

# IVVCC

# NEWS



The Magazine of the Irish

Veteran & Vintage Car Club



The Kingdom Veteran Vintage & Classic Car Club  
Celebrating 40 Years of Historic Motoring

Spring 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:**  
William Ryan's 1930 Ford Model A  
at Gougane Barra Church  
Photo: Robert O'Mahony

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



# MESSAGE FROM THE PRESIDENT

**Dear Members**

**Just as Christmas is a time for reflection, so spring is a time in which to look forward and make plans for the future as the year unfolds.**



Just like our esteemed editor, Anselm, does his best to 'light a fire' under those whom he has chosen to 'volunteer' articles for this splendid publication – and our hard working membership secretary, Jean, likewise urges us to renew our membership – so should the rest of us do our bit to contribute to whatever club we are associated in order to make this new year a fruitful one for our hobby. 'No one ever won a game standing still'.

By the time this edition of the IVVCC News is circulated, many of our members and those of our affiliated clubs will have taken their cars out and about, particularly the 'classics', as it is time enough for the V and V when the weather is a little warmer. The first day of January was mild when June and I took our 101-year-old Ford T to the MGEC run in Wicklow. That removed quite a few cobwebs!

The strength of our clubs and the old vehicle movement lies in the combination of vehicles slumbering in various states of repair and comfort in sheds around the country, none of which will move from slumber without our help, so get out there and enjoy the comradery and satisfaction of overcoming the challenges associated with keeping our old treasures operating.

The many and varied club events are listed elsewhere in this

'News', but I would just like to mention the 'First Monday' forums; two are planned for this year, one of which will have already taken place. These evenings provide valuable information for the organisers of the various events, who do their best to provide for the majority of members likes. And we really do listen! Unlike single marque clubs, the IVVCC is required to provide for a very varied membership. Please try to attend and voice your opinion and enjoy the chat and light refreshments.

The 'News' also includes many excellent reports on events run during the year. I would like to take the opportunity to thank all those who submit reports and articles, excellent and varied. What wonderful volunteers we have amongst us. Keep up the good work. The IVVCC website is also an excellent way to keep informed. Thank you to those who contribute to its success. I would encourage all to make use of this modern wonder of technology.

Whatever area of the club we get involved in, we can all look forward to 'meeting and greeting' during events throughout the year.

**Happy and safe motoring,  
Clive Evans**

At the Gates of China... Don Larkin and son Andrew hail IVVCC members from 16,000ft above sea level at the Karakoram Pass, on the borders of Pakistan and China. Read the story inside...Page 10.



# FIVA WORLD MOTORCYCLE RALLY

As we know, FIVA isn't only about historic cars. In June this year the 3-day FIVA World Motorcycle Rally touring event will celebrate the fun of riding classic motorcycles on the road – in this case discovering a hidden gem of the Mediterranean – Istria, a peninsula shared by Croatia, Slovenia and Italy. The event is open to any enthusiast with a motorcycle built prior to 1984.



It is in Istria that the world-renowned truffle can be found, where it's easy to enjoy gourmet meals and fine Istrian wines while discovering local secrets, history and spectacular sites.

Of particular interest to many will be the third day of the tour, dedicated to Trieste in Italy, where participants can preview the exhibition on Camillo Castiglioni (a huge influence on early BMW) and ride the legendary climb of the 'Trieste-Opicina' race. Starting from Piazza Unità d'Italia in downtown Trieste, the tour will follow the route of the race that ran from 1911 to 1971 and became known as 'The Uphill Monza', arriving some 10km later on the Karst plateau.

Participants will stay at the four-star Hotel Sol Umag on the Croatian coast, among Mediterranean pine trees and a short walk from the many seaside pools, buffets, restaurants and spa centres.

The cost of the tour is €450 per person, including three nights' accommodation from 27–30 June, all food and refreshments during the rally, the social programme and museum visits, reserved parking, motorcycle service at the car park, welcome gifts and a memorial plaque, plus a shuttle/bus for non-riding companions.

## ITINERARY

27th June – after the breakfast buffet, the tour will spend the day in Istria, one of the most popular holiday destinations in Croatia. Accompanied by experienced marshals on modern motorcycles, participants will visit the town of Poreč and its surroundings, returning to the hotel via Grožnjan, a small picturesque medieval settlement.

28th June – a visit to the city of Piran with a guided walk through the city and harbour. The winding road will lead the tour

between vineyards and olive plantations to the newly opened wine cellar 'Rodica', known for its culinary delicacies such as prosciutto, sausages, cheeses, salami and local wines.

29th June – riding to the heart of Trieste, participants will be welcomed by the Mayor and the President of the region, as well as meeting the members of Motoclub Trieste, the oldest club in Italy, founded in the summer of 1906. While the tour's motorcycles are on display in the square, participants are invited to preview the exhibition: 'Camillo Castiglioni: the Triestino that brought BMW to success'. There will also be an exhibition of the history of BMW motorcycles, from the first prototypes to modern production, and a presentation of the book 'La Trieste Opicina Motociclistica' by motorcycle author Dr. Franco Damiani. Plus there will be a display of British Frazer Nash cars in the Piazza Unità d'Italia. Then it's time for the ride up the route of the 'Trieste-Opicina' race, from downtown Trieste to the Karst plateau, 330m above sea-level. After a traditional regional lunch and local attractions, the tour will return to the hotel for the final night's gala dinner, with music and an awards ceremony.

For more details and an entry form, please visit: [www.fwvr2019.svamz.com](http://www.fwvr2019.svamz.com)



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# SECRETARY'S REPORT

**By the time you are reading this, we will be well into the New Year, however it is not too late to wish you all a very happy New Year and continued enjoyment with our hobby.**

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Our event planning for 2019 and beyond continues. In between issues of the 'IVVCC News' members can keep up to date with club matters by looking at the club's much improved club website – also the IVVCC page that appears each month in 'Irish Vintage Scene', as well as the club's Facebook and Twitter pages. Keeping members up to date with what's happening in the club is very important, and we feel that the club has a very unique model to keep members and our affiliated clubs informed regarding developments in events, strategy, and legislation.

Most members renew their membership in the first quarter of the year and you will have received a communication inviting you to renew. Have a look at the facility to renew online by going to [www.ivvcc.ie](http://www.ivvcc.ie). It is a secure and safe process that we would encourage members to consider for its ease of use and the savings made by not having to post renewal forms.

I guess most of us look forward positively at the start of

a New Year, but if there is a cloud on our motoring horizon, it must be the dreaded B word. The possible implications of Brexit in respect of our hobby were recently raised at our board meeting. Quite honestly no one knows what will happen that may change the ease at which we travel to events outside ROI; the purchase of cars from the UK, and also how we use suppliers and specialists in the UK for our projects. At the time of writing we can but hope that if there are changes, they will be minimal and will not affect the way we have come to enjoy our classic motoring.

Hopefully the above is not too negative a way to finish, but on the other hand, what could be more pleasant than looking forward to the longer days as we move into spring and the enjoyment of just getting out and driving.

**Myles O'Reilly**  
Hon. Secretary



Fine dining and bloodthirsty stories at the ARM's AGM in Dun Laoghaire...*Page 36.*  
*Photo courtesy of the National Yacht Club*

# CALENDAR OF EVENTS 2019

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

## MARCH

Sun 3	Donegal Vintage & Classic Car Club	New Year Show
Mon 4	IVVCC First Monday. <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20.
Mon 11	Muskerry Vintage, Veteran Car & Tractor Club	AGM. 8.30pm Abbey Hotel, Ballybourney. Lar Cummins - 087 2268752
Sun 17	Muskerry Vintage, Veteran Car & Tractor Club	St. Patrick's Day Parade. Lar Cummins - 087 2268752

## APRIL

Mon 1	IVVCC First Monday – <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20.
Sat 13	IVVCC Spring Rally	<a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>
Sun 21	Yesteryear Motor Club	April Run
Mon 22	Donegal Vintage & Classic Car Club	Easter Sunday Show

## MAY

Sun 5	COVOC	The Norman Pratt Run. Gerry O'Sullivan - 085 154 1040
Sat-Sun 11-12	IVVCC Statham Rally	1930s cars. Pembroke Killkenny Hotel. <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>
Sun 12	Muskerry Vintage, Veteran Car & Tractor Club	Annual Run
Mon 13	IVVCC First Monday – <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20.
Sat-Sun 18-19	Kingdom Veteran Vintage & Classic Car Club	40th Ring of Kerry Weekend. Garrett Foley - 087 6455293 after 6pm
Sun 19	Donegal Vintage & Classic Car Club	Drumoghill Show
Sun 19	Yesteryear Motor Club	May Run
Sun 19	Blessington Vintage Car & Motorcycle Club	Blessington Spring Run. Organiser - Alice Nugent
Sun 26	Donegal Vintage & Classic Car Club	Annual Club Show

## JUNE

Sun 2	Yesteryear Motor Club	June Show
Fri-Sun 7-9	IVVCC International Gordon Bennett Rally	Mount Wolseley Hotel, Tullow, Co Carlow.
Sat 8	Donegal Vintage & Classic Car Club	Kerrykeel Show
Sat 15	Muskerry Vintage, Veteran Car & Tractor Club	Gerard McSweeney Memorial Run
Mon 17	IVVCC 56th Annual General Meeting	8pm (registration 7pm) West County Hotel, Dublin 20. <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>
Sun 30	Yesteryear Motor Club	June Run

## JULY

Sat 13-Sun 14	Donegal Vintage & Classic Car Club	Carrigart Show
Sun 14	Garden of Ireland Vintage Car Club	Tom Kennedy Car Show. Ann Nolan / <a href="mailto:annwalsh7@gmail.com">annwalsh7@gmail.com</a>
Sun 21	Donegal Vintage & Classic Car Club	Bundoran Show

## AUGUST

Sun 18	IVVCC Powerscourt Picnic - <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>	For IVVCC and Affiliated Members. Enniskerry, Co Wicklow.
Sat 24 - Sun 25	IVVCC Brass Brigade Run	Base: Clonmel. For cars up to 1919

## SEPTEMBER

Sun 1	Donegal Vintage & Classic Car Club	Kilderry Muff Show
Sun 1	Yesteryear Motor Club	September Run
Sat 7 - Sun 8	Garden of Ireland Club	Liam Kelly Memorial Run
Sat 7	Muskerry Vintage, Veteran Car & Tractor Club	Annual Charity Run
Sun 8	Donegal Vintage & Classic Car Club	Inishowen Run
Sun 15	Blessington Vintage Car & Motorcycle Club	Blessington Autumn Run. Organizer: Alice Nugent
Sun 22	IVVCC Autumn Rally	Event for all cars up to 1989

## OCTOBER

Mon 7	Donegal Vintage & Classic Car Club	Annual General Meeting
Mon 7	IVVCC First Monday Meeting	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20.
Fri 11 - Sun 13	Kingdom Veteran, Vintage & Classic Car Club	Autumn Run - Kenmare. Garrett Foley - 087 6455293 after 6pm

## NOVEMBER

Mon 4	IVVCC First Monday Meeting	8.30pm. West County Hotel, Old Lucan Rd, Chapelizod, Dublin 20.
Sun 24	Yesteryear Motor Club	November Run
Sat 30	Donegal Vintage & Classic Car Club	Dinner Dance

## DECEMBER

Mon 4	IVVCC Christmas Social Event	Christmas Social Event - 7.30pm
Fri 20	Yesteryear Motor Club	December Party



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# TO THE GATES OF CHINA...ON THE KARAKORAM HIGHWAY

One of the world's great road driving adventures is to take on the Karakoram Highway – the route from Islamabad to the Chinese border in northern Pakistan. This road trip is not for the faint-hearted, with unpaved rockfall-prone roads a regular challenge and Taliban activity still about. Not to be put off however, IVVCC member Don Larkin and his son Andrew made the journey last year.

I had been thinking for a while about trying to do a motoring adventure with my eldest son when my Pakistani friend Shahzeb got in touch and asked would I have any interest in joining a small group to who were going to explore one of the world's great roads, The Karakoram Highway.

His BMW 2002 was available to drive and the fact that neither insurance nor driving licences were a requirement made it all sound so simple. I had agreed before I really thought the trip through. Andrew my son was the first to point out that this trip was a bit different. He questioned what side of the road did they drive on, how long was the journey, did we need visas, was it safe, what was the food like and most importantly could we get a beer there. Shahzeb reassured me that nothing was a problem in Pakistan and we would have a lot of fun.

Luckily I have a mate in Dublin who had been in Pakistan relatively recently who could answer most of these questions. He pointed out that The Dept of Foreign Affairs had Pakistan on a list of countries that they did not advise travel to due to the political situation there and also the issue of Taliban activity in Northern Pakistan, which incidentally covers a large portion of The Karakoram Highway.

