

# THE **IWVCC** JOURNAL



**WINTER 2015**



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# EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Winter issue of the Ivcc Journal. My apologies for the lateness of it. The magnificent Daimler car on the cover is a Jim Boland car in very original condition and I hope to do a feature on this in the next journal.



Dick and Nigel Smyth came with me to Jim's to collect and transport it to Knockrose and return it to Naas, so that I could record the century since the country's oldest motor club, the RIAC had been to Knockrose. It seems that in the blink of an eye, a century has passed and yet we have the same year and make of car, in the same location, which is still in the same family.

In Knockrose we have many artefacts from the First World War and like Jim's car, they are historical. The past should never be forgotten and thanks to Jim and all of you as enthusiasts, the past is remembered.

We like to have the history of our motors because it adds colour to them. Think of Hughie Roe's 1914 RR 40/50 and the fact that it was an ambulance in France in WWI or Jim Boland's Lagonda saloon that belonged to

WO Bentley and the hand written documentation that is still with the car.

We have a responsibility to save our social history for future generations because it will be their history too.

Many of you will have attended events with other clubs and in this issue members write about their experiences. If you are entered in other events, why not share it with your fellow members. We would all like to read about it.

On the subject of writing articles, if any of you had the time, I would welcome some help with the Journal. Rather than me write most of the articles, I would appreciate receiving reports or articles on events to give the Journal greater variety. Also if there are any experts who would like to share their experience and contribute to a technical piece, I'm sure many would welcome that. Please have a think about it..

My thanks as always to the generous enthusiasts and contributors to the Journal and to me.

**TOM**

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## FRONT COVER:

Jim Boland's  
1910 Daimler 38HP at Knockrose.  
Photo: Tom Farrell

## IVVCC JOURNAL WINTER 2015

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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, Dublin

Time: 8.00pm

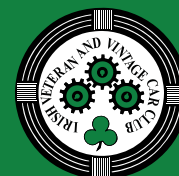
### Website:



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

### Photos:

All photos, unless otherwise stated,  
by Tom Farrell





# A MESSAGE FROM THE President



*Dear Members*

**A**lready 2016 has been somewhat full-on for the IVVCC. The AXA Classic Car Show in the RDS on March 5th and 6th was a significant start to 2016 and great credit is due to the sponsors, organisers and people who displayed their cars at the show, as well as the members who helped on the stand during the show.

A huge amount of time and energy goes into the organisation of an event of this stature and it is an opportunity for car clubs and people interested in historic cars to get together in a very social setting. We are appreciative of all the efforts of our IVVCC organisers and the many members of the club and our affiliate clubs who visited the IVVCC stand in the RDS over the two days of the show.

Our Open Forum on our First Monday in March was an occasion for members to raise issues of concern to them and it is hoped that following our AGM on April 4th the incoming board will be in a position to put the interests of the majority of our members and their continuing interest in historic cars to the forefront of the club activities.

As I will be stepping down as President at our AGM I would like to take this opportunity to sincerely thank all our board directors and club members who supported me fully during my presidency. It has been a great honour to have been the first woman president of this historic organisation and to have followed in the footsteps of such eminent and respected previous presidents.

When I was cajoled into joining the Events Committee in 2003 and was then co-opted to the Board in 2005 I certainly did not envisage that I would hold the roles of Hon. Secretary, Vice President and President of the club, in addition to being Event Secretary for our prestigious international Gordon Bennett event and also part of the organising committees of the various events, including two French trips, one in 2008 and the other in 2010 and also our 50th Anniversary event visiting Galway, Killarney, Cork and Kilkenny in 2013.

My thanks to the many members who continued to vote for my re-election during the previous eleven years. There have been many highlights and memorable occasions during this period but there has also been some very difficult times. I hope that the best interests of the club will be served by full support for the 2016 board in the coming year.

There are many innovative ideas that have not received our full attention in recent times and it is in the interests of the club that majority board decisions are respected.

I would like to wish all our members happy eventing in the coming season and I look forward to meeting many of you at our various events planned for 2016.

**BERNADETTE WYER**





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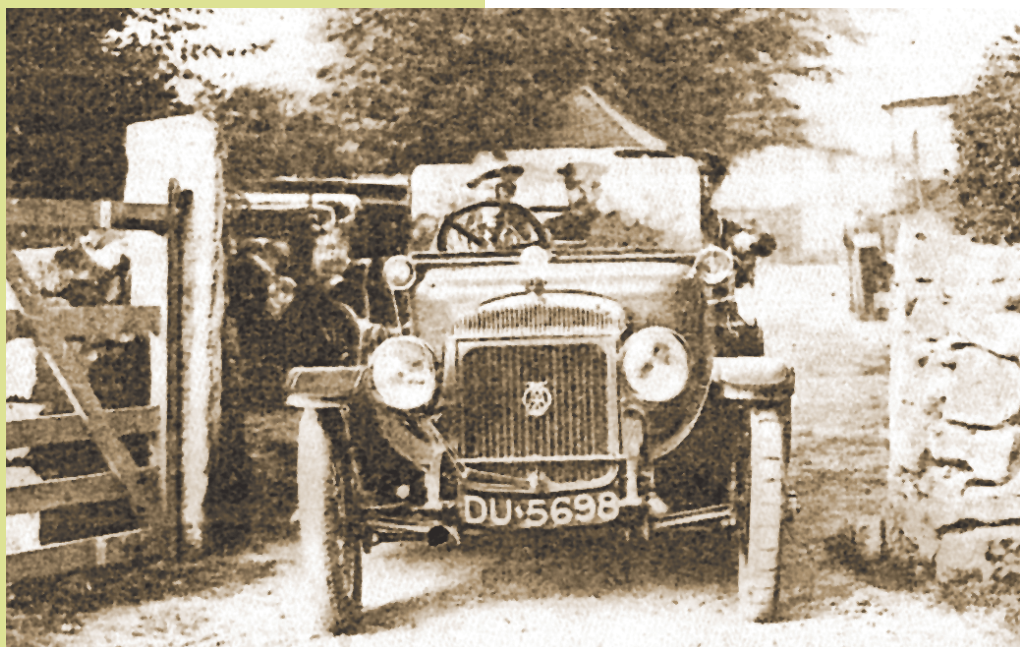
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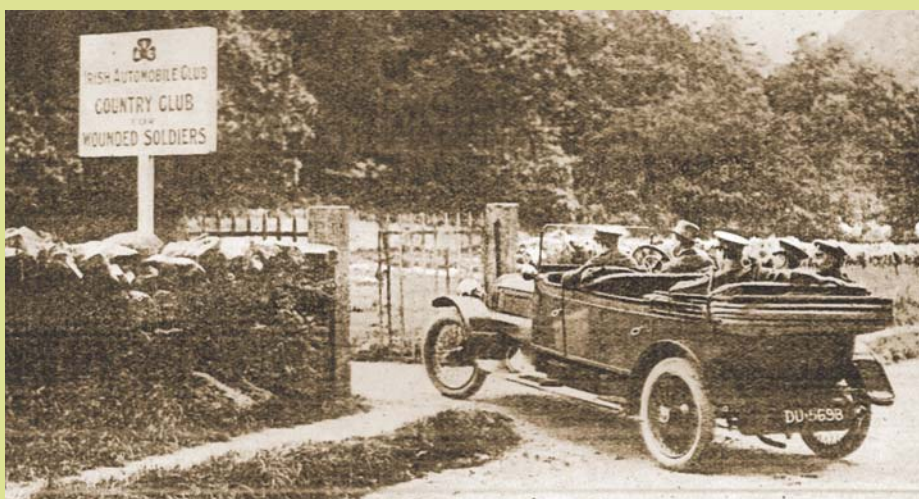
The original IAC badge



