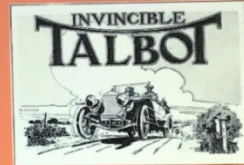


2nd - 7th JUNE 2019



# TOUR OF THE IRELAND SOUTHERN COAST

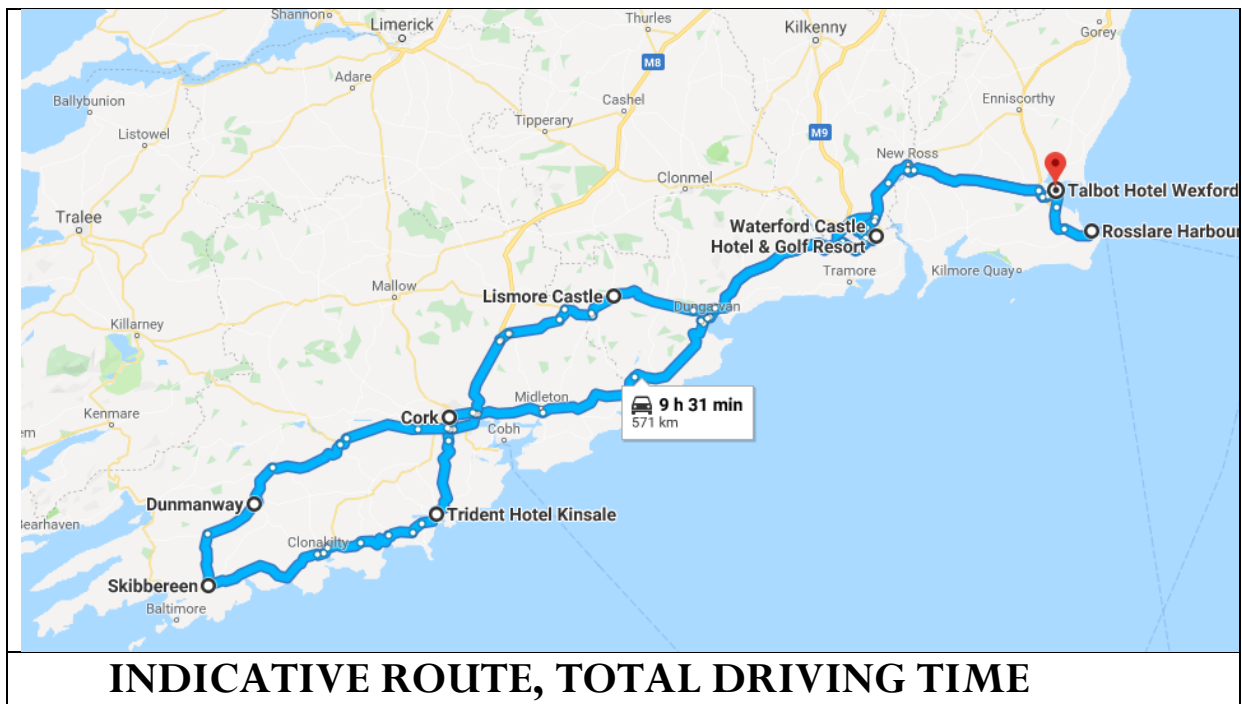
[www.talbotownersclub.co.uk](http://www.talbotownersclub.co.uk)



## TALBOT OWNERS' CLUB

### ROADBOOK: TOUR OF SOUTHERN IRELAND

5 NIGHTS, 2-7<sup>TH</sup> JUNE 2019



## **INTRODUCTION**

It is the custom of TOC tours that a Roadbook is produced for the participants as a guide to the route, accommodation and sightseeing. Whilst the hotels are a given, everything else is a suggestion as participants are free to choose how they spend each day.

The tour is arranged with the encouragement of the TOC but it should be noted that it is a private tour with participants responsible for ensuring their car is roadworthy, with a supply of roadside repair spares. The Talbot Touring Spares Box will be available, but please download the Technical Manual to your phone before departure. Each car must be road legal and ideally insured to include repatriation.

Participants will have paid in advance a non-refundable deposit and balance prior to departure. As the cost of the tour is non-refundable, participants are advised to ensure they have travel insurance in the event that the cost cannot be recovered from the hotel under their cancellation policies. Hotel bills for DBB (to include some wine) will be paid by the arranger in Euros. Extras are to be settled at each hotel by the participants. Entrance fees, lunches, bar bills, teas, ferry crossings and incidentals such as tips are not included.

## **PERSONAL REQUIREMENTS**

Individual participants may have special requirements as to diet, allergies, access or otherwise. In such cases you must make contact directly with the hotels/restaurants to ensure that your needs are catered for. The arranger takes neither responsibility for, nor involvement in, personal requirements.

Hotel Contacts:

Talbot Hotel Wexford, Katie Butler, [reservations@talbothotel.ie](mailto:reservations@talbothotel.ie)

Trident Hotel Kinsale, Eleanor Wrixon, [ewrixon@tridenthotel.ie](mailto:ewrixon@tridenthotel.ie)

