

IVVCC

NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



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At Dalkey Vintage Festival

Winter 2019

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

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

Cover:
Joe Geoghegan's E-Type Jaguar
At Dalkey Vintage Festival
Photo: Anselm Aherne

Club Website:
www.ivvcc.ie



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.**



So it seems in the Autumn IVVCC News I was getting worked up unnecessarily about what laws might be introduced that would condemn our old cars to the scrap heap – or the recycling depot as is now the fashionable term.

Readers may recall I was concerned about the 'Greens' making a fuss about people like us destroying the Earth – and how those assembled at the behest of Minister Madigan seemed more worried about hare coursing than our hobby. Well although the hare coursing was in the news this week, the ever-increasing fascination with the 'B' subject seems to have shifted the focus of the press and others away from almost everything, although the climate change activists are causing a stir at the moment. Hopefully they will soon get back to work!



The Irish Military War Museum in Starinagh, Co Meath.
...Venue for the ARM Outing - September 2019.

Having said that, the very interesting article penned by our editor, also in the last magazine, reminds us of the Middle East Oil Crisis of the '70s. In that period as I recall, all except small local motor sport events were voluntarily cancelled to save fuel, as that sport was perceived as wasting precious fuel. However at that time someone calculated that a GAA final in Croke Park between Kerry and Cork actually used more fuel transporting the fans to Dublin than a whole year of motor sport.

Also referred to by Anselm was the launching of the Toyota Prius, and its association with celebrities. One such was Arnold Schwarzenegger, showing off how he was "saving America". And at the same time the space shuttle programme was in full swing, using 164 thousand gallons of fuel of very high octane fuel...per minute. There are many such examples of high use of fossil fuels – private jets and even holidays – but of course restricting those would not be popular.

I use these examples to illustrate how relatively little fuel our hobby uses, so I think that when the time comes to fight our corner, we can make use of these facts. But right now I think we should just sit tight but be ready to launch a defence if we are threatened with restrictions. The campaigns we all contributed to with the help of Irish Vintage Scene were very effective (i.e. Tax/NCT) and it may well be some time before a justification for our use of fossil fuels becomes necessary. The cloth-cap-wearing politicians will see to it that the sheep farmer continues to have diesel fuel for his Toyota to transport his wethers to the mart in Cahersiveen for a while longer.

As we wind down our outside events please keep informed by viewing the website, and I look forward to seeing many of our members at our First Mondays and the November ARM.

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

ELECTRIFICATION OF HISTORIC VEHICLES

Statement from FIVA

An increasing number of commercial outfits are now offering to convert historic vehicles to run on electric power, replacing the entire drivetrain with an electric unit and batteries.

In this way, they claim, it's possible to retain the classic appearance of the vehicle while meeting modern environmental standards. As an additional benefit, the conversion might also increase power and performance. Some conversion companies have even obtained permission from the type approval/certification authorities to retain the original Vehicle Identification Number (VIN) of the donor vehicle, despite more or less replacing the entire drivetrain.

FIVA's view on electrification:

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) understands the motivation of some owners to electrify their vehicles – and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice.

However, FIVA – as an organisation dedicated to the preservation, protection and promotion of historic vehicles – cannot promote, to owners or regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle's powertrain.

Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes.

According to FIVA, a historic vehicle is "a mechanically propelled road vehicle" that is:

- At least 30 years old
- Preserved and maintained in a historically correct condition
- Not used as a means of daily transport
- Part of our technical and cultural heritage

Concludes Tiddo Bresters, FIVA's Vice President, Legislation, "It is not, in our opinion, the shape or body style of a vehicle that makes it 'historic', but the way in which the entire vehicle has been constructed and manufactured in its original form. "Hence if any owner, motor engineer or manufacturer chooses to make such conversions to a historic vehicle, FIVA would strongly recommend that any changes are reversible, with all the original components marked and safely stored. In this way, the vehicle may – if so desired in the future – be returned to its original state and may once again become a historic vehicle."

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



SHAMROCK VINTAGE CHALLENGE 2020

Plans are already well advanced for next year's Shamrock Vintage Challenge 2020, which will take place from 10th to 13th May.

Following on from a most successful event in 2019 – which attained the "Spirit of FIVA" award – Irish Racing Green have announced details for the 2020 event. The organising team has been hard at work designing the best possible routes and are confident that the 2020 Shamrock will be the best ever.

The main base will be at the wonderful Dunloe Hotel just outside Killarney, Co Kerry and the format will follow what has been established over the past two years. The format will comprise a detailed tulip roadbook with straightforward navigation for the competitive bits.

Accommodation will be arranged to include one night in a good hotel close to ferries and airports, followed by three night in a 5-star hotel, with character being as important as quality. The entry fee is an all-inclusive cost. This covers all hotels for each crew in either twin or double rooms and all meals including lunches and coffee halts. The prize-giving gala evening at The Dunloe Hotel is also included and there will also be a luggage van, so there'll be no need to lug your own bags around, thus enabling crews to enjoy the routes. Smooth roads will be selected for rally routes, especially for pre-war cars. There will be special tests at unique locations – again designed for the older cars, with little or no reversing required.

The organising team, which has long experience in both national and international rallying, includes Mickey Gabbett, Michael Jackson, Shane Houlihan and Ian McCulloch.

Judging by the interest already shown, demand is expected to be high, and so the organisers are asking intending participants to get their entry in as soon as possible. Full details, including regulations and entry form, can be found on the website: <http://irishracinggreen.ie/shamrock-vintage-challenge-2020>

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SECRETARY'S REPORT

This year has gone so fast that I managed to miss editor Anselm's deadline for the last issue. Apologies Anselm. The club's events for the year are certainly weighted towards the first half of the year and as I write this at the beginning of October, we are into a quieter period for the club. What the club has done so far this year has been well covered in the previous issue of the Journal, so no need for me to dwell on our past events.



However I would briefly like to mention the success of a marvellous Gordon Bennett Rally in June, well reported in our last issue. At that event we had a very welcome FIVA delegation, who were ably looked after by Peadar Ward. The delegates were quite taken aback by the number and the quality of the cars they saw participating. Collectively they said that you would not see that amount of Antique, Veteran and Vintage cars gathered together and being used, anywhere else in Europe. We should be proud of what we do here. Also, the return of the Ford Model A bequeathed to the club by the late Bill Pegum was a welcome sight at a number of our summer events.

More recently, we had our Autumn Rally on the 22nd of September, organised by board member Martin Bourke. This was a marvellous event, with a great road-book, and a lovely scenic route along the shores of the River Shannon near Lough Derg. Martin had organised some very interesting stops en route and the consensus from the participants was that this was a really terrific rally. We would encourage members to fully support these events.

First Mondays

The first of our Autumn/Winter first Monday meetings will already have taken place by the time you read this. Look out for more information on the club website. On the 4th of November, Ian McCullagh and Frank Hussey gave a talk about rally navigation; particularly interesting

for members planning to win the Gordon Bennett. Then for Monday the 4th of December we are planning a very special Christmas social event. By the end of the year, the board hopes to have our events calendar for 2020 finalised; details will be on the website. Frank Hussey will again be the clerk of the course for the Gordon Bennett next year, which is good news for that event.

The Electric Revolution

In the last issue Anselm wrote a very interesting article about electric cars and speculated as to where we are going with the latest drive to get motorists away from internal combustion powered cars. Earlier this year I attended a launch by Crowley Carbon in Enniskerry for a project they are developing to convert older cars to electric propulsion. On display they had an electric powered 1980s Ferrari 308, and a 1970s Fiat 500. A very interesting but I understand very expensive way of using your classic car. Food for thought however. [see *Fiva Statement* – page 5]

Writing this piece in early October, it might be a bit premature but here goes: Happy Christmas to all our members and friends, thank you for supporting the club in the past year and if you get the opportunity, keep taking your old car out during the winter months. It's what we do.

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



A FIRST MONDAY AT ROUNDWOOD

The term 'First Monday' of the month doesn't always mean what it says – and so it came to pass that on the last Monday in July, we ran our August 'First Monday'. Thought I had better clear that up!

The spectacular Lough Dan in County Wicklow

Asking the vastly experienced (read "getting on a bit") Tom and Irene Clarke to seek a route to Roundwood from Newtownmountkennedy turned out to be a master stroke. Tom's penchant for detail and thoughtful forward planning produced a stunning view of Wicklow scenery, not seen before by even the most travelled.

Mind you some thought they could improve on this route and thereby put themselves at risk of missing supper (which reminds me we are planning to have a navigation class, on a 'First Monday' during the winter time).

We assembled near Newtownmountkennedy at the excellent new service station – aptly named Junction 12 – where we were made most welcome by the owners. The decision then was whether to have the roof up or down, for those who had a choice. Some models require a rather cumbersome assembly and on this occasion, leaving that task until the rain actually started resulted in a few wet bodies. Seems it didn't actually rain on the 'correct' route! However most of the 63 entrants (we had 52 last year) made it to Woods Bistro in Roundwood before the threatened rain started.

Because of their diligence, Tom and Irene checked out the 44km route the day before the event and to their horror discovered a section of the route had just been treated with the dreadful tar and chips. Tom then printed another set of directions for an alternative route, shortened by only 0.7 kilometres, which was available to anyone who didn't fancy loose chippings.

At Woods Bistro we enjoyed excellent fare and chat, well looked after by Sarah.

Many thanks to the route planners – and to Bernadette, Irene and June for handling the entries and the start procedures for what was another very successful 'First Monday' social event, the cost of which was subsidised by the club. Above all, a big Thank You to all who attended and brought along a great selection of classic cars, the essential ingredient to any good event. ■



Robert Kemp fuels up at the new 'Junction 12' service station

SOMETHING NEW FOR SOMETHING OLD



1964 Cobra

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The Irish Veteran & Vintage Car Club



Historic Vehicle Classes

Antique:	Pre 1905
Veteran:	1905-1918
Post Vintage:	1931-1945
Vintage:	1919-1930
Classic:	1946-30 years ago