Mr Bruce Hamilton's 1910 Daimler 20HP at the IAC Country Club – 1915

# THE IAC COUNTRY CLUB FOR WOUNDED SOLDIERS AT KNOCKROSE 1915

By TOM FARRELL



Arriving at the Club House

In the late Victorian era, a gentleman's club called the **Vagabond Cycling Club** had its headquarters in Knockrose, Kiltarnan, Co. Dublin. The clubhouse was a timber building bought at one of the Great Exhibitions and erected on a hill overlooking Killiney and Dublin Bay. The Vagabonds would cycle out from Dublin and 'slum it' in the wilds of the Scalp. Many of the members had backgrounds in the judiciary and medical professions and perhaps the complete change of lifestyle and activity was enjoyed by them.

They pursued many forms of sports and entertainment such as fencing (we still have the foils and masks), target practice, archery, golf (we have some of the Forgan golf clubs) and bicycle polo to name but a few. As the name suggests, bicycle polo was playing polo on a bicycle and was invented by the Vagabonds in Knockrose (it is still popular around the world).

The Secretary of the Vagabonds was R.J. Macready who was famous as a record-breaking cyclist (his scrap book and cycle is in the Ulster Folk and Transport Museum). 'Arjay' as he was known, lived in Vallombrosa (between Bray and Enniskerry) and was a regular contributor of articles to the *Irish Cyclist*, a publication he later owned with his brother.





**Mr Jim Boland's 1910 Daimler 38HP at the former IAC Country Club – 2015**

On a trip to England to a cycle show, he was introduced to Selwyn Francis Edge. Edge (who later lobbied with Arjay to bring the Gordon Bennett Rally to Ireland in 1903 and was also a World Land Speed record holder), took him for a drive in his motor car and so sparked a new interest in motors in Arjay.

In February 1900 Arjay founded a publication called the *Motor News*. This paper was devoted to motoring on land and water and with the growing interest in motors in Ireland was timely. In 1901, thanks to Arjay's enthusiasm, vision and hard work, he and many of his friends and associates decided to form a motor club and invited Claude Johnson (who was later to become Managing Director of Rolls Royce), the secretary of the Automobile Club of Great Britain and Ireland (ACGBI), to address the

meeting. The plan was to form an Irish Branch, which became known as the Irish Automobile Club (IAC). A vote took place and W.G.D. Goff was elected Chairman and R.J. Macready was elected the first Honorary Secretary. It is possible that some of the former Vagabonds became members too.

Over the years that followed, the IAC was involved in many notable events and Arjay continued his involvement in various spheres of motoring and somehow found time to publish the *Motor News* and books on motoring.

With the outbreak of war in 1914, many Irish men volunteered to fight. Others gave their motors to help the war effort. As the year drew to a close and injured soldiers were being repatriated from the Front, it was

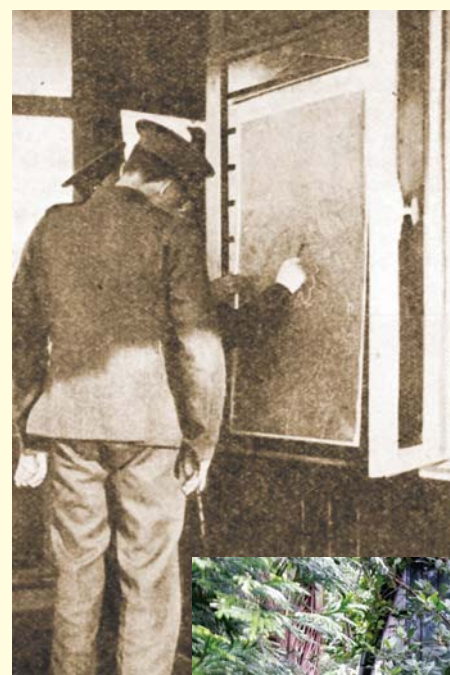
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**The entrance to the Club House from The Scalp Road. The boy under the sign is Trish's uncle, Vivian Stevenson**



**The current RIAC badge**



**Above:  
Studying the map at  
the Club House**



**Right:  
The Club House  
today**







*Mrs Lenox Conyngham watching over the troops heading in for tea.*



*Wounded Soldiers Club – Summer 2015*

decided by the members of the IAC, to use and in some cases, convert their motors to carry injured soldiers from hospitals, and from troop ships to hospitals. Perhaps it was the medical members of the former Vagabonds who suggested that the IAC might use their former headquarters in the Scalp as a place to bring the injured from hospitals for a day out.