Travel insurance wasn't available, but on an upside, vaccinations were not required. We learnt that beer was available in certain places almost like during prohibition in the

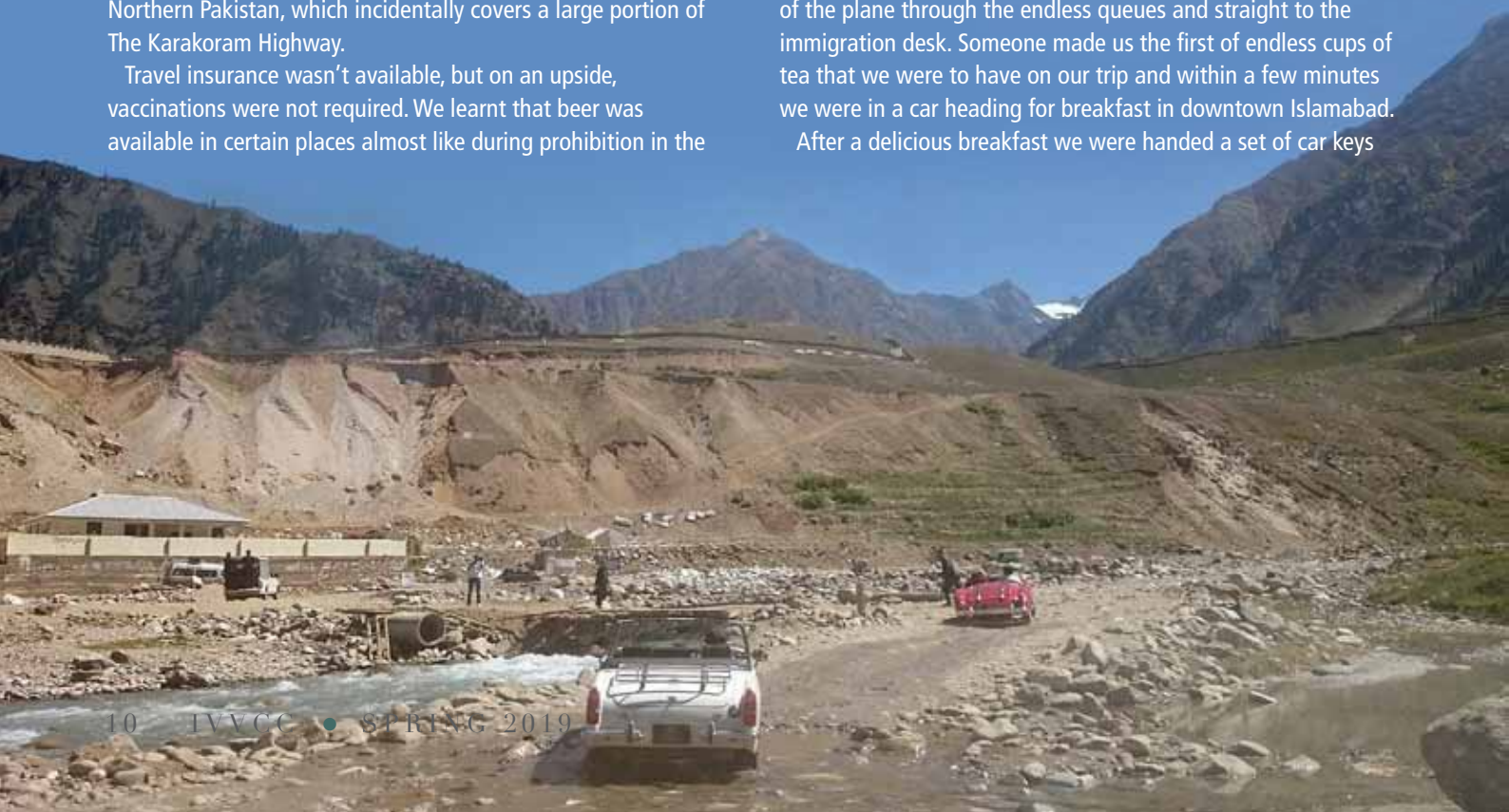
USA. Andrew, fully game, said let's go, so I applied for visas. The officials in the Pakistani embassy were slightly incredulous when I explained I was looking for holiday visas.

## Prayers for Take-off

So after almost no preparation we found ourselves on a Pakistan International Airways flight out of Manchester to Islamabad. This was not an experience that we would recommend, as before take-off a prayer is offered – which is more unsettling than reassuring. Combining that fact and the realisation that nothing seemed to work didn't inspire much confidence as we hurtled down the runway. The next morning we awoke to find us flying over Afghanistan as we headed towards Islamabad. Looking out the window at this mountainous and arid landscape it hardly seemed worth the years of fighting.

Pakistan is one of those countries where knowing someone certainly helps. We were the only non-Pakistani passengers on the flight so Shahzeb was able to get us escorted from the steps of the plane through the endless queues and straight to the immigration desk. Someone made us the first of endless cups of tea that we were to have on our trip and within a few minutes we were in a car heading for breakfast in downtown Islamabad.

After a delicious breakfast we were handed a set of car keys





"As the only non-Pakistanis in the group...we were made feel incredibly welcome"



"A hair raising experience...with the Taliban still active in the region - and hard to be inconspicuous in a bright yellow MGB"



"12-hour day driving...progress painfully slow due to rock falls on unsurfaced track"



"Up through Pakistan - stopping in Balakot and Naran as we headed for the breath-taking Babusar pass at 13,700 feet above sea level"



"The Karakoram Pass at the Pakistan-China border crossing - 16,000 feet above sea level. Snowing steadily as we celebrated with tea in a hut with the three Pakistani soldiers"



and found ourselves behind the wheel of an Austin Healey 100/4 that needed to be tested before the journey. A whistle stop tour in a convoy took us through the local sights, the most notable being The Faisal Mosque, built at a cost of \$150 million – and a Rolls-Royce Silver Ghost parked in a hotel lobby. To see this Rolls-Royce was our first experience of what is commonplace security. To enter most public buildings one is searched and all baggage scanned. Your car will also be checked, and will almost never be parked adjacent to a building.

### **An Incredible Welcome**

The next day we joined up with members of the Vintage and Classic Car Club of Pakistan. The VCCCP undertake this journey every year. We were the only non-Pakistanis in the group and were made feel so incredibly welcome. Amongst the group were two doctors and a former Pakistani MP, who all had extensive experience of Ireland. Interestingly, the former MP's wife grew up in Ireland, where she attended school and university while her father was a cartographer mapping West Cork. There were 11 classic cars to make the journey, with some of the more eminent entrants having both security and technical support also travelling. After a fantastic dinner and a long evening where all competitors and their cars were well fuelled, the early morning start rolled around very quickly.

Due to a technical issue we were driving Shahzeb's 1971 MGB GT rather than his BMW. I preferred the MGB GT as with its Webasto roof open it was really pleasant in the mid 30-degree heat. It also had plenty of room for the large cooler box, which would be supplied daily with all necessary lubricants that a driver might need. Notably as Pakistan is a Muslim country the breathalyser is not deemed necessary. We filled with fuel at approx €9 a tank and set off.

The city of Rawalpindi was the first stop. It is a vast, disorganised and heavily populated industrial city, with all the downsides of that. After the cleanliness and order of Islamabad this was quite shocking and made us wonder what was ahead. Our destination for our first night on the road was Muzaffarabad. This city is the provincial capital of the Pakistani controlled Kashmir region that is disputed between Pakistan and India. I had been assured by the embassy in Dublin that our visa covered us for all regions of Pakistan, however as a non-Pakistani, Kashmir rules are unclear.

### **The Kashmiri Secret Service**

Muzaffarabad is an attractive city with fine old buildings and an elegant cricket ground. Andrew and I were advised to keep a low profile and all would be well. After a long day on the road the sight of our luxurious hotel was most welcome. We were checked in as part of the group and headed to our room. But within a few minutes Shahzeb came to our room and advised us that we should leave instantly – as the Kashmiri secret service had been enquiring were we journalists, and had indicated that they would like to question us directly, a process that could take at least 24 hours in a local police station.

We were hidden in the back of a jeep and headed for the frontier of the next province. Luckily we were only 40 miles or so from the next province and the police at the frontier had no issue with the nature of our arrival. They took us and our two Pakistani friends under their wing and took us to a local hotel. This was a truly awful place, and when they explained that they would leave three heavily armed officers to protect us we were hardly reassured.

After a night of little or no sleep we had breakfast with our guards while we waited for the rest of the cars to catch up. By late morning we were on the open road. The countryside now looked much lush and we were making good progress. We soon learnt that though Pakistan is one country it is made up of numerous provinces and crossing from one to the next can be slightly laborious. Andrew and I signed numerous old



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ledgers and produced our passports and visas at such crossings. However people were incredibly friendly in all these places. They were only doing their jobs and we were never held up for more than a few moments.

After one such crossing we were met by two jeeps full of heavily armed Pakistani Special Forces. These troops were to accompany us for the next few days as the area we were entering had been a Taliban stronghold. One jeep took up a lead position and one the rear and off we set.

### **The Awsome Himalayas**

When the roads were good we were driving fast, but then suddenly the road might just be an unsurfaced track. Thus we travelled up through Pakistan stopping in Balakot and Naran as we headed for the literally breath taking Babusar pass at 13,700 feet above sea level. Here we drank tea while sitting in the frontier post tent taking in the truly awesome view of the distant Himalayas.

From here to Gilgit we experienced one of the most hair-raising drives of our lives. The progress was painfully slow due to rock falls on the unsurfaced track we were using. As the day progressed the group got completely separated from each other and with no mobile phone coverage we just kept going. After about 12 hours driving, 5 of which on our own, we reached Gilgit at about 8pm at night. It was a hair raising experience as we had been warned that the Taliban were still active in the region and we felt that it was hard to be inconspicuous in a bright yellow MGB. A night in the most glorious hotel in Gilgit recharged the batteries.

From here the journey north was much easier as the road becomes a highway built by the Chinese and Pakistani governments. This road is supposed to represent the friendship between the two nations – but for a driver it is heaven, with fantastic surfaces, long sweeping bends and stunning scenery. The traffic levels are extremely low with no police so speeds are

high with plenty of racing between us all. Up north the regional town Hunsa is the closest town to the base camp for K2, the second-highest mountain in the world. The influence of the numerous climbers who have passed through is evident both in the people and their culture. A common drink here is known as Hunsa water, which is akin to moonshine. Hunsa is also the only place where you can sit in a restaurant and drink alcohol openly among strangers.

The final stage of our journey north started here. We got on the road early leaving 30-degree heat in Hunsa and headed for the Chinese border along the highest paved international border crossing in the world. This historically was part of the Silk Road and is one of the very few places where one can cross the Himalayas.

### **The Karakoram Pass**

After a four hour constant climb we reached our goal, the top of The Karakoram Pass. To put this Pakistan-China border crossing in context, we were at 16,000 feet above sea level, which for comparison is the same height as Western Europe's highest point, Mont Blanc, though I doubt many yellow MGB GT have been to top of that peak. However, like the top of Mont Blanc, it was snowing steadily and we celebrated our success with tea in a hut with the three Pakistani soldiers on duty.

After that peak our journey south was a lot easier. We visited numerous interesting places, the highlights being Abbottabad where we saw where US Marines captured Osama bin Laden and Murree where there is Christian church and beautiful Alpine scenery.

Our MGB was a fantastic vehicle to use and proved to be almost trouble free. Interestingly hardly any car in Pakistan runs with a thermostat and though the MGB would boil daily, a quick refill would keep us going.

Pakistan is an amazing country with amazingly friendly people. Would we go back? Absolutely! ■



# MOTORING MILESTONES

A Celebration of Historic Marques and Models

Since 1986, that year being the 100th anniversary of the creations of Gottlieb Daimler and Karl Benz, and the beginning of the automobile era, special motoring milestones have been occurring almost on a yearly basis.

This year for example sees Citroën celebrating the centenary of the birth of the innovative French marque. And Bentley, the prestigious British brand founded in 1919 by the legendary W.O. Bentley in Cricklewood, north London, is also one hundred years old this year. Both the Bentley and Citroën brands were celebrated at Retromobile, Paris, early in February.

## Classics at Silverstone

Other milestones relating to iconic models will also be celebrated at this summer's Silverstone Classic event at Northamptonshire, England, scheduled for 26-28 July weekend. According to the organisers, more than 110 car clubs have already registered to mount displays and demonstrations at the festival, with many honouring significant marques and models.

The Bentley Drivers Club will of course be out in force at the famous race circuit, while Abarth, the time-honoured company with road and racing car pedigrees, will mark its 70th birthday at the Classic by the Abarth Owners Club.

Marcos and Mini clubs will be hosting Diamond Jubilee

birthday parties as their cherished icons hit 60 in 2019, while golden celebrations will be to the fore for both the Ford Capri and Triumph TR6 – two endearing sixties sportscars born exactly 50 years before this summer's Classic, and still with passionate followings today.

Although from a slightly more modern era, the BMW Z1 and Mazda MX-5 are two models not only much-loved by enthusiasts but also with strong regular presences at the Classic – more so this year as both of these two-seaters turn 30 this year.

## Retro Racing

The annual Silverstone Classic honours automotive history with car club displays and on-track parades that have been honoured with multiple Guinness World Records. Also, for the first time in its 29-year history, this coming summer's Classic festival will feature dedicated retro races for Formula 1, Formula 2 and Formula 3 cars, thus creating the festival's first ever international single-seater showcase.