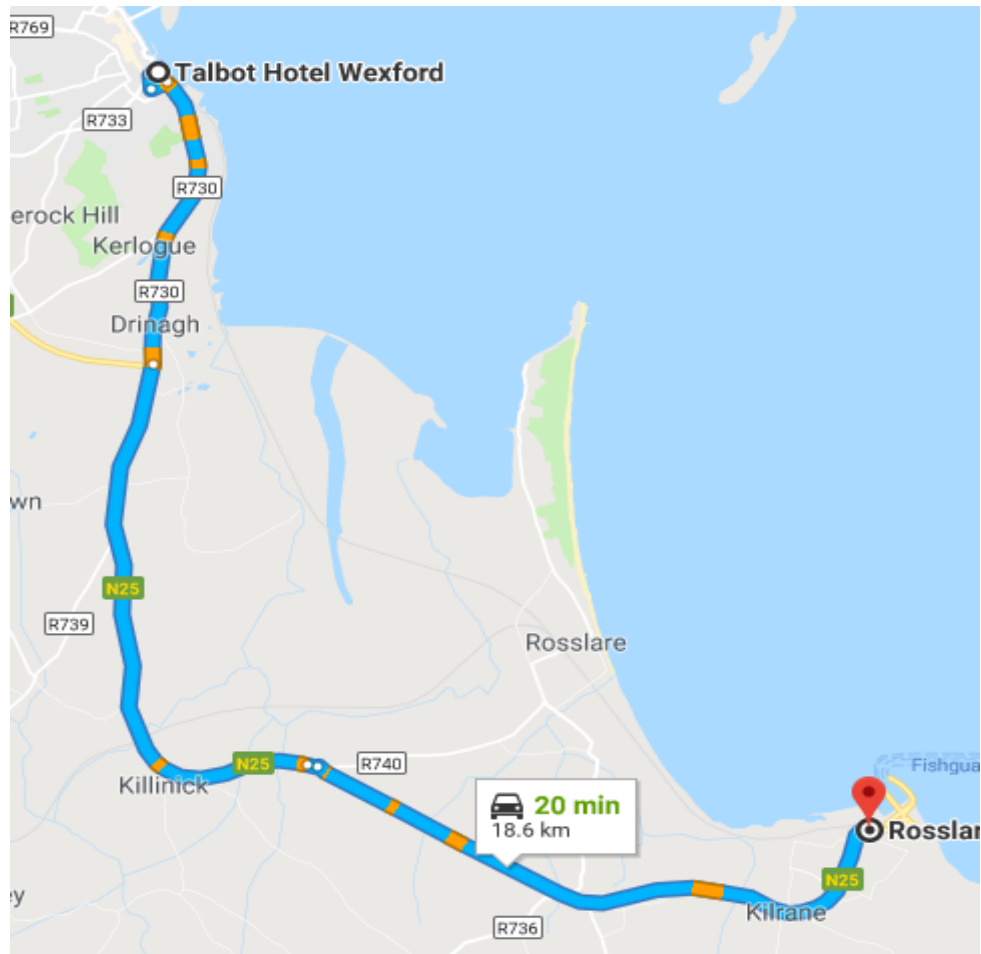
Waterford Castle, Gillian O'Dea, [gillianodea@waterfordcastleresort.com](mailto:gillianodea@waterfordcastleresort.com)

## PARTICIPANTS

<u>NAME</u>	<u>CAR</u>	<u>FERRY</u>	<u>TEL</u>	<u>EMAIL</u>
Reno & Linda Gatto	75 Carlton DHC YG7332	Fishguard Rosslare		
Trevor & Chrissie Andrews	Sunbeam	Fishguard Rosslare		
Martin & Hilary Bryant	Talbot 105. ALY 806	Inbound Rosslare, Outbound Dublin		
Quentin & Suzie Chases	Bentley	Fishguard Rosslare		
David & Susann Cook	AV105 Alpine style	Flight in Outbound Dublin		
Malcolm & Viv Fishwick	Possible 90 saloon	Pembroke Rosslare		
Hugh & Eve Gregg	AV105 VdP Tourer	Fishguard Rosslare		
Stephen & Marilyn Lee	AO90 Brooklands	Fishguard Rosslare		
Richard & Shirley Newby	AV105 Tourer	Inbound Rosslare, Outbound Dublin		
David & Margaret Pike	Darracq DTS YH7968	Inbound Rosslare Outbound Rosslare		
Ian & Pam Polson	110DHC Andrew Boland's	Flight in & Out		
David & Elizabeth Vine	BA110 J Young DHC	Fishguard Rosslare		
Nick & Susan Ward	AV105 Brooklands	N I Resident		