So permission was sought and granted to open a Country Club for wounded soldiers in Knockrose. A large number of people and organisations got involved, providing everything from chairs, to games, an ambulance, maps, telescope, tent, etc., etc. A group called 'The Ladies Assisting', with Honorary Secretary Mrs Lenox Conyngham (whose own husband was killed in 1918 in France), looked after the refreshments and handed out flowers and newspapers to soldiers.

The hospitals were contacted daily to establish the transport needed for a particular day. The panel of owner/drivers was large but well organised and an average of around

**My thanks to Jim Boland, Dick and Nigel Smyth and Bob Montgomery and the RIAC Archives for the information and 1915 photos of the IAC.**



*A Florentina chassis presented by Lord Dunalley to the Irish Automobile Club and used for ambulance work and in connection with the Country Club House.*

50–60 soldiers would attend daily. John Boyd Dunlop, (a regular visitor to the Scalp with the Old Timers Fellowship of Cyclists), himself brought some 464 injured soldiers on 114 occasions in 1915. The route out was as important as the experience at Knockrose and was chosen carefully to give maximum enjoyment and avoid public houses! The soldiers were made feel that the place was theirs for the afternoon and they could engage in sports like cricket, football, quoits, Aunt Sally, etc. For the less able, cards, games, papers, piano and a gramophone were available for their entertainment.

Motorists were also welcome to call in for high tea if they were passing, so that they could see what was going on and perhaps be involved. A substantial meal was provided too. Entertainers also provided their services which was a welcome escape to the horrors these men had seen.

A shortage of petrol caused the trips to the Scalp to cease at the end of 1915. Over 3,500 soldiers were transported in the course of the year. In 1916 the Red Cross came to Knockrose and the IAC continued its good work around Dublin and other ports until the war ended.

In 1919, King George V awarded the IAC with the Royal Warrant in honour of its humanitarian work in the war. Now known as the RIAC, it is the sixth oldest motor club in the world.

Knockrose has been in the Stevenson family since around 1830 and Trish's grandmother Florence, mother Ruby and uncle Vivian were here to witness the IAC and the Red Cross in the war years. In the last 100 years, Knockrose has been available to those that need to spend time in solitude and peace. Florence's granddaughter, Trish continues that tradition today..



*The flowers used for table decoration are distributed amongst the soldiers before they leave, and are much appreciated at the hospitals.*



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*A lineup outside the Causeway Hotel in Antrim*



# 45 YEARS OF RILEYS IN ULSTER

Over the weekend of 18th to 21st September 2015, the Ulster Riley Club marked 45 years in existence with a Rally based in Giants Causeway in County Antrim.

Four Dublin based Rileys assembled at the Applegreen Services area at Lusk on the Friday morning to travel to Antrim. Reg Plunkett in his 1939 Riley big Four saloon, Camillus Ryan in his 1937 Kestrel Big Four, Colm Hegarty's 1937 Lynx and Donal Begley driving his 1937 MPH replica. While there we were joined by three RM Rileys from the UK, who were completing a 'Round Ireland Tour', on their way to Antrim also for the event.

When we arrived at the Causeway Hotel, our base for the weekend, we were greeted by Frank McKee, Chairman of the Ulster Riley Club, who welcomed us and helped us to get settled in. The remainder of the day was meeting the other entrants as they arrived and a dinner in the hotel that evening.

There were around 30 cars entered, many of which had joined us in Terenure in 2014. Bertie Carleton's Imp, Tim Molloy's 1939 Twelve Drophead, Robin Cameron's RMB 2½ Drophead, to name but a few. Some cars we had not seen in Terenure were



*Parked under the Dark Hedges as featured in the TV Series, Game of Thrones.*



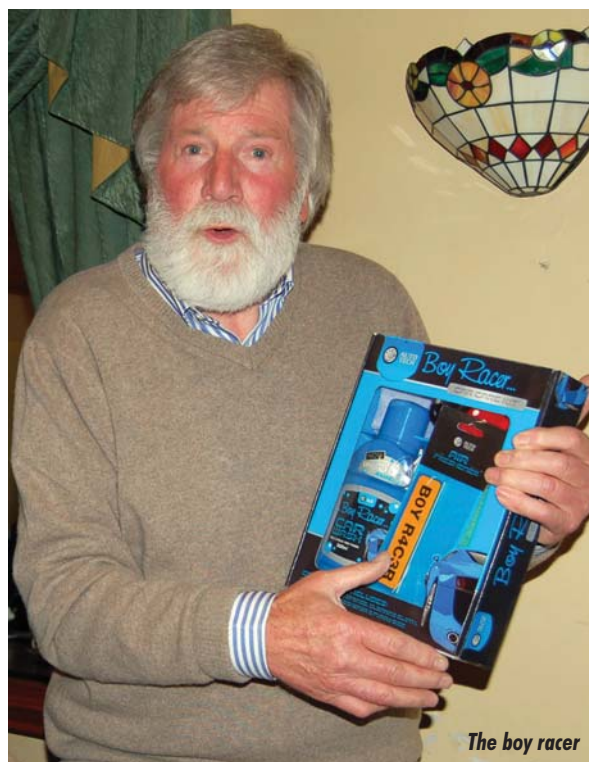


Tim Richardson's MPH

ABOVE: The 'Birthday Cake' depicting Freddie Dixon's excursion into the cabbage patch in the 1932 Ards TT.



Rodney Shortell's Adelphi



The boy racer

Tom Richardson's 1934 MPH, which he still drives competitively, Rodney Shortell's 1937 Adelphi and Mark Kennedy's 1937 TT Sprite Replica.

On Saturday morning, there were a number of options. A bus and rail trip along the coast to Derry. The trip included a guided tour of the city walls, a lunch break and free time for sightseeing in the city, returning to the hotel at 5pm.