In recent years, the famous Silverstone Grand Prix circuit



The Bentley Drivers Club will be out in force at Silverstone



Citroën celebrates 100 years of motor manufacturing this year



Mini Clubs will celebrate 60 years with on-track events



The Ford Capri will also strut its stuff at the Silverstone Classic

has also staged impressive processions of E-type Jaguars, Ferrari F40s, Porsche 911s, muscular Ford Mustangs, Jaguar XJ220 supercars and never-before-seen numbers of stunning McLarens – as well as a whole host of other glittering parades.

“Whether it’s on or off the track, the Classic is one of the world’s biggest celebrations of motoring history, with more than 10,000 cars from yesteryear on show over three jam-packed days,” said Nick Wigley, Silverstone Classic CEO. “But while the numbers are impressive, it’s the special

automotive anniversaries that always add extra sparkle each year...and in 2019 we have some real jewels to celebrate.”

Admission tickets grant access to a selection of trackside grandstands, live music concerts on Friday and Saturday evenings, both racing paddocks plus the vast majority of the fun-fuelled family entertainment on offer. Full details can be found on the [silverstoneclassic.com](http://silverstoneclassic.com) website with cost-saving ‘early bird’ tickets available until the end of March. ■





By Garrett Foley

# THE KINGDOM VETERAN VINTAGE & CLASSIC CAR CLUB

Celebrating 40 Years of Historic Motoring in Kerry



**The Kingdom Veteran Vintage & Classic Car Club (KVVCCC) celebrates its 40<sup>th</sup> anniversary this year, having been formed by Tom Twohill and PJ O’Riordan in September 1979, following its first event...the Rose Of Tralee Run in August 1979.**

The Club’s first official run was held on Sunday 28th October 1979. Some of those who took part on that day included John Mitchell and Joan Mitchell (Club Secretary in the 1980s, who was then followed by Lucey Breen as Secretary), Francie Cantillon, Myles Foley, John Gill (Club Secretary 1990s), Mick Ahern, John Naughton, as well as Des Walsh – and myself Garrett Foley (present Club Secretary) at the age of six, along with my brother Chris Foley, then age seven, who is now our Club webmaster.

PJ O’Riordan, who was Chairman of the Club for over 20 years, is now President, while his grandson, David O’Mahony, who is our youngest member, is Club PRO.

## **THE RING of KERRY RUN**

Our first Ring of Kerry run took place in 1980 and has taken place every year since then – even during the Foot and Mouth outbreak of 2001, when our then Chairman Fintan Foley and Secretary Mike O’Connor and Committee did an outstanding job in running the event against the odds, obtaining special permission from the Department of Agriculture. Disinfectant mats were put down, manned by Club members for cars to drive over, at the start of the event in the Gleneagle Hotel in Killarney.

Some years later an autumn run was added to club events. This was held in Dingle for a number of years but is now well rooted in Kenmare for over 20 years in the month of October. This is now our flagship event, with 120-140 cars attending each year from all over Ireland North and South and the UK. A new route was added in 2017/2018 by present Chairman Tony Hehir.

During the downturn in the economy the Club saw events and membership reduced. However David Curran, the then Chairman, and myself as Secretary took the club back into the black and turned numbers around again. We also took the Club through the issue of NCT for classic and vintage cars with letters and emails, and politicians lobbied on the issue by us on behalf of the Club.

With a membership now of 200, many with more than one car, the Club is going from strength to strength and is looking forward to the next 40 years. ■

*The Kingdom Veteran Vintage & Classic Car Club can be contacted through Garrett Foley, Club Secretary, at [garrettfoleyvintage01@eircom.net](mailto:garrettfoleyvintage01@eircom.net), or via the club website: [www.kvvccc.ie](http://www.kvvccc.ie)*





KVVCCC Autumn Run 2018: William Ryan of Charleville, Cork, with his 1930 Ford Model A at Gougane Barra Church



John Tarrant of Tralee, with his 1953 MG YA near Sneem, on the 2014 KVVCCC Ring of Kerry Run

## KVVCCC EVENTS 2019

**Saturday 23 February:** Club Social – Ballyroe Heights Hotel Tralee  
Dinner, Live Music and Spot Prizes.  
Tickets: €25 per person  
Tickets available at AGM – or by contacting:  
Dave O'Mahoney (087) 2598110,  
or George Glover (087) 2814545

**Sunday 14 April:** Cars N' Coffee – Garrett Foley  
**Friday 10 May:** Evening Run – Tony Hehir  
**Sat/Sun 18/19 May:** 40th Ring of Kerry Run  
**Sunday 9 June:** Michael Costello Run - David Curran  
**Friday 21 June:** Evening Run – Johnny Cahillane  
**Friday 26 July:** kvvccc/Balymac Charity Run - George Glover  
**Sunday 14 July:** Cars N' Coffee – Mike Moloney  
**Sunday 11 Aug:** Cars N' Coffee – Joe O'Sullivan  
**Sunday 15 Sept:** Cars N' Coffee – David O'Mahoney  
**Fri-Sun 11/13 October:** Autumn Run  
**Sun 20 October:** Cars N' Coffee – Tony Darmody

[Note: all dates subject to change]

Photos: Robert O'Mahony, Tralee

## The Hillclimb at Ballyfinane



In July 1993 a plaque was erected by the Kingdom Veteran Vintage & Classic Car Club to commemorate the Ballyfinane Hillclimb, held there 90 years previously on Wednesday 15<sup>th</sup> July 1903.

The Ballyfinane Hillclimb was part of the "Irish Automobile Fortnight" – a series of automobile sporting events, the highlight of which was of course the famous Gordon Bennett Cup Race held on a closed road circuit in Counties Kildare, Laois and Carlow, and won by Camille Jenatzy on a 60hp Mercedes. Also during the two-week series, speed trials were held in the Phoenix Park, Dublin, where the Land Speed Record was broken at 84mph.

The Ballyfinane Hillclimb event was won by Charles Stewart Rolls, the man later to join Frederick Henry Royce as co-founders of the firm that became Rolls-Royce just a year later. At Ballyfinane, Rolls had as his mechanic Moore Brabazon, the first Englishman to pilot a heavier-than-air machine under power in England, and who later served as UK Minister of Transport and Minister of Aircraft Production during World War II.

In his book *Triumph of the Red Devil*, Brendan Lynch says of the hillclimb event:

*Watched by almost 1,000 Kerry people, the future Rolls-Royce co-founder took the last car event of the Irish Fortnight, the mist-soaked 1,200-yard Ballyfinane Hillclimb on the Tralee-Killarney road. This was despite the sometimes parsimonious Englishman and Moore Brabazon sleeping under the world record-breaking Mors to save money! Moore Brabazon wryly observed, 'The droppings of oil and dirt from a racing car during the night do not improve one's early morning appearance'.*

Rolls attained a speed of 45mph on the hill that day at Ballyfinane, winning the event in a time of 1 minute 1.8 seconds. On the previous Saturday, Rolls had carried off the 'Cork Constitution' speed trial on the 2.25-mile Carrigrohane Straight to win in 1m. 49s.

# TECHNICAL TOPICS

## Visionary Motormen and their Big Ideas

Martin de Little, a regular contributor to the Traction Owners Club magazine, talks about the golden age of automotive engineering when, between the wars, the innovative thinking of Edward Budd, Henry Ford, F.W. Taylor and André Citroën combined to bring about a revolution in automobile production and design – the effects of which are still evident in today's motorcars.

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In 1923 André Citroën and his engineers were in America visiting the factories of one Edward Gowan Budd and a Mr Henry Ford. Edward Budd, an American inventor and businessman, had at this time done a lot of development work on the technology necessary for pressing and stamping out panels – for the steel bodies of railway carriages, and also for motorcars.

The Ford Model A steel body, perched on a steel chassis, was an Edward Budd product. And it was Budd's press tool equipment that was duly installed in Citroën's factory in Paris for the B10 and later, in 1926 in Slough, for the B12 model onwards.

### Time & Motion

In the late 1800s, Frederick Winslow Taylor had developed the concept of what we now think of as the "Time & Motion" theory. Henry Ford was busily adopting these ideas, and from the start of Citroën car production in 1919, they were also being applied in his Paris factory.

Now, (and it bears repeating even for those who have heard me banging on about this before) mass production is NOT about making lots of things en masse. Rather, it is about setting up systems for production and quality control – so that any one component, that is meant to be identical to another, will be in fact identical – plus or minus a few hundredths of a millimetre (or thou's of an inch if you prefer). In other words, to use a very old axiom: "the skill was built into the tool".

Ford for example would employ what he called his "farmers' boys" to operate machines that would each perform a particular task. The unskilled "farmer boy" would operate the machine all day, and would still deliver accurate components at the end of his shift. To reach such levels of sophistication in manufacturing (aka production technology) required a machine tool industry that could meet these demands and produce machines that would work to and maintain close tolerances for long periods.

### Machines & Materials

In the early days, standardization - in particular with regard to steel stampings - would often vary enormously. In large part this reflected the shortcomings in the materials and the machines being used. But there quickly emerged a synergy between the metallurgists, machine tool makers and the machine tool users. The users required ever greater standards of accuracy from their machines; the machine makers were continually casting around for better materials; and so on.

Prior to making cars, Citroën factories had been very successful at making gears, and during the First World War, munitions in vast quantities for the government war effort. The principles of efficient production technology had by then already been firmly established.

### Production & Quality Control

By the late 1920s, André Citroën was conflating a number of production ideas within his factories that were to underpin all modern factory processes. These ideas included:

- The efficient use of labour in terms of who did what and how...with the workers' movements and activities closely orchestrated.
- The production of accurate machine tools... maintained to the highest levels of accuracy by a small cadre of skilled men and women.
- Quality control processes within the plant...employing feedback processes that would correct mistakes and lack of accuracy, in order to ensure that everything was made to a given standard.
- Drawing upon the three headings above, economies of scale were being achieved through highly structured and rationalised production processes.

The Citroën company was only ever going to amortise its massive tooling costs for their all-steel cars (they

introduced all-steel cars in 1924) if they could be sold at a price that the public would bear – which indeed the public did.

### Front-Wheel-Drive & Monocoque Bodies

During the period 1921-30 in America, Budd was working on a prototype car featuring an all-steel body and front-wheel-drive. Other motor manufacturers knew of the technology but apparently were not interested, but for several years (whisper it if there is a patriotic Frenchman

close by) it was this prototype that was being further developed by André Citroën.

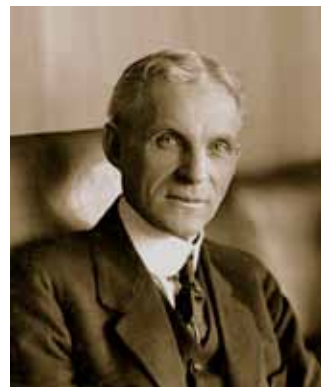
Always using Budd's know-how and presses, and always paying him a licence fee, the principals of pressing and stamping out steel panels to combine them into a viable monocoque motorcar were being developed by Citroën. Then finally, in 1934, the world's first mass production front-wheel-drive monocoque body was introduced to the world... La Traction Avant. ■



Edward Gowan Budd. Andre Citroën said that Budd's body-stamping simplicities allowed him to boost his firm's daily production by a factor of 10.



Frederick Winslow Taylor. The great precision of Ford's new conveyor belt operation was made possible by the time and motion principles pioneered by Taylor.



Henry Ford. The steel bodied Ford Type A was produced using the designs and systems developed by Edward Budd.



André-Gustave Citroën. The first European to produce cars on an assembly line, he used the ideas of Henry Ford, Edward Budd and F.W. Taylor to develop his 1934 Traction Avant, the world's first mass production front-wheel-drive monocoque motorcar.



Similar styles... Peadar Ward's 1930 Ford Model A – with its all-steel body developed by Edward Budd.



...and a 1930s Citroën AC6 – also built with Budd all-steel body tooling.



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# TWO FAST LADIES

**I was recently very happy to receive a gift of the book “Driven” by the wonderful Rosemary Smith, which I heartily recommend to anybody with an interest or not in Irish Motor Sport.**

*[see Book Reviews, page 34 ... Ed]*

I had the good fortune to meet this most glamorous of rally drivers through a mutual friend and found her a really charming, genuine person and exceptionally entertaining company. Anyone who attended the talk she gave to the IVCC some time back will agree with me I'm sure. An example of a prophet not fully recognised in her homeland, her book bears witness to her vast experience and success behind the wheel all over the world during so many years. And she is still going strong!

I asked her once if she had any mechanical knowledge and she, as indeed she does in her book, professed a total lack of interest in what goes on under the bonnet. I don't believe her! Nobody could have achieved so much without a highly developed intuitive understanding and sympathetic feel for the machine under her control. She also can quote the size of any of her engines down to the last cc! What a life of ups and downs. Literally. And she still holds the Irish Land Speed Record.

Vive Rosemary!

## **KITTY O'NEILL – Stuntwoman Extraordinaire**

My second Fast Lady has the very Irish sounding name of Kitty O'Neil, although she was born in Corpus Christi Texas in 1946. Her father died in a plane crash when she was a child and she was raised by her Cherokee mother. Kitty died on 2nd November last year after an incredible life that was the stuff of movies.

