it was an inscribed child's watch, which has a very interesting history, connecting it to a famous explorer.

When I acquired this horse he was in a sorry state. It had no ears, only three 'working' legs and very bad woodworm throughout. I was four years restoring him, partly as it's best to let the timber acclimatise to its new environment in order to reduce the amount of movement in the joints.

Clive Evans  
Greystones  
Co Wicklow



## JENSEN MOTORS

Dear Anselm,

I was interested to read the article on Jensen Motors by Robin McCullagh (IVVCC News, Winter 2019) as some years ago I owned, and restored, a Jensen-bodied Ford tourer. The name Jensen rightly conjures up pictures of sleek powerful and expensive cars. Mine was not one of the most exotic examples as it was a 1935 Jensen-bodied humble Ford Model Y (often referred to as the Baby Ford) named the Mistral (see photo).

Ford did not produce an 'in house' tourer based on the Model Y as it felt that the chassis was too flexible. Jensen did use the Ford chassis and running gear, produced an aluminium 4-seater body, with the sporty creation powered by the robust and reliable 933cc (8hp) side-valve engine. Bristol Street Motors (Birmingham) acted as agents for Jensen selling the car for £165.00 – a massive 65% more than Ford's own Model Y saloon, the first Ford Popular at £100.00.

I bought my Mistral as a complete restoration project, with much history, and got the car back on the road in 1984. Despite the very average performance, though much better than the heavier saloon, it was a delightful little car to use for countryside runs and club events. I researched the history to find that it had served as the everyday hack for RAF crews on a Yorkshire base during the war. Many of its drivers of course never returned from missions and thus it was passed around survivors. I sold the car in the late 1990s and it now resides in Northern Ireland, having travelled from former ownership in Spain.

Yours sincerely,  
Bob Wilkinson.  
Chairman, Ford Y & C Model Register,  
Northants. UK.





# LETTERS

## IRISH BUGATTI in the UK

Dear Editor,

Back in 2013 at the TR Register UK's international weekend in Malvern I took six images of a boat-tailed 1923 Bugatti with the Dublin City registration YI-2262. I uploaded these images to our club's Facebook Page.

Seven years later this Bugatti's current owner, Paul Todd, has contacted our club seeking any information we might have on his Bugatti or on its previous Irish owners. Paul has attached a copy of the Bugatti's 1923 log book together with additional background information from Dublin City Library Archives.

If anyone can help with Paul's request for information please contact me and I will forward the information on to Paul.

P.S. this is the oldest Irish logbook I've ever seen, interesting item.

Best regards,

Pat MacMahon

Secretary, TR Register Ireland

trregisterireland@gmail.com

www.facebook.com/TRSPORTSCARS



[ Below is the initial contact from Paul Todd to Pat MacMahon ]

Hello Patrick,

I recently came across your 2013 picture and entry on facebook which showed my Irish-registered 1923 Bugatti.

I thought that you might like to know that the car was first registered to a James J Kelly, tobacco importer of Camden St in Dublin - he owned the car until 1934.

I understand that the shop front of his establishment still exists and, indeed, the location is still known as "Kellys Corner". I had hoped to find out more about James Kelly but other than that he was, at various times an Alderman and the High Sheriff and was wrongly arrested during the 1916 'uprising', I know very little.

Best regards

Paul Todd, U.K.



## ELECTRIFYING YOUNG ENTHUSIASTS

Dear Sir,

Reading the winter issue of IVVCC News I noted several references to electric cars, i.e, the statement from FIVA, which is very disapproving of the practice of converting historic vehicles to run on electric power. In the Secretary's Report there was reference to an Irish company offering that same conversion service.

The point is: with all this talk about electric propulsion, is there a danger that we are witnessing the beginning of the end of "Historic Motoring"? Already it appears that younger people have a lot less love for smelly petrol engines and greasy gearboxes than their forefathers (i.e, us). Will future generations of motorists be so entranced by 'clean' electric powered cars – and autonomous vehicles – that our treasured vintage and classic cars will looked upon only as interesting historical artifacts, and will be shut up in museums, never again to see an open road?

Rather than wait for the inevitable, perhaps members of the IVVCC and those of every other old vehicle club in the country should make serious personal efforts to get younger people involved in our hobby...before it's too late!

Thomas Brennan

Dublin 16



# BOOK REVIEWS

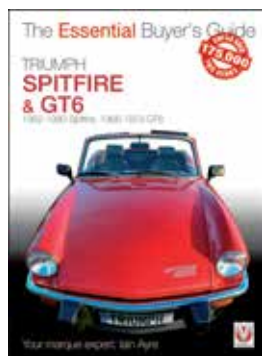
## TRIUMPH SPITFIRE AND GT6 The Essential Buyer's Guide

By *Iain Ayre*

*Veloce Publishing – December 2019*

*Paperback £13.99*

*www.veloce.co.uk*



Covering the Triumph sports models, this book advises on how to choose the right model for your needs and your budget. Within its 64 pages and 105 colour pictures, the book explains in practical language how to apply key checks to spot a bad car quickly. It also describes the elements of the sporty Spitfire types, contrasted with the more expensive and more powerful GT6 coupés.

Getting into the mechanicals, the buyer's guide offers a comprehensive inspection guide and an in-depth breakdown of the various models' strengths and weaknesses – all designed to save you the painful process of learning about Triumph foibles the hard way. The volume also discusses upgrades using the author's own research, and includes details of backup and support organisations, as well as model specifications.