## THE ROUTE

### Day 1, Sunday 2<sup>nd</sup> June



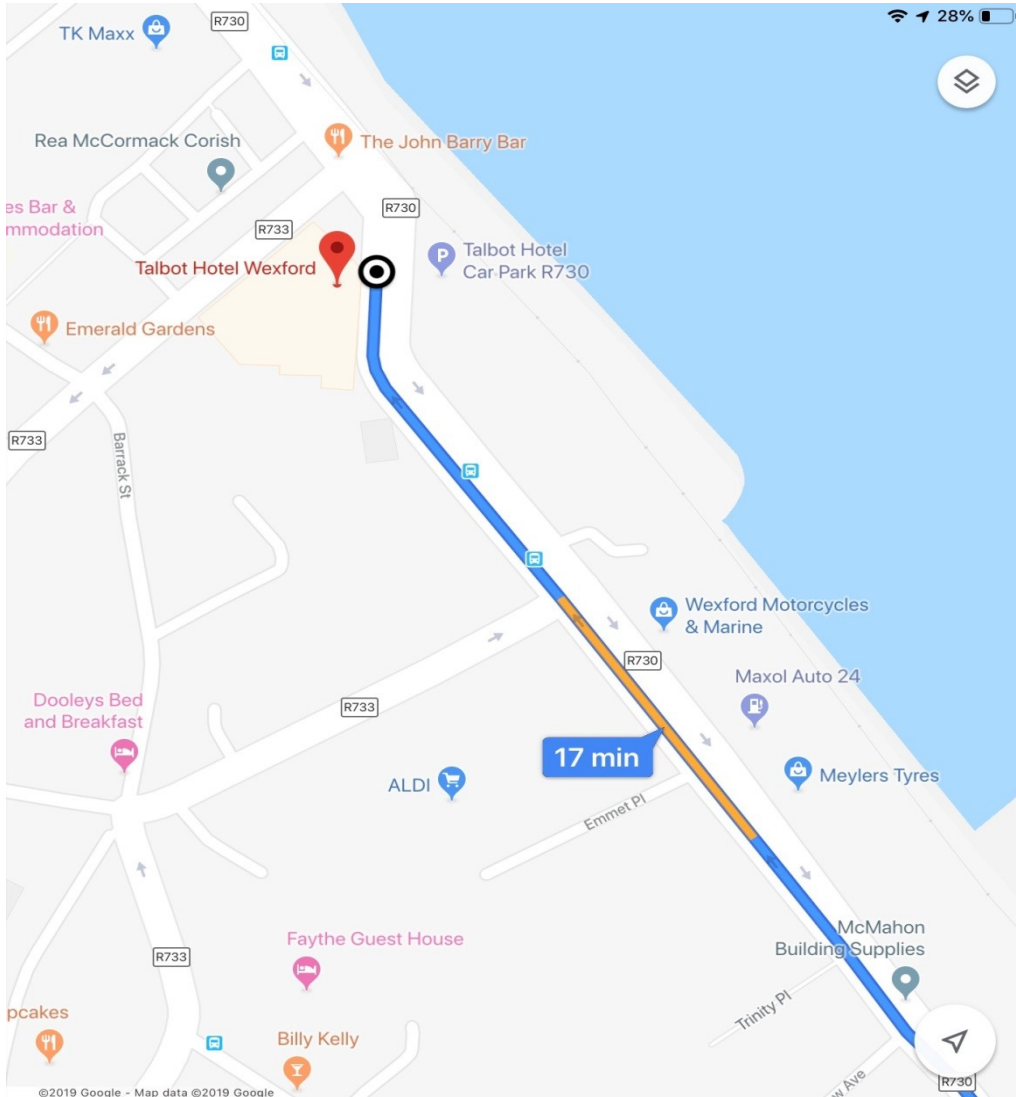
Arrive Rosslare ferry port, drive to the Talbot Hotel, Wexford. 18.5km, 20 minutes. Most participants will arrive at the Rosslare harbour around 16:30 and will probably take the direct route straight to the hotel, which is Quayside with parking. Best to arrive and park as soon as you can, but you may want to take a 30 minute detour to Rosslare Strand which is 15 minutes from the port by taking the R736 (right) into town to the beach and the R740 back out to re-join the N25. The Strand or beach was the location for the inaugural Irish Automobile Club race event in 1913; see Martin Bryant's briefing at the end of the Roadbook. A Talbot 25hp single seater won at over 100mph on sand!

Assemble in the bar for dinner at 19:00.

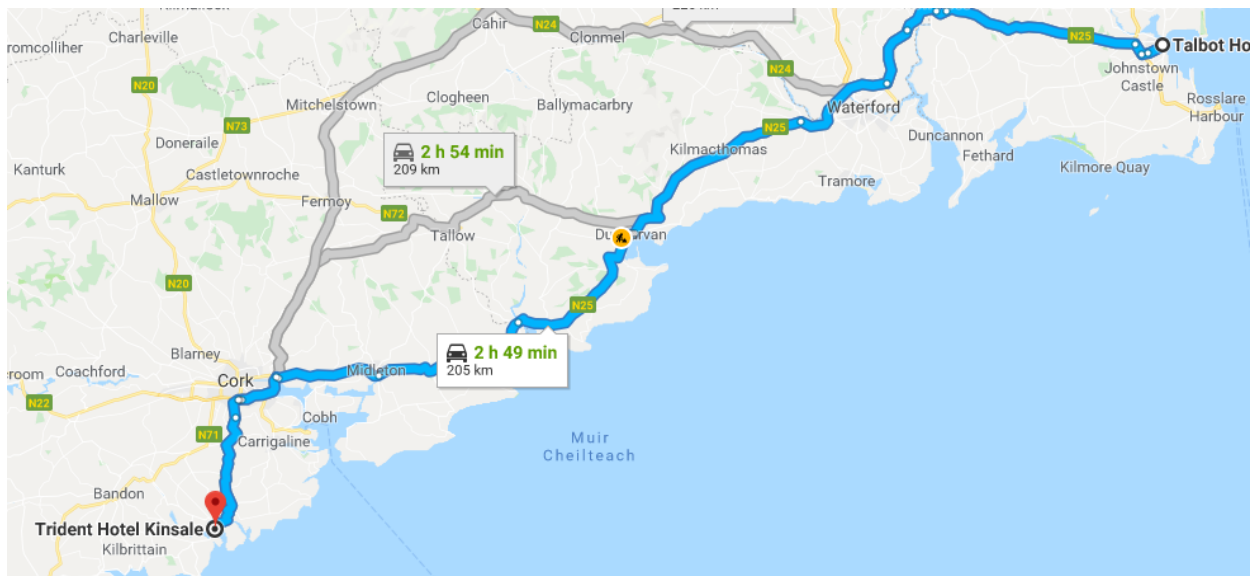
[www.talbotwexford.ie](http://www.talbotwexford.ie)