The second option was a scenic drive through North Antrim and Derry. The route took us through the 'Dark Hedges' which featured in the TV Series, 'Game of Thrones'. We then stopped at Scullions Hurls where we were shown how a hurls was made by the Scullion family, who supply the local clubs and much further afield. After lunch the route brought us to the Gortmore viewing point where we enjoyed breathtaking views over Donegal.

The third option was to relax and

enjoy the local activities. The Bushmills Whiskey and Salmon Festival was on in Bushmills over the weekend. Other local attractions included the Carrickarede Rope Bridge and Bushmills Distillery. We chose to do the scenic route ably driven by Brendan.

The Guests of Honour for the weekend were John Lomas, his wife Helen and their daughter Natasha. John has recently taken over Blue Diamond Services, an invaluable source of parts repairs and information for Riley owners. John's daughter Natasha cut the anniversary cake at the Gala Dinner on Saturday night. The cake depicted the famous incident in the 1932 Ards TT when Freddie Dixon left the course at Quarry Corner, ending up in a cabbage patch!

Sunday morning allowed free time for a visit to Giants Causeway beside

## PHOTO AND EDITORIAL BY COLM HEGARTY

the Hotel before leaving at around noon. The route took in the North Antrim Coast arriving at Glenarriffe for farewell lunch at Laragh Lodge.

In keeping with the clubs philosophy of not taking Rileys too seriously, prizes were awarded to the car that needed some TLC, a first-aid kit, the driver who got lost, a map, and the boy racer of the event, our own Reg Plunkett!

Many thanks to Frank McKee, John and Yvonne Casley and the extended team for organising a very memorable event. Given the time of year they even organised exceptional weather.





By  
**COLM O'NEILL**

# MEMORY LANE

The view is a clichéd image of O'Connell Street and Bridge so much favoured by postcard photographers, but nonetheless appealing for its images of mid-20th century motoring. At a guess the year is 1956 to judge by the newest car registration.

Nearest the camera is a 1948 Dodge registered ZH 4707, at this stage probably being used as a taxi or hackney. These American cars depreciated quite sharply, not helped by their high running costs and annual styling facelifts, but after a few years were good value as used cars and were robust and spacious for taxi work, and the cheap road tax for taxis was a compensation for the relatively high fuel consumption.

Behind that is a Ford Consul, probably in Dorchester Grey, registered in Roscommon in 1955 as DI 5828. Following that is a maroon Morris Minor numbered IE 5618, a 1951 Co. Clare issue and among the first of the face-lifted models with the lamps mounted higher on the front wings.

Trailing the Morris is a green Commer Express van with a roof

ladder, dating from about 1953/4 by the front grille design. These were based on the Hillman Minx MkIII of 1948 and were updated alongside the contemporary Minx models. Behind that is possibly a related Minx model. To the right is a Ford or Fordson Thames half-ton Pick-up laden with what may be furniture. These Fords including a van version were produced from 1938 to 1957. The pick-up is being followed by a black Ford Anglia of the 1949-53 era.

Moving again to the front of the picture, there is a beige Hillman Husky with a 1955 number BIK 616, a light estate car based on the Minx of that period. Next is a black 1948 Riley RM 1.5 with a Dublin number ZH 5247.

Behind the Riley is the newest car in the scene, a black Volkswagen 1200, a 1956 model going by its registration LIK 619. Then another split-screen Morris Minor, followed at a distance by a cream coloured Ford Consul, while close behind is one of CIE's many open-platform double-decker Leyland buses, possibly one built during the war years, judging by the slightly narrower body and the number plate set in the centre of the

This picture is from a range of postcards of British and Irish scenes once produced by E.T.W. Dennis & Sons Ltd. of Scarborough.



radiator grille.

The first vehicle at the front of the third row of traffic is a pre-1948 Bedford 10/12 Model JC or PC van in the livery of the *Irish Independent*. Indeed Independent Newspapers continued to run Bedford trucks and vans until well into the Seventies.

Following is a green Morris Minor with a January 1956 Dublin number EIK 865. While it still has the split screen, it has the new grille styling which lasted to the end of Minor production in 1971.

The gaudy red vehicle pursuing should actually be black but the photo re-touchers, when they struggled with the limitations of Fifties colour photography, sometimes got carried away as in this case. The car is actually a Vauxhall Wyvern Model E hearse. As well as offering the usual saloon model, McCairns Motors, the Vauxhall/Bedford distributors, also assembled these with hearse coachwork. Just visible behind the hearse is a pre-1948 Fiat 500 Topolino which was the company's main offering in the early post-war era on the Irish market.

Another Volkswagen and then an

off-white Ford Anglia Deluxe to judge by the twin wing mirrors, a version just launched in late 1955. A black Hillman Minx following closely behind and then a Shelvoke & Drewry type W truck. These were almost exclusively ordered by municipal customers, usually with a dustcart/bin lorry load body, but it is difficult to know what lies behind the cab and the red re-touching is probably a bit misleading too.

Looking at the traffic moving away from the viewer, in the lanes closest to the central floral reservation is a light brown Commer Express van, beyond which is a maroon Ford Consul or Zephyr, this being the 1953/6 variant. Next another green Minor and then a large Plymouth of about 1937/8 going by the small twin rear windows, and probably doing service as a taxi like the Dodge. The two-tone van to the left looks like a Ford Thames E83W, the van version of the red pick-up mentioned already. Another Ford is ahead, a 1940/8 V8 Super Deluxe.

Back towards the viewer, there is a beige 1951 Hillman Minx, registered ZE 9563 passing a Leyland Titan bus. Beyond are two black Minors and a

Vauxhall Wyvern or Velox, similar to the hearse model. In front of the bus is a maroon Ford Anglia, possibly late Forties and then a Morris 8 Series E also from the Forties and which was of course the Minor's predecessor. It is difficult to be definite about the more distant vehicles, although the red van crossing the bridge may be yet another Commer Express.

This picture gives a good view of O'Connell Street after its reconstruction following the destruction of the lower half of the street during the 1916 Rising. Thanks to the passing of the Dublin Reconstruction (Emergency Provisions) Act 1916, by October of that year plans were being drawn up regarding the scale and general character of the replacement buildings. By the end of the Twenties the work was complete and the buildings are all intact in this view, before the speculator driven demolitions and re-development of the Seventies and Eighties. The bridge itself was built in the late 18th century as Carlisle Bridge and then extensively remodelled and widened to match the street width during 1877 to 1882 and renamed O'Connell Bridge.