The author, Iain Ayre, has been maintaining, repairing and writing about Triumph cars for about 30 years and is a regular contributor to Triumph World magazine.

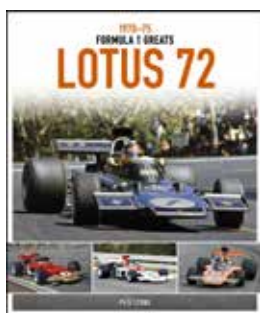
## LOTUS 72 1970-75

By *Pete Lyons*

*Evro Publishing – July 2019*

*Hardback £50.00*

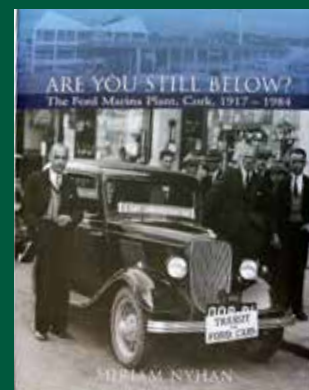
*www.evropublishing.co.uk*



This book, of 304 pages and 325 photographs, covers one of the most revered Formula 1 cars ever made.

Introduced in 1970, the wedge-shaped Lotus 72 competed for six seasons, winning 20 World Championship Grand Prix races, two Drivers' titles (for Jochen Rindt in 1970 and Emerson Fittipaldi in 1972) and three Constructors' titles (in 1970, 1972 and 1973), racing first in Lotus's evocative red, white and gold livery, then the equally eye-catching black and gold of the John Player Special period. Pete Lyons, Autosport's renowned Formula 1 reporter for part of the Lotus 72 era, explores the car's entire race-by-race career in his insightful commentary accompanying a magnificent array of over 325 photos.

Son of Autosport magazine's photographer/correspondent Ozzie Lyons, Pete Lyons followed his father's lead into a lifelong career in motorsports journalism. He was at the United States Grand Prix in 1970 when Emerson Fittipaldi achieved his début victory with the Lotus 72, and was still covering Formula 1 for Autosport during that epochal model's sixth and final season in 1975.



## ARE YOU STILL BELOW?

*Miriam Nyham*

*Collins Press – 2007*

*158 pages, Hardcover*

**Even after retirement the everyday greeting between colleagues who worked in the Ford Marina Plant in Cork was: "Are you still below?" Hence the title of the history of the first Ford factory built outside of North America.**

This attractive book charts the fortunes of the plant in vivid detail - through the burning of the city, the birth of the new Irish state and the civil, economic and world wars...through to our entry into the EU, which was then the European Economic Community.

Despite the closure of the plant in 1984, the company remains embedded in Cork's popular memory. This, the story of the Ford Marina plant, includes its economic and social impact. It is a vivid picture of the bustle and activity of huge numbers of men, material and noise, a community of workers – with friendships, stories and camaraderie. Interviews with former employees capture the ebb and flow of life on the marina while evocative and previously-unpublished photographs of plant construction, vehicles in production and visiting dignitaries complements this chronicle. Completing the book are appendices, endnotes, bibliography and a detailed index.

"Are you still below?" was written by Miriam Nyham, a graduate of University College Cork. The book is out of print but still available on the Internet.



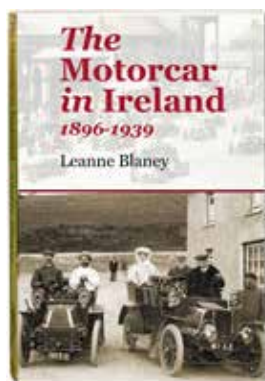
Assembly operations at the Cork Marina plant

## THE MOTORCAR IN IRELAND 1896-1939

By Leanne Blaney  
The Liffey Press –  
November 2019  
308 pages. Soft bound  
€19.95

Reviewed by  
Colm O'Neill

*Lively yet learned  
examination of how  
Ireland embraced the  
motor car and the social changes it wrought*



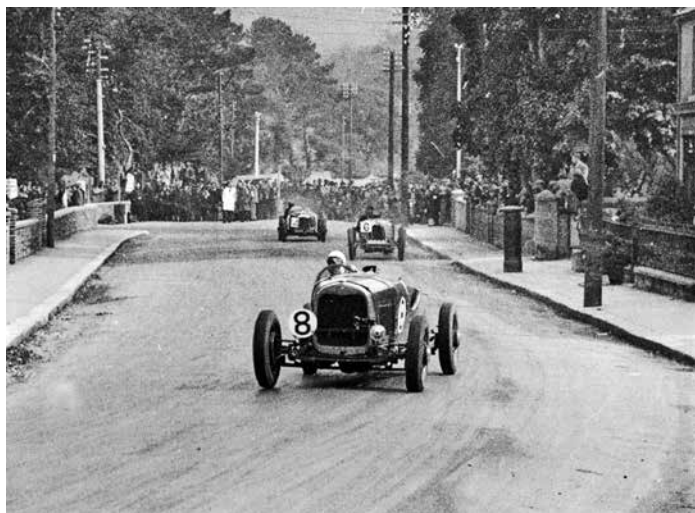
**This new book recounts how John Brown of Belfast became the first person in Ireland to own a car in 1896 when he imported a Serpollet steam car. He had travelled in France on the car the previous year over a journey of some 200 miles and finally persuaded its owner to sell it to him. This book is full of such fascinating anecdotes about how Ireland interacted with the motor car and it touches on social history, class, politics, religion and economics.**