Talbot Wexford – On the Quay Wexford, Y35 FP9P, Ireland

Tel: +353 53 9122566



## Day 2, Monday 3<sup>rd</sup> June



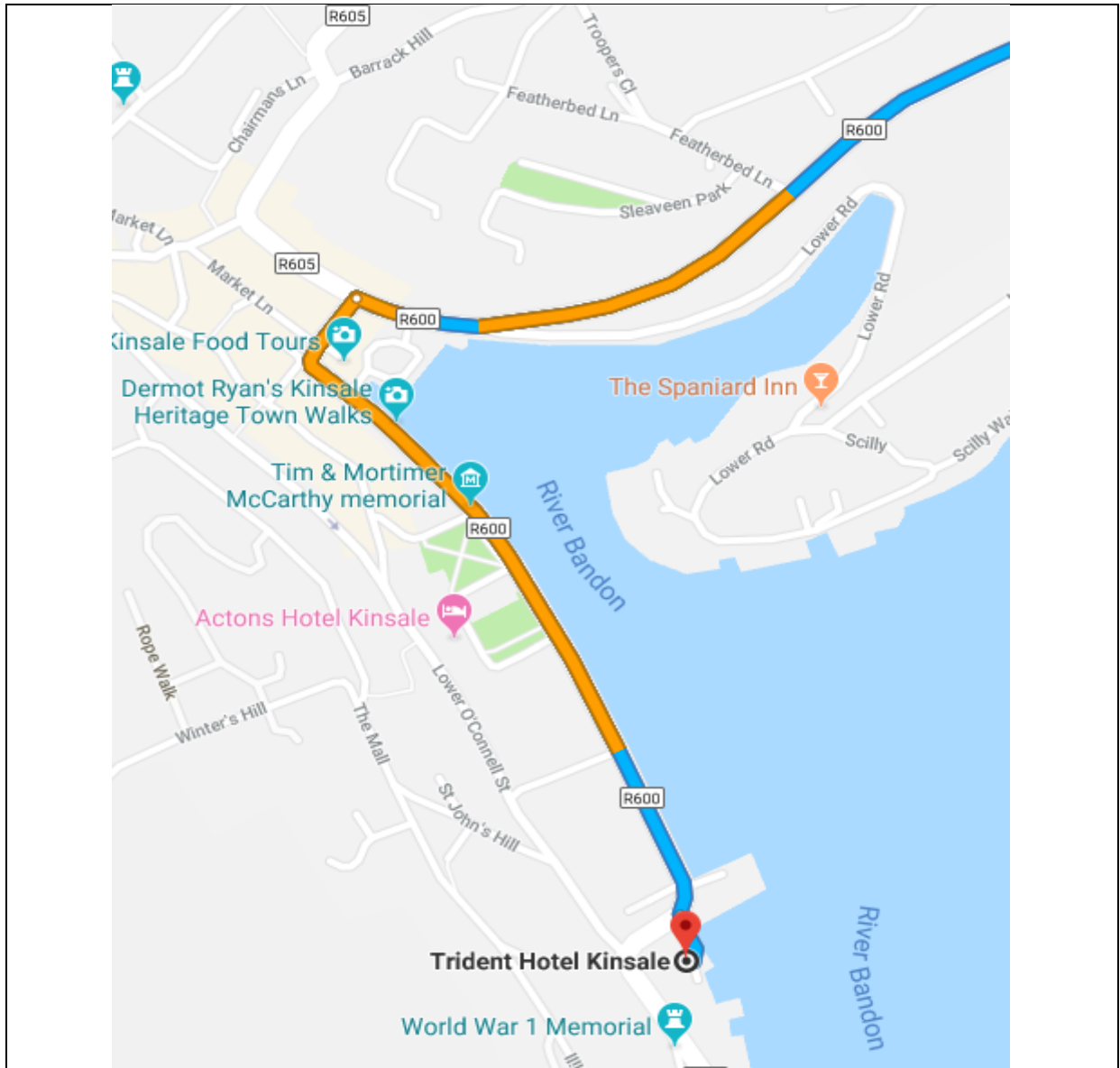
This is the longest driving day from Wexford to the Trident Hotel in Kinsale where we shall spend two nights. Best to leave around 09:00. Distance 205km, driving time say 4+ hours. The blue route on the map above is the suggested route, as on return the scenic route can be taken on the shorter return leg to Waterford. Hence, the suggested lunch stop is Dungarven, about halfway. There is a castle at Dungarven.

[www.tridenthotel.com](http://www.tridenthotel.com) , The Trident Hotel, World's End, Kinsale, P17 NT38.

Tel +353 (0) 21 4779 300

The hotel is harbourside with parking which will be tight so best to arrive early rather than leave it too late.

After our longest drive the waterside bar may be a temptation too difficult to resist. We dine in the hotel on our first night here and out on our second night. Assemble at 19:00 for drinks, if the weather is fine the waterside bar is al aperto.