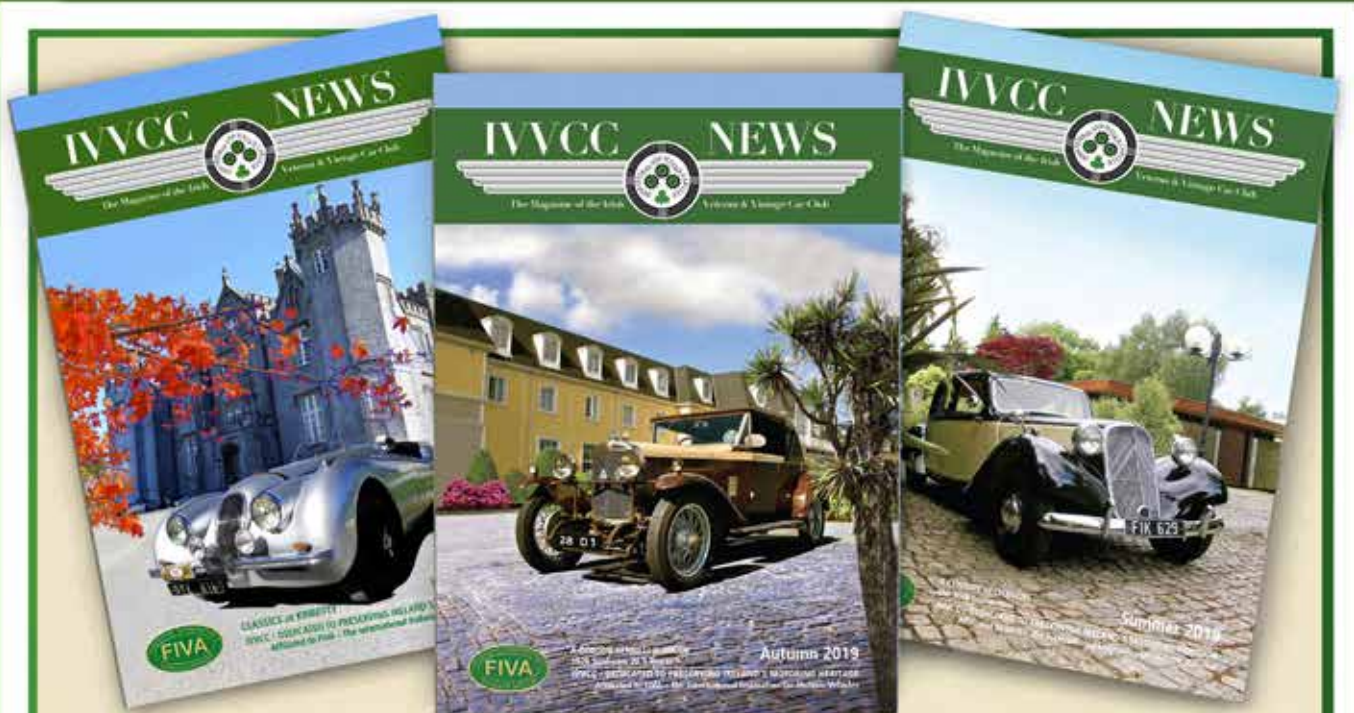


The Irish Veteran and Vintage Car Club CLG (IVVCC) was formed in 1963 to cater for owners of veteran and vintage vehicles – with post-vintage and classic cars welcomed subsequently.

The Club's Mission Statement is: "To be the voice, custodian and facilitator of the historic vehicle movement in Ireland and to promote and facilitate the preservation, ownership, appreciation and use of historic vehicles; to promote public awareness of the historic vehicle movement and to protect the regulatory environment affecting the use of historic vehicles."

The IVVCC is Ireland's representative for FIVA, the international governing body for historic vehicles. A large proportion of Irish old car clubs are affiliated to the IVVCC and so also enjoy FIVA benefits.

The club organises rallies, monthly meetings, picnics and outings as well as publishing a 48-page quarterly magazine, with news, vehicles for sale, information on vehicle restoration and articles of general interest. For more details visit: www.ivvcc.ie



Irish Veteran & Vintage Car Club Events

Now that we have held our last motoring event on the 2019 calendar, it is time to look forward to our programme of First Monday meetings – and also to update members on currently agreed dates for 2020 events. Attending the First Monday meetings is an opportunity for members to meet up with fellow enthusiasts before the motoring season commences. Event updates can be obtained by visiting www.ivvcc.ie website, or by emailing events@ivvcc.ie

FIRST MONDAY - December 2nd 2019 - West County Hotel

Our December First Monday this year will be a FUN QUIZ night, including supper, to celebrate the festive season. The evening will commence at 8p.m and we will update members nearer the event with full information.

IVVCC EVENTS DATES FOR 2020

IVVCC/UVVCC Joint event for prewar cars – Friday 3rd to Sunday 5th April 2020
Based in Carnbeg Hotel, Armagh Road, Dundalk.

IVVCC 45th INTERNATIONAL GORDON BENNETT RALLY – Friday 5th to Sunday 7th June 2020
Based in Mount Walseley Hotel, Tullow, Co Carlow.

IVVCC POWERSCOURT PICNIC EVENT – Sunday 23rd August 2020
in the walled Garden, Powerscourt Estate, Enniskerry, Co Wicklow.

Above dates are provisional. Full details on the Club's events programme will be available in due course at www.ivvcc.ie

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

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

THE BRASS BRIGADE RUN 2019

After a slightly misfiring start on Saturday the Brass Brigade rally fired up on all cylinders for the main event on Sunday the 25th August in Clonmel, County Tipperary. Feedback from entrants afterwards assured us once 'on the road' the route was enjoyable and successful.

Unfortunately certain aspects of the weekend did not live up to expectations or the standard expected on a IVVCC event, mainly the hotel, the Clonmel Park. The parking facilities were not suitable and caused some difficulties. The service on the Saturday evening dinner was certainly a disappointment and embarrassing for myself and the attending board members.

I needed to get those thoughts said and out of the way, so all we can do is apologize for what is thankfully a rare happening on IVVCC events. The rally 'proper' was on the Sunday but a prior run was scheduled for Saturday. After a small glitch we did have a pleasant tour of the area in very good weather, which suits well our pre-1918 cars nicely. Numbers participating on this Saturday run were low; perhaps next year's organizers could carry out a review and see what changes need to be made to improve this aspect of the event.

A Bright and Sunny Sunday

Sunday morning dawned bright and sunny which always make preparations for the 'off' an enjoyable affair. Forty cars in fine fettle and gleaming in the bright sunlight

set off a little behind schedule as we were obliged to accommodate an athletic event in the town, so a good crowd of onlookers cheered us on our way.

The entries included a interesting mixture of pre-1918 cars, all stunning in their own way. The club always appreciates the time and effort that everyone makes to present these veteran cars in such excellent condition and we always welcome the great support of our associate clubs who contribute a great and varied mix of makes and models, this is especially so with the Ford Model T Club whose members contribute a large proportion of the entry.

Route directions were by 'tulip' and written instruction. Also on this occasion Declan, the Clark of the Course, had made extra efforts and placed arrows at many junctions. Unfortunately, although mostly very helpful, on occasions these arrows can sometimes mysteriously get turned the wrong way!

A 'Rally Navigation' Evening

This gives me the opportunity to promote, as many of you know, my thinking that all motoring participants should be capable of navigating by 'tulip'. It is also a great way to involve, and make use of, the passengers!

On one of our 'First Mondays' an evening of Rally Navigation instruction will take place. Hopefully this will be well attended as the organizers of driving events put huge effort into preparing road books. However, it is unlikely we will ever rid ourselves of that big 'no-no' about which we are warned: "never to follow the car in front".

Once under way we weaved or way through stunning scenery on well surfaced and undulating roads which challenged our veteran steeds and ourselves perfectly. After driving for 42.4 miles, for those who had a way of measuring and kept to the correct route, we arrived at the 'The Apple Farm of Tipperary' in Moorstown, Cahir. Having

parked up in pleasant surroundings overseen by a brace of donkeys, we were treated to excellent tea or coffee and wonderful home-made scones and butterfly cakes and more, all served in the orchard. There was ample time here for much chatting before viewing the many apple based produce on sale, when many lovely fresh items were loaded up before settling off on part two of our route, which departed the Apple Farm at 1.30 pm.

The route back to Clonmel was 38.3 miles, again for

those who followed it correctly, passing through the villages of Ardfinnan and Grange and arriving at the Clonmel Park Hotel for Lunch. It's good to report that our lunch was excellent and served with great efficiency by pleasant staff in the Poppyfields Suite.

All thanks to Declan Grogan and all who assisted in the running of the 2019 Brass Brigade – and especially thanks to that essential ingredient for any event, the competitors.



The 1917 Model T of Clive Evans, with Denis Cronin's Wolseley behind.
Photo: M. Taylor



Shane & Zuzana Houlihan enjoying their 1913 Hispano Suiza. Photo:
M. Taylor



Vincent & Loraine Kelly's 1914 Model T, with their boys, Colt (5) in the back
and Duke Kelly (2) in front. Photo: M. Taylor



The 1909 Star 12hp of Sean O'Gorman. Photo: N. Grogan



Peadar & Marian Ward in the 1912 Clement Bayard AC4 A. Photo:
N. Grogan



John & Gina Rowley – 1916 REO. Photo: M. Taylor



John Stanley's 1917 Buick B45. Photo: M. Taylor



From the Forest of Dean – the 1911 White GA David & Mary Groves. Photo: N. Grogan



Paddy & Catherine Whitty's 1909 Star. Photo: N. Grogan



John Naughton with his 1908 Charron 121909. Photo: M. Taylor



Paul Hogan's 1910 Renault FZB attempts to take Denis Cronin's 1910 Wolseley 16/20 at cornering speed. Photo: M. Taylor



Volkswagen assembly on the Naas Road plant, Dublin ... The Beetle welding jig – the first to leave Germany – can be seen at top far right; in the foreground is the end of the Beetle finishing line; VW 1600 Variants and Transporters, as well as Mercedes-Benz 200 Saloons are also to be seen under assembly. Photo: GA Duncan/SBP

and that the quality inspector (including this writer, for a few years) ensured that any faults were rectified before each car was delivered to the dealer network. In those days the Beetle cost £499, and was regarded as excellent value for a reliable, economical, go-anywhere vehicle.

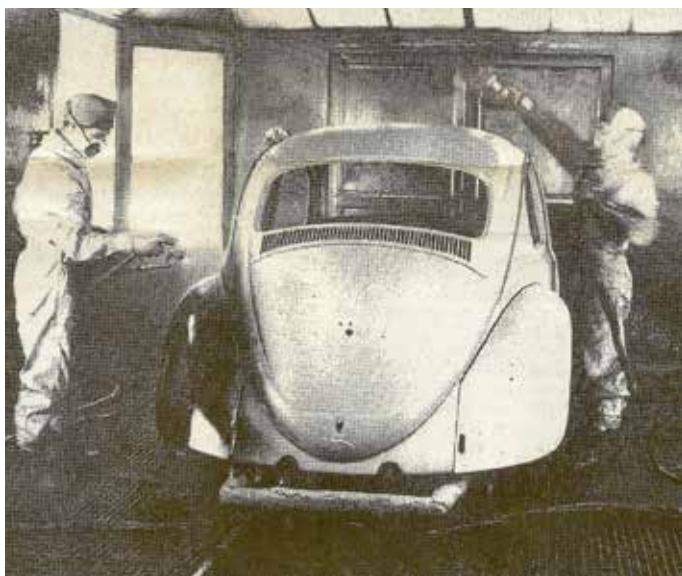
Origins of the Beetle

The origins of the famous little car hark back to the dark days of pre-war Europe. In 1938 Ferdinand Porsche was commissioned by the ruling National Socialist Party to design a 'People's Car' (perhaps one of the better ideas emanating from that particular organization) for the benefit of Germany's working class. Production began in Wolfsburg, Germany, in 1938 with 210 cars completed during that year. However, when WWII hostilities began the following year, only cars built for the use of military personnel came off the lines. Indeed, it is recorded that Mr Hitler himself drove a

convertible version.

When the war ended, the British military took over the Wolfsburg factory in June 1945. Under Major Ivan Hirst production of the Volkswagen Type 1 (the Beetle) then recommenced. On October 8, 1949, the British military handed over the Wolfsburg plant to the Government of the Federal Republic of Germany. Appearing on the roads of Germany – and eventually all over Europe – the car became a symbol of West German reconstruction and part of the German Economic Miracle.