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# Brass Brigade Run

By TOM FARRELL

**T**

he IVVCC Brass Brigade was held in September 2015 in Waterford. The event saw 71 veteran motors from the four corners of Ireland and the UK, assembled in the grounds of the Park Hotel, Dungarvan and they were a sight to behold. The 2015 event had an entry of 21 over the 2014 number. The oldest car was the well-known 1900 Gladiator of Johnathan Bewley and there was 7 pre-1904 motors on the event.

The Ford Model T Club were out in force with 22 cars on the event. Brian King was running in his 1904 Sunbeam after major engine work. This is the oldest four cylinder Sunbeam in existence.

Marshalling was carried out by two local clubs, the Yesteryear Car Club of Dungarvan, represented by Peggy Moloney, Club President and Noel Coffey, Club Chairman and the Carrick-on-Suir Motor Club, represented by Billy Collins. Both clubs undertook to marshal different sections and many of the participants agreed that the marshalling was most professional.

The event was an overnight affair and the Sunday Run was along the Comeragh Drive, over the

Comeragh Mountain passing through the village of Killrosanty. A coffee stop was held in Comeragh House, where owners Clive and Suzanne Holmes, welcomed the veteran cars and Clive told of the rich history of the house and its original owners, the Palliser family, (the house was also one time home to the Nazi war criminal, Peter Menten). The homemade cakes and scones were specially made by Liz Sheridan, who with her husband, Michael drove down from Castlebar on the day to deliver them. Comeragh House is a private residence and never open to the public and we were privileged to be able to visit it.

The run finished with lunch in the Park Hotel and plenty of tyre-kicking and chat in the car park.

The event was a most enjoyable one. The local council even opened a closed street to allow the cars to pass through. The sight of these beautiful, seldom seen motors on a run, was a stirring one which attracted the press and the public alike.

Thanks to the generous sponsorship, it was also incredibly good value with drinks reception, the overnight accommodation, evening meal, breakfast,





coffee stop, lunch and finishers award all for €50!

This event has encouraged a number of enthusiasts to invest in veteran cars and others considering buying them.

Thanks to the hard work of Shane Houlihan and his team and the Carrick-on-Suir Motor Club, the Yesteryear Motor Club of Dungarvan, Pierce Flynn and his staff of the Park Hotel, Clive and Suzanne Holmes of Comeragh House and most importantly, all the participants, this was a most enjoyable event.

The 2016 event will be held in October in Dungarvan, Co. Waterford and I would advise getting your entry in early as it is likely to be a sell-out...







## Drimnagh Castle



Our February outing was to Drimnagh Castle. The castle is one of the oldest in Ireland and it was built at the start of the 13th century by Hugh Barnewall. It is the only castle in Ireland to retain a flooded moat. The castle also includes a tower, great hall, murder hole, courtyard, stable, coachhouse and a wide variety of fowl.

There was a great variety of old cars and the staff were delighted to see them. On our visit Jim Cullen presented a print of a 1912 Wolseley Cabriolet, registered RI 2243, originally owned by Joseph P Hatch, the previous owner of the castle. The car is now owned by John Zimbler in Northamptonshire,

England and he has attended a number of IVCC International Gordon Bennett Rally's with the car. On his way to the 1998 Gordon Bennett he asked Jim if he would paint the car in front of the castle. Peter Person and Amanda Wilton accepted the gift of the print from Jim, on behalf of the castle and said it would hang in their gallery.

After the visit we returned to the West County Hotel for lunch and also to celebrate the 20th anniversary of the formation of the ARM. Jim Cullen, along with a small group of members, started the group back in 1996. There was a cake and it was enjoyed by 81 members.









# KINGDOM VINTAGE, VETERAN & CLASSIC CAR CLUB AUTUMN RALLY

Throughout the year I try to travel to as many vintage car events as I can. I enjoy using my cars as much as possible and like the idea of giving them a decent run and taking them away for weekends, etc.

By doing this I feel you can keep in touch with your car and prevent problems that arise from leaving them idle. I am a firm believer that vintage cars thrive on regular exercise!

For the past few years I have travelled from Dublin to Kerry to participate in the Kingdom Vintage, Veteran & Classic Car Club 'Ring of Kerry' run held every May.

An excellent rally, organised by a very active club. Providing you get decent weather, the scenery in Kerry is fantastic.

This club also organises a fantastic Autumn rally based in the award winning Kenmare Bay Hotel.

A wonderful location with excellent food!

The Autumn rally was held last year on October 17th and 18th. Myself and my father left Dublin and travelled down on the Friday afternoon and arrived at the Kenmare Bay Hotel at approximately 8pm.

We settled into the bar for the evening and enjoyed an excellent meal.

There were other well known vintage car enthusiasts enjoying themselves in the bar that evening... Allen Wilson and Jimmy Bohan from Cork and Eddie Connolly from Co. Kildare, to name but a few!



Derek Wilson's Bolland



Kevin Herron's Alvis TD21 BHC

By **KEVIN HERRON**

The registration for the event was on Saturday morning and after an excellent breakfast we set off in the cars around 11am.

Although it was not sunny, it was dry so I had the roof down in the Alvis!

The plan for the day was to travel from Kenmare to Castletownbere via Glengarriff and return to Kenmare via Ardroom and Kilmackilloge Harbour

An extremely picturesque part of the country taking in the most dramatic sights of West Cork and Kerry.

We had a morning coffee stop in Glengarriff at the Hawthorn Bar. A very nice spot that was somewhat overwhelmed by the amount of vintage car enthusiasts arriving at once!

Heading on from Glengarriff we headed towards Castletownbere stopping at Zetland Pier just outside Adrigole.

This is a beautiful hidden away spot

with amazing crystal clear water and fantastic views of the surrounding islands.

Pressing on to the lunch stop in Castletownbere, the vintage cars filled up the town square in no time at all.