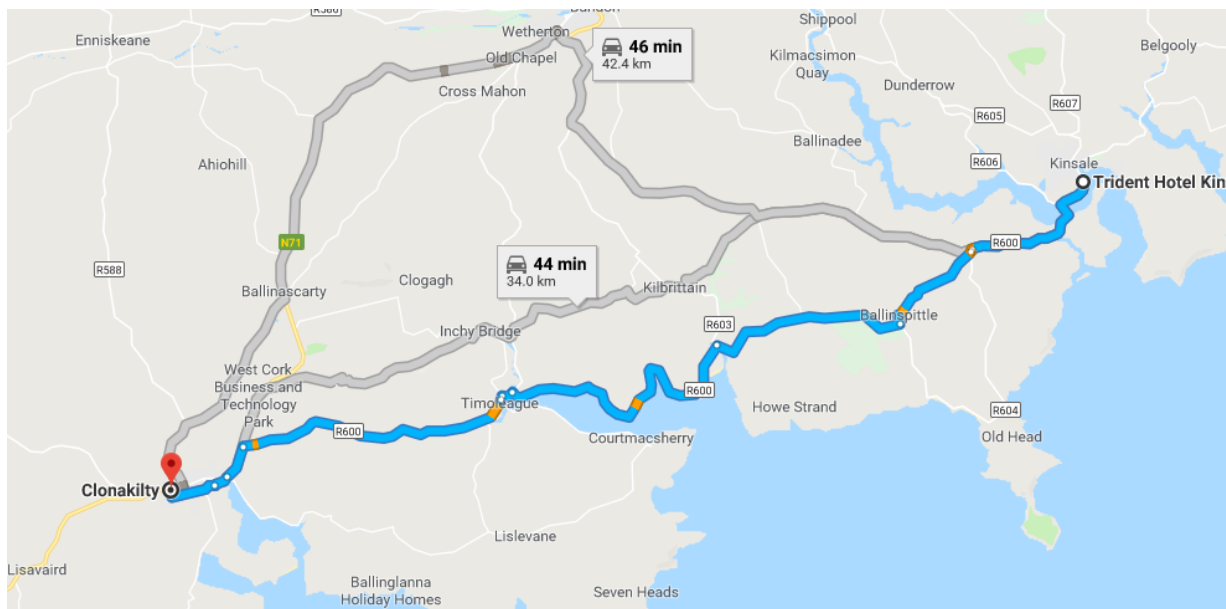


Quayside location of the Trident Hotel





## Day 3 Tuesday 4th June



This is a day to explore the surrounding countryside. There are numerous options. The Wild Atlantic Way, west and northwards starts here, <https://www.wildatlanticway.com/explore-the-route/the-haven-coast> .

Alternatively, a game of golf at the famous Old Head Course?



The Old Head Golf Course

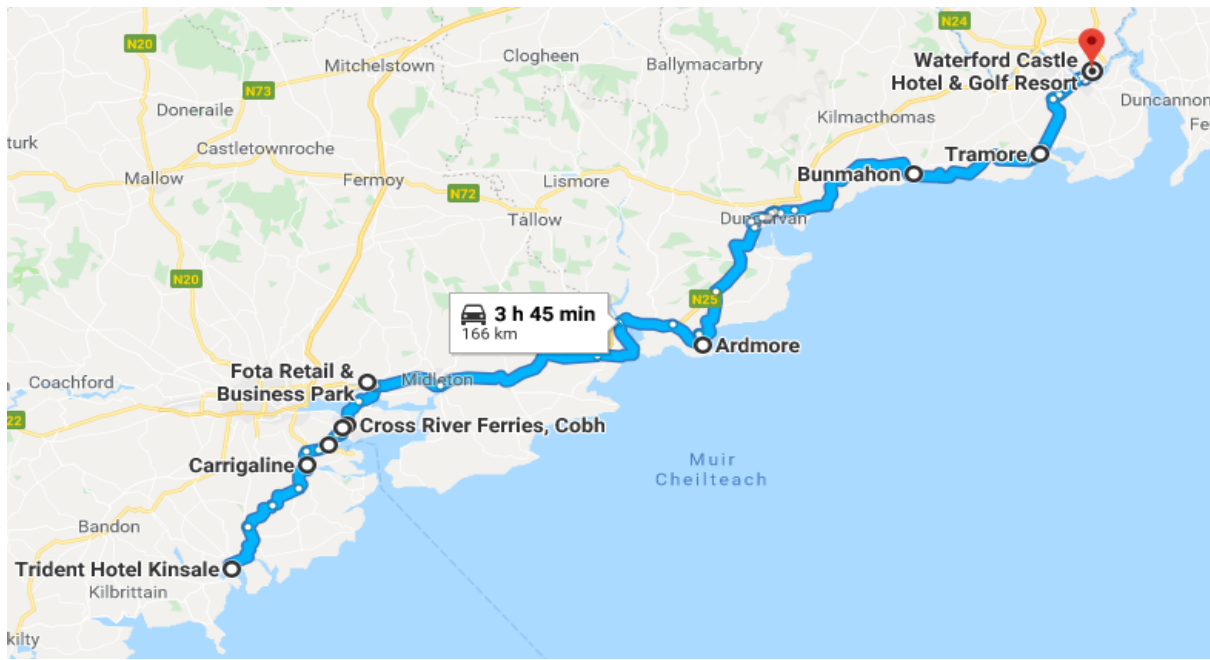
17<sup>th</sup> century Charles Fort

Too energetic, then a drive to Clonakilty which is a foody town rated as the best town in Europe in 2017. <http://www.clonakilty.ie/> Or, you can just idle in the beautiful town of Kinsale and perhaps take a boat trip, <https://www.kinsale.ie/> or <http://www.heritageireland.ie/en/south-west/charlesfort/> . The suggested tour route will be to Clonakilty, see map above with return options. Round trip about 75-80km. If more driving is your thing then continue along the coast to Skibbereen, <https://www.skibbereen.ie/> .

Dinner will be out in the town so we need to leave the hotel for the venue at 18:50 for the High Tide restaurant; about 10 minutes' walk from our hotel.

[https://www.tripadvisor.co.uk/Restaurant\\_Review-g211878-d12676174-Reviews-High\\_Tide\\_Kinsale-Kinsale\\_County\\_Cork.html](https://www.tripadvisor.co.uk/Restaurant_Review-g211878-d12676174-Reviews-High_Tide_Kinsale-Kinsale_County_Cork.html)

## Day 4 Wednesday 5<sup>th</sup> June



Start of the return journey with a drive for a one-night stay at the Waterford Castle Hotel. Distance about 166km. The hotel is on an island to the south east of Waterford. The hotel has its own ferry which is frequent but take note of the hotel phone number in case you have to call the ferry.