Having lost her hearing as a baby through illness she took up sport – as well as learning the piano and the cello. Next came Meningitis, and she was told she might never walk again. She recovered only to face cancer twice in her '20s. She then turned to racing motorbikes and cars. She lost two fingers in a smash before becoming a stunt artist with the Hollywood daredevil team 'Stunts Unlimited'.

In the 1970s Kitty doubled for the lovely Lynda Carter in the TV show 'Wonder Woman'. (I have to confess she was my very favourite Super Hero of all time).

O'Neil set a high-fall record of 127ft. dressed as Wonder Woman – jumping off the top of the Valley Hilton onto an air bag on the terrace below. Then on 6th December 1976 she became the fastest woman in the world when she set a

land speed record in a 48,000 horsepower rocket car called 'Motivator' in the Alvord Desert Oregon, at an average of 512.710mph, a record that still stands. On water she set records in a jet-powered boat at 275mph, and on water skis at 105mph.

"I'm not afraid of anything," she told a reporter in 2015. "Just do it," she said. "It feels good when you finish. You made it!" ■



Rosemary Smith...still going strong



Kitty O'Neill...taking off, from 127ft. above

# FROM THE BACK SEAT



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

**“Talking of in-car gadgetry and touch-screen operation, I had to wonder when the modern generation of cars will reach veteran or vintage age. Much earlier than those our readers drive, you can be sure!”**

My editor called me the other day. He said: “You are a man of a certain age... how would you like to write me a piece about ‘in-car technology and the older driver?’”

Ignoring his ‘certain age’ reference, I accepted his invitation, believing myself to be sufficiently mature and sufficiently caustic to have something useful to say on the topic.

Realising that I have indeed reached that ‘certain age’, my mind whizzed back to a conversation I once had with noted raconteur, broadcaster, Late Late panellist and motoring writer, the late Ted Bonner, he of *Motoring Life* fame in which he wrote under the pen name Richard O’Hagan.

Meeting Ted, I noted he was driving the latest new Renault for review purposes. When asked what the radio was like, his face nearly burst a blood vessel. Bemoaning the fact that they no longer made car radios “with two knobs you can twiddle and buttons you can use to store and select a station,” he went on to berate the type fitted to his test car. “Don’t talk to me about that thing,” he exclaimed. “I can’t work it...it has more buttons than Louis Copeland.”

Since then I have grown old enough to appreciate exactly how he felt. It all came back to me recently when driving what they now call an entry-level model from the stable of one of the leading luxury car manufacturers. Driving it, I had to wonder when the modern generation of cars will reach veteran or vintage age. Much earlier than those our readers drive, you can be sure. The reason for this

comes down to computerisation.

As anyone who owns a PC knows, they don’t last forever. Quite the opposite! Already, the one I am using is obsolete in a number of important respects and it seems I have only owned it for a very few years. Frequently, the notice ‘this programme is no longer supported’ springs up across my screen. That is the laptop makers way of telling me ‘it’s time to buy a new machine’.

Can we expect that the modern motorcar will quickly reach that point in its life when it too will no longer ‘be supported?’ If and when it does, how far off is that fateful day? Ten years... twenty years...sooner? The answer, my friends, is ‘sooner’ if my PC is a measure! The programmes I use that are no longer supported were spanking new and up-to-date less than ten years ago. What chance then that an in-car computer that can tell you what you’ve had for breakfast will still be working when it first hits the age of having to have its NCT carried out on an annual basis?

Believe me, on the subject of in-car gadgetry and touch-screen operation, there are lots that can go wrong. And as Murphy’s Law once famously noted: ‘If something can go wrong...IT WILL GO WRONG!’

I can almost hear the conversations as beleaguered motorists call their equally beleaguered service engineers: “It’s the device in my car that speaks to me... the one that tells me how to adjust the heater and anything else I want to know. It won’t speak to me any longer!”

“Did you do anything to upset it?”

“I did tell it to shut up once or twice... until my wife told me I should not speak to a lady in that tone of voice. Maybe she took the huff?”

“It’s possible, Sir...and was there something else that bothers you... something to do with the car’s messaging service?”

“You bet...how can I stop it from sending me messages. Hardly a day passes but I don’t get a message of some sort...all directing me to get in touch with YOU. It seems my new car is a sales promotion device designed to drive business into your workshop.”

“Ah! Sir...there’s no need to be like that. The things you are giving out about are called ‘driver assistance’ features.

“But I don’t need driver assistance.”

“That’s what you think, Sir. Without driver assistance, you’d be on your own with nothing to tell you when to stop and have coffee...nothing to warn you when you drift over the white line... nothing to say how much petrol you’re using or how much fuel you have left in the tank. Take its SOS feature. If you get into trouble, all you need do is press the SOS button and, quick as a flash, you’ll be through to a live voice no matter where you are in the world. Just tell her what it is that’s troubling you. She’ll know exactly where you are parked and can send the emergency services to help you.”

“What if I’m parked with someone in a place where I don’t want to be found?”

“Ah, Sir...Now you’re thinking back to your courting days. Surely those times are long gone?” ■

# Memory Lane

By Colm O'Neill



This view is of the famous St. Patrick's Hill in Cork, taken in the Summer of 1964. Frequently used for cycling hill climb events, its gradient is an average of 1 in 6.25.

For many years the lower portion below Hardwick Street/Patrick's Place intersection has been a one-way street downwards. There was extensive redevelopment of the street in the early nineteenth century, with both sides of the thoroughfare being lined with late Georgian houses, now listed. This view is from the middle section just above Hardwick Street and the end of the street is where the Leyland Titan double-decker CIE bus can be seen turning into Coburg Street. Beyond the bus lies the short Bridge Street and St. Patrick's Bridge leading into the gracious curve of Patrick's Street itself, but the condensing effect of the camera lens makes the distance appear nearer.

To the left is a 1960 Ford Anglia 105E registered OIF 863, a Co Cork issue. Indeed, all the registration numbers visible are local, either from the IF and ZB series for the county area or from the Cork City PI series. Beyond the Anglia is a Ford Popular 100E of the 1959-62 era, this one with unusual two-tone paintwork. Next can be seen the hind quarters of a 1962 Jaguar Mk. II, registered BZB 953. In the centre of the roadway two Minis are passing, both with Mini-Minor badges, denoting the Morris version and both have the early 1963 FZB registration mark.

Looking to the right, the nearest car is a late 1960 Ford Consul Mk.II, a true six-seater thanks to front and rear bench seats and ample width and with its keen price proved a popular model in the larger saloon car class. Next is a mid-1963 Hillman Imp and undoubtedly one of the very first Irish-built examples, as the model had only been launched in Britain by the Rootes Group in May 1963. This car could have been supplied by the then local Hillman/Humber/Sunbeam main dealer, Cross & Sons Ltd. of Sullivan's Quay. Beyond that is a 1961 Mercedes 220S "Fintail" saloon. Although the finish and appointments made the 220S a luxury saloon, the more demanding buyer opted for the fuel-injected 220SE as the 2.2 litre six-cylinder engine in carburettor form was a little underpowered for the weight of the body. Just ahead of the Mercedes is a 1961 Hillman Minx Series III, and parked beyond the Minx is a pale coloured Ford Anglia Estate and a Ford Corsair, again an early example of its type as production had commenced in October 1963.

It is striking to note that none of the cars highlighted here is more than four years old, a reminder that the models of that time succumbed to rust, fading paintwork, worn upholstery and general mechanical deterioration, much earlier than is the case nowadays where the proportion of cars of eight or ten years old in daily use would be significantly higher. ■

# BACK TO THE FUTURE

## A car that can drive on water ...an idea that keeps surfacing in the minds of automotive inventors

Amongst the exhibits at the Ulster Folk & Transport Museum is an interesting example of the amphibian car concept. The exhibit is an Amphicar – the German-built vehicle designed by Hans Trippel and first seen at the German Auto Show in 1959. But before then - and since - amphibious cars have made a big splash on the market, usually though to sink without trace (sorry) after a short production life.

The 4-seater Amphicar first hit the headlines at the 1961 New York Auto Show where it was advertised at around \$3,000. The Model 770 claimed a speed of 70mph on land and 7mph on water, powered by a Triumph Herald 1,147cc engine, driving the rear wheels on land, and twin propellers while in the water. The Amphicar was also very heavy, weighing well over two tons due to its necessary rigid construction and waterproofing.

Between 1961 and its demise in 1967 about 2,800 Amphicars were built. However in its main market, the USA, tighter safety regulations came into force in '67, thereby requiring significant redesign. This was deemed impracticable and so production ended. Since then, fully restored Amphicars in the US have sold for prices close to \$100,000, with one going for \$123,400 in 2011.

### The Schwimmwagen

Long before the Amphicar came on the scene the most numerous mass-produced amphibious car in history made its appearance – though for somewhat less leisurely activities. This was the Schwimmwagen (literally 'swimming-car'), a vehicle used extensively by German forces during WWII. The four-wheel drive was built by the Volkswagen organization. It was based on the Beetle, but with comprehensive modifications to cater for off-road conditions, as well as a unitized body for water travel.

The Schwimmwagen was powered by an air-cooled 4-cylinder 1,131cc engine. For water travel a propeller was lowered, with the front wheels used as rudders. A total of 15,584 Schwimmwagens were produced by Volkswagen between 1942 and 1944, mostly at their Wolfsburg plant, making the vehicle by far the most mass-produced amphibious car in history, although less than 200 examples are known to exist today.

### The Aquada

A more recent incarnation of the amphibious car came in the form of the 3-seater Gibbs Aquada. Produced during 2003 and 2004, this was dubbed "the world's first high-speed amphibian car" by the founder, New Zealand-born Alan Gibbs, who claimed it could hit 100mph on land and 30mph on water. In 2004 Richard Branson did in fact set a new record in his Aquada, 1 hour 40 minutes, for crossing the English Channel.

New Aquadas sold for around £150,000, though when production wound down in 2004, twenty of the unsold cars were offered for sale as collector items at even higher prices.

### And the Oddities...

#### A 'Car-powered' craft

In 1908 an inventor called Roussier came up with an idea for a 'car-powered' craft. His plan was to use a standard automobile to propel a raft across water – perhaps as a lake or river ferry. On the floor of the raft were two rollers, connected via gears to propellers at the rear. Simply by setting the driven wheels of a car between the rollers, the river craft could be powered across the water. Whether or not it was a success, it appears nothing more was heard of Roussier's interesting idea.

#### The FIAT 'Boat-Car' of 1953

On view at the Louwman Car Museum in Holland is the Fiat 1100 Boat-Car. Built in 1953 by the Turin coachbuilder Coriasco on a Fiat 1100 platform, this 'amphibian' was definitely not seaworthy; rather it was built purely as publicity for a sailing school in Bologna. But Coriasco included nautical details such as portholes, lifebuoys and a varnished wooden deck.

Despite the largely unsuccessful attempts to develop a 'Land & Water' car, almost since the automobile era began, who knows what the future holds. Boeing has just test-flown its prototype 'flying car' – in line with many other such ventures being developed in a bid to revolutionize urban transportation. So why not amphibious cars – so offering yet another travel option? ■



At the Ulster Folk & Transport Museum...The Amphicar  
Photo: A.Aherne

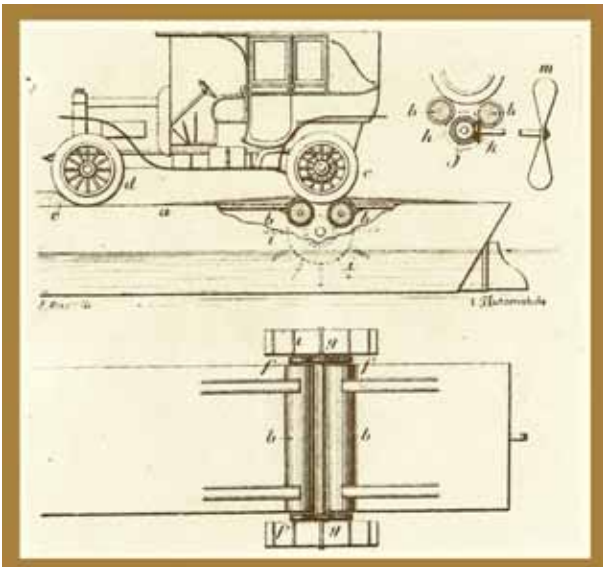




The 2003 high-speed Aquada sporty amphibian  
*Photo: Gibbs/Aquada*



The Schwimmwagen ... which wasn't always used for fun  
*Photo: Jason Vogel*



An 'amphibian' idea from 1908 ... a car-powered river craft  
*Illustration source: J.Arigho*



And the "Boat-Car" that didn't float, from Fiat  
*Photo: A.Aherne*



### Boeing's flying car takes off

**Seattle, January 22<sup>nd</sup> 2019...** Harking back to a previous 'Back to the Future' item, we hear that in its bid to revolutionize urban transportation and parcel delivery services, the world's largest plane-maker Boeing has just recently flight-tested its flying car prototype.