We had lunch in Breen's Lobster Bar. I couldn't recommend it highly enough, if you enjoy seafood they serve the most amazing fresh crab salad and seafood chowder!

After spending an enjoyable couple of hours we started the afternoon route heading back towards Kenmare and another planned stop at Teddys Bar in Kilmackilloge Harbour. This is a very traditional Irish pub in a very rural setting with a great atmosphere.

After stopping here for refreshments we made our way back to the hotel in Kenmare. A very leisurely run with a total distance of approximately 65 miles.



Ford Escort Mk1



Vauxhall VX/490





Model T Ford

That night we sat down to an excellent dinner and fantastic entertainment.

On Sunday morning, all the cars were loaded up and everybody headed off.

You had the route option to drive back to Killarney through Sneem and take in some of the Ring of Kerry.

Taking this route you would pass through Molls Gap, Killarney National Park, Torq Waterfall etc.

We headed non-stop back to Dublin.

The Alvis covered approximately 550 miles and never missed a beat.

I would recommend this event to any enthusiast that enjoys well organised events, driving their car on long journeys coupled with breathtaking scenery.

For those of you that are interested, the Kingdom Vintage, Veteran & Classic Car Club are holding the Ring of Kerry Run this year on May 21st and 22nd with the Kenmare based Autumn Run on October 15th and 16th.

You can visit [www.kvccc.ie](http://www.kvccc.ie) for further details.



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Limousine

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# IVVCC CALENDAR OF EVENTS 2016

## APRIL

Sat 2	Wexford Sports & Classic Car Club Static Car Show	Dunbrody Quay, New Ross, E: wscsecretary@gmail.com
Sun 3	Wexford Sports & Classic Car Club Scenic Drive	New Ross to Dungarvan returning to New Ross, E: wscsecretary@gmail.com
Sun 3	Wexford Sports & Classic Car Club Static Car Show	Dunbrody Quay, New Ross, E: wscsecretary@gmail.com
Mon 4	GOIVC Picnic Poker Run	Grove Bar, Delgany, 11am. T: Eileen 087-8329235
Mon 4	IVVCC Annual General Meeting	West County Hotel, Leixlip, 8pm. T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Sun 17	AOVC Spring Run	Mulusk. Martin Waterworth, David Lauro
Sun 24	Western Veteran & Vintage Car Club	Pre-1955 Run from Salthill Hotel to Connemara. T: Gerard Leahy 086-3361748

## MAY

Sun 1	COVOC Norman Pratt Run	TBA. T: June Miller 087-9346717. E: junemiller8@gmail.com
Sat 7-Sun 8	IVVCC "30/55" Event	Athy, Co. Kildare. T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Mon 9	IVVCC First Monday – Marketing Night	West County Hotel, Chapelizod.
Sun 15	Blessington Car & Motorcycle Club	Spring Run T: Alice Nugent (secretary@bvcmc.com; 087-7467196
Sun 15	Tipperary LC&M V&V Fun Run	Linda Robinson T: 086-0864794
Sun 22	Donegal Vintage & Classic Car Club Drumoghill Show	Drumoghill Football Club T: Frank Morning 087-2318696; Eunan Kelly 087-2366924
Sat 21-Sun 22	Kingdom VV & CC 37th Ring of Kerry Run	Athy, Co. Kildare. T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Sun 29	Donegal Vintage & Classic Car Club Annual Club Show	Boal's Yard, Mountain Top, Letterkenny. T: Frank Morning 087-2318696; Eunan Kelly 087-2366924

## JUNE

Fri 3	Donegal Vintage & Classic Car Weekend Away	Ballina, Co. Mayo. T: Frank Morning 087-2318696; Eunan Kelly 087-2366924
Wed 8	IVVCC/RIAC Picnic in the Park	Marley Park, Dublin T: Robin McCullagh 086-3926194
Fri 10-Sun 12	IVVCC International Gordon Bennett Rally	Killashee Hotel. T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Sat 11	Donegal Vintage & Classic Car Club Kerrykeel Show	Kerrykeel Village *NWVC T: Michael Whoriskey 086-3709117; Eunan Kelly 087-2366924
Sun 12	GOIVC Midsummer Run	Grove Bar, Delgany, 11am. T: Eileen 087-8329235
Mon 13	IVVCC First Monday	West County Hotel, Chapelizod.
Sat 18	The Cobh Classic Car Club - Great Island Motors Cobh Classic Run	65 miles through scenic East Cork. Entry €25 incl. 3 course lunch. E: jdennis666@gmail.com
Sat 18-Sun 19	Tipperary LC&M V&V Classic Run	Toddy O'Brien T: 087-8329235
Sat 25	AOVC Picnic in the Park	Dungannon. Janet Treanor, Noel Treanor
Sun 26	Leinster Motor Club 62nd Veteran, Vintage & Classic Car Rally	John Bolton T: 087-6750770 - www.leinstermotorclub.com

## JULY

Sun 3	Irish Jaguar & Daimler Club Classic Car Show	Terenure College IJDC David Roome
Sun 3	Donegal Vintage & Classic Car Club Annual Club Run	Venue to be advised T: Eunan Kelly 087-2366924; Colm McLaughlin 0044-7775632549
Mon 4	IVVCC First Monday	TBA
Sat 9-Sun 10	Donegal Vintage & Classic Car Club Carrigart Show	Eugene Stephen's field off N11 in Ashford. T: Eileen 087-8329235
Sun 10	GOIVC Tom Kennedy Memorial Static Show	Venue to be advised T: Eunan Kelly 087-2366924; Colm McLaughlin 0044-7775632549
Sun 16	Munster Vintage Motor Cycle & Car Club 61st Cork Veteran Run	Keary's BMW, Little Island. Alan Cavanagh. E: alancav@gmail.com or www.munstervintage.com
Sun 17	Donegal Vintage & Classic Car Club Bundoran Show	West End Car Park, Bundoran T: Donal McGettigan 087-9370679; Eunan Kelly 087-2366924
Fri 22-Tue 25	Western Veteran & Vintage Car Club 24th Static Show Spanish Arch	25th Run to Roundstone. Gerard Leahy. T: 086-3361748
Sat 23	Tipperary LC&M V&V Annual VW Motorcycle & Light Car Run	Richard Slattery T: 086-8247129
Fri 29	Donegal Vintage & Classic Car Club Cumbria Steam Show	Cumbrian, UK T: Eunan Kelly 087-2366924; Colm McLaughlin 0044-7775632549
Sun 31	GOIVC Static Show	Bray Seafront T: Eileen 087-8329235