The Island, Ballinakill, Co. Waterford, X91 Y722, Ireland  
<https://www.waterfordcastleresort.com/> Tel: +353 51 878 203

The hotel is one of Ireland's premier hotels, normally above the Talbot budget but the hotel has a number of "self-catering" lodges. <https://www.waterfordcastleresort.com/self-catering-lodges> Fear not. We are staying in 6 luxury lodges at two cars per lodge so that we all have en-suite rooms.



All meals will be taken in the Castle, no self-catering, but you might want to avoid the wallet busting mini bar and acquire a few provisions ahead of arrival. You will need smart clothing for the dining room, no jeans, no trainers and probably a jacket/tie. Ladies need no guidance.

The route back from Kinsale can either be the fast route on the N25 or the slower route, **via the ferry at the Cross River**. This avoids going via Cork which is a congested city with confusing traffic as the river splits the road network. On crossing the Cross River ferry over the River Lee, head north to Fota and continue on to the N25 eastwards. This will take you back via Dungarvan but the best lunch stop will be Youghal a seaside town before you reach Dungarvan. <http://youghal.ie/>

After lunch continue eastward. The recommended route is the coast road via Ardmore, Dungarvan Bunmahon and Tramore then north on the R675/R710 to the hotel. This route in the afternoon is one of the top scenic drives of Ireland. A PM stop is pre-booked and prepaid at the Woodhouse Estate Museum at Stradbally where we shall have tea and see a restored 1929 Talbot.



The estate is between Dungarvan and Bunmahon at **Stradbally**

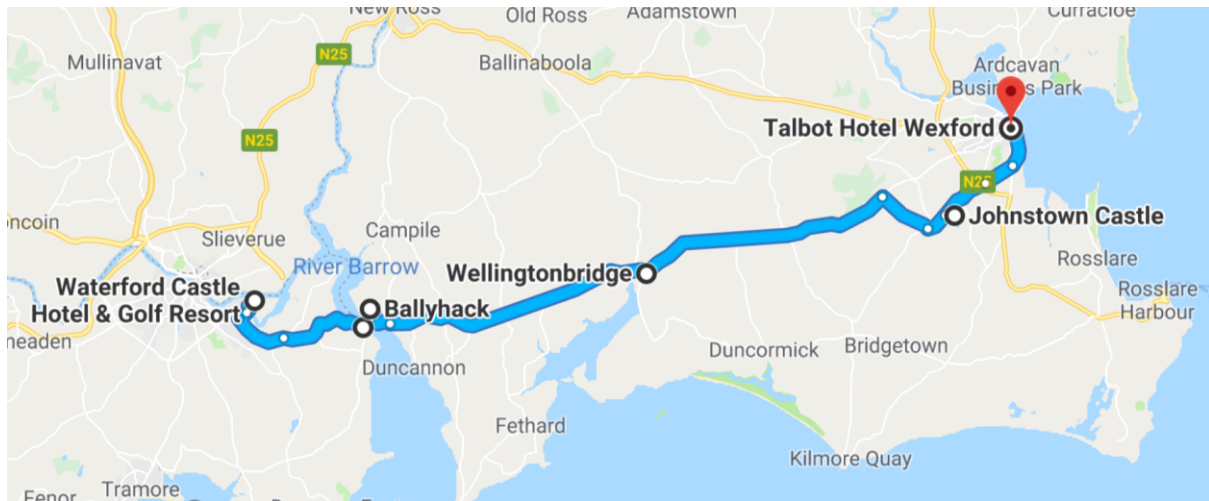


Before dinner we will receive a Master Class from Martin Bryant on the activities of the Talbot dynasty in Ireland in the 15<sup>th</sup> Century. Assembly in the Castle at 6.30pm, in the Conservatory, (our dining room), but get a drink first.



John Talbot, 1st Earl of Shrewsbury and 1st Earl of Waterford KG, 1384/1387 – 1453. English military commander during Hundred Years War, Lord Lieutenant of Ireland, Constable of France.

## Day 5 Thursday 6<sup>th</sup> June



Today we head east for our last night, back where we started to the Talbot Hotel Wexford, about 55Km. The suggested route is all on secondary roads and includes a **ferry at Passage East to Ballyhack** and onwards to Johnstown Castle. Below are links to some places of interest. There is time today to see the sights. The Colclough Walled garden is quite close to the ferry which would then leave time for one other visit.

<http://johnstowncastle.ie/visit-us/>

<http://www.irishheritage.ie/>

<http://kilmorequaymarina.com/>

[http://www.colcloughwalledgarden.com/brochures\\_for\\_website/cwg\\_brochure\\_March\\_2017.pdf](http://www.colcloughwalledgarden.com/brochures_for_website/cwg_brochure_March_2017.pdf)

Dinner will be in the hotel and as this is our last night let's make an effort with a motoring theme for dress; think Talbots in the 1930s. As we are in Ireland, test your skills at writing a Limerick with a motoring theme and the scrapes encountered in our journey; after dinner you can regale us with your eloquence. We will have done the formal bit at the Waterford Castle so no need to repeat that. Assemble at 7pm in the bar.

**Day 6 Friday 7<sup>th</sup> June** This is departure day for those returning home but a few are joining the Gordon Bennett Rally. As the first ferry leaves at 08:00, breakfast may be missed. Room service at a cost may be the alternative.

## WHEN THE TALBOTS CAME TO IRELAND

We have all grown up marvelling at the “daring do” of the Hon. Brian Lewis and the plucky Roesch Talbots of the Fox and Nichol stable. No small share of their successes were enjoyed in Ireland- at Phoenix Park in Dublin and the Ards TT. However there is another Talbot conquest in Ireland which is hardly known about and even more impressive in its invincibility. It happened right where we first turn our wheels on Irish soil.