Essentially in four chapters, the opening period covers 1896-1913 and sketches the prior international history of the car and how the railways lobby in Britain succeeded in delaying the car's development, in contrast to continental Europe. Some notable early Irish motorists are considered and some of the familiar details of the Gordon Bennett Race are covered, but also the negative views taken of the event by Irish nationalist elements, who believed that the race and the visit of Edward VII, both in July 1903, were timed to upstage the centenary of Robert Emmet's rebellion and to comfort wealthy unionists, many of whom were motorists. Prior to the First World War private car ownership was most prevalent among doctors, army officers and senior clergy.

The second chapter (1914-23) encompasses the effect of the car on the 1914 gun-running incidents, the 1916 Rising, the War of Independence and the Civil War. The growth of Irish employment in the motor industry is documented, backed up by statistics. The use of motor vehicles as charabancs, buses and good vehicles is examined. By 1914, R.J. Mecredy in the *Motor News* is commenting on traffic congestion in Irish cities and deplores the laxity of police towards those who park inconsiderately in busy thoroughfares.

The third period spans 1923-1931 and contrasts the growth of car ownership and culture in Northern Ireland and in the Irish Free State, in terms of taxation and the problems raised by the new border. Much coverage is given to Chambers Motors, the Belfast car manufacturer

which produced its own designs from 1905 until 1928. Dr.



The Bray Motor Race, 1935  
(RIAC Guinness Seagrave Archive)

Blaney's lament that the Free State did not try to promote car manufacture is perhaps naive; given the small scale of the domestic market and that the largely agrarian south of Ireland did not enjoy a very strong engineering tradition. Much attention is rightly given to motorsport on both sides of the border, and the chapter finishes with the traffic arrangements managed by the RIAC and the AA in which 8,300 cars were accommodated in the Phoenix Park for the Eucharistic Congress.

The final part treats 1932-1939, in which the new Fianna Fail government creates the protectionist conditions which bring about local car assembly and component manufacture, the use of road transport in electioneering, the effect of the Economic War and finally, the impact of petrol rationing and the curtailment of the motor trade with the onset of war.

This book not only draws on an impressive array of secondary sources, contemporary newspaper reports and periodicals, but there has been a great deal of primary research too. The author has very ably condensed the story of Ireland's relationship with the car in this period in one book, and her bibliography reads like a definitive directory for those minded to research this era in greater depth. ■



Upturned car in Phoenix Park, 1912  
(RIAC Guinness Seagrave Archive)

# The ARM goes to BLAINROE



**For the first outing of 2020, in January the Association of Retired Members (ARM) visited Blainroe Golf Club, a beautiful course situated about 3.5 km south of Wicklow Town. The venue is included in the list of Golf Digest's Top 100 courses in Ireland and is recognised as one of the finest coastal parkland golf courses in the south-east of the country.**

Thanks to the combined efforts of Geoff Seymour and Noel Willis the first ARM event of the year got off to a good start on Thursday 30th January, with a most enjoyable lunch down in Blainroe Golf Club, Co Wicklow. At our AGM in the National Yacht Club in November, Trevor Storey had to tell the members that our first outing for 2020 would not happen until April, when Trevor himself and Suzanne would be running the event. This, he explained, was due to a shortage of volunteers coming forward to run an event for January, February or March.

The following day Gerry Bradley and I were discussing this sad situation, and agreed to try booking the Howth Golf Club for lunch in January. I contacted David Will over the weekend, and he succeeded in booking the Howth venue for January. However it then turned out that Geoff in the meantime had arranged a booking at the Blainroe Golf Club for January. So with all that, we now had the year up and running – with Blainroe booked for our January event and the Howth Club booking moved to February. Sincere thanks to all concerned for making these arrangements.

Anyway, back to January: Geoff and Noel had arranged for us to start the day off with coffee and scones in the Arboretum Garden Centre in Kilquade, Co Wicklow, but

owing to the sad passing of our ARM and IVVCC member Helen Cowen, beloved wife of Ray, they very wisely decided to cancel the Arboretum, as they realised most of the members would wish to pay their last respects to our dear friend Helen. A ceremony celebrating Helen's life was held in the Presbyterian Church in Greystones on Thursday morning, with a very large gathering of friends and motoring enthusiasts, as Ray and Helen were so well known and loved in motoring circles.

It was also with deep sadness that I learned only last week of the sad passing of our dear ARM and IVVCC member Joan Bewley, beloved wife of Jonathan. Joan was a lovely lady. I had come to know her over the last number of years and I admired her for her bravery and her courage as she fought with her illness over such a long time. Both Joan and Helen were a shining example to all of us, as they bore this ordeal with great dignity, bravery and humour. Their memory will live long in our hearts. Joan and Helen, God Bless you both, and may the Lord rest your sweet souls. ■



Gwynne Thomas and Jack Walton



At lunch in Blainroe Golf Club: Reg Plunkett – with Jacintha & Camillus Ryan



Jim Fitzpatrick, Albert Collier; Barbara & Joe Geoghegan, and Dick O'Neill

# THE MOTORMEN

## Donald Michael Healey (1898–1988) Monte rally winner and prolific car designer

Donald Healey was best known as a rally driver and car designer. Reared in Cornwall where his parents had a general store, from an early age he was interested in all things mechanical. Following school he studied engineering at Newquay College, after which his father bought him an expensive apprenticeship with the Sopwith Aviation Company. In 1916 he joined the Royal Flying Corps and having gained his 'wings', carried out bombing raids before promotion to the role of Pilot Instructor.

