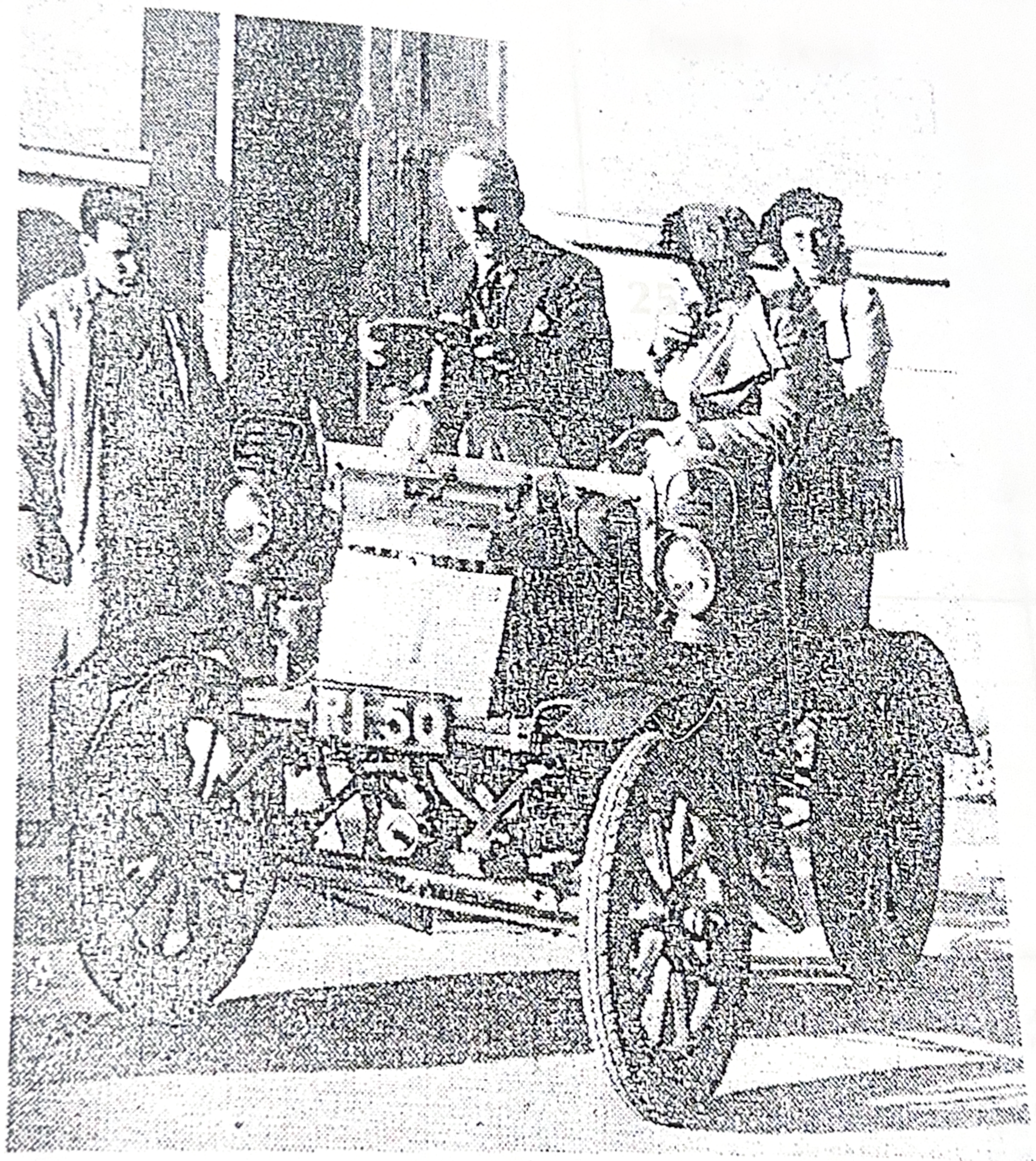


Spencer Visit



200/165

# Forty Years After



207/15

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The oldest entrant for to-day's Leinster Motor Club Veteran Car run from Donnybrook, Dublin—Mrs. Picton Bradshaw's 1899 Argyle. Mr. Robert D. Cox, the driver, is here seen leaving the Garda Depot after last evening's inspection.

—Irish Independent Photo (R.).

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# Forty Years After



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**"SUNDAY  
INDEPENDENT"**  
PRINTS ALL THE NEWS  
:: WORTH PRINTING ::