Today, various Volkswagen models are produced at over 50 locations in 14 countries worldwide. However, one model, the iconic Beetle, will be forever absent from the line-up. Or so it has been announced officially. Although when pressed further on that point, a Volkswagen group spokesperson wouldn't commit to anything. So, could we see a resurrection?... Say an EV Beetle? As the man said: "Never Say Never". ■



The spray paint shop at the Naas Road assembly plant.



Early production at Wolfsburg, Germany.

POWERSCOURT PICNIC 2019

Sunshine and Showers in the annual County Wicklow event

Around 100 cars assembled in the Walled Gardens of the Powerscourt Estate in Enniskerry, Co Wicklow, for the 42nd IVVCC picnic event on Sunday 18th August 2019. Entries included a wide range of vehicle types – from micro-cars to luxury carriages – some of which were making their first appearance at the annual display.

We had been warned that rain was on the way, which turned out to be very reliable information, but at least the sun shone between the showers – long enough for picnic baskets to be emptied, goodies consumed, and the great selection of old cars to be appraised and voted upon for the traditional prize-giving in late afternoon.

We all got to vote for the best car in pre- and post-war tourers and saloons; witness the happy pics of winners published with this report. Additional awards included the Slazenger Trophy presented by the Powerscourt Estate management, the Jim Fitzgerald Trophy for the best Ford, as well as a prize for the best period outfit.

All thanks must go to the organisers, marshals and helpers who put in great work and ensured everything went smoothly. Special thanks must also go to the Powerscourt Estate management and staff for their co-operation and friendly hospitality towards the IVVCC members over the past four decades of this very popular annual event. ■



The elegant 1931 Sunbeam 16/18.2 of Peter Bowring



Brendan Coyle's prize-winning collection of Micro cars



- AWARDS:**
1. **Slazenger Trophy:** Robert Swan – 1954 Jaguar XK 120
 2. **Pre-War Tourer:** Ray Cowan – 1929 Lea Francis V Type
 3. **Pre-War Saloon:** Gerard Newman – 1936 Lanchester
 4. **Post-War Tourer:** Eric Byrne – 1953 Jaguar XK120
 5. **Post-War Saloon:** Brendan Coyle – 1965 Peel Trident
 6. **Jim Fitzgerald Trophy for Best Ford:**
Skip Heinecke – 1957 Ford Thunderbird
 7. **Dublin Crystal Trophy for Best Period Dressed:**
Frank Fennell – 1972 Citroën DS



Aidan O'Toole's smart-looking 1958 Austin Cambridge Mk1



Michael & June Kelly brought along their 1950 MG YA



Martin Donnelly's 1930 Model A with Eric Byrne's 1953 XK120



Jonathan Bewley's 1900 Gladiator sits beside Jim O'Sullivan's 1960 NSU Prinz 2



The immaculate 1936 Ford V8 Pick-up of Arthur O'Sullivan



Another prize-winner... Gerry Newman's 1936 Lanchester



1



2



3



4



5



6



7



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IVVCC AUTUMN RUN 2019

A Scenic Drive through Three Provinces

This year's IVVCC Autumn Run on Sunday 22nd September took in a scenic drive commencing in Moneygall, County Offaly, travelling through County Tipperary along the side of Lough Derg and continuing into County Galway.

Although the morning was quite wet in several parts of the country, the weather was dry for the start in Moneygall, which provided an opportunity for the entrants to chat and look at the other cars entered for the run. In total we had 28 cars starting off in the run. Marques included MG, Triumph, Jensen, Rover, Morgan, BMW, Mercedes, Porsche, Jaguar, Maserati and Rolls-Royce.

We left Obama Plaza in Moneygall shortly after 11am and travelled south-west through the villages of Moneygall and Toomevara, then through Dolla and the Silvermines and on to Ballina. Along the way the dreaded rain came, but it didn't dampen spirits. We made our way up along the east side of Lough Derg to our mid-morning stop at the well-known viewing spot, 'The Lookout', where a few of our braver members even opted to leave the roofs of their convertibles down. From there we continued through the villages of Portroe and Newtown, then on towards Ballycommon close to the town of Nenagh for our lunch stop at 'The Thatch' restaurant where we were well looked after.

At The Thatch we used the opportunity to allow the members to vote for prizes in three categories. Following lunch we continued to skirt the side of Lough Derg as we passed through the villages of Puckan, Coolbaun and Ballinderry, and then on through Terryglass before returning to the main Nenagh to Portumna road at Carrigahorig to complete the final seven kilometres to finish at Portumna Castle and Gardens.

PORTUMNA CASTLE

Portumna Castle is a semi-fortified house in Portumna, County Galway, located close to the shore of Lough Derg. Built in the early 17th century at a cost of £10,000 (which is now approximately equivalent to 1.5 million euros) by the 4th Earl of Clanricarde, Richard Burke, the castle was without equal in Ireland at the time in style, grandeur and distinction. It followed the Renaissance style already prevalent in Italy and France for over a century, but not commonly found in Ireland at that time. The castle is symmetrical in shape and consists of three stories over a basement with square corner projecting towers. The castle was abandoned as a home following a fire in 1826.

The castle and grounds are currently being restored by the Board of Works and we were given a talk on the castle history, starting with its construction in the early 1600s. The castle was abandoned following a fire in the early 1800s, but we were given interesting information on those who inhabited the castle over the 200 years when it was in use.

LOUGH DERG

Lough Derg is a freshwater lake in the Shannon River Basin and is the third-biggest on the island of Ireland. It is a long, narrow lake, with shores in counties Clare, Galway, and Tipperary. It is the southernmost of three large lakes on the River Shannon; the others being Lough Ree and Lough Allen. Towns and villages on Lough Derg include Portumna, Ballina and Terryglass.



The Thatch Restaurant – Ballycommon Lunch stop

Lough Derg is 36 metres at its deepest and covers an area of 130 km². Close downstream from where Lough Derg empties into the Shannon are the falls of Doonass, the largest fall on the otherwise gently sloping river. Nearby is the location of the hydroelectric power plant at Ardnacrusha, which, when built in 1927, was the world's largest.

In the nineteenth century, Lough Derg was an important artery from the port at Limerick to Dublin through the canals in the midlands of Ireland. Navigable over its full 40km length, the lough is today popular with cruisers and other pleasure craft, as well as sailing and fishing. The University of Limerick has an activity centre by the lake, just north of Killaloe, where there are canoes, kayaks, windsurfing, sailing dingies, and other recreations.

Dublin City Council published a plan in 2011 for a pipeline to supply up to 350 million litres of water a day from Lough Derg to Dublin city and region. In 2016 the Parteen Basin at the south of lough was chosen as the proposed site of extraction. Water would be pumped to a break pressure tank at Knocknacree near Cloughjordan in County Tipperary and gravity fed from there to Dublin. ■

PRIZE WINNERS:

Oliver Cosgrave Deerpark Glass Trophy (cars up to 1965):
Justin Furnell (Limerick Car Club) – 1963 Jensen CV 8

Jim Cullen Cup (cars from 1966 to 1989):
Michael Hickey (IVVCC) – 1977 Maserati Merak S5

Murtagh Trophy (car most like to take home):
Brian O'Brien (IVVCC) – 1978 Morgan 4/4



Portumna Castle, Co Galway



Line up of early arrivers



Justin Furnell's sleek Jensen CV8



Even a Rolls' tyres need checking



The smartly turned out BMW entrant



Justin Furnell (right) receives the Oliver Cosgrave Trophy from Martin Bourke



Michael Hickey scooped the Jim Cullen Cup



Brian O'Brien is presented with the Murtagh Trophy

FROM THE BACK SEAT



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

ON ROADS LESS TRAVELLED...

Driving since I was old enough to hold a licence – long before the days when driving tests were invented – I have indulged a little weakness of mine to the point where it can be said that I have visited every city, every town, and almost every village in the land, north and south.

I have travelled all of the blue roads, all of the green roads, most of the red roads, and more than a few of the yellow roads. And thankfully, I remember most of them and the experiences I have had along the way. In fact, so complete (almost) has my exploration been, I have long since taken to visiting our inhabited offshore islands – but that's another story.

Throughout my professional life, this little habit has rewarded me handsomely, so much so I stress its value when giving advice to our younger generation (you know them as well as I do – they sleep late and rise even later, and as for spending money on a gallon of petrol, they'd rather be down in the pub supping with their mates).

Roads Marked in Yellow

One of my finest touring memories is of a visit to the Co Mayo village of Gortjordan, near Claremorris. I was travelling home to the east coast on a leisurely Sunday afternoon having visited Connemara for the weekend. Insofar as I could, I determined to confine my journey to those roads highlighted in yellow on my map.

Arriving into Gortjordan, my attention was drawn to the parish church and the

adjoining primary school. When I parked up, my attention was captured by the school, in particular the neatness and cleanliness of the yard and the many exterior features and attractions, all of which had an educational dimension.

Peering through the windows, I could see words like 'pride', 'interest' and 'caring' seeping out of every corner. Obviously, this was a school staffed by teachers who totally understood their vocation, and attended by pupils willing to preserve the beauty of the building and its surroundings, with minds broad enough and active enough to absorb what was being taught to them.

"I must write and compliment the head teacher and praise him/her for what I had seen," I told myself. And so I did. Some weeks later, I received a wonderful reply, thanking me for my kind words and enclosing a pretty hefty book published to commemorate the school's 100th Anniversary. The book was crammed with text and photographs which, though interesting, meant little to me given that I was but a ship passing in the night. For those living in Gortjordan or who had been a pupil there, it would be a treasured publication.

A Small World

Thumbing through the book's pages with my wife, we saw featured there in one of the pictures the husband of an extremely good friend of hers. A man she knew exceedingly well who, at one time in the school's history, had been a pupil and, later, its headmaster. "Isn't it a small world?" I thought to myself. More to the point – not for the first time I had discovered what a magnificent world it is. As I have proven to myself on countless occasions, its magnificence is sitting there, outside everyone's front door.

WWTRLS

For those living on the east coast, is there any place that cannot be visited on a one-day drive? I think not. Today, we are urged to enjoy a 'Staycation'. Despite this, I've met so many people who have never strayed beyond The Pale. Thankfully, I already do. Perhaps we should give this addiction to seeking out the highways and byways an anagram – nowadays it seems that everything has one. Let's call it WWTRLS (Wonder Where That Road Leads Syndrome). ■





Memory Lane

By Colm O'Neill

This issue's image from 1977 is of a location next to the Deadman's Inn on the Lucan Road, barely two miles west of Chapelizod village. Today, this stretch of road is the Old Lucan Road and is a cul-de-sac to the east as it is cut off by the M50 and ends at the entrance to King's Hospital School.

It is strange to see this impressively wide garage frontage, with showrooms and workshop, although the only signage is for Texaco – both as a free-standing sign and the Texaco signs on the front of the building. The mystery is that there is no name visible of a motor trader, yet just a few years later Brian Tobin Motors was operating here. There is a predominance of Renault cars here, which hints at a dealership for that range.