In 1920 Donald opened his first garage in Perranporth, Cornwall. However he soon found that he preferred rally driving and preparing cars for competition rather than general garage work. Healey first entered the Monte Carlo Rally in 1929 driving a Triumph 7. Then in 1931 he won the 'Monte' at the wheel of a 4.5-litre Invicta, and took second place the following year. Healey was Technical Director at Triumph before he set up a company under his own name in Warwickshire to design and produce low volume, hand built (expensive) cars powered by the well-proven Riley 2.5 Litre engine/gearbox. He employed traditional methods, building the bodies in seasoned hardwood and using aluminium alloy panels.

The Healey Models produced were:

- 1946–1949, the Westland Roadster, 4-seater tourer (64 made)
- 1946–1950, the Elliott, 2-door Sports Saloon (101 made)
- 1949, the Sportsmobile, 4-seater drophead coupé (23 made)
- 1949–1950, the Silverstone, 2-seater sports (105 made)
- 1951–1954, the Tickford Saloon, 2-door sports saloon (224 made)
- 1951–1954, the Abbott Drophead Coupé, 4-seater sports (77 made)

In 1951, in conjunction with the U.S. Nash Company and using their 3,848cc 'Ambassador' engine, the Nash-Healey 2-seater sports car was produced, for export only (506 made). In 1952, with assistance from Pinninfarina, a rather similar model was produced – the Healey G-Type (or Alvis-Healey for home consumption) using an Alvis TB21, 4,188cc engine, but only 25 were made.



Donald Healey CBE, with the Austin-Healey 100

### The Austin-Healey 100

In 1952 the Healey Company showed a stunning open 2-seater sports car at the London Motor Show, powered by the 2,660cc 4-Cyl. ohv Austin A90 Atlantic engine. The Austin Company, seeing this as the answer to the rival Triumph TR, did a deal with Donald Healey to take over production of what became the Austin Healey 100. (Austin had just merged with Morris to form BMC)

Production of Austin-Healey cars in its 4 & 6 cylinder form, and through various series, continued until 1968 with a total production figure in the region of 70,000. More than 100,000 units were made of the smaller Austin Healey Sprite (originally using Austin A35 running gear) in its various series before the model was re-badged as an MG, and the Healey name dropped.

While effectively the Healey Motor Company ceased to exist as an independent carmaker in 1952 when it was subsumed into BMC, the name did reappear in 1972 when Donald Healey was appointed Chairman of the Jensen Motor Company. There he produced the 1,973cc 4-cylinder Lotus engined Jensen-Healey 2-seater sports car, but this was the last car to bear the Healey name.

In 1921 Donald married Ivy Maud James and they had three sons. Ivy died in 1980 and Donald passed away aged 89 in January 1988. One thing that could surely be said about Donald Healey is that "he was some man for one man". ■



Hand-over of the Alvis at the NEC Classic Motor Show in November last year

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# CLASSIC CAR LOAN PROJECT

## A 1949 Alvis for 12 months

**To update the story told in last summer's IVVCC News issue about Bob Wilkinson's 'Classic Car Loan Project' in the UK, Josh Bennett, a young historic car enthusiast in the UK, was recently handed a 1949 Alvis TA14 saloon to use free-of-charge (apart from insurance and petrol) for a full year under the project.**

Bob Wilkinson, who set up the project nearly 4 years ago to give younger enthusiasts a chance to experience historic car driving, is more than willing to share his experiences with anyone on this side of the water who might wish to set up a similar scheme ([www.classiccarloanproject.co.uk](http://www.classiccarloanproject.co.uk)).

Josh Bennett had applied for a car under the Classic Car Loan Project and was chosen by the Alvis Owners Club to be the recipient of the TA14 Saloon. The Alvis, which now joins nine other classics currently out on loan, was handed over to Josh at the NEC Classic Motor Show in Birmingham by AOC Chairman David Salter, along with the generous owner Jack Meredith.

The car has been fully restored by motor apprentices at a college in Aberdeen under the guidance of AOC guru Peter Milne. David and Jack said, "we decided to put the Alvis into the project as our club is keen to encourage younger drivers. Bob's well managed project gave us a platform and now following full restoration the car is there to be enjoyed."

Josh says he is overwhelmed by the generosity of the

owner and the club in giving him the opportunity. "I've been given good instruction and support from the club on the basic maintenance and I'll be sending in regular reports," he says. "A big thank you also to Peter James Insurance Company for their sponsorship."

Bob Wilkinson says that all the carefully selected young drivers have responded well to the challenge of driving and caring for these older vehicles. Several drivers from previous years have now bought cars on the strength of their experience in the project."