The year was 1913. Clement Talbot was on a high – its fame guaranteed forever by Percy Lambert’s 100 miles in the hour performance at Brooklands in February. The works team of 12, 15 and 25hp cars had swept all before them that season on the hills and beaches of England. Talbot’s Irish distributor, S.T. Robinson, wanted a share of the action and persuaded the factory team to decamp to the Emerald Isle for the inaugural Irish Automobile Club race event on Rosslare Strand. Maybe it didn’t require that much persuasion as his Lordship included Earl of Waterford amongst his titles!

First the cars had to be registered in Ireland. This was done in County Carlow which explains why an English race team carried the numbers IC 103, 104 and 105. The races, originally planned for July, were run in the first week of September. They followed a common pre WW1 format. Day 1 was open to professional “all comers” and Day 2 reserved for amateur members of the sponsoring club. Three classes were run – with a complex handicapping formula of swept volume, horsepower and weight.

The weather was – well Irish. Incessant rain on the first day and an unobliging tide caused the cars to run two abreast and curtailed the distance from six miles to four – two in each direction along the beach. Not that any of this made the slightest difference to the Invincible Talbots. They simply trounced the opposition in every heat and disputed the final amongst themselves. To quote the Autocar : “*The open section on Friday was remarkable for the successes of the Talbot cars, which won each of the team classes, and, consequently had the final for the 200 guineas Dunlop all to themselves.*” From a standing start on wet sand the 25hp, clad in its new slim nose single seater bodywork, was mighty. An

average speed of 80 mph was 14 mph faster than the second placed car – another Talbot!

Saturday, bathed in sunlight, saw the more genteel antics of the gentlemen racers. But the hardy spectators were in for the thrill of their lives. Last event of the day was a no holds barred flying mile – open to all. Competitors had two runs – one with the breeze and one into it. Leslie Hands brought out the heavy artillery – the Talbot 25hp single seater. He blitzed the course averaging 107.78 mph with the wind and 103.45 mph against. He was out of sight. No other car got near three figures and those speeds stand today as a record on the sands at Rosslare. Let's see if we can hear the echoes of those heroic days. Just to tempt you here are photos of the event.



Watching the flying mile an Rosslare

Two miles of open beach at Rosslare





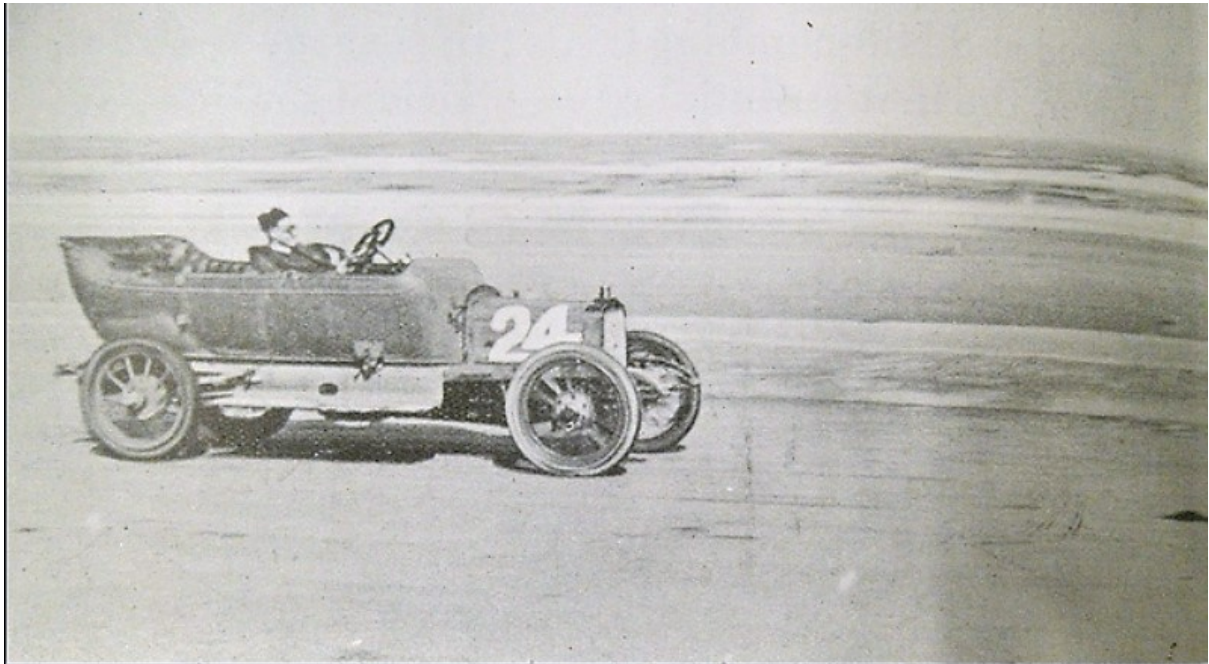
Car enclosure, 25hp Talbot on left

The slim nose Talbot 25hp single seater –IC 104 on the left. Next to it is the 12hp car and the 15hp is behind the lady with the hat.



Mr C. P. Kirk and his 16hp Darracq

Always fettling to be done!