Boeing is just one of the organisations powering ahead with plans to introduce small self-flying vehicles capable of vertical takeoff and landing. It's believed that rapid advance in autonomous technology, along with frustration with road congestion, could change the face of the aerospace industry within the next decade. Boeing CEO Dennis Muilenburg said at the recent World Economic Forum in Davos, Switzerland: "the future of autonomous mobility – moving goods, moving cargo, moving people – is happening now and it's going to accelerate over the next five years and ramp up even more beyond that."

The Seattle company's 'flying car' is part helicopter, part drone and part fixed-wing plane. Major hurdles to the development of self-flying vehicles include sorting out numerous critical safety and regulatory issues that will be necessary in order to integrate traditional roadway traffic with fleets of flying cars. Boeing says it is working with tech company SparkCognition and the Federal Aviation Administration to develop a traffic-management system for three-dimensional highways, as well as the regulatory framework that will allow waves of autonomous vehicles to zip safely around buildings.

Boeing is planning for flights to be available for order via smartphones around 2023. Its two versions of flying cars will be capable of carrying two and four passengers and have a range of 50 miles. Tests are planned for later this year on a cargo-carrying version that can lift up to half a tonne.

Competitors to Boeing include Airbus, which has also conducted numerous flying vehicle test flights, and Volocopter, which has tested drone taxis that resemble a small helicopter powered by 18 rotors. Another company, AeroMobil, are developing a stretch-limousine concept that can turn into a fixed-wing aircraft. ■

# THE CONNACHT RUN - ROSSES POINT 2018

**The annual Connacht Veteran & Vintage Motor Club pre-war run has become a unique event, gathering a great variety of pre-war cars from all over Ireland and also quite a few from Northern Ireland.**

The 2018 Connacht Run event, held on Sunday October 7th, was based in Rosses Point, a village in County Sligo. Those who arrived on Saturday evening were greeted with lovely sunshine as they checked in to the Yeat's Country Hotel in Rosses Point on the shores of the Atlantic Ocean, a truly spectacular setting.

Sean O'Brien and Keith English were on hand to meet and welcome us on Saturday evening. A few sociable drinks were had with lots of chat – mostly about pre-war cars! It was great to see Jim and Breda Boland there, they always drop in to admire the cars that show up for the run.

Next morning a lot more cars arrived and after a leisurely breakfast we all set off on the run, taking in sections of the Wild Atlantic Way. The day was overcast with a little mist coming in from the sea but this did not take from the scenery we passed on our way. We stopped at some points to admire the views. We had lunch in Mullaghmore and afterwards set off along the coast towards Drumcliffe. We returned to Rosses Point at four o'clock, loaded our cars, said our farewells and promised to meet again in 2019.

It might have been a long drive for a short spin. Is it worth it? Absolutely! If you own a pre-war car and have never been, make a note of the 2019 event and don't miss it. ■



The bronze memorial at Rosses Point to men lost at sea – and commemorating the women who waited on shore.



1929 Model A Ford Roadster - Paddy Whitty, Waterford



1929 Sunbeam - Willie and Ian Smyth, Carndonough, Co Donegal



1911 Model T - Thomas Connor, Crossmolina, Co Mayo



1933 Riley 9 Special - Anto Heneghan, Castlebar, Co Mayo



1938 Fiat 500 - Eamon Dunne, Wicklow



1922 Wolseley - Pat Keenan, Abbeyshrule, Co Longford



More horsepower in Mullaghmore



The unique street art of Mullaghmore village



Kasan, Turkey...John and Rita Buckley's furthest venture east with their 1930 Ford Model A

# TOURING TIPS

*By John Buckley*

**IVVCC Gordon Bennett Rally participants John and Rita Buckley are well known for the long overseas tours they undertake, travelling from their home in Wales some 4,000 miles each year in their 1930 Ford Model A Tudor. They have visited countries as far east as Turkey, south to Morocco – and as far north as you can go...Nord Cape in Norway. Here, John writes about the preparations advisable for long distance journeys.**

Touring by definition is away from home. You know where everything is at home, it's all routine. Away from home everything is that bit more difficult. Interesting isn't it how the local tyre shop can get your car up and wheels off in about 2 minutes. How long does it take you at home? Six minutes at least, I bet. Now imagine yourself in a lay-by with the jack and tools neatly stowed somewhere. How long is it going to take you to get just one the wheel off now? 10 minutes? 15 minutes? Away from your own workshop, I reckon that things take at least four times as long to fix; and that's assuming you have all the necessary parts to hand.

## **Pre-empt Problems**

Before setting off on long tours it's sensible to pre-empt problems by good preparation. You don't have to get the car running absolutely faultlessly, tuned to 100% perfection. You just want to avoid breakdowns.

So let's assume you're going away for 2 weeks vintage touring

and intend to drive 1500 miles – no distance in a modern car but significant in an 90 year old one. There are a few things to check before you set off. Importantly, do your pre-departure check several weeks in advance, just in case you need to replace or order any parts.

Easy things first: Do all your tyres hold air? – check this over a period of a few days using the same pressure gauge and at the same temperature. You may have a decent compressor in your own workshop but it is most disheartening to wake up miles from anywhere and see a flat on your pride and joy. Check your spare too, by using it for a couple of hundred miles. It's amazing how often old spares will hold pressure when they are not being used, only to have them deflate once they're on the road. Several times in my motoring life after a puncture I've found the spare deflating within a few hours (if it's happened to me it'll happen to you). Whilst you're at it check the sidewalls for any cracks or splits you may not have noticed on local runs. Don't worry about slightly worn treads; you're not going to be

cornering at excess speeds at the limit of adhesion (Oh, you are? Sorry!).

Brakes working reasonably well? Good. Assuming there's some lining left, 1,500 miles isn't going to wear it down too much.

### Get Out and Get Under

Get the underneath of the car cleaned with a pressure washer or similar and it'll help you spot any oil leaks. Jack up each wheel and check there is no undue play in the bearings. Once again, accept normal wear as okay; you don't want to be undertaking any unnecessary work just before you go.

You've got the car jacked up now so use axle stands for safety and crawl underneath. All split pins in place on all the break linkages? Is the exhaust clamped securely? Whilst you're under the car put some grease (I use copper grease) on any mechanical brake linkages.

Crawl to the front of the car and check the steering linkage. Don't worry about a bit of play, but do check that all the mounting bolts are tight and split pinned correctly. Clutch linkage okay? Are the bolts on the universal joint cover all secure?

Next, if you haven't done it recently get the grease gun primed and grease all the nipples. Best to do an oil change now; it's easier to do this at home rather than in a hotel car park or campsite. But ask yourself, how often do you need to change the oil? If your car is going to need an oil change en-route be prepared and plan for that. Are you going to change the gear box oil and back axle oil before you go or just check it and top up if necessary? Either way, be sure you can remove the rear axle and gear box filler plugs (they can become frighteningly tight) and it's always prudent to check you can undo the filler plugs before you drain the oil out!

### A Dollop of Hammerite

Once I had an engine sump drain plug come loose (I hadn't checked it for tightness after an oil change by a specialist and I naively assumed they knew what they were doing). Fortunately I noticed that it was loose and just dripping oil before it became completely unscrewed. Since then I have always applied a liberal dollop of Hammerite paint to all drain plugs and other nuts that could come unscrewed. The vibration from some engines can be very persistent on any long journey so check all the bolts holding the sump to the block; I've had a few of those shake loose too despite using lock washers.

Whilst you're still under the car: No chafed electric wires? Everything looking okay? No nasty oil leaks? If there are leaks are you going to try and fix it before you depart or simply make more frequent checks and top-ups? Either is acceptable to my thinking but don't ignore serious problems.

Time to get out from under the car and now lift the bonnet. Does coolant drain out when you turn the drain tap or is it clogged? Can the tap vibrate open? A piece of wire to keep it closed will put your mind at rest. Are the horn, starter motor, generator secure? Is the charging system working OK?



**IVVCC Spring Rally**  
**Saturday, 13<sup>th</sup> April 2019**  
**Our 2019 Spring Rally will be held on Saturday 13<sup>th</sup> April. The event will start from Jones Farm Centre on the Donabate Road in north County Dublin and will be open to all members of the IVVCC and our Affiliate Clubs.**

The rally will cater for all classes of cars eligible for IVVCC events – that is, cars built from the dawn of motoring up to 1989. We encourage as many people as possible to take their cars out for this, our first event of 2019, with the added attraction of being able to view a wide variety of cars on the event.

The Spring Rally will be a great opportunity to enjoy the North Dublin countryside in the company of fellow enthusiasts. Closing Date for receipt of entries is Friday, 5th April 2019. Further details will be available shortly.

Participants' registration will commence on the Saturday morning of the 13th April at Jones Farm on the Donabate road at 9:30 a.m. Tea/Coffee and scones will be provided during the registration process and then the rally will commence at 10:30am, travelling through interesting and quiet countryside. Everybody attending the event will also have a chance to meet up at our sit-down lunch in Kettles Country House Hotel outside Swords.

Each driver will be issued with voting slips to decide on which cars they would most like to take home.

Prizes will be awarded in the following categories:

Class B:	Pre-1940 cars
Class C:	1940 to 1964
Class D:	1965 to 1984



Is the battery holding charge? Should you get a new one? No doubt you've got a battery charger at home or can get someone to push/tow start you but on tour things aren't always so convenient. Check the terminal connections on the battery are secure and free of corrosion.

### The Key to Security

A battery master switch with removable key is a sensible addition to any vintage car. Not only does it provide reassurance that you didn't leave it parked with lights on but it also provides a bit of extra safety as well as security. Fan belt okay? Got a spare? No cracks visible on the fan blades? No undue wobble from the water pump?

Are any of the bolts on the valve cover plate loose? These do seem to shake loose with heat and vibration despite having lock washers, so a neat application of Hammerite or heat resistant paint will help. Steering box mounting bolts firm? Have you topped up the steering box recently? Finally check the lights are working all right and that you've got spare bulbs.

Well, it seems as though you have now checked everything. I would suggest that the next nice day pack the picnic hamper and have a pleasant days run of about 100 miles. Then re-check everything once again. But remember: "If it ain't broke don't fix it!" ■

*In a follow-up article John will talk about tools and spares to carry for a long trip – and a few extra tips to avoid mechanical problems.*

## BATTERY CUT-OFF ISOLATOR SWITCH

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

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



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

**€10 EACH**

### FITTING INSTRUCTIONS:

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

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

Email: [ofi@indigo.ie](mailto:ofi@indigo.ie)



Steady on missus, if you must make a mess can you go outside & do it.

# THE MULLIN AUTOMOTIVE MUSEUM

An exclusive museum in California, dedicated to the brilliance of French car design of the Art Deco period – and now coming to a location nearer to us.

Mullin Automotive Museum, the privately owned prestigious car collection in Oxnard, near Los Angeles, California, has announced plans to establish a base in the Cotswold Hills in Oxfordshire, England. Planning is currently well advanced for an extensive automobile museum together with related cultural and community projects.



Peter W. Mullin, a philanthropist and aficionado car collector – and who has strong Irish connections – established his exclusive Mullin Automotive Museum in Oxnard, California, in 2010. The Oxnard museum houses his spectacular personal car collection in a 50,000sq. ft energy-efficient building remodelled by American architect David Randall Hertz in the Art Deco style. This in turn reflects the era of the owner's collection, comprising mainly French manufactured cars of the '20s and '30s – which includes the most valuable car in the world.

Some 200 cars vehicles will be exhibited in the new Cotswold museum, many of which will probably come from Mullin's collection at Oxnard, California. There, visitors can see a remarkable range of vintage Bugattis, the preferred marque of Peter Mullin, as well as other fine French marques – such as Voisin, Hispano-Suiza, Talbot-Lago, Delage and Delahaye, all exhibited in decorative art styling reminiscent of the '20s and '30s. Many of the cars on display have won major prestigious awards at Concours d'Elegance throughout the world.

The plans for the UK attraction, to be called The Mullin

at Great Tew (Great Tew being a small village near Chipping Norton in the Cotswold), will comprise a 160 acres site with the new museum, a hotel and 28 visitor chalets. Interviewed by Octane car magazine in March last year, Mullin talked about his plans and said: "It won't just be about classics. We want to celebrate not just where we've been but also where we're going." The complete £1.7million project, which will include environmental improvements to the general area, will be designed by prominent British architect Norman Foster.

## The Magnificent Bugatti 57SC Atlantic

The Oxnard museum in California owns and displays the fabulous 1936 Bugatti 57SC Atlantic, regarded as the most expensive automobile ever to change hands and considered to be the epitome of French Art Deco styling.