Closest to the camera is a British-registered Renault 16 with a white roof. Not new, it has the pre-1975 front grille and its hub caps are missing, making it look very tired. Moving to the left is a Hillman Avenger in rare two-door form, and looking even more down at heel with a badly buckled front wing and probably awaiting inspection by a motor assessor before repairs commence. Beyond is a Fintail Mercedes, possibly a 190 or a 200, by now at least nine years old. Further left can be glimpsed another Renault 16, probably a TS version and could be quite new.

Two Fiats stand in front of the building, an early 127, a non-hatchback version of the early Seventies and to its right a pre-1976 128 two-door. Fiats were very plentiful in Ireland in the Seventies, thanks to a policy of generous extra discounts on new models. At the opposite side of the workshop entrance is a Vauxhall Viva HC, a model which hardly changed over its production run, so it could be almost new or a 1971 model. The car was a popular seller here, thanks to the assemblers McCairns Motors' extensive dealer network which included the PMPA garages.

Moving to the right is a pre-1975 Renault 4, a model which was the mainstay of the assembly lines of the Smiths Group in Wexford for many years. Further right is a Polski – Fiat 125, which could be new, as the O'Shea Group started assembling these models the previous year. Based on the old Fiat 125 which was replaced in 1973, it used an old Fiat 1500 engine design and was keenly priced in western markets. Its tendency to rust rapidly and its budget car image ensured heavy depreciation and few survivors. Behind the Viva and the R4 is a pre-1974 Renault 12. Beyond that is a Renault 17 of the 1976/79 type going by the front bumper design; it was always a rare model in Ireland. The 15/17 was the Regie's attempt to enter the Ford Capri/ Opel Manta market of personal coupes based on family saloon mechanicals. Next to it is a Renault 4 van with side windows.

The only other cars which can be identified are an Austin/Morris 1100 parked in front of the pub and, at the petrol pumps, a second Renault 4. Another reminder of past times is the pair of signs offering Green Shield Stamps but these trading stamps were soon to disappear. Also to disappear was this garage itself, as it was completely demolished for the building of the N4 dual carriageway. Today there is a storage depot with a high wall occupying the site of the forecourt and the N4 passes behind roughly at the level of the roof of the old garage. The line of the road was moved closer to the front of the pub, possibly to allow for a wider footpath on the opposite side. ■

BACK TO THE FUTURE

Mechanix Illustrated and The Hyperloop ...what goes around, comes around.

So where did Elon Musk get the idea for his high-speed Hyperloop train? Could it possibly have been an article published in the December 1956 edition of the U.S. magazine 'Mechanix Illustrated' – a popular monthly publication aimed at the technically-minded, future-orientated reader?

To be fair, Elon Musk – of Tesla and SpaceX fame – wasn't born until 15 years after that article appeared. And anyway, Elon has surely demonstrated that he is quite capable of dreaming up revolutionary modes of transport all on his own. Nevertheless, there are many interesting similarities between the 63-year-old *Mechanix Illustrated* idea and the Hyperloop.

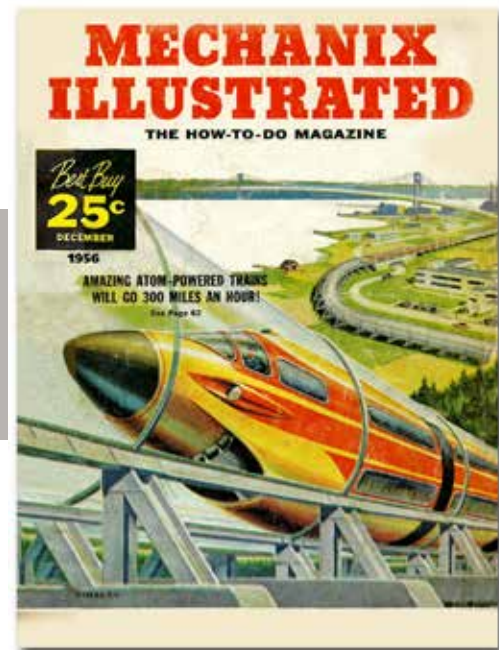
Just like the proposed MI (*Mechanix Illustrated*) system, the Hyperloop will be carried on columns or tunnelled below ground, and will travel at passenger airline speeds coast-to-coast USA. Also like The MI system, passengers will be carried in a cylindrical 'pod', which moves through a pressurised tube, using the surrounding air pressure to keep the pod separated from the tube walls. This ensures that the pods encounter little or no resistance as they move – and allows the pods to reach speeds of over 750 miles per hour using very little energy. In addition, unlike air travel, the system is totally impervious to adverse weather conditions.

Elon Musk first talked publicly about his Hyperloop system in July 2012. He later released his initial design concept as an 'open source' project – thereby encouraging others to become involved and further develop the ideas. Since then there have been numerous initiatives – from small start-ups to international government agencies – all interested in the concept. Richard Branson's Virgin Hyperloop One (VHO) was incorporated in 2014 and now has a 300-strong development team, backed by \$160 million raised from investors, working hard to bring the system to fruition. [see *MotorClips* video on page 40].

The 2019 VHO system vs. the 1956 MI system

Where Virgin Hyperloop One differs from the MI proposed system is in its propulsion system. MI magazine proposed a type of small atomic plant, heating air drawn in at the nose and ejected cleanly by jet engines at the rear to produce the propelling thrust. VHO on the other hand uses repelling magnets (already used in monorail systems) to elevate the passenger pods above the track, and then propel them via ultra-low aerodynamic drag by an electric propulsion system.

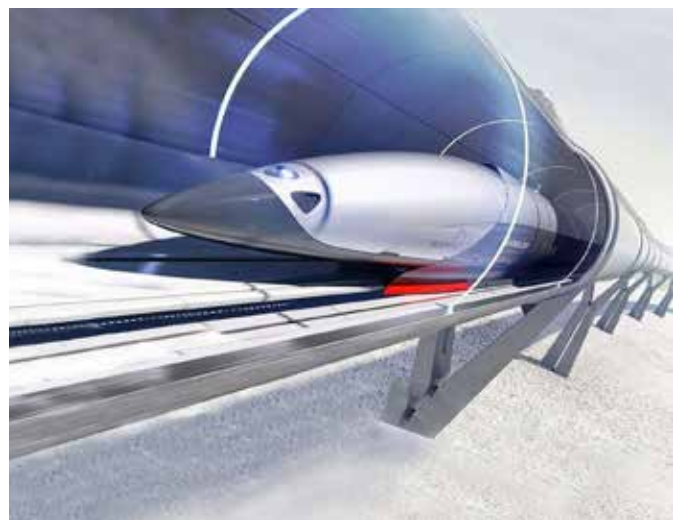
Virgin Hyperloop One is already well advanced in development. Tests have been under way in the Nevada desert over the past two years – and the first completed line is expected to be operational in India in 2026. Plans for the world's first high-speed testing track in Saudia Arabia are also under way, while last year it was announced that Malaga in Spain would be the R+D centre for VHO.



VHO claims its system will be less expensive, safer, and more versatile and environmentally friendly than high-speed trains while at the same time being more energy efficient. Much the same as *Mechanix Illustrated* proposed 63 years ago.

Mechanix Illustrated was incidentally, famous for often cut-throat reviews by its motoring correspondent, Tom McCall, about American cars of the day (sample: "flooring the accelerator pedal on this car is like stepping on a wet sponge" or, "cornering at any speed would need a sail-boat rudder"). Obviously car advertising revenue wasn't an important factor for that magazine.

Mechanix Illustrated magazine has long since met its demise. But if he saw the plans for today's HVO system, the editor of the December 1956 edition would probably say, "how come it took them so long?" ■



Today's Virgin Hyperloop One (VHO) developers claim that by combining an ultra-efficient electric motor, magnetic levitation, and a low-drag environment, the Virgin system will be 5 to 10 times more energy-efficient than an airplane and faster than high-speed rail using less energy.

JENSEN MOTORS LIMITED - The Origins

In 1934 two brothers Frank Alan Jensen (1906-1994) and Richard Arthur Jensen (1909-1977) took over the engineering business of W.J. Smith & Sons Ltd. (a company founded in 1922) to build specialist car bodies for major manufacturers alongside cars of their own design.



The Jensen-bodied Austin A40 Sports – a version once owned by IVCC past-President Jim Cullen

The stylish Jensen 541S produced 1960-63, during which just 127 were built



During their involvement with the company the following Jensen models were produced: S-Type (1936-1941) / H-Type (1938-1945) / PW (1946-1952) / Interceptor (1950-1957) / C-V8 (1962-1966) / 541(1954-1959) / 541R (1957-1960) / 541S (1960-1963) / P66 (1965 prototype only) / *Interceptor (1966-1976) / *FF (1966-1971) / *SP (1971-1973). (*manufactured after the Jensen brothers departure). Frank and Richard Jensen had remained involved with the company until 1966, when, following a disagreement with the then owners they both resigned.

Specialist Bodies

It is the 'Specialist Car Bodies for other manufacturer's' part of Jensen Motors business that is interesting and worth looking at:

Jensen built pretty four-seater tourer bodies for the Austin Motor Company, based on the A40 Devon chassis and running gear, between 1951 & 1953 (The Austin A40 Sports). IVCC past-President Jim Cullen had one of these for a number of years. The company also built bodies for the following cars: Austin-Healey 100 (1953-1956), Austin-Healey 3000 (1959-1967), Volvo P1800 (1961-1973) and Sunbeam Tiger (1964-1967). Jensen also built commercial vehicles under the name JNSN.

Succession of Owners

In the late '50s Jensen hit financial difficulties, which led to a succession of owners. First up was Industrial Holding Company

Norcros Ltd, where business continued as normal until Jensen lost the contracts for the bodies of the A-H 3000 & the Tiger in 1967. Norcros then sold the company on to a Merchant Bank. In 1970 American West Coast car distributor Kjell Quale became the majority shareholder in Jensen and he installed Donald Healey as company Chairman. In March 1972 the Jensen-Healey 2-seater sports car was announced (later to be developed into a GT version), but a receiver was appointed by the Bank of America in September 1976.

To pick up the pieces, two companies were formed: Jensen Special Products (which retained the Jensen name for manufacture) and Jensen Parts & Service (to deal with existing customer requirements). These companies were then acquired by a holding company (Britcar Holdings), who in turn resold them to Ian Orford in 1982. Orford named the company Jensen Cars Ltd. and put the Interceptor back into low volume production (average of eleven cars per week).

The company changed hands yet again, this time to Unicorn Holdings of Stockport. They proposed a Mk.5 Interceptor but this never materialised. However they did manufacture a few more Mk.4s. An attempt to revive the company once more was made in 2001 and a completely new model – the Jensen S-V8 having a sales price of £40,000 – with a planned production run of three hundred units was announced. However with only twenty cars built and a further eighteen cars partially built, the company went into administration in July 2002. Several more attempts were made to revive the company but none were successful and eventually in 2011 the company was dissolved. ■

NEIGHBOURHOOD RECOLLECTIONS



The 1950 Chevrolet in booming post-war times...

The article by Robin McCullagh in the spring edition of the magazine brought back some old memories. Some good some not so good.

I too grew up in Mount Merrion on Dublin south side and was familiar with the garages he speaks of. How it has all changed! I did not have the good fortune to see the exotica he came across in Little Bray, although I must have passed the premises on many occasions. Cars were few and far between in those distant post war days; not many folk could afford one and waiting lists were long. Those that could, elected for fairly humble examples.