## AUGUST

Mon 8	IVVCC First Monday	TBA
Sun 21	IVVCC Annual Powerscourt Picnic	Powerscourt, Co. Wicklow T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Sun 28	Donegal Vintage & Classic Car Club Tullaghan Run	Community Centre T: Sean O'Rourke 087-2555701; Eunan Kelly 087-2366924

## SEPTEMBER

Sat 3	AOVC Autumn Run	TBA
Sun 4	Donegal Vintage & Classic Car Club Muff Show	Muff Village T: Kieran Logan 0044-7821359522; Eunan Kelly 087-2366924
Mon 5	IVVCC First Monday	TBA
Sat 10-Sun 11	GOIVC Liam Kelly Memorial Annual Run	Glenview Hotel, Delgany. T: Eileen 087-8329235
Sun 11	Donegal Vintage & Classic Car Club Inishowen Run	Inishowen Area T: Colm McLaughlin 0044-7775632549; Eunan Kelly 087-2366924
Sun 18	Blessington Car & Motorcycle Club Autumn Run	T: Alice Nugent 087-7467196 E: secretary@bvcmc.com
Sat 24-Sun 25	IVVCC Classic Car Run	TBA. T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie

## OCTOBER

Mon 3	Donegal Vintage & Classic Car Club AGM	Jackson's Hotel, Ballybofey T: Leo O'Connor 074-9151633; Eunan Kelly 087-2366924
Mon 3	IVVCC First Monday	West County Hotel, Chapelizod
Sat 8-Sun 9	IVVCC Brass Brigade Run	Dungarvan. T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Sat 22-Sun 23	Kingdom VV & CC Kenmare Autumn Run	Grove Bar, Delgany, 11am. T: Eileen 087-8329235
Sun 30	GOIVC Pumpkin Run	Grove Bar, Delgany, 11am. T: Eileen 087-8329235

## NOVEMBER

Sat 10	IVVCC First Monday	West County Hotel, Chapelizod
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## DECEMBER

Mon 5	IVVCC First Monday	West County Hotel, Chapelizod
Sat 10	Donegal Vintage & Classic Car Club Dinner Dance	Jackson's Hotel, Ballybofey T: Leo O'Connor 074-9151633; Eunan Kelly 087-2366924



## IRISH MILITARY WAR MUSEUM

The Irish Military War Museum, which opened in June 2014, near Collon in Co. Louth, was the venue for our October meeting.

It is owned and run by William Sullivan, who delivers an amazing narrative as part of the museum tour.

We had 73 people in the group, so we were split into two groups. One group went upstairs where historian Aidan Darcy spoke about the Battle of the Somme. His presentation was excellent. He graphically described the actions involved. Thousands of very young British soldiers were slaughtered as they advanced on the German lines. Despite a heavy bombardment, which was supposed to have wiped out the

German front line, over 60,000 men were slaughtered on the first day of the battle, as the bombardment had not wiped out the German machine gunners who had been protected in underground bunkers of which the British were unaware.

William, with another guide, Fergus, showed the second group through the actual Museum, which offers a fascinating insight into Irish involvement in both WWI and WWII, as well as other military conflicts in world history.

The Museum covers 5,000 sq ft of floor space and contains an extensive collection of WWI and WWII guns, mortars and weapons. Facsimiles of trenches with live and dead soldiers were also on view to illustrate the

horrific conditions in which the soldiers fought in the first World War.

Among the artefacts donated by the public was a picture of Pat Meehan's uncle (Frank Meehan) who was killed in action on the 15th July, 1916, aged 16.

Following the tour, which took about two hours, we returned to Watters Restaurant in Collon for lunch which was enjoyed by all.

Overall the outing, venue and lunch was very enjoyable and proved to be a different and interesting one.

Having heard of Henry Noonan's recent heart operation, the group wished him a speedy recovery and signed a get well card encouraging him to return to the ranks of the ARM old contingibles.

### 1981 ROLLS ROYCE SILVER SPIRIT



#### FOR SALE

Coral red with Everflex roof. Lovingly taken care of, excellent condition. New steering rack, hydraulic spheres, battery. Tyres in excellent condition. Drives beautifully. Interior beige leather with matching Wilton carpets. Cruise control, digital clock/trip meter.

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#### FOR SALE

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### 1960 VAUXHALL VICTOR F-TYPE



#### FOR SALE

1.5l petrol converted to unleaded, manual transmission. Met silver, 78k, excellent cond. used several times a week. Brake system refurbished, back axle rebuilt, tyres reasonably new. Some spares which may be sold separately.

Price: €7,250

CONTACT: PAUL KEOGH  
EMAIL: pfkeogh@eircom.net

### 1974 JAGUAR XJ6 4.2



#### FOR SALE

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Drives very nicely  
Must be seen (Enfield)

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condition, fit TR4A, 5 or 6.  
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Offers?

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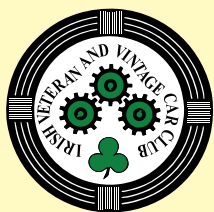
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# MEMBERSHIP OF THE IRISH VETERAN AND VINTAGE CAR CLUB LTD



Formed in 1963 by a small group of historic vehicle enthusiasts, the IVCC celebrated its 50th Anniversary in 2012 and has grown from strength to strength in its 52 years existence. The Club caters for owners and non owner enthusiasts over 18 years of age of Veteran, Vintage, Post Vintage and Classic motor vehicles catered for by the club under the following headings:

**ANTIQUÉ**  
Pre 1905

**VINTAGE**  
1919-1930

**CLASSIC**  
1948-1985



**VETERAN**  
1906-1918

**POST VINTAGE**  
1931-1945

Our event calendar includes both challenging and social events and there is also the opportunity to join our affiliate club members events throughout the country.