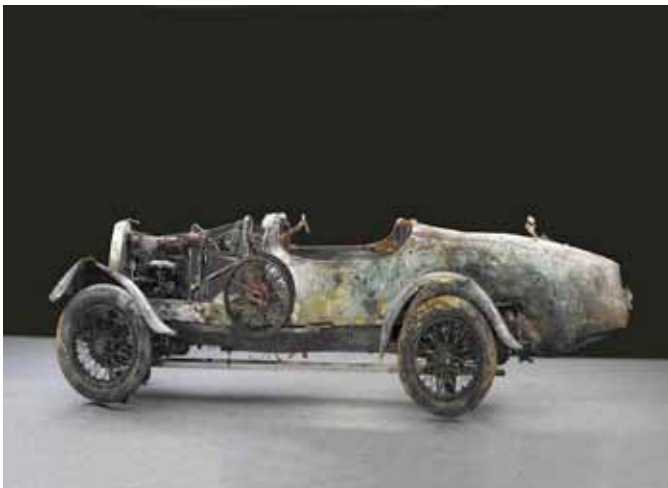
The car on display was purchased in 2010 by Mullin for the astounding price of somewhere between \$30 and \$40 million; the final exact figure has never been disclosed. The body design was the work of Jean Bugatti, son of founder Ettore Bugatti. The original prototype car was



The fabulous 1936 Bugatti 57SC Atlantic, designed by Jean Bugatti, and regarded as one of the world's most desirable cars – and most expensive ever to change hands.



1939 Delahaye Type 165 cabriolet, a car built to represent France at the 1939 New York World Fair. The car was bought and restored by the Mullin organisation in 1985.



The 1925 Bugatti Brescia Type 22, rescued from the depths of Lake Maggiore on the borders of Italy and Switzerland in 2011, having lain submerged there for over 70 years.



1937 Talbot-Lago T150 SS Fioni & Falaschi Teardrop Coupe. Said by experts as representing "one of the finest examples of assembled form ever applied to the automobile".



The museum also has a large collection of Citroën cars. Peter Mullin has talked of the marque's "stunning vehicles, packed with wildly innovative technologies."



1939 Bugatti Type 57C Avaris, designed by Jean Bugatti and the coachbuilders Gangloff. It was purchased by Peter Mullin in 2002 and restored to its original mint condition.



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fashioned out of magnesium panels that were extremely difficult to weld – and so Bugatti employed the car’s distinctive riveted seams. While the three production Atlantics were built with weld-able aluminum, the firm decided to retain the seams as a design cue. Only two completely original Atlantics survive, the Mullin car being one, and the other one now owned by fashion designer Ralph Lauren.

### Lake hideaway for a Bugatti Brescia

One of the most remarkable exhibits at Oxnard is the famous 1925 Bugatti Brescia Type 22, the car that was rescued from the depths of Lake Maggiore on the borders of Italy and Switzerland in 2011, having lain submerged there for over 70 years.

The story goes that the car was owned by a Swiss architect in the ‘30s, who brought the car from France into Switzerland, but neglected to pay the import duties. When the Swiss revenue people came looking for their money, the car was hidden – by lowering it into the lake on a chain. Over time the chain corroded, snapped, and sent the Bugatti plunging 150 feet down to the bottom of the lake, where it lay until rescued in 2009.

### The Wonder of the Automobile

Talking of the importance of such museum projects – and his planned museum in the Cotswold, Peter Mullin said: “By any conventional measure this will not be just another car museum. In the 6,000-plus years of recorded human history, we have had the automobile for just 130 years. My great grandchildren will probably never drive a motorcar – at least not as we know it. Instead they will travel in secure autonomous pods controlled by a computer. They will only ever experience the wonder and awe of the automobile by coming to a destination like The Mullin.”

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

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

The Mullin Automotive Museum in Oxnard, southwest California, is open to the public on the second and fourth Saturdays of every month from 10am to 3pm. Tickets must be purchased in advance at [www.MullinAutomotiveMuseum.com](http://www.MullinAutomotiveMuseum.com). Admission \$15. ■

## AUTOMOTIVE HISTORY CONFERENCE

**The ‘Second European Conference for Automotive History’ will be held shortly in The Netherlands – on 29-31 March 2019 – supported and hosted by the Louwman Museum in The Hague.**

The Louwman Museum, reviewed in the Autumn 2017 issue of IVVCC News, is one of the premier automobile museums in Europe and comes highly recommended to IVVCC members – whether or not interested in the conference.

In addition to the Louwman, the Conference is supported by the Society of Automotive Historians in Britain, as well as similar societies in Germany, The Netherlands and Italy. The programme features presentations - in English - on a wide range of topics from automotive historians, both from Europe and the USA. The

Programme:

**Friday 29 March:** Arrival and get-together at an informal dinner in Bijhorst restaurant (dinner at delegate’s own cost).

**Saturday 30 March:** Conference from 9am; break for lunch, followed by evening dinner in a nearby restaurant.

**Sunday 31 March:** A morning conference session, held in the Museum, starting at 9am, ending at lunchtime.

The cost for the conference, including lunch and dinner on Saturday 30 March, will be €125 per person (for partners, attending only the Saturday dinner, €60). Cost for taking part in the conference sessions without having dinner Saturday night: €75.

Conference topics include presentations on automotive historical events, government policies, origins of car production, car marques, automotive personalities, car design and coachbuilding, automobile museums and archives.

Anyone wishing to attend the conference should make a booking by 15<sup>th</sup> March 2019. A copy of the conference details and booking form can be obtained from the editor of IVVCC News. Booking forms can also be obtained by contacting Thomas Ulrich by email at: [thomas.ulrich.berlin@mail.de](mailto:thomas.ulrich.berlin@mail.de). Tel: +49 (0)30 3377 5787, or: [pan-european-automotive-history@mail.de](mailto:pan-european-automotive-history@mail.de).

Please note that the organisers reserve the right to change or cancel any part of the programme.

# Book Reviews



## DRIVEN

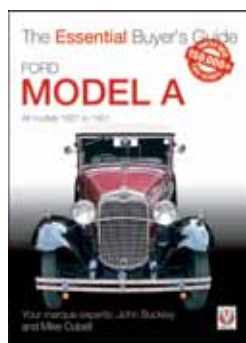
**An Autobiography**  
By Rosemary Smith  
Harper Collins Publishing  
Easons: €13.29

While many IVCC members will already be familiar with the remarkable rally and racing achievements of Rosemary Smith, her just-published book, *Driven*, goes much deeper into the background and achievements of this famous Irish pioneering woman driver in a notoriously male-dominated sport.

Rosemary Smith is widely acclaimed for her outstanding achievements in the world of international motorsport. She drove in the Monte Carlo rally eight times; she won Coupe des Dames on numerous occasions and competed in prominent rallies all over the world – including the London to Sydney in 1968, the World Cup London to Mexico in 1970 and the East African Safari Rally.

In 1965 Rosemary won the celebrated Tulip Rally outright, driving a Hillman Imp and beating all the male drivers to the finish.

But the story she tells is not all just about cars and driving. In addition to fascinating accounts of her rally adventures the book gives an absorbing insight into Rosemary's difficult early life, her many memorable exploits both on and off the track, her disastrous marriage and money troubles – and how she overcame it all to run a successful driving school business.

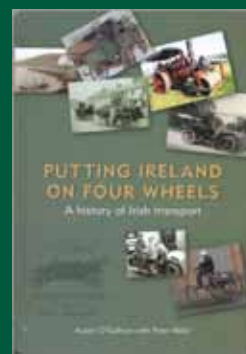


## FORD MODEL A - 1927 TO 1931

By John Buckley  
Veloce Publishing - October 2018.  
£12.99  
[www.veloce.co.uk](http://www.veloce.co.uk)

Written by IVCC Gordon Bennett rally participant and Model A expert John Buckley, together with Mike Cobell, this comprehensive buyer's guide describes what it's like to drive and maintain this famous model from Henry Ford's range of the late '20s - early '30s. Many of our members will be familiar with John Buckley's enthusiasm and expertise for the car through his recent articles in IVCC News, which describe his exploits in driving, restoring and touring in the Ford Model A over several decades.

A must for all Model A owners – and most especially for those considering buying into the model – the book provides loads of advice on common faults and potential pitfalls. It also contains a valuable points-scoring evaluation system, along with a wealth of common sense around the ins and outs of Model A purchase and ownership.



## PUTTING IRELAND ON FOUR WHEELS

Five years ago IVCC member Austin O'Sullivan, in association with Peter Miller, produced the book "*Putting Ireland on Four Wheels – A History of Irish Transport*", a 490-page book full of interesting details and lively anecdotes.

Both Austin and Peter are well known for their dedicated work in the promotion of Wexford's Irish Agricultural Museum in Johnstown Castle. Their book gives a comprehensive account of the development of transport in Ireland through the ages. While Austin is an avid enthusiast of wheeled transport, he also delves into the history of rail, boat, bicycle and horse-drawn (as well as pony and donkey) transport.

Although there are lots of interesting statistical details covering the number and growth of registrations of motorized vehicles, this is by no means a stuffy history. Stories abound – including those of motor racing on Rosslare Strand more than 100 years ago, with cars reportedly reaching, for those times, the fantastic speed of 117 miles per hour.

The book tells stories that reflect the dramatic change in transport habits of the early 20<sup>th</sup> century. For example, apparently Wexford's first motorist, Colonel Magrath, let it be known locally that horse owners could acclimatize their animals to the new motorcars by bringing them to his house at Ferrybank on Saturdays, when he would then fire up his machines in their presence. And Austin includes yet another anecdote about a lady motorist who found the transition from riding a bike to driving a car difficult – and so, to solve the problem, she had a pair of bike handlebars fixed to the steering wheel to help her on her way.

A meticulously researched publication, complete with comprehensive contents, reference listings and appendix, *Putting Ireland on Four Wheels* is available from Coolballow Specialist Publications, Coolballow, Co Wexford, at a cost of €20. The book can also be obtained by contacting 053-9142799. ■

# LETTERS

Dear Editor,

This summer we toured Ireland with our modern car, but being Model A Ford enthusiasts we always look for an old car gathering while we are 'en route'. We happened to see the Brass Brigade Run at the castle in Kilkenny and thoroughly enjoyed it and were impressed by the large number of Model T Fords in the Run.



Our Model A Ford Club of The Netherlands caters for Model T's, Model A's, Model B's and early V-8's. We have some 700 members of whom 150 are Model T owners. So while walking around and taking numerous pictures I thought it could turn into a nice article for our bi-monthly club magazine, which was well received.

We greatly enjoyed all the cars of fellow enthusiasts, and in spite of all the rain, much appreciated your beautiful country and friendly people.

When we will no longer be welcome in the UK if Brexit goes through, we might bring over one of our Model A's to Ireland for a rally one day!

Kind regards,  
Roland van Schelven  
Culemborg  
The Netherlands

[The following email is from Robin Deasy – the grandson of HPP Deasy who promoted Swiss Martini cars in 1903 and went on the build Deasy cars in the UK. Robin refers to a contact we received from Dominique von Martini, who saw Robin's article on HPP Deasy in the Autumn 2017 issue of IVVCC News. We put Robin in touch with Dominique, a descendant of the Martini car founder]

Dear Anselm,

Apparently there are people in Switzerland who read IVVCC magazine!

Dominique von Martini from Switzerland and I are now in touch (the Martini company was run by Dominique's forebearers, Alof and Max von Martini). He casually mentions that the actual 1903 Martini which became known as the "the Climber" – the one that HPP Deasy drove up Rochers-de-Naye mountain – is alive and well, living in Germany!

There is also a pretender "Rocher-de-Naye Climber" car. This is a 1904 2-seater Martini restoration, which sold in the USA for \$280k a few years ago. But the original Climber was a 4-seater – which of course could have been altered in the restoration. However I think there were "Climber" badges attached to some subsequent Martini models for marketing purposes. I'm not yet certain if the USA car is the one Dominique is referring to now in Germany.

Anyway, I will go and see the German "Climber", and take the train ride up Rocher-de-Nayer and will send you a few photos!

Kindest regards,  
Robin.

Dear Anselm,

I enclose a page, which I found among my old records, from the Veteran Car Run of 1938, an event probably organised by the Leinster Motor Club.

Running down the list I find some interesting names – including J.Doherty of Enniscorthy with a 1901 DeDion (could this be Ossie Bennett's car?); J.S.Moran of Dublin with a 1903 Gremaire, and C.W.Taylor of Kildare with a Benz 1903. Charlie Taylor lived near the Moate of Ardscurr and used this Benz quite a bit.

Other names I note are J.R.Lindsay, who entered a 1904 Enfield and who owned a motorcycle shop in Ship Street, Dublin. Also R.McAllister of Malahide – younger members of that family now come on club events. There is also W.Fitzsimons, the late well-known RIAC man, and C.H.Manders, well-known in motorcycle circles, and for his connection to Adler cars. Other familiar names are R.W.Coleman, Thomas Collier, Nathan Lepler and D.P.Colley - as well as M.J.McQuaid, who could be one of the McQuaid family who were involved in the assembly of Rover cars.

Perhaps some IVVCC members have more information on the whereabouts of the interesting veteran cars listed, some of which may of course have left the country.