Mr J.A. Carvil's 12hp Talbot, a few yards before the finish

A privately owned 12hp Talbot competing in the closed Club event



Mr S.T. Robinson

The 15hp works Talbot. This car was run by Malcolm Campbell after WW1 and now resides in Germany

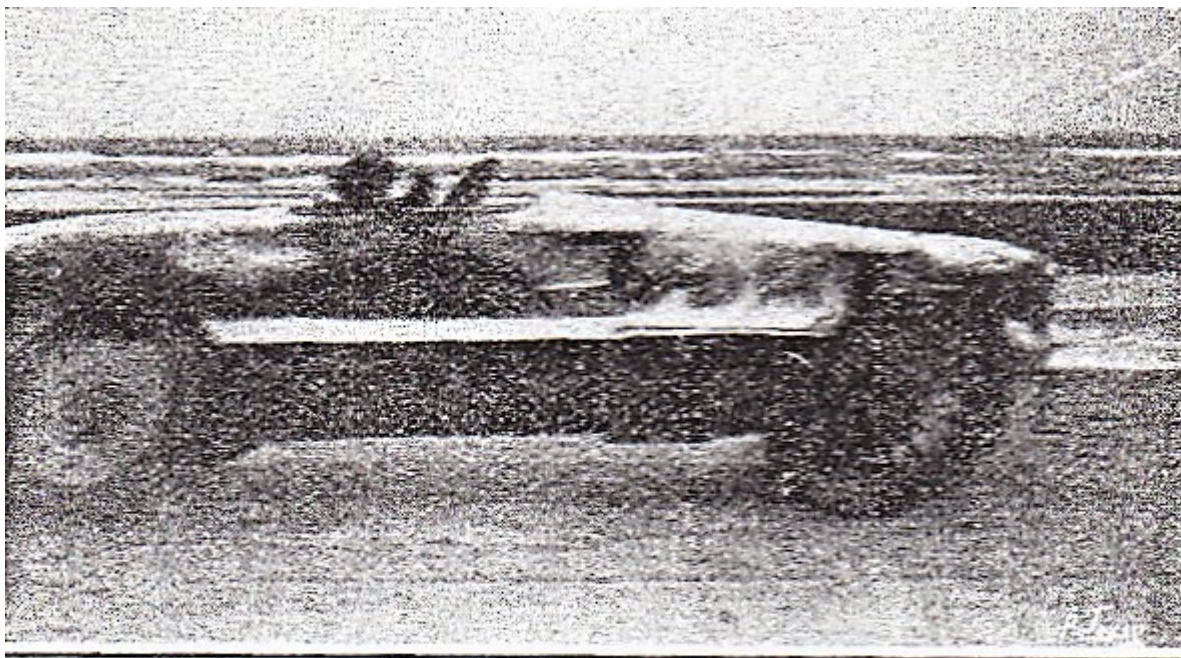


15hp Talbot and 14hp Briton at the start of the Class B open finals

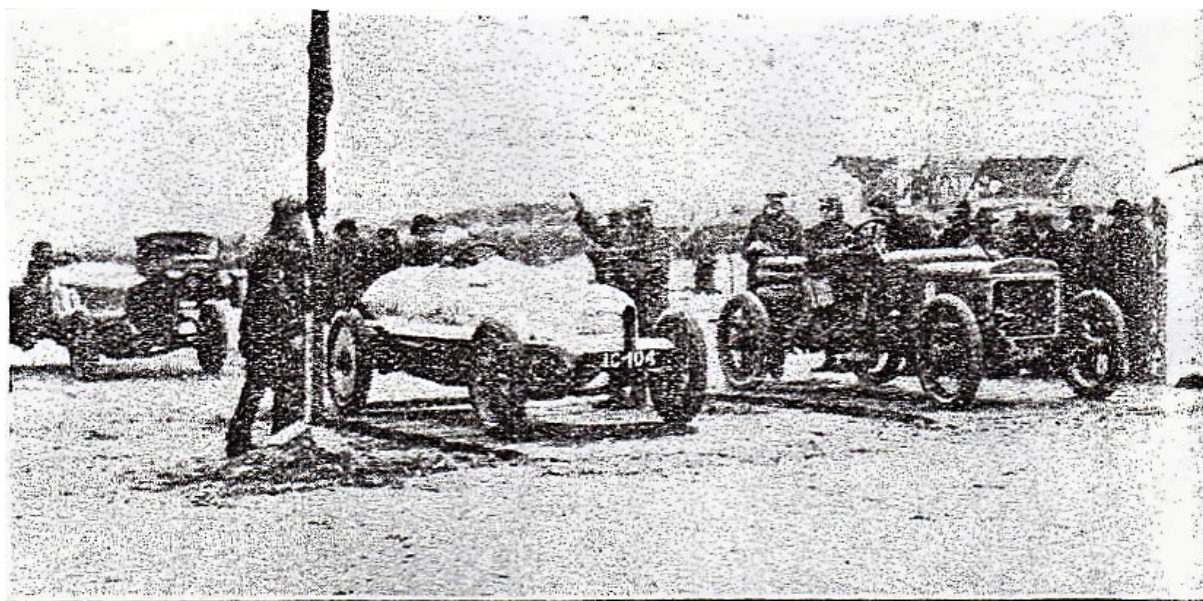
The standing start was from boards to prevent the rear wheels bogging down in the sand. The single seater Talbot averaged 80 mph from a standing start and over 100 mph on the flying mile



Lining up on the strand. The 12hp Talbot is poking it's nose in on the right



*ROSSLARE SPEED TRIALS. A snapshot of the 101.5 × 140 mm. Talbot travelling at 107 miles an hour.*



*ROSSLARE SPEED TRIALS. The starting point, with the 101.5 × 140 mm. Talbot and the 58 h.p. Daimler on the boards.*



A wet paddock scene on the open competition day. The Talbot 25hp single seater is top right - with a drain pipe sized exhaust. Behind it is the 12hp car and the 15 hp is behind the gent in the white mac and trilby hat



Daimler 58hp stuck in the sea, Rosslare, Co. Wexford

The perils of sand racing!