The nearest we got to exotica car-wise in our immediate neighbourhood was a lovely dark red MG TC, owned by the local doctor's son. The English couple next door to us had a forties Hillman Minx, while we had a Vauxhall of similar vintage. Later on came our Chevrolet of which we were immensely proud. My father's business was booming post war and so we became a two-car family with the addition of a Fiat 500 – and then later a 600, supposedly for my mother to drive, though I don't recall her ever doing so. However my sister and I made very good use of the 600 over the subsequent years. I retained an affection for the marque ever since.

Mr Crowley from a nearby road bought a later model Chevrolet, a 1955 version. My father was not impressed with

Mr Crowley's example, with its brash 'Dollar Grin' grille and sprouting tail fins; all too Rock 'n' Roll for him. He thought our 1950 model looked like a Bentley Continental, particularly when viewed from the rear.

The local Electronic Wizard

That reminds me (i.e. rock 'n' roll): My big ambition as a boy was to become an electric guitarist. I made myself the guitar, so all I needed was an amplifier. Not an easy thing to obtain back then in Dublin in those days. So I turned to a local young man – who was fast gaining a reputation as an electronic wizard – to make me one. His name? Robin McCullagh! He quoted me one pound a watt. I had six pounds, so I got a six-watt amp. It served me well; six watts was all I needed then.

But back to cars: There was a crossroad junction on our road which had a dreadful history for crashes. Hardly a month went by without an accident. Some were very spectacular. The walls of the gardens around it bare the evidence to this day, some having to be replaced a number of times. This was of course of great interest and entertainment for all the small and not so small boys of the area. I remember a winter's night when my father brought me up to see a Ford van on its side in the middle of the road, completely engulfed in flames. Really exciting! It took many years and a tragic fatality before the council were moved to put in a roundabout.



...and the 1955 successor with its 'Dollar Grin' grille



The Ford Prefect E93A...and the particularly useful AA Handbook

The useful AA Handbook

My best friend at the time, whose father was known for his short temper, invited me to join him and his twin sister on the back seat of a Ford Prefect. The car had been recently acquired by the ill-tempered one, it being his first car. On taking off at a junction he stalled the engine and the three of us foolishly started to giggle. I, who have always have been a bit of a brat, declared: "My Daddy never stalls our car!" Calmly the errant parent pulled in to the side of the road. He leaned over to open the glove compartment, out of which he took his new A.A. Members Hand Book. He then slowly twisted around in his seat, book in hand, and with smooth actions of his long arm smacked the three of us hard across the face. The remainder of the run was conducted in silence. ■



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THE NORMAN PRATT RUN

Norman Pratt, one of the great promoters of vintage motoring and founder of the Celtic Old Vehicle Owners Club (COVOC), died at the Hill of Tara on the Club's initial run in 1991. The Norman Pratt Run has been held in his honour every year since.



The Norman Pratt trophy winner - John O'Meara, with his immaculately restored Alfa

The Norman Pratt Run is held on the Sunday of the May bank holiday week-end each year, timely as many enthusiasts are bringing their cars out for the first time since the winter lay off. With the winter dust cleared away and some fresh oil in the sump there is nothing better than a trip down to Meath to renew old acquaintances and spot what new cars have emerged from those covert restorations during those long dark nights.

This year the start was more accurately just over the border in Kildare – at the Hamlet Court Hotel, where an army of club volunteers were waiting to facilitate entries and present drivers with goody bags, finishers awards (on the presumption that everyone would finish) and of course the all-important number plaque. A regalia counter with lots of club attire and lots of other unusual items besides was manned (and womanned) by Enda Reilly and his young female helpers.

And They're Off...

Rosemary Smith was on cue to cut the ribbon, proving she hadn't lost her ability with the scissors that predated her entry into motorsport. The commentator had a brief chat with each driver as they passed through the starting line, all anxious to keep pace with the cars ahead. Older cars like Donal O'Sullivan's 1930 Star Comet and Ivan Heavey's 1929

Austin were to the front of the convoy which took off in a sprightly fashion down a country road.

With favourable weather conditions the opportunity arose for those in soft tops to let their roofs down and smell the countryside. Norman Pratt himself was a keen member of the Morgan Club and this year his son and grandson travelled in a 1930s Morgan, as indeed Norman would have done. There was among a number of Morgans making the run, including that of Ken Fitzpatrick.

A series of winding roads kept drivers alert making our way to Dunboyne Castle by way of the walls of Carton Estate and the sprawling Intel complex near Leixlip. Dunboyne Castle Hotel would be our lunchstop and with sunny weather there was the opportunity afterwards to peruse the other cars, varied and interesting.

Mr Whippy and COVOC Vans

A long queue developed for Mr Whippy at Dunboyne, with lots of 99's being sold, although others were much too busy indulging in conversations of overhead cams and twin choke Webers to notice.

The COVOC Van – that venerable 1947 Morris J type – would lead the way again as we continued our passage through Meath. The long convoy snaked its way towards Summerhill intercepting a tractor run which had also planned a similar route but though the miracle of well managed timing each was able to progress without a problem.

Rathmoloyan is a pretty village west of Summerhill. It is also the home of Model T owner and serial restorer John Brady. John's Model T is held in such esteem in the village of where it was found – almost buried, before John restored it – that they have painted a mural of the car on a wall at the centre of the village.

PRIZE WINNERS:

Norman Pratt Trophy: John O'Meara - 1968 Alfa Romeo Romeo GTV
Hugh Doyle Memorial trophy: Brian Garvey - 1974 Peugeot 504
Pre-war Class: Ivan Heavey - 1929 Austin 12
1950s class: Michael Carr - 1959 Hillman Minx
1960s class: Jason Tuthill - 1963 Austin Mini Traveller
1970s class: Ronan Mc Manus - 1974 Ford Cortina Mk111
'80s/'90s class: Graham Armstrong - 1987 Porsche 944
Best Commercial: John O'Neill - 1938 Morris 8 Van

The Mural of Rathmolyon

We stopped in Rathmolyon, not to admire the mural but as a rest stop and to allow those who might have fallen behind to catch up and some more chat. This time it may have been about flower arranging and fashion. Soon we were on the way again, lost except for the stream of cars ahead and the motorcycle marshals directing us. Some more nice winding roads and we were back at the Hamlet Court hotel just as the hunger was beginning to awaken. The staff was quick into action and a hearty meal was enjoyed by all.

Then there were loads of raffle prizes to be distributed with most people going home with something to remember the day

by. Others had good reason to remember it better than most, as the prizes for the various classes were announced. Top award of the day was the Norman Pratt perpetual trophy won by John O'Meara with an Alfa Romeo Giulia 1750 GTE, restored by John from a wreck than nobody else was willing to touch. Yes, definitely a good day out and an example to any club on how to put together a top class event.

Next year's start and finish moves to just over the North Meath border to Crover House Hotel & leisure complex in Mount Nugent, Co Cavan, and is worth putting in your 2020 calendar for the May week-end. ■



John Brady stopped his Model T Doctor's Coupe in his homeland of Rathmolyon



Eric and Joan Byrne, making the most of the weather in their MGA



Conal O'Sullivan in his father's 1929 Austin 7



Alan and Diana taravelled all the way from Yorkshire for their fifth Norman Pratt run



Mike Armstrong's BMW Z1, the only one registered in Ireland from new



Ken Fitzpatrick arrives in his superb Morgan

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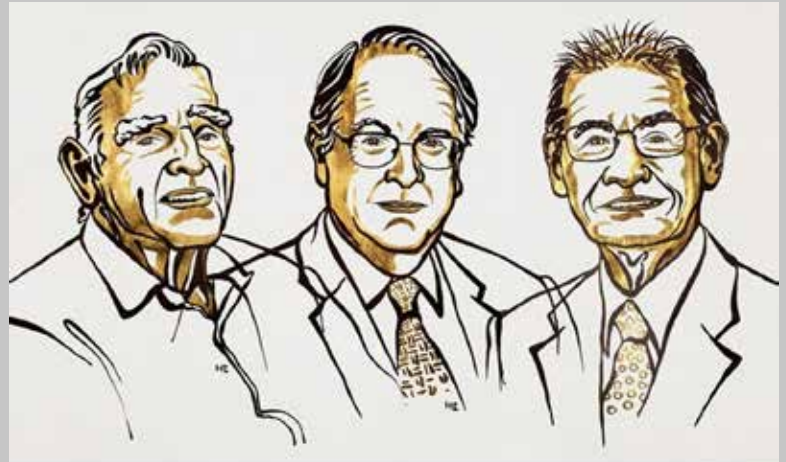
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TECHNICAL TOPICS

NOBEL PRIZE for the development of LITHIUM-ION BATTERIES

“They created a rechargeable world”

The Nobel Prize in Chemistry will be awarded this year to three scientists: American, John B. Goodenough; British-born Stanley Whittingham and Akira Yoshino of Japan. A statement from the Royal Academy of Sciences of Sweden said the invention *“laid the foundations of a society without wires and fossil fuel...of great benefit to humanity”*.



John B. Goodenough, M. Stanley Whittingham and Akira Yoshino. Credit: Niklas Elmehed; © Nobel Media

Lithium-ion batteries have revolutionised our lives since they first entered the market in 1991. The lightweight, rechargeable and powerful battery is now used in everything from electric vehicles to mobile phones and laptops. It can also store significant amounts of energy from solar and wind power, making possible a fossil fuel-free society.

The foundations of the lithium-ion battery were laid during the oil shocks of the 1970s, when the 1973 Arab-Israeli war and the Islamic revolution in Iran six years later saw prices spike amid shortages of the fossil fuel that powered the Western world.



IS DIESEL REALLY DEAD?

In 1900, electric cars accounted for about one-third of all vehicles on U.S. roads – and then almost disappeared as gasoline-engine models took over. According to Bloomberg New Energy Finance, more than half of all new cars worldwide will be powered only by batteries by the year 2040.

By then however further developments in energy sources will have taken place. Some manufacturers are, for example, already testing offering the hydrogen fuel-cell option in the marketplace – a system that operates by reacting hydrogen with oxygen in a fuel cell, which then runs electric motors to power the driveline. However there are serious drawbacks

with hydrogen: these include high carbon emissions intensity when produced from natural gas; an enormous capital cost burden; safety issues regarding the production and compression of hydrogen; the huge investment in the building of high-tech dedicated filling stations, and the associated higher logistics and infrastructure costs.

One manufacturer’s bold 2018 advertising headline: “Diesel is Dead”, was surely premature, for the IC-engine will doubtlessly be here for many years to come. Like the early years of the 20th century – with the power struggle in full flow between electric, steam and petrol drive systems – It’s still a work in progress. ■

LETTERS

[The following contact is from Dominique von Martini – a descendant of the Swiss Martini car maker. While researching the Martini family history he came across the article in our Autumn 2017 issue by Robin Deasy, grandson of HPP Deasy who promoted Martini cars in 1903 and went on to build Deasy cars in the UK. Dominique is seeking any information readers may have on the famous 1903 Martini “Climber” described here. ...contact details with editor.]



The 1903 Martini “Climber”, sold in 2003 at a Bonhams auction

Dear Anselm,

We recently got in touch with Robin Deasy after reading the piece you published in the IVVCC magazine. It is the first time in 100 years that the Martini and Deasy families have reconnected.