Best regards,  
Jim Cullen  
Rathfarnham  
Dublin 14

COMPETITORS — VETERAN CAR RUN, 1938									
THE "GOFF" CUP (PERPETUAL) & REPLICA—FOR CARS MANUFACTURED UP TO AND INCLUDING 1904.									
NAME	ADDRESS	MAKE	YEAR	AGE	NAME	ADDRESS	MAKE	YEAR	AGE
1. A. E. W. MORTONHAY	...	DEAY	...	1901	21. THOMAS COLLIER	...	NEWTOWBARRY	...	1911
2. JAMES DOHERTY	...	ENNISCORTHY	...	1901	22. J. CALLEY	...	CLONDALKIN	...	1911
3. W. L. FLEMING	...	DUBLIN	...	1901	23. A. P. McARTHUR	...	BLIGO	...	1911
4. JOHN G. YARRIS	...	CARLOW	...	1902	24. J. GARDNER	...	CLONEE	...	1911
5. SGT. ALEXANDER	...	DUBLIN	...	1902	25. N. J. McQUEEN	...	DUBLIN	...	1912
6. J. A. E. MORAN	...	DUBLIN	...	1903	26. H. V. McCORMAN	...	BELFAST	...	1913
7. C. W. TAYLOR	...	KILDARE	...	1903	27. E. L. HARRIS	...	DUBLIN	...	1913/14
8. J. R. LINDSAY	...	DUBLIN	...	1904	28. H. C. WHEATON	...	NEWBRIDGE	...	1914
"FINNAYE'S" CUP (PERPETUAL) & REPLICA—CLASS, 1905-1910.									
9. C. O'NEIL	...	NASS	...	1904/5	29. JOHN STUART	...	MONASTEREVAN	...	1914
10. J. P. McCARTHY	...	DELGANY	...	1904/5	30. LE. COL. H. A. DUFF	...	DUBLIN	...	1914
11. C. D. SHAW	...	DUBLIN	...	1905	31. J. J. HANCOCK	...	DUBLIN	...	1914
12. R. McALLISTER	...	MALAHIDE	...	1907	32. T. STUART	...	DUBLIN	...	1914
13. W. D. McNALLY	...	DUBLIN	...	1907/9					
14. W. FITZSIMONS	...	DUBLIN	...	1908/18					
15. E. J. MULLAN	...	DUBLIN	...	1910					
16. J. H. MOORE	...	DUBLIN	...	1910					
17. C. H. MANDERS	...	DUBLIN	...	1910					
"SEMPER IDEM" CUP (PERPETUAL) & REPLICA—CLASS, 1911-1915									
18. T. H. L. DUFFY	...	KILJINEY	...	1911					
19. R. W. COLLEY	...	CARLOW	...	1910/11					
20. G. W. KELLY	...	DUBLIN	...	1911					
21. J. P. FLOOR DAVID	...	MALLOW	...	1911					

# ARM Report

...AN AGM LIKE NO OTHER AGM



The National Yacht Club in Dun Laoghaire – the ARM's November AGM venue for 12 years.  
*Photo courtesy of the NYC*

**When the ARM changed its name from Association of Retired Members to Active Retired Members, it was already long overdue. This limb of the IVVCC is well named as is evidenced by the enthusiastic attendance at its monthly outings, to places of historic, cultural or just simple scenic interest. They end with a long and social lunch at a suitably impressive venue (in fact that's probably the real reason for going).**

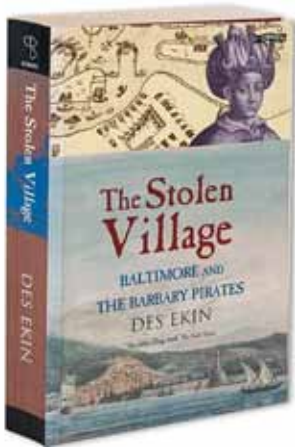


Since the first ARM outing over twenty years ago, the group's popularity has resulted in a self-

imposed cap on its membership. Venues which can readily cope with groups of up to ninety people are not as numerous as one would think. No such problem exists however when it comes to arranging the AGM which takes place each November.

The ARM AGM is definitely not like any other Club AGM you have ever been to. For a start, there's no agenda, not in writing anyway. The next and biggest difference however is the main reason for going. It is not to make earth shattering and contentious decisions about policy, and money, and all that boring stuff. No...it's just to have fun. And the only agenda item of note is to collect the names of the many willing volunteers who are prepared to organise the fun venues for the following ten monthly outings. It's easy.

But there are two other significant attractions that make the AGM a 'must go to' event on the ARM calendar. One is the 'entertainment', and the other is the venue (for venue, include the word 'chef'). For the last twelve years



Des Ekin's chronicle of bloodthirsty piracy around our coasts

the AGM has been held at the National Yacht Club (NYC) in Dun Laoghaire. This historic building provides a suitably sophisticated yet relaxed atmosphere for such a 'cultured' assembly – when, from 10.30am in the morning, and for the rest of the day and evening, they

can enjoy the best of home comforts.

The format is well established. After 'tea 'n' buns' in the morning, a guest speaker will hold everyone's attention with an illustrated presentation on a variety of topics far removed from our interest in old cars. There will be not a mention of compression ratios or tappet clearances for the rest of the day.

Past speakers and topics have included Pat Murphy, recalling his experiences on his sailing circumnavigation of the Globe – and Paddy Barry, who famously sailed through the North West passage then across the top of Russia from the Bearing Sea to the top of Norway and home. Captain John Leahy has presented on 'The History of Flight' and on another occasion he gave a gripping and totally convincing analysis on flight safety, which included analyses' of real-life incidents.

Lately the author and historian Des Ekin has presented on 'The Last Armada', the story of Spain's second sea invasion of these islands via Kinsale; and 'The Stolen Village' when Barbary pirates raided Baltimore and kidnapped most of its inhabitants to carry them off into slavery. More recently Des enthralled and amazed us all with his tales of piracy round the Irish coast. We had no idea just how colourful and bloodthirsty our past had been.

"When is the actual meeting?" you might ask. Well, that comes later. First there's a 'bar break'...that's the gap between the presentation and lunch. Then there's lunch. But no ordinary lunch; this is the other good reason for not wanting to miss the AGM. The National Yacht Club does not have the reputation for having the best food on the waterfront for nothing. It is very well earned. Believe me. We dine in style.

Then, at some stage, round about the end of desert, we move seamlessly into the business of the day, but by then the work is mostly done. Almost all the monthly 'slots' for the next year will have been taken by eager volunteers bagging the month of their choice to organise that month's fun day out for the rest of us.

After that there is just time for one more bar break before heading off for the DART station. By then it's dark. Very dark.

And that, my fellow 'old' motorists, is a fun AGM.



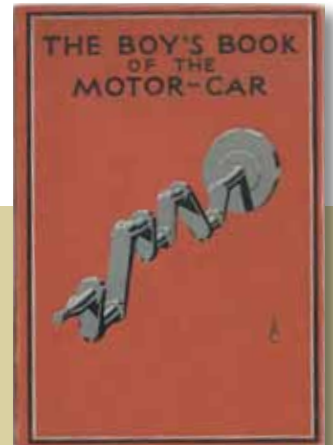
"The National Yacht Club does not have the reputation for having the best food on the waterfront for nothing"

*Photo courtesy of the NYC*

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# VINTAGE ADVICE

## THE SUPERCHARGER



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

Interesting that the writer gives credit to the Germans for first developing the supercharger during the Great War – and, in old-world contemporary style of delivery, his reservations about its possible use in "ordinary touring cars".

**The supercharger was first developed during the Great War by the Germans in order to increase the power of their aero engines at high altitudes. Shortly after, it was adopted by the Allies. Naturally, when the war was over it was pressed into service to improve the power-output of racing engines.**

In principle the supercharger is merely a gas pump, the need for which becomes apparent when the conditions under which a modern engine works are studied.

The problem that faces the designer of a racing car is briefly this: the engine size is limited by the regulations governing racing events; the body is as well streamlined as possible, so therefore air resistance cannot be reduced further; and the transmission has been made as frictionless as it can be. Improvements in speed have therefore to be made through the agency of the engine.

An increase in compression will increase the explosion pressure and consequently the power, but the limit in this direction with existing fuels has already been reached. The only way of obtaining more power therefore is by making the engine turn more rapidly.

### Gas Starvation

When, however, rotational speeds of over 3,000 revolutions per minute are attained, difficulties begin to arise. In each revolution the inlet valve is open for one-hundredth part of a second, and it is difficult enough to get sufficient gas into the cylinder in this short space of time.

Any further increase in speed reduces this brief period, until the time comes when, owing to greater friction at high speeds and mixture starvation due to brief valve openings, the engine begins to lose power. For an ordinary engine the power begins to fall off after the 3,000 revolutions per minute mark is reached. Good inlet pipe design may enable this speed to be exceeded, but not by much.

The supercharger aims at creating a pressure, instead of a vacuum, in the inlet pipe, and cramming the cylinder full of gas at higher speeds than would be possible without its aid. On one well-known racing engine the speed has been increased from 4,000rpm to 4,500rpm, and the output from 50hp to 72hp.

### The Roots Blower

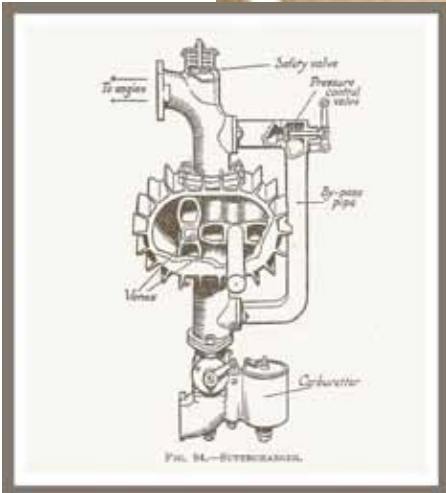
The illustration here shows the type of supercharger used today by a number of racing engine builders. The pump is driven off the front of the crankshaft, and is the kind known as a Roots Blower. It consists of two aluminium vanes shaped like a figure 8, and geared together to run in a casing. These vanes force the gas to run from the carburetter to the engine. To assist in cooling the blower the case is made of aluminium, and provided with cooling fins like a motorcycle cylinder.

The pressure in the inlet pipe can be altered by the driver, who can control the spring pressure of the valve in the by-pass pipe. As the mixture in the inlet pipe is under a compression of about 5 lbs. per square inch it is very explosive, and a blow-back might have serious results. To obviate any risk, a safety-valve is fitted, which lifts when a certain pressure is exceeded.

Mercédès have been fitting superchargers to their sports models since 1923, and it is therefore probable that one or two other makers will follow their lead. It is nevertheless doubtful whether this fitting will become standard on ordinary touring cars. ■



Photo: CAR magazine/www.carmagazine.co.uk



The famous Bentley Blower of the late 1920s, showing the Roots supercharger mounted over the front axle and driven straight from the crankshaft. Just 55 Bentley Blowers were built, five of them being racing team cars. Ironically, WO Bentley, the marque's founder, didn't like superchargers. He hated forced induction, far preferring the performance of big, naturally aspirated engines.



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



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# MOTOR LOG

Capt. Neal E. Sherman

ROVER 8 Light Car



The British Rover marque began life as a manufacturer of bicycles in 1878, moving into motorcar production in 1904. For many decades the make enjoyed an enviable reputation for quality, reliability and performance. At the time of Capt. Sherman's review of the Rover 8 light car in 1921 – now reproduced here – the firm was regarded as ahead of its time in terms of technical advancement.

*Dubbed an air-cooled 'mechanical matchbox', that can whistle along endlessly*

*Coventry, June 1921*

**I had occasion recently, being in that part of England, to drive into a mining village in Lancashire for assistance with puncture repairs. I was driving a Rover Model 8 light car, a rather humble vehicle, and, as it turned out, I was thankful that my mode of conveyance was not of a more opulent nature.**

Since the further prolonging of the national miner's strike which began last month, the miner's families in this area have been rendered almost destitute. Relations between the workers and pit owners have always suffered from mutual distrust, and so the miners were glad when the pits were taken over by the government during the Great War; not least because it meant that not only were wages and work regularised, but also that a higher standard of safety was maintained underground. Prior to this the miners complained of unremitting exploitation.

Now of course, everything has been turned around again. In the village, the gentleman who runs the bicycle-cum-motor repair shop told me that, since the owners were given back control of the pits after the Armistice, they have taken advantage of the post-war



unemployment crises to pay lower wages for even longer hours. The settlement terms demanded by the owners to end what has now become a lock-out would certainly appear to be both degrading and disreputable. A miner is paid about nineteen shillings per week, and suffers working conditions recently likened to those of labourers in the outer parts of the Colonies.

## "A Land Fit for Heroes"

From what I witnessed on my journey, the plight of the mining communities is now untenable, so much so that they must surely agree to an unconditional return to work. After the termination of the European conflict, Prime Minister Lloyd George proclaimed that post-war Britain would be 'a land fit for heroes'. As far as the miners are concerned, and from what I witnessed myself, it must be said that those lofty words must now ring hollow throughout the mine-shafts of Lancashire.

The Model 8 which I am now trying out has a basic channel-section steel chassis with quarter-elliptic leaf springs all around. Brakes are fitted to the rear wheels only with a separate set of shoes for the handbrake. A 3-speed gearbox is mated to an 8hp air-cooled engine, which has a capacity of 998cc, and comprises two horizontally opposed cylinders with a short stroke of 88mm.

