

Dear friends in steam,

since my Locomobile made the 2004 London-Brighton run



it again caused problems with the boiler in Wels, lower Austria April 2005. The feed-water-pump didn't work and the boiler got to hot. The trip to Melle which was planned for the next day had to be cancelled.

For the centenary of the coupe Gordon-Bennett in June 2005 at Clermont-Ferrand, France I was well prepared. It was open for 100 teams with cars up to 1905 and furthermore 100 up to 1908 but they didn't find enough entries so it was also opened for racing cars up to 1918. This caused a higher speed level but the oldest cars could get a hook-up-service. Perfect organisation!



During the second day the flame of my pilot burner went out and liquid fuel filled the burner. It needed some hours for evaporating the fuel and heating up again.

The third day driving to and around the former grand prix circuit of Clermont-Ferrand was a big success for my little steamer, as we drove the whole day without any incidents.

At the end of August we were invited to Szeged, southern Hungary, to a meeting of motor vehicles 100 years and older.

Family Kisapati arranged a Meeting with international participants. A great success for my Locomobile. The Hungarian plain land was perfect for our cars.



20th August was Hungarian national holiday and this was great for our tour.



The oldest car a Panhard Levassor from 1897 drove with great speed. Istvan Kisapati was steering,





Very nice this little Blessing & Co motor bike from 1897.



and a lot of Puch motorcycles



This Wyner Popular built 1903 should be mentioned as it seems to be the last surviving car of this old Austrian production.





Both of the other Austrian teams enjoyed this tour



I still remember with joy the goulash called Pörkelt,



and the friendly atmosphere.



This year I want to add an electronic ignition to my burner so the pilot will never stop again.

Still driving with full steam, Peter Würinger