### **An Irish Loan Project**

Bob added, "There must be scope for such a project to take root in Ireland where the roads lend themselves admirably to the driving of classic cars. We must do all we can now to encourage the next generation and I would be delighted to talk with any interested parties in Ireland to help to kick start a similar programme." ■

# FIVA and Young People – and the Future of Historic Vehicles

**“We need to learn how to get GenZ interested”**

By Natasa Jerina Grom – FIVA Vice-President, Culture and Youth



Photo: Heritage Academy Project UK

**I’m writing this article at the beach bar. It’s summer and I’ve brought the kids to the seaside. On the beach is a group of teenagers. They’re sitting together for hours on end without talking – their communication is entirely focused on smartphones and showing each other what’s going on in the world via the small screen. The most physical effort they’ve made is to stand up, pull a face and take a picture, probably to be published on social media as a #nofilter photo... which my 11-year-old daughter has explained is a must on Instagram.**

If we thought millennials were addicted to technology, Generation Z teens (mid- to late-1990s as starting birth years) put technology in the same category as air and water – i.e. they can’t imagine living without being permanently ‘connected’.

It can be difficult but, if we want results, we need to accept the defining characteristics of a generation – and approach them using their language and their ‘way of being’. Preaching to them, telling them they are wrong and we know better, will not help at all. We must educate by using their chosen methods.

Life experiences influence the way we will feel, the way we will react to a situation, for the rest of our lives. And historic vehicles can play a part. Smells, shapes, high-adrenalin driving, irritation at mechanical breakdowns, impatience when searching for a spare part... all these create memories to take into their future.

## The Influence of Historic Vehicles

By actively using historic vehicles to explain our automotive heritage we are offering a unique interpretation of the past that fascinates both active participants and external observers,

showing them a world full of charm that might tempt young people to become protagonists in this magnificent story.

Generation Z wants to be independent and without boundaries, to live through experience. Simply showing them a vehicle on display will not be enough to entice them – they need to feel free and alive. Personal, adrenalin-rich experiences are what count for them. Forget organised touring events and static exhibitions – the Facebook, Snapchat, Instagram generation prefers ad hoc meetings and communication via social media. They prefer events that represent a challenge – perhaps those that involve speed, treasure hunting or charity events.

## GenZ Teenagers need to be Cool

“Touring is for old people,” my kids would say, “and it’s boring to be around those old people.” The trigger that tempts a Z teenager into a classic vehicle is what they might do when they’re in that seat: an adventure, a charity cause, something that proves they’re daring to be different; where they are visible, seen to be cool... on social media, of course.

More than ever, it’s time to create an environment where young people prosper, exercise their rights, regain hope and a sense of community, and engage as responsible social players and innovators. We need to tap into that generation’s interests and reach out to them in their way. We must be able to teach and not preach.

## FIVA’s Strategy of Support

In the world of historic vehicles, FIVA’s new strategy and networking aims to support the education of all generations, across the globe, with new programmes regularly created. Gen Z students tend to thrive when they are given the opportunity to have a fully immersive educational experience – and they enjoy challenges. Young people are active learners, hence practical classes are often more interesting than passive ‘lectures’; they need to be able to seamlessly connect academic experiences to personal experiences. Likewise, FIVA and its members will need to embrace every aspect of modern life in order to, perhaps paradoxically, ensure the survival of historic vehicles and related culture. Perhaps this is a lesson that those of us from slightly older generations can, for our part, learn to relish. ■

*FIVA (the Fédération Internationale des Véhicules Anciens) is the worldwide organisation dedicated to the preservation, protection and promotion of historic vehicles and related culture, as well as their safe use. Since April 2017, FIVA has been a non-governmental partner of UNESCO.*

# Classic CarSales.ie

ClassicCarSales.ie is Ireland's only website dedicated exclusively to the buying and selling of vintage and classic vehicles. This means that visitors to our site are looking for your ad which is not listed on a website with loads of unrelated ads like cookers and prams.

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# FOR SALE

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



## FOR SALE

After retiring my vintage wedding car business, I have three excellent Austin 12/4 cars for sale. All the cars have original numbers, have had nut-and-bolt restorations carried out - including new wings, running boards and leather trim, exactly as original. I have owned all three for up to twenty years. They have all attended family weddings in Ireland. The cars are in Liverpool. Prices: £16,000-18,000 each. George McGuire – Email: [georgealecmcguire@hotmail.com](mailto:georgealecmcguire@hotmail.com)



## FOR SALE

1967 Jaguar Mk2 (340), 3.8 L Straight 6-Cyl. 91,000 Miles, 4-Speed Manual Gearbox with Overdrive, Power Assisted Steering, Coopercraft Brakes, Alternator, 123 Electronic Ignition, Stainless Steel Exhausts, Rebuilt Twin Sus and Starting Carb, Thermostatic Electric Fan, Sealed underbody, Re-cushioned Front Seats, Good Tyres and Battery, Some Spares included, Well-sorted, reliable and comfortable car. €20,000. Contact: [kwmcallister@gmail.com](mailto:kwmcallister@gmail.com) / 087 774 5086



## FOR SALE

Brand new set of Model T wings. €1,200 for 4 - or best offer. Suit 1915 model or similar. Touring or Roadster. Photos shows wings in steel - and what they look like painted and fitted. Good quality heavy gauge steel, hand-fabricated by old-style craftsman. Other panels/bonnets also possibly available. Contact: Joe Crann - 086 3631293 or Joe Jnr - 086 2580609. Or: [joe.crann@westwardscania.com](mailto:joe.crann@westwardscania.com)

## RESTORATION WORK UNDERTAKEN

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Mini 1959-1978 workshop manual Haynes.  
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The Jowett Jupiter - Edmond Nankivell.  
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# MOTORLOG

Capt. Neal E. Sherman

## No.12: The Tamplin Cyclecar



In 1919 Edward Alfred Tamplin, a garage owner, acquired the designs of the Carden, a cyclecar then being built in Ascot, and began manufacturing the vehicle in Staines, Middlesex, under his own name. Filling the gap between the motorcycle and the automobile, the cyclecar gained considerable popularity in the years before and after WWI due to favourable taxation and licencing rates. In 1922 Capt. Neal E Sherman's drove and reported on this interesting machine.