## The Sangster Prototype

It is interesting to relate the pedigree of the car since it was not even conceived or designed by the Rover Company at all in the first instance. It happened that a certain Mr Jack Sangster, an enthusiastic automobilist with a mechanical turn of mind, decided to design and build his own small air-cooled car. He had gone quite a long way with this project when the Rover Company of Coventry saw Sangster's prototype and became interested in the car with a view to adding it to their range.

The company bought out the factory at Tyseley where Sangster was working on his design and, having spent almost half a million pounds on tooling up for production, put him in charge. With the experience he had gained working in German car firms before the war Sangster was well qualified for the task. Having completed a very exhaustive test programme, particularly in relation to the little air-cooled power unit, the new Rover 8 was successfully launched last year. While I was in Coventry this week on other business I met Mr Sangster and took him up on his invitation to take the new car on a long test run.

The body style of the Rover is of a very simple type: it is a 2-seater open tourer with folding hood and a rear dicky seat. It has a single-sheet windscreen; small headlamps which are



fitted to the windscreen scuttle rather like the auxiliary side lamps of larger cars; disc wheels, with a complete spare mounted on the driver side.

Driving the car is very pleasant: it is easy to handle and for such a light car has quite a solid feel about it. Maximum speed is about 40 miles per hour (estimated, as there is no speedometer fitted) and as far as I could gauge the petrol consumption is approximately 40 miles per gallon.

The car ran with remarkable smoothness on my long journey with practically no mishaps (apart that is from a loose fuel-pipe connection, which I easily rectified). An unusual, but not unpleasant, whirring sound emanates from the air-cooled power unit, which seems quite happy to sing along for hours on end without any fuss whatsoever. The air cooling is assisted by heat dissipating cylinder fins protruding from each side of the engine compartment, these being partially covered over by forward pointing air scoops built into the bonnet sides.

### Body Styles and Options

Apparently there is quite a wide range of body styles available at different prices: the car in standard form costs about £200; special paintwork will cost an extra £5; side-screens, £3.10s, and a speedometer £6.7s.6d. For such a small motorcar there is a surprisingly wide range of colours available, including green, red, maroon, beige and blue. It was the last colour version in which my demonstration model came and a large circular 'Rover' nameplate decorates the front grille.

The demand for small cars in these post-war years is quite astonishing. The Rover company is currently producing over 100 of these small models per week in its Coventry premises, while in Manchester the Ford factory is as usual turning out their Model T cars in prodigious numbers. In France the great small car success is the 10hp Citroën Type A, which I am told is being produced at the incredible rate of 200 per week, a performance that has confounded long established makers such as Renault and Peugeot.

So, obviously the small motorcar is with us to stay. Already it is eating into the sales of the cyclecar and motorcycle-sidecar combination, products that many are now predicting have a very limited future. In any event, one thing is certain: the automobile is no longer the sole preserve of the wealthy. Middle-class families all over Europe are now enjoying the pleasures of four-wheel private transport for the first time ever.

As evidenced by the Rover Company's output, cars are being dispatched off mass-production conveyer lines in vast numbers daily. While as yet not many of the workers in these factories can afford to purchase the cars they build, the jobs provided are a thankful blessing in these very troubled times of high unemployment; so, long may they continue. ■

From such fine beginnings, the once-renowned Rover marque came to an inglorious demise. Throughout the history of car manufacturing few marques have suffered being passed through so many owners and in so many countries. Starting with its sale to Leyland in the '60s, the Rover title was owned or partly-owned by Leyland, British Aerospace, Honda, BMW, Phoenix, Ford, SIAC Motors, Nanjing Automobile and Tata Motors. Today there are no Rover cars in production.

*\*Next issue: Captain Sherman reviews the magnificent 1921 Bentley 3-litre sports*



## 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.8

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

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

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

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

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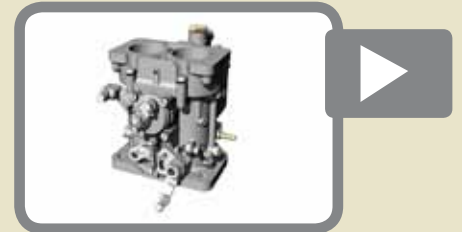


## MOTORCLIPS

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

### Juan Seren's DCD Weber Build-up

<https://tinyurl.com/y7twtvwr>



Here's a fantastically clear 3D video of a step-by-step, screw-by-screw, build-up of a Weber carburetor. It's from Juan Seren, a carburetor expert from Buenos Aires, Argentina. Worth a watch, even if you don't need the instruction.

### Warehouse Racking Collapse

<https://tinyurl.com/ydyk9jvu>



Turning from old cars - and reflecting on oft heard disparagements of Health & Safety regulations: Hopefully all came out of it alive from this incredible disaster...due to inadequate driver training and not following good racking construction directives.

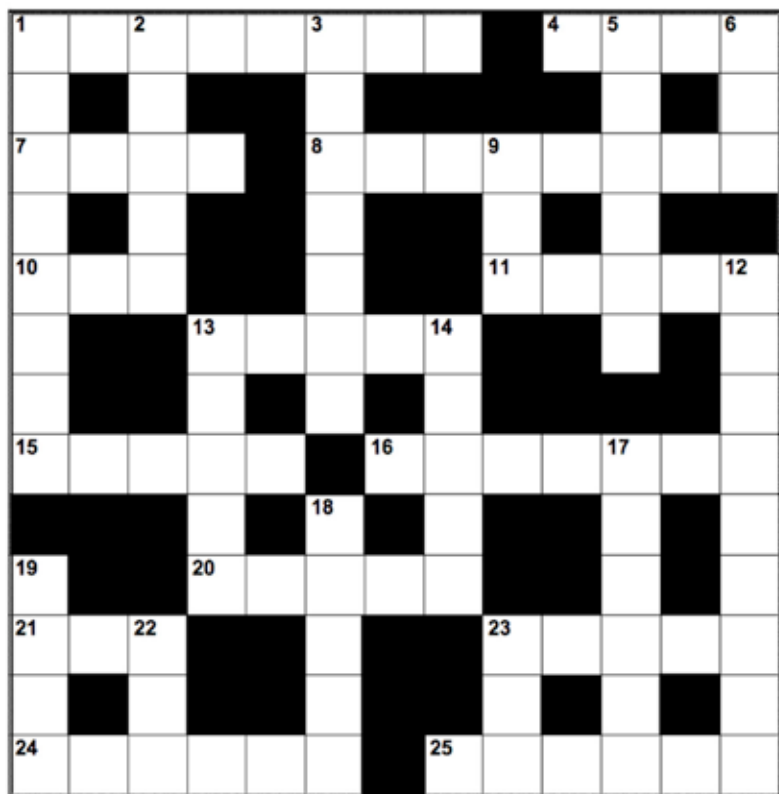
### Bugatti EB110

<https://tinyurl.com/ycqzhyza>



When two unique Bugatti EB110 cars were built for Le Mans and American IMSA, it was a challenge to get it right. This film shows the incredible passion of the Italian designers and drivers – and their love of Bugatti.

# IVVCC CROSSWORD - No: 8



## ACROSS:

1. Six-Shooter – or a car road wheel? (8)
4. This is just a brief specification (4)
7. Paintwork appearance without the shine (4)
8. The ould three-cornered instrument (8)
10. Shakespeare says it's about nothing (8)
11. Catwalk artist - or a very small car (5)
13. Essential infrastructure for traffic (5)
15. Full selection of cars - or stoves? (5)
16. Making progress - on shanks' mare (7)
20. Hometown of FIAT, Lancia & Alfa (5)
21. Also known as...an acronym (3)
23. Just a short engine turbine charger (5)
24. Good running has much to do with this (6)
25. A home for your pride and joy (6)

## DOWN:

1. Engine cooler; home heater (8)
2. First car with 3-point safety belts (5)
3. This is known as the class of 1905-18 (7)
5. Japanese roof - for a M-B 280 SL?(6)
6. State Transport Co - or a French Co. (3)
9. Limb, used by active retired members (3)
12. Tired advertiser? - see page 35 (9)
13. Don't put a wrong answer here! (5)
14. This will result in a bad mark (5)
17. The land of Spain and Portugal (6)
18. A right answer won't work here! (5)
19. Often placed before a horse (4)
22. Take this to ensure a good shot (3)
23. A nice cuppa would do here (3)

Post your entry (A PHOTOCOPY IS FINE – and Googling is allowed!) to arrive on or before Monday 15th April 2019, to: Anselm Aherne, 63 Granitefield, Dun Laoghaire, Co. Dublin A96 D4E7 – or email your answers (with contact details) to: [anselm@eircom.net](mailto: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.7

- Shirt colour change - man on left
- Coach-lining missing on green car's dumb-iron
- Reg plate letters reversed on green car
- Starting handle missing from green car
- Petrol tank cap missing from green car
- Brass hubcap missing from green car
- Insurance/tax disk missing from windscreen
- Tree trunk missing behind folded car hood
- Clouds missing above black car
- Shadow missing from rear of black car

*Photo Competition No.7  
The winner is...  
David Sykes, Rathgar, Dublin 6.*

### Solution to Crossword No.6

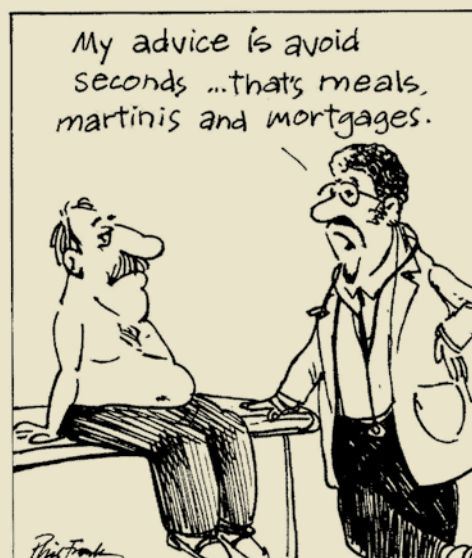
#### Across:

1. Puncture
4. West
7. Pump
8. Unlikely
10. IVS
11. Putty
13. Spare
15. Tyres
16. Prefect
20. Riley
21. Inn
23. Valid
24. County
25. Clumsy

#### Down:

1. Poprivot
2. Names
3. Unusual
5. Events
6. Try
9. Imp
12. Yesterday
13. Steer
14. Early
17. Emblem
18. Alloy
19. Zinc
22. NSU
23. Vol

*Crossword No.7  
The winner is...  
Joseph O'Neill, Dublin 18*



# MOTORING THROUGH THE YEARS

## Three Garages Outside Dublin

As a car-mad young lad growing up in Mount Merrion, Co Dublin, I often wandered up to the two local Garages on the Stillorgan Road (N11) just to see if there were any interesting cars about.

The Estate Garage at Greygates was owned by a Mr Eames and his sons George and Tom. They appeared to have a multi-agency new car sales operation as they certainly supplied Austin, Ford, Hillman and Morris cars over the years to our household. Later this garage was owned by Noel E. Gleeson, and today it is a Circle K (Topaz) Service Station and Re.Store.

The second local garage, located opposite the end of Trees Road, was owned by a Mr O’Gorman and his son Kevin. Apart from servicing, they also had a Hire Car Fleet. One story that I heard was that, after the Second World War, in order to enlarge their premises the O’Gormans used unsold cars that had been sitting from pre-war times to fill in a ditch beside their site. Obviously this was before veteran/vintage cars became loved! Today that site is where James Hennessy Motors have their sales compound.

One day my Father took me with him when he was going to see a garage-owning friend of his (I think his name was

Stephenson) in Little Bray – today the site of Windsor Nissan. While the two men chatted I was allowed wander around the many cars in the garage. Three cars in particular caught my attention: a green pre-war MG (a K3 Magnette, I believe); a cream Cord Model 812; and a dirty black Bugatti Type 57SC Atalante fixed-head coupé. Needless to say, other than in books I had never seen these particular cars before, and was duly impressed.

Years later I saw the same Bugatti again (recognised from its number plate), now resplendent in two-tone green paintwork when it was being used as a ‘Road Closed/Open’ vehicle for the Wicklow Car Races. What these cars were doing there I do not know, but I often wondered where they are now?

Nowadays, with cars like these commanding such high prices, the chances of coming across a horde like this must be rather remote. ■



In 2008 a 1937 Bugatti 57S Atalante built for the 5th Earl Howe – similar to the one pictured here – was discovered in a private garage in Newcastle upon Tyne, having been stored there untouched for 48 years and known about only by a select few people. It was auctioned in February 2009 at the Retromobile Motor Show in Paris and fetched €3.4 million, thus becoming one of the highest valued cars at the time in automotive history, owing much to its extremely low mileage, original condition and ownership pedigree.

Photo: Brian Snelson

A 1936 Cord 812, pictured at the Malaga Automobile Museum in Spain. Part of the Auburn Automobile Company, the Cord 812 was powered by a 4,739cc V8 engine. This advanced American car came with front-wheel drive, independent front suspension and hidden headlight units (said to be the first car ever to have such a feature). Its main styling feature was its distinctive ‘coffin-nose’ front grille. Now a highly sought-after model, the Auburn company ceased its production in 1937, with only some 3,000 built.

Photo: A. Aherne



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