It is a story of a 1903 Swiss Martini built by my great-grand uncle Adolf von Martini. His father Friedrich von Martini established his engineering credentials manufacturing the successful Martini rifle, before he started building cars in 1896. Adolf was later joined in the car manufacturing by his colourful brother Max.

This particular 1903 14hp Martini was driven from Caux to the summit of Les Rochers-de-Naye near Montreux by Capt. HPP Deasy (Robin’s grandfather). The “road” was the ballast between the rails of the cog railway. The gradient there is 1 in 4. The railway is still running for tourism and the views are breath-taking (visitors should get the free “visitors card” which reduces the fare by 50%, along with many other worthwhile benefits and savings, when visiting Montreux).



Press illustration of the Martini making the Rochers-de-Naye climb in 1903

about the Rochers-de-Naye “Climber”, the name which the car had become known as – and the car which had made Martini cars a “motoring” name overnight.

Amazingly the Rochers-de-Naye Martini “Climber”, like the railway...is still running! It was purchased in a Bonhams’ auction, and on March 10th 2003 it was put on display in the private collection of the ECR Renaud Foundation in Cortaillod, where it can be seen today.

We know, after the Rochers-de-Naye adventure of October 5th 1903, that in 1904 the car went on to do what was a remarkable rally for that time across the Swiss, French and Italian Alps, making 34 mountain passes and ascents totalling 57,000 metres on dangerous switchback roads. Roads might be a kind description of some of these rough tracks.

Then the car was displayed in Crystal Palace in London, after which Max drove it back to St. Blaise in 21 hours. There is then a gap in the car’s history from before WW1 to after WW2, from 1905 to 1955.

We have not been able to find anything about the car during this time. We know that, in 1955 a Mr. Alan Hancock had it until 1995. Then in July 1995 it was in the care of a Dr. Crofton. This was followed by a period with Mr. TC Moore from Sawston (Cambridge) – after which it was restored in 1998 by Mr. Wisbech, who left out the two optional rear seats, now making it a two seater.

So we are asking for any help, contacts and information your readers might be willing to share. We hope to have enough eventually to be able to publish a more complete story of the car and related events. We will of course acknowledge any and all contributions, with permission.

We will be delighted to meet anyone who can help us, in Montreux...and perhaps enjoy a summit cup of tea on Les Rochers-de-Naye, and something a little stronger for the alarming journey back down!

Most sincerely,
Dominique von Martini and Christian Steiger.
Switzerland



Max von Martini at the wheel of the “Climber” in London

LETTERS

Dear Editor,

As a young lad, like many of my contemporaries, I collected model vehicles. These were mainly Dinky, the die-cast zamac zinc alloy toys produced from 1934 by Meccano Limited (no Dinkys were made during the war years and manufacture ceased in 1979). Meccano was set up by Frank Hornby (he of model railway fame) in Liverpool in 1908.

I also acquired the occasional Minic, which were manufactured from 1935 by Tri-ang, a division of Lines Brothers. They were painted tin-plate clockwork (wind-up) models that were much cruder than the Dinkys. Models from Corgi, Matchbox, Spot-on (manufactured in Belfast) and Hot Wheels would arrive in the market place later.

It was probably about 1953 when Dinky introduced their famous 'Yellow Box' (the Austin Somerset 40J was one of the first to come boxed). These models came 'loose' and it was not unusual to purchase one new from a shop with a chip or two in the body paint.

Needless to say the first thing most children did when gifted a new model was to dispose of the box. Little did any of us realise then that in years to come, models complete with their appropriate box would become much more valuable. Today there's a resurgence of model collecting (by people of all ages) and regular shows take place all around the country. Popular now are the very realistic 'dioramas' – farm activities, gravel pits and truck depots – scenes which must take many hours to build.

In adulthood when I got interested in MGs (the real ones) I started collecting MG models and have now



got sixty-nine all different, either by model type, colour, manufacturer or size (scale range from 1:76 to 1:18). Models are now much more sophisticated than the originals, with opening doors, bonnet & boot, and well-detailed interiors, so how could one not want to collect?

Robin McCullagh,
Dublin 18



BOOK REVIEWS for CHRISTMAS



December is coming up fast – and so it's that time when many members will be asked, "what do you want for Christmas, Dad?" Well, our own motoring historian Bob Montgomery has a brand new book going on the shelves, *The Irish International Grand Prix 1929-31*, which could certainly be a good answer. Bob's book – a superb publication covering a remarkable period in Irish motoring – is reviewed in this issue and is well worth a spot under the Christmas tree.

RAC Motoring Book of the Year Awards

Other pressie suggestions might be found among this year's Royal Automobile Club Book of the Year Awards. The RAC awards, to be announced shortly, include the 'Motoring Book of the Year Award' for a book with wide appeal at an affordable price, and a 'Specialist Book of the Year Award', which, in the opinions of the judges, is an impressive feat of research and quality regardless of retail cost.

The 2019 shortlist of contenders includes works on marque histories, general motoring, motor sport fiction and vehicle design.

Shortlisted for Motoring Book of the Year Award:

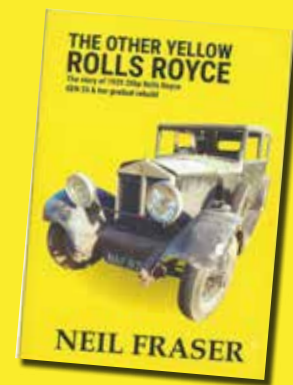


- *The Rootes Story: The Making of a Global Automotive Empire* by Geoff Carverhill published by Crowood Press
- *The Cars You Always Promised Yourself* by Steve Saxty, Porter Press International
- *The Self-Preservation Society 50 Years of the Italian Job* by Matthew Field published by Porter Press International
- *Land Rover Design – 70 Years of Success* by Nick Hull published by Veloce
- *The Blunt End of the Grid* by Dave Roberts published by the Book Guild
- *Touring Car Racing The history of the British Touring Car Championship 1958–2018* by Matt James, published by Evro

Shortlisted for Specialist Motoring Book of the Year Award:



- *Donington Park – The Pioneers* by John Bailie, published by Silverfox Creative
- *John, George and the HWM's: The First Racing Team to Fly the Flag for Britain* by Simon Taylor published by Evro
- *Ballot*, by Cabart & Sen, published by Dalton Watson £270
- *Twice Around the Clock – Yanks at Le Mans*, by Tim Considine published by Toll Hall Sexton Books
- *RGS Atalantas* by Alan Shattock published by Matador Publishing
- *Back on Track* by Alessandro Silva published by Fondazione Negri



THE OTHER YELLOW ROLLS-ROYCE

The story of how a 1929 Rolls-Royce 20hp was purchased as a wreck - and restored in a home garage

By Neil Frazer

Browsing through Classic Car Weekly a few years ago in search of a vintage motor, Neil Frazer, a member and former Chairman of Shrule and District Vintage Club in County Mayo, took the plunge and purchased NAF 935. The car cost £14,000 and was a complete wreck. The only thing in its favour: It was a Rolls-Royce.

The car's first owner was The Hon. Mrs. Esmond Harmsworth, a celebrity of the day connected to the Harmsworth media empire. Not having such unlimited resources to outsource NAF 935's restoration however, Neil was left with no other option but to get stuck in himself, despite his lack of previous experience in rebuilding any vintage vehicle. Three years later, the R-R 20 is next-to-nearly back to its former glory.

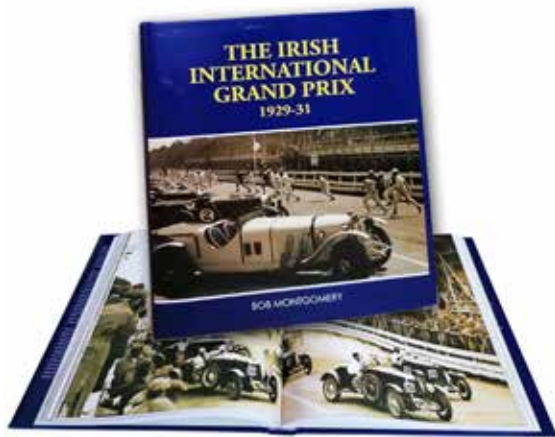
Throughout the restoration saga, Neil recorded every wrestle with every nut & bolt during the strip down and rebuild. But he also recalls with gratitude all the help he received from friends and neighbours, local and overseas trades-people and other Rolls-Royce owners and clubs, not to mention Jaki, his long-suffering wife.

His book, *The Other Yellow Rolls-Royce*, is a self-published project – and is a remarkable tribute to the perseverance of one determined to overcome all the disasters and difficulties encountered during any such a restoration. There are detailed figures listed in the book covering the costs of parts and repairs, as well as suppliers of materials and services both at home and overseas. Comprehensive appendix pages at the back cover everything from a list of previous owners of NAF 935 (designated chassis GEN 33) to numerous photographs of similar Rolls-Royce 20hp cars of the same vintage.

The Other Yellow Rolls-Royce is available on Amazon at £15 sterling. This 150-page paperback is a good read; chock-full of useful information for the novice restorer – not only of the Derby marque, but also relevant to many other makes. ■

THE IRISH INTERNATIONAL GRAND PRIX 1929-31

By Bob Montgomery
Dreolín – October 2019



The Irish International Grand Prix 1929-31, the story of the Irish International Grand Prix series, is undoubtedly one of the most remarkable motoring books ever published in Ireland. Although such an important part of motoring history, the Grand Prix race series held in Dublin's Phoenix Park somehow faded into bygone times. Until now, that is: for with the publication of his latest book, Ireland's foremost motoring historian, Bob

Montgomery, has brought to life in vivid detail and with great readability one of the most remarkable public events to have taken place in Ireland of the 20th century.

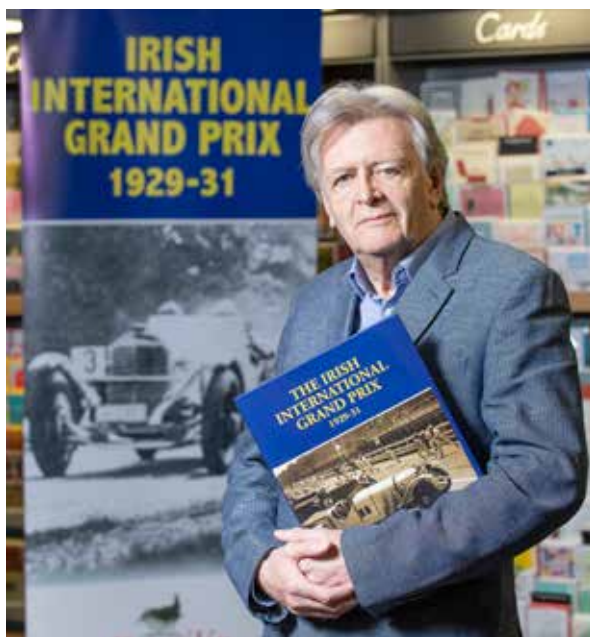
Organised by the Royal Irish Automobile Club, the Grand Prix series drew international praise for its meticulous preparation and organisation, with some of the overseas press even proclaiming the 3-year programme as "the greatest series of races ever held anywhere".