*A lively and interesting machine - but now fighting for survival in a changing world.*

### London, November 1922

Having recently sampled the delights of the new Rolls-Royce Twenty model, I then received an invitation to assess the latest offering from the very other end of the motoring scale: a brand from the cyclecar class.

The invitation came about following an interesting meeting at the Royal Automobile Club, where a small group of us had met to listen to one of the first wireless transmissions by the new British Broadcasting Company from Marconi House in the Strand. A news report was broadcast there on overseas developments such as the new Mussolini government in Italy; the Greek/Turkish dispute in the Dardanelles; and, it is hoped, the final conclusion to the 'Irish problem' – the establishment of the Irish Free State.

The main purpose of our meeting however was to hear the talk which followed: this dealt with the upsurge in interest among the public in all aspects of motor transport since the war, together with its everyday effects on the British way of life.

An interesting debate then took place among the automobilists present, centering on the post-war boom in popular motoring, and on the expanding variety of small vehicles, from cyclecars to

light cars, now available to the public. Out of all this came an invitation to me from one of the members present, one Edward Alfred Tamplin, the manufacturer of the Tamplin Cyclecar, suggesting that I try out his product.

Cyclecars of all types have, since the end of the Great War, flooded the British roads. Produced by every type of concern, from large factories to back-lane engineering works, their diversity in terms of constructional quality, mechanical specification and body design seems endless.

### Ingenuity and Eccentricity

Amongst the most prominent English cyclecar makes are the Tamplin, G.N. and GWK, while from overseas, the Bedelia and the Elfe of France have gained considerable popularity. Practically all have their origins in the motorcycle and reveal this lineage even on a fleeting inspection. Yet they differ from each other in many and varied ways, chiefly in mechanical ingenuity and eccentricity.

The Tamplin is a typical example of motorcycle evolution: this machine is the brainchild of a motorcycle enthusiast called Captain Carden, who saw at first hand the remarkable developments in motorised vehicles brought about by the necessities of moving men and equipment about rapidly during the war in Europe. He had already built a small cyclecar called the Carden before the war, and had decided to develop this into a more substantial product, realising correctly that there would be a great upsurge of interest in motorised transport among people converted to its advantages following their wartime experiences.

Since being acquired by Edward Alfred Tamplin, the machine is now manufactured by The Tamplin Engineering Works on the Kingston Road in Staines, having been launched in 1919 at a basic price of £150. The original design used a tandem seating arrangement but this has been discarded, and the Tamplin is now offered with side-by-side seats (the two seats are slightly staggered, thereby providing better shoulder-room for driver and passenger) though still with considerable space restrictions.

The machine, in common with other cyclecars, is a great advance on the ubiquitous motorcycle-sidecar combination and provides a relatively greater degree of safety and passenger comfort. Cyclecar competition trials have also become quite popular since the war, and the Tamplin has acquitted itself well in reliability and hill climbing events.

### Purchasing Options

On visiting the agent's premises I discovered that the Tamplin can be obtained with an aluminium body instead of the timber construction normally used. Disc wheels are also offered, but these turned out to be disc 'covers' which fit over the spoked wheels simply for appearance sake. There are no electrics, but



lighting is provided by acetylene lamps (as an extra, at £8.8s). Engine starting is effected by pushing on a floor pedal which mechanically turns over the engine (though I couldn't help but wonder about the effect of this latter feature on the operator's leg in the event of a backfire). I found however that this starting system was quite effective, the little 2-cylinder JAP 'V' engine swinging quickly into life. But then I was faced with a problem: the Tamplin was parked facing a wall, and of course the Sturmey-Archer gearbox didn't come with a reverse gear. So I had to clamber out to use only other reversing option: muscle power.

On the road, the 3-speed gearbox, together with the 900cc 10 horsepower engine, with its square 85mm x 85mm bore and stroke, provided a very lively performance. At its maximum velocity of 42 miles per hour one experiences a sensation of travelling at a considerably greater speed – brought about by the lightness of the vehicle and accentuated by a feeling of vulnerability created by the thin wooden structure of the open body.

This body design is a highly original feature of the Tamplin: the mudwings go from front to back in a straight line, and, because of the large light wheels, they are mounted very high up on the body sides; they also form an integral part of the body structure – which is made from flat weatherproofed fibreboard panels – thereby giving the machine a most angular appearance. Remarkably, it is provided with independent helical spring suspension at the front, which is uncommon even in large cars and which I found to be very effective in producing good road-holding and positive steering.

I had an uncomfortable moment at Charing Cross when an elderly gentleman stepped from the pavement into my path. It was then that I discovered all about the inadequacies of a braking system which is operated by a pedal – also used for the clutch – and which acts on the rim of the rear wheel.