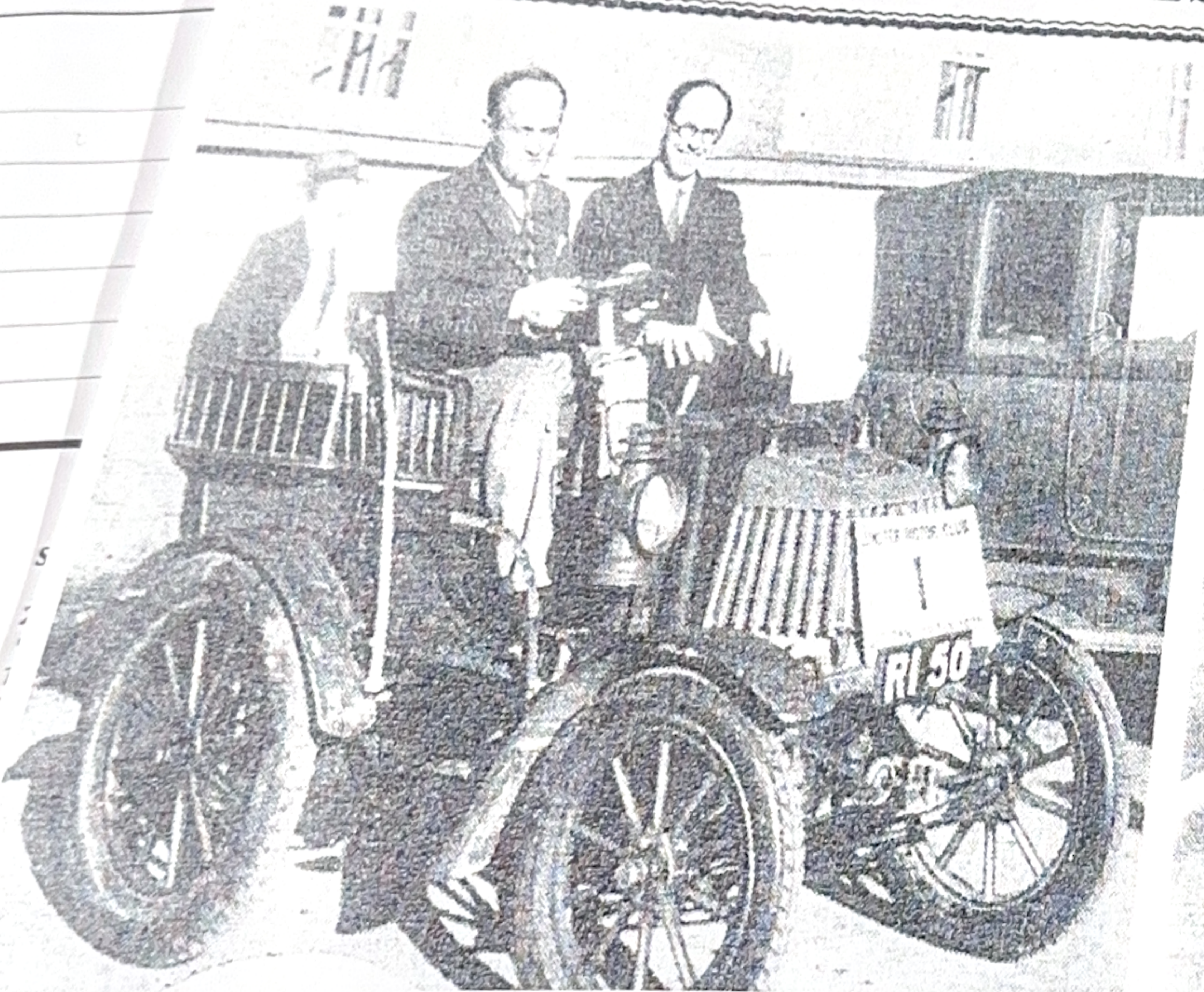
# SATURDAY HERALD

DUBLIN SATURDAY, JUNE 24, 1939.

## PICTURE STORIES OF THE DAY

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29



October  
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E

617 1904 Winton 20hp Rear Entrance Tonneau

Formerly Registered R1 50  
Engine No. 3581

Engine: horizontally opposed twin cylinder, water-cooled, atmospheric inlet valves, mechanical exhaust valves, bore 5 1/4 in, stroke 6 in, maker's horse power 20hp. Two speed constant mesh gearbox incorporating cone clutches; central chain final drive. Semi-elliptic leaf springs front and rear. Wheelbase 7ft 10 1/2 in. Tyres 815 x 105mm and 800 x 120mm.

Scotsman Alexander Winton emigrated from his native Glasgow to America in 1879 and set up the Winton Bicycle Works in 1890 with his friend Thomas Henderson. He built his first car some seven years later and confounded his sceptics by lapping the Glenville Track in Cleveland at an average speed of almost 34mph. This resulted in the Winton Motor Carriage Co. being established in 1898 and Winton always claimed to have built America's first wholly American designed and built production petrol car.

Following the achievement at the Glenville Track Winton was conscious of the effect of competition success both on sales and motor car development and entered one of his cars in the first Gordon Bennett race, alas with singular lack of success. This was to inspire production of the larger horizontal twin of 1901 a development of which Jackson was to drive in the Transcontinental Run in 1903.

This 20hp car with engine mounted amidships is a similar car to Dr. Jackson's and was first registered in 1904 with Dublin Corporation Tax Office in the name of Mr. Picton-Bradshaw.

The car has been officially dated by The Veteran Car Club of Great Britain. It carries elegant rear entrance tonneau coachwork with individual front seats and is equipped with a pair of Gray and Davis Winton acetylene headlamps, brass oil sidelamps, a bugle brass bull horn and a nearside mounted spare tyre. The car is finished in distinctive red livery with nicely mellowed black upholstery.

Like so many of its American contemporaries the twin cylinder engine has the potential to get car and passengers to Brighton comfortably in time for lunch.  
£40,000-50,000