Numerous famous racing drivers of the '20s and '30s – legendary names such as Rudolf Caracciola, Tim Birkin, Malcolm Campbell, Guiseppi Campari, Sammy Davis, Archie Frazer-Nash and Achille Varzi – came to compete for honours in the series.

The Irish International Grand Prix 1929-31 is a very special and beautifully produced publication, one that will be of consuming interest to all motor enthusiasts – and indeed to anyone with an interest in the young Ireland during its emergence as a viable independent nation.

Designed by Alan Pepper, the 236-page volume contains a wealth of superb illustrations and hundreds of amazingly high quality photographs. There is also a comprehensive index, as well as appendices providing all lap times, drivers' biographies and including the official regulations – a fascinating read in themselves.

Bob Montgomery is the author of fifteen books on Irish motoring and aviation history. His recent publication, *Motor Assembly in Ireland*, has already become a best-seller.



Bob Montgomery, author of
The Irish International Grand Prix 1929-31



Patrick (Pat) Campbell Meehan 1933-2019 An Appreciation

Born in Glasgow but reared in the town of Duns, Berwickshire in the Scottish borders area, where his father was the local Doctor, Pat attended boarding school at Fort Augustus where his lifelong interest in Rugby began. Following school Pat completed an engineering course before joining the Edinburgh-based Merchiston Motors (home of the Ecurie Ecosse Racing Team) as a trainee mechanic. Ecurie Ecosse, using ex-works Jaguars, won the 24-hour Le Mans outright in both 1956 and 1957.

Two stories about the Le Mans were related by Pat (who rarely spoke about his experiences – the information had to be dragged out of him). On one occasion he was tasked with driving a C-Type Jaguar from Edinburgh to Le Mans and then set the car up ready to race. Another year one of the Ecurie Ecosse D-Type Jaguars broke down during the race and Pat was dispatched to get the car going again. Mission accomplished, he drove the car around the circuit to the pits before handing it over to its driver (Ninian Sanderson) to complete the race. Pat also drove a Ferrari in the Retro Mille Miglia in Italy in 1982. Pat's boss in Merchiston Motors was the famous engine wizard Wilkie Wilkinson, whose daughter, Sheila, Pat befriended and later married.

Pat came to Dublin where he took up the position of Service Manager with Jaguar agents Frank Cavey & Sons. Sheila joined Pat in Dublin, where three of their four children were born before they moved to Cahir, Co Tipperary, where Pat was area representative for Irish Shell, and where their fourth child was born. The family returned to Dublin in 1969 when Pat was promoted to a position in Shell's head office.

Pat and Sheila were involved in several Motor Clubs and were associated with the IVVCC for many years, where the popular couple made many friends. Taking early retirement allowed Pat to restore a number of cars, all too incredibly high standards, racing some in Phoenix Park, Mondello and Dun Laoghaire. Gentleman Pat was most generous with his time to anyone with a car problem. Visiting his workshop you could find him with an engine dismantled and Pat still looking neat and smart, with all tools cleaned and in their rightful place.

Unfortunately in 2011 Pat's beloved wife Sheila passed away after fifty-three years of marriage. Although devastated, Pat picked up the pieces and continued his involvement with cars & car clubs (including a stint as President of the MG Enthusiast Club). He also joined a jazz club where he made new friends.

Pat's many friends, made by him and Sheila over the years, will miss him greatly. We extend our sincere condolences to Chris, John, Fiona, Rachel and their families on their sad loss.

Robin McCullagh

ARM Report

September 2019 - Irish Military and War Museum

The September 26th outing of ARM, organised by Gwynne Thomas and Don Larkin, was a visit to the Irish Military and War Museum at Starinagh, near Collon, and just over the border into County Meath.

We met first for scones and coffee in Jones Garden Centre, just off the M1 at Junction 4 close to Donabate. And yes, believe it or not, on September 26th the centre had its complete Christmas collection on display!

We departed for a pleasant scenic route towards Collon to visit the War Museum although a late road closure forced some members taking an even more scenic route. But we got there.

The Museum, opened in 2015 and extended in 2017, has extensive displays of war vehicles and deactivated weapons. These included equipment from World War 1 and 2, plus a new display on the Irish War of Independence, the Vietnam War and the First Gulf War of 1990-91. The Museum is unique in that it is a private collection and literally the result of one man's lifelong history of collecting war memorabilia. Well worth a visit. Visitors can handle original weapons and equipment, wear replica uniforms - and they can even learn how to drive a tank.

Following our tour and inspections there we adjourned to the nearby Valley Inn for an excellent lunch. An excellent day's drive and a very interesting and informative ARM outing. Many thanks are due to Gwynne and Don for organising this fine day out. ■



Richard Seaver get up close to a military motorcycle



Aidan Geraghty and Gwynne Thomas

Photos: Richard Seaver and Trevor Storey

The Irish Military and War Museum





ARM members – all set for the tasting session

October 2019 – Powerscourt Distillery

The October visit commenced at the Stepside Golf Centre with the usual excellent refreshments provided by Rosa Roe. We then proceeded to the new state-of-the-art “The Powerscourt Distillery” in Enniskerry, Co Wicklow.

Camillus and Jacinta Ryan, ably assisted by Paul Barrett were the organising team. Special thanks also goes to Reg Plunkett who arranged the visit, facilitated by Alex Pierce.

The distillery is housed in a building that was formerly the Estate Mill. The original water turbine has been preserved and can be viewed through a glass floor. The facility is headed up by award-winning Master Distiller, Noel Sweeney. Powerscourt Distillery have now released three new Irish whiskeys under the brand name “Fercullen”, which form part of a planned portfolio of premium Irish whiskeys which will soon be launched. Following a guided tour of the production process, a tasting session and opportunity to purchase, we enjoyed an excellent dinner in the nearby Dun Laoghaire Golf Club. ■



Rapt attention for Adam, the guide for the distillery tour



June Evans admires Martin Donnelly's 1930 Ford Model A



Derek Mitchell, with his new Daimler V8 250, along with Mike Duff and his Wolseley, at Powerscourt

SALON PRIVÉ CONCOURS D'ÉLÉGANCE

...hosted by Chubb Insurance

This year's Salon Privé Concours d'Élégance by Chubb Insurance, the quintessentially British supercar garden party, took place at Blenheim Palace in September, and featured what was without a doubt one of the most spectacular collections of rare, classic cars and motorcycles ever shown on UK soil.



Specially featured on parade were 57 cars and 20 motorcycles, while more than 3,000 classic and super cars were spread across the lawns of the Palace grounds over the full 4 days – from Thursday 5th to Sunday 8th September 2019.

From early vintage cars through to tomorrow's classics and everything in between, this year's event was a feast for the eyes of all car enthusiasts and aficionados – and with Salon Privé's signature dish of Lobster for luncheon and Pommery Champagne throughout the day, it was hailed as an unforgettable experience.

Salon Privé showcases a globally-recognised Concours d'Élégance each year – along with a single-marque celebration, which this year honoured Bentley's Centenary. The 'Salon Privé Concours d'Élégance by Chubb Insurance' on Thursday 5th September comprised 57 eclectic historic cars along with 20 exceptional motorcycles, whilst 50 of the rarest Bentleys from around the world celebrated the marque's 100th Anniversary on Saturday 7th September.

The newly formed 'Salon Privé Classic & Supercar' was the showcase for the final day for the public on Sunday 6th September, when more than 1,000 Bentleys gathered in celebration, courtesy of the Bentley Drivers Club. ■





By Anselm Aherne

Dalkey Vintage Festival 2019

The historic village of Dalkey in south county Dublin was all a-buzz with tourists and locals for the annual Vintage Festival held on Bank Holiday Monday 5th August – the centre of attention being the annual show of great vintage and classic cars and motorbikes.

The festival was as usual organised by the ever-enthusiastic Discover Dalkey community group and was sponsored this year by FLAG (Fisheries Local Action Group) North East, a community led local development scheme.

Pedestrianised for the event, Dalkey's main street was taken over by a wonderful display of well-turned out classics – many of which were IVVCC members's cars – along with stalls offering antiques, bric-a-brack and motor memorabilia. Tasty snacks of all descriptions were also on offer, including punnets of strawberries and cream dished out free (with donations welcomed) to all and sundry by volunteers from Barnardos, the children's charity, in aid of which the event

was organised. Off the main street, the local church grounds played host to yet more veteran, vintage and classic cars. Music and children's entertainment kept going throughout the day, while a remarkable Formula 1 racer simulator attracted a steady queue of wanna-be racing drivers.

Big names from the world of motor sport were in attendance – including motorsport legend Rosemary Smith and Paddy Hopkirk, as well as British Touring Car Champion, Alec Poole, who attended with his all conquering Wolseley Hornet from the late 60's in celebration of the 60th anniversary of the Mini. ■



Frank Keane's 1959 BMW roadster, looking sharp at Dalkey Vintage Festival



1926 Chrysler Imperial – the US maker's top-of-the-line model of the '20s



The 120mph Daimler Dart 2.5-litre V8 from the sedate Coventry company



Hailed as 'the most beautiful car ever made' by Enzo Ferrari... Joe Geoghegan's Jaguar E-Type



1983 Citroën 2cv – the French farmers' workhorse – but looking impeccable



A picture of muscular power, a Mercedes-Benz 220a from 1951



Another Mercedes-Benz... Pat Denning's superb 1936 Roadster



A distinctive motoring symbol, Bentley's 'Flying B' crest

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The Jowett Jupiter - Edmond Nankivell.

Sunbeam Talbot and Alpine in detail 1935-1956

MG The Immortal T Series - Chris Harvey.

21 Years of MG Enthusiasts Club - Robin McCullagh

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MOTORLOG

Capt. Neal E. Sherman

No.11: The Rolls-Royce Twenty



While the end of hostilities in 1918 brought relative peace to Europe, it also ushered in years of harsh austerity and unemployment across Britain, the optimistically proclaimed "Land fit for Heroes". Rolls-Royce responded by marketing a brand new model, the 'Twenty' – a car that cost half that of the fabled Silver Ghost. The following is Capt. Neal E Sherman's report.

A small brother for the 40/50 arrives - to the dismay of the traditional Rolls customers.

Derby, October 1922

Figures released recently show that there are now a total of 242,500 cars on British roads - three times the number existing at the end of the war four years ago. They also show that currently there are 88 different makes being produced by British manufacturers.

Taking into account that each of these marques usually has a model range of several different types, the total choice for motorists in the United Kingdom is now extremely comprehensive. In fact, depending on his pocket, a purchaser can select anything from the recently announced little Austin 7 at £165, to the luxury Rolls-Royce 40/50, selling at almost £3,000.

This being so, it was of considerable interest to me to hear about the launch of a new 'small' Rolls-Royce. The new model is called the Twenty, (it has RAC horsepower rating of 20) and is considered to be a radical departure from the company's long established model policy. Being acquainted with Mr Claude Johnson, the managing director of that illustrious company through his visits to the Department of Transport, I decided to investigate the rare event of a new product from the Derby factory.

Mr Johnson was most accommodating. He explained that the new model is the result of feelings within the boardroom that the time was correct, from a sales viewpoint, to provide a wider choice

of products to the Rolls-Royce buyer.