### Low Running Costs

One of the great benefits of the cyclecar is low running costs, fuel consumption being, as one might expect, excellent. In fact in a recent J.C.C. Fuel Consumption Trial the Tamplin returned an amazing 102 mpg, winning the event outright.

All-in-all, setting aside the matter of braking performance, and taking into account its designated purpose, namely, to provide low-cost motoring, the Tamplin is a very effective machine. And there are people who will always be prepared to forego the comforts of a 'proper' motor car in favour of the free-and-easy motoring style provided by the cyclecar – just as there are certain motorcyclists of my acquaintance who would never be seen, except in disguise, driving a cyclecar.

I would however harbour fears for the continued existence of this form of transport. Sir Herbert Austin has launched his 'Baby 7' motor car with the precise purpose of attacking that vehicle's market – along with that of the motorcycle-sidecar combination – even to the extent of ensuring that his car is almost as narrow as a cyclecar (for garaging purposes) and offering it at a price (£165) which is in the same region as vehicles such as the Tamplin or GWK.

For now, the Tamplin still appears to be selling well. According to the manufacturers approximately 800 have been delivered to customers since its introduction three years ago. However it remains to be seen just what effect the new small motorcars from established makes such as Rover and Austin have on the fortunes of this and all others in the cyclecar class. ■

*Two years after Capt. Sherman's above account Tamplin produced a more conventional version with a front-mounted engine and a much wider body allowing proper side-by-side seating. The new model also had a separate chassis and featured a centrally mounted chain to replace the belt drive to the rear axle.*

*Edward Tamplin claimed to have produced a total of 1896 of his cars, building some 14 cars a week at the height of its production run. But demand for cyclecars eventually waned and by 1925 the market for the machines was effectively over. Tamplin himself returned to the garage business and became a truck dealer. He died in 1971 aged 84.*



## FROM SPECTATOR TO REPORTER...

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

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

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

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

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

*\*Next issue: Captain Sherman test drives the luxurious Leyland 8 Tourer*

# PHOTO COMPETITION – No.12

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 Wednesday 15th April 2020, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin

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

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

Name \_\_\_\_\_

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

Address \_\_\_\_\_

\_\_\_\_\_



## MOTORCLIPS

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

### La Jamais Contente – 100 km/h

<https://tinyurl.com/tdcljxo>



With electric cars back in vogue, it's interesting to recall that the first car to break the 100km/h land speed record was the electric powered "Le Jamais Contente" (Never Satisfied), driven by Camille Jenatton in 1899 – who was also winner of the Irish 1903 Gordon Bennett race in a Mercedes 60hp.

### Farewell to the Beetle

<https://tinyurl.com/r3xct7x>



Volkswagen of America has issued an official 'Farewell to the Beetle' animation video, which depicts the little car arriving at a new customer's home and its journey through that family's generations – before disappearing off into the sunset (or darkness, in this case).

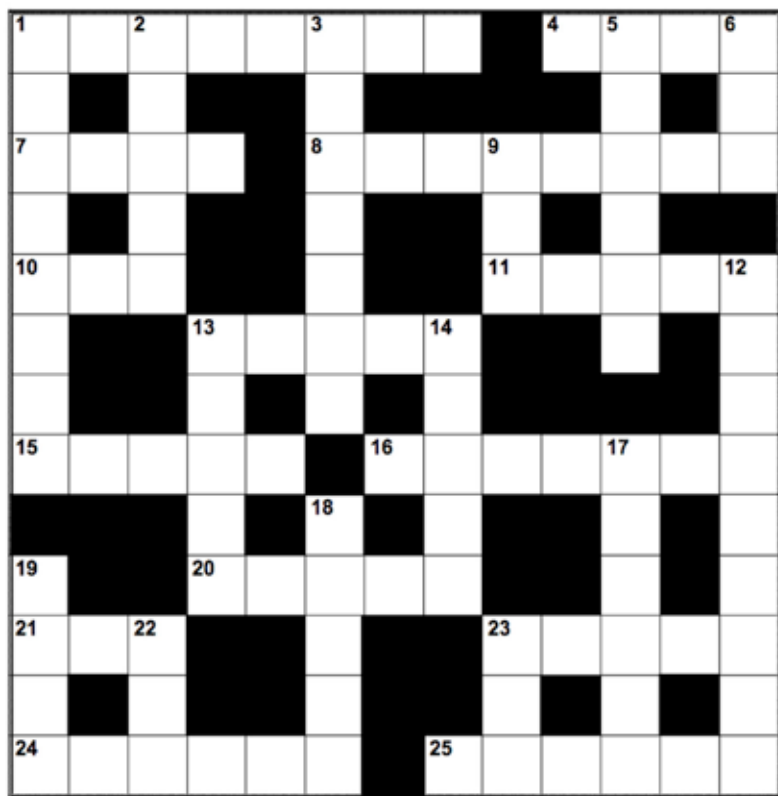
### 1911 - A trip through New York

<https://tinyurl.com/yyguqts7>



New York city in 1911... cars, ferryboats, horsecars and pedestrians. A film by a Swedish cameraman (with speed corrected) showing the pace of city life in that era. Remarkable is the style, particularly the headgear of both men and women. And not an overweight person in sight.