The 40/50, in production since 1907, will continue to be the flagship of the company and will be built alongside the new model, at least for the time being. With unemployment rampant in these post-war years, some Rolls owners and prospective buyers may not wish to be seen as uncaring about the harsh economic circumstances affecting much of the population. The thinking therefore is that buying a Rolls costing half that of a 40/50 could perhaps be a sop to the call for greater frugality. A desire for less ostentation may also be a reason why Rolls-Royce decided to offer an owner-driver car (unlike the 40/50, which is invariably chauffeur driven).

During the war the Derby factory was totally concerned with the production of materials for the armed forces, so it was 1919 before the company started work on prototypes for the new Twenty model. This design and construction was overseen by Mr Henry Royce, who, although now taking a less active part in the day-to-day business of the firm due to failing health, still maintains contact with the engineering shop, who consult him on all important matters.

The 'Baby Rolls'

The arrival of the Twenty (sometimes unkindly referred to as the 'Baby Rolls', in satirical reference to the new Baby Austin) has been frowned upon by many longstanding clients of Rolls-Royce who feel that their own mode of conveyance will be denigrated by the launch of this new 'cheap' car. However it must be said that no sacrifices have been made to quality. In fact it could be argued that the new model, which features some important technical advances, is actually superior in many ways to the fifteen year-old 40/50 model.

The new car is fitted with an advanced 3,127cc, 6-cylinder engine employing overhead valves – never before known in a Rolls. The car develops an estimated 50bhp and has a maximum speed of approximately 65 miles per hour. The wheelbase is over a foot shorter than the 40/50, and a 3-speed gearbox is fitted instead of the 4-speed installed in the larger model. Like its conservative senior model however, the Twenty currently has brakes operating on the rear wheels only.

Derby manufacturing standards are well known: every engine is bench tested for seven hours under load, after which it is completely dismantled and inspected. Each and every part of the car is checked and signed out by several levels of inspectors before installation and every 20th chassis is tested to destruction.

Every car body receives fourteen separate coats – including primers, undercoats and top finish – before the famous 'The Spirit of Ecstasy' (nicknamed Emily) is mounted on the radiator. An approaching Twenty can, incidentally, easily be identified by the horizontal grille-shuttering on the radiator, as opposed to the vertical bars of the 40/50.



The 'Silver Ghost'

The car I drove was fitted with an open touring body by Barker of Audley Street, London, one of the specialist firms traditionally entrusted with clothing the Rolls chassis. In fact it was Barker that supplied the famous Roi des Belges body, fitted to the 12th 40/50 chassis. This superlative coachwork was painted in silver, with silver-plated fittings. On completion it was given the title 'Silver Ghost'. This particular car has now become quite famous, and there is some talk that the name will be adopted for all 40/50 models.

My test Twenty model was painted green, with red Connolly upholstery, beautifully curved doors and wire wheels. An 'Auster' folding rear windscreen behind the front seats provided a measure of protection and comfort for rear passengers. This body costs £490. So, together with the chassis, which costs £1,100, the total cost would indeed be only half that of a complete 40/50.

If anything I believe the car is quieter and smoother than a 40/50. This is certainly possible, as the Twenty has a new 'flexible' chassis, which is designed to reduce the likelihood of body rattles (if one dare use such a word in relation to the illustrious marque in the first place). Controls are comfortable to use, and I noted that the gear-lever and hand-brake are now centrally located; an arrangement which I found to be perfectly satisfactory, given their smooth and positive action.

The 3.1-litre engine which in itself is so flexible that one can drop down as low as 4 miles per hour in top and still accelerate away without causing the engine to labour. Although one hesitates to mention running costs in relation to any Rolls-Royce product, petrol consumption, in case any owner is mildly interested, is in the region of 20 miles per gallon.

Rolls and Royce

The exquisite quality of the Rolls originates from the perfectionism of the founding engineer, Henry Royce, who set out to create the finest motor car in the world following a bad experience with one of his first cars, a noisy French 10hp Decauville which he bought second-hand. It was his relentless pursuit of excellence, along with the flamboyant and energetic backing of the Hon. Charles Stewart Rolls, which has made the Derby marque the envy of motor manufacturers the world over.

It is a tribute to Claude Johnson that, without the presence of its two founders, Rolls-Royce Limited has lost none of its prestige. Following the tragic and untimely death of Charles Rolls in an aviation accident in 1910, and the more recent retirement of Royce due to ill health, Mr Johnson took over the running of the firm. The man's superb organisational skills, which once guided the widely differing temperaments of Rolls and Royce, have proved invaluable. Well known as the first secretary of the Royal Automobile Club, some motoring wag has recently suggested that Mr Johnson has now become "The hyphen in Rolls-Royce".

Before the war it was a rarity to see a prestige automobile being driven by its owner. In these changing times however, the chauffeur is no longer considered an essential member of an affluent household. So perhaps this thoroughly modern Twenty will attract a new, younger class of customer into the Rolls-Royce fold. ■

In 1998, Vickers sold Rolls-Royce Motors, along with designs and production facilities, to Volkswagen AG for £430m. But the deal excluded the name and logo, which Vickers then sold to BMW AG for £40m. Following extensive negotiations, Rolls-Royce Motor Cars Limited finally became a wholly-owned subsidiary of the BMW group, and since 2003 is the exclusive manufacturer of Rolls-Royce branded cars.

*Next issue: Captain Sherman test drives the Tamplin cyclecar from Middlesex



FROM SPECTATOR TO REPORTER...

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

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

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

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

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

PHOTO COMPETITION – No.11

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 January 2020, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin

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

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

Name _____

Phone No: _____

Address _____



MOTORCLIPS

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

1769 Cugnot Steamer

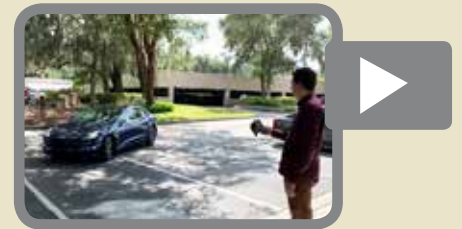
<https://tinyurl.com/yy57d5y5>



How it all began: French Army Captain Nicolas-Joseph Cugnot was probably the first to employ a device for converting the reciprocating motion of a steam piston into a rotary motion. Here's a video clip of a faithful replica of the machine driving on the road – basically, the first automobile!

Tesla Smart Summons

<https://tinyurl.com/y3k8yfd9>



And now we have a car that can be beckoned to its owner's side from wherever it was parked, up to 200 feet (60m) away. This clip shows a Tesla being summoned by its owner from an underground car park. One wonders though what happens if there's a ticket barrier?

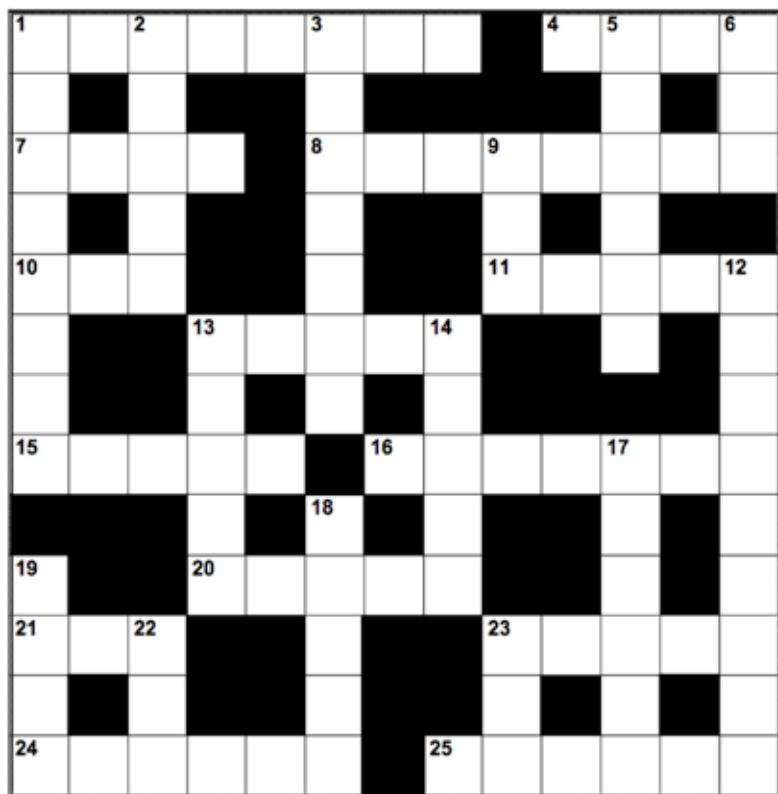
Hyperloop Transport Concept

<https://tinyurl.com/y4spa3n8>



Although a completed system is still somewhat further into the future, the Hyperloop project is at a fairly advanced stage, with a proposed 75-mile system connecting two major cities in India now in the pipeline. This short animation clip shows how the Hyperloop works.

IVVCC CROSSWORD - No: II



ACROSS:

1. Lights we need on misty mornings (8)
4. Could this be a slightly open jam pot? (4)
7. Sounds like a gem, this car brand (4)
8. What happened at the OK Corral (8)
10. Is this signal only sent on 1st May? (3)
11. This could be triggered by 10 Across (5)
13. Sound of a hungry sheep? (5)
15. Convenient second-hand voting system (5)
16. Use up...a muffler in America (7)
20. What happens on Spanish plains (5)
21. An old sailor - on the road (3)
23. Group of vehicles - that move swiftly? (5)
24. What we do at Powerscourt in August (6)
25. Insect found all over pages 14 & 15 (6)

DOWN:

1. Could be the sound of a single pace (8)
2. An estimate, yours as good as mine! (5)
3. Two of these fliers could be a joy (7)
5. You can spot this car on our cover (6)
6. Rodent found when 21 Across is upset (3)
9. Fédération Internationale de l'Automobile (3)
12. Plant...a kiss under it at Christmas (9)
13. Porsche called after its pugilistic engine (5)
14. Rank vehicles (yes, sometimes smelly) (5)
17. Get this solution, it's critical (6)
18. Honda model for municipal dignitaries? (5)
19. Put your foot down firmly, to finish (4)
22. Royal Automobile Club, initially (3)
23. Charge...but not over the top, hopefully (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Wednesday 15th January 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. 10

- Window missing on beige gable
- Chimney missing on roof
- Mascot missing from radiator
- Grey band missing from marshal's jacket
- Tax disc missing from windscreen
- Trousers changed to blue on man at left
- Reg. number changed on car
- Man missing behind marshal
- Spoke missing on steering wheel
- Shoulder bag gone from woman's back

Photo Competition No.10
 The winner is...
 Janet Taylor
 Clonskeagh, Dublin 14

Solution to Crossword No.10

Across:

1. American
4. Amps
7. Plug
8. Airborne
10. All
11. Agent
13. Prius
15. Tolls
16. Vintage
20. Trade
21. Lid
23. Lotto
24. Brexit
25. Sponge

Down:

1. Alphabet
2. Equal
3. Classic
5. Marley
6. Sue
9. BSA
12. Telephone
13. Pilot
14. Shine
17. Austin
18. Vault
19. Club
22. Due
23. Lip

Crossword No.10
 The winner is...
 John Meehan, Bray, Co Wicklow



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**

SIZES (depending on the item)

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