# IVVCC CROSSWORD - No: 12



## ACROSS:

1. Stainless-steel sports car '70s-'80s (8)
- 4&7 An automotive pioneer seen on p.26 (4,4)
7. See 4 Across (4)
8. Tires one out ...to silence engines? (8)
10. It's the Inland Revenue Service, initially (3)
11. Colourising liquid (5)
13. Could be a cabinet ...for newspapers? (5)
15. Car design style ...behind the times (5)
16. Factory location for 1 Across (7)
20. Signs are that you should give way! (5)
21. Your engine's lifeblood (3)
23. Room at the top of the house (5)
24. A misleading surname? See p.16 (6)
25. This shape has a certain ring to it (6)

## DOWN:

1. One of James Joyce's capital people (8)
2. Are these golf courses part of a chain? (5)
3. Many candidates got this in February (7)
5. GB marque seen in the capital of Texas! (6)
6. Pounds, briefly, of the imperial type (3)
9. Brief application for your mobile phone (3)
12. A real pain in the face, by gum! (9)
13. We can rally round to him on page 16 (5)
14. Watch this, when encountering 20 Across (5)
17. It's cold up there...though getting warmer! (6)
18. Work table, probably in your garage (5)
19. VW model, still making the rounds of course (4)
22. This solution isn't the truth (3)
23. Try Acupuncture Council Ireland initially (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Wednesday 15th April 2020, 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.11

- Door handle missing on van
- Spotlight missing on Triumph
- Rear hatch door of van closed
- Handle of picnic basket missing
- Wing mirror of Morris Minor missing
- Reg. plate missing from Triumph
- One leg of picnic chair missing
- Bracket missing from roof rack
- Cup colour changed to blue
- Louvres missing from van

*Photo Competition No.11  
 The winner is...  
 Colm Brophy  
 Rathfarnham, Dublin14*

### Solution to Crossword No.11

#### Across:

1. Foglamps
4. Ajar
7. Opel
8. Gunfight
10. SOS
11. Alarm
13. Bleat
15. Proxy
16. Exhaust
20. Rains
21. Tar
23. Fleet
24. Picnic
25. Beetle

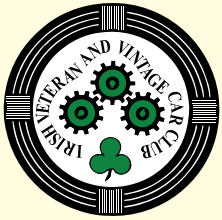
#### Down:

1. Footstep
2. Guess
3. Magpie
5. Jaguar
6. Rat
9. FIA
12. Mistletoe
13. Boxer
14. Taxis
17. Urgent
18. Civic
19. Stop
22. RAC
23. Fee

*Crossword No.11  
 The winner is...  
 James F. O'Sullivan, Cork*



# NEW IVVCC REGALIA



As many members have enquired about IVVCC regalia, we have now sourced a number of suitable items which we feel will be of interest to our members. We will have the items on view at designated First Monday meetings and all items will have the IVVCC logo on the purchased garment(s). In some cases there is a choice of bottle green or black but black may only be available, depending on the garment.

Once the order has been placed and paid for, item(s) will be dispatched direct to you by supplier.

There is a fixed €10.00 charge for each delivery (one or more items). If you are interested in purchasing any of these garments, **please contact: [events@ivvcc.ie](mailto:events@ivvcc.ie)**

## SIZES (depending on the item)

<b>XS</b> – 35”-36”	<b>M</b> – 39”-40”	<b>XL</b> – 43”-44”	<b>3XL</b> – 49”-51”	<b>5XL</b> – 55”-57”
<b>S</b> – 37”-38”	<b>L</b> – 41”-42”	<b>2XL</b> – 46”-47”	<b>4XL</b> – 52”-55”	

### Soft Shell Jacket – €70.00



**Colour/Ref:**

Green: R121ABOT  
Black: R121ABLAC

**Size:**

Male: S, M, L, XL, 2XL, 3XL, 4XL  
Female: S, M, L, XL, 2XL

No Required  Size  Ref:

### Regatta ‘Dover’ Waterproof Jacket – €60.00



**Colour/Ref:**

Green: RG045BGB  
Black: RG045BKAS

**Size:**

XS, S, M, L, XL, 2XL, 3XL 4XL  
(5XL only in Black)

No Required  Size  Ref:

### Regatta (Sleeveless) Bodywarmer – €45.00



**Colour:** Black

**Ref/Size:**

Male: RG154ALBK  
XS, S, M, L, XL, 2XL, 3XL, 4XL

Female: RG155ALBK  
10, 12, 14, 16, 18, 20

No Required  Size  Ref:

### Sweatshirt – €25.00



**Colour/Ref:**

Green: JH030BOTT  
Black: JH030JBLA

**Size:**

Male (Green): XS, S, M, L, XL  
Male (Black): XS, S, M, L, XL, 2XL, 3XL 4XL, 5XL  
Female (Black): XS, S, M, L, XL, 2XL

No Required  Size  Ref:

### Cooltex Polo Shirt – €30.00



**Colour:** Black

**Ref:**  
KK444BLAC

**Size:**

XS, S, M, L, XL, 2XL, 3XL, 4XL

No Required  Size:

Ref:

### Beanie Hat – €10.00



**Colour/Ref:**

Black  
BC044BLAC

Green  
BC04

No Required  Size:

Ref:

### 5 Panel Cap – €10.00



**Colour/Ref:**

Black  
BC015BLAC

Green  
BC015BOT

No Required  Size:

Ref:

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