Our quarterly IVCC Journal, supplied to all our members, is a source of informative articles and matters relating to the historic car movement and our First Monday meetings are well attended, and includes film shows, talks, slide shows, and is an opportunity to exchange information and for social contact amongst the members.

Full information on the Club Objectives and Mission Statement is available on our website [www.IVCC.ie](http://www.IVCC.ie)

## NEW MEMBERSHIP APPLICATION FORM



If you wish to apply for membership of the IVCC please complete the form below and send to: **Membership Secretary, IVCC, Rockwood Cottage, Mount Venus Road, Woodtown, Dublin 16.** Membership is confirmed when you receive your membership card. Acceptance of payment is not confirmation of membership.

**BLOCK LETTERS PLEASE**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

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\_\_\_\_\_

CONTACT NO: \_\_\_\_\_ MOBILE: \_\_\_\_\_ HOME: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

MEMBERSHIP TYPE:  Single €50  Couple €60

OCCUPATION (optional): \_\_\_\_\_

AGE GROUP:  Under 21  21-35  36-55  55+

I/We confirm that the above information is correct and if accepted as a member of the Irish Veteran and Vintage Car Club Ltd., agree to abide by the rules and bye-laws of the Club.

Signed: \_\_\_\_\_

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# CHRISTMAS/NEW YEAR OUTING



**O**n Tuesday 29th December twenty-one cars assembled at the Visitor Centre in the Phoenix Park for an informal run between Christmas and New year.

**BY COLM HEGARTY**

*A line up from three decades.*

The route was approximately 40 miles travelling on minor roads through north county Dublin passing through Kilcock in County Kildare.

The first stop was to spend some time at IVVCC founder member Jim Boland's collection of cars in Naas. Jim, as always enjoyed relating stories about the history of various cars in the collection while Breda treated



*Colm Hegarty's 1937 Riley Lynx*

everyone to some seasonal refreshments. Before leaving for Rathcoole, the group sang a number of Christmas carols.

Approximately €500 was raised to go towards the purchase of special equipment for the Rotunda Hospital, a cause very close to Breda and Jim at this time.

We departed Jim and Breda and headed through Killeel finishing up in Muldowneys in Rathcoole where some light snacks and refreshments were served, before going our separate ways.

This was an informal run consisting mainly of IVVCC members, but we were joined by members of the Celtic Club and the Midland Vintage Club.

Many thanks to Val Mills and Donal Begley who worked out a very pleasant route.

Also many thanks to Jim and Breda Boland for their hospitality and to Muldowneys in Rathcoole.



*Colm O'Neill and Jack Waltham at the Phoenix Park Visitor Centre*



# 2016 is... WORLD MOTORING HERITAGE YEAR



## FIVA WELCOMES A NEW DAWN FOR CLASSIC MOTORING

**F**IVA, the international federation of historic vehicles, has named 2016 as World Motoring Heritage Year – both in recognition of our motoring history, and to celebrate a new dawn for the historic vehicle movement throughout the world.

This year also marks the 50th anniversary of FIVA, the Fédération Internationale des Véhicules Anciens.

“This is the perfect time to launch World Motoring Heritage Year, as we are moving towards a bright new age of classic motoring,” says Patrick Rollet, President of FIVA, a non-profit-making enterprise that was set up in 1966 and currently represents 85 member organisations in more than 64 countries, on behalf of millions of individuals with a passion for historic cars, motorcycles or utilitarian vehicles.

“At a time when new technology and autonomous cars are poised to change the face of motoring forever, you only need look at the similarly dramatic shift in transport at the end

of the 19th century – when horses were almost entirely replaced by motor vehicles – to see a vibrant future for classic cars as recreational vehicles. Indeed, there are some startling parallels between the environmental crisis of the 1800s, and the challenges facing the motor industry today (see footnote on ‘Environmental crisis, then and now’).

“And it is right to celebrate motoring history. The automobile has, over the last hundred years or so, had a hugely liberating effect on humanity. FIVA welcomes safer, cheaper, more environmentally friendly modern vehicles as necessary transport, but as autonomous cars become the norm on arterial roads, the back roads will increasingly be available for people to enjoy classic motoring.”

To mark World Motoring Heritage Year and emphasise its new mission statement, ‘Protecting, preserving and promoting world motoring heritage’, FIVA is planning an ongoing series of events and initiatives throughout the coming year, including:

- Twice-yearly ‘Heritage Forums’, bringing together the heads of the classic divisions of the major vehicle manufacturers, and symposiums on pertinent topics for all stakeholders to deliberate and debate key issues;
- Broadening the scope of FIVA to allow professional members, such as manufacturers, to contribute to and aid the movement;
- Identifying issues of global concern, lobbying the relevant authorities and raising public awareness;
- Launching FIVA-backed awards at many of the world’s top events;
- Issuing FIVA ID cards based on the new technical code for historic vehicle authentication;

The design of two World Motoring Heritage Year logos (one for cars and one for motorcycles, as below) that will soon be available as stickers to the general public.

“Now is the ideal time to celebrate the freedom, pleasure and technological advances that our motoring heritage has brought us,” concludes Patrick Rollet.

### FOOTNOTE: Environmental crisis, then and now

- Just as car pollution presents a major health risk in cities today, so the horse threatened human life 120 years ago.
- In 1898, New York held the world’s first international urban planning conference, largely to discuss the environmental crisis facing major cities: horse manure.
- *The Times* in London estimated that by 1950 every street in the city would be buried nine feet deep in manure. In New York, one pundit predicted that by 1930, horse droppings would reach as high as Manhattan’s third-storey windows<sup>1</sup>.
- Horse manure led to flies, which led to diseases such as typhoid fever. In 1900, in New York alone, 20,000 deaths per year were blamed on horse manure<sup>2</sup>.
- The planning conference of 1898 could devise no solution to the problem and hence the conference ended after three days, instead of the scheduled ten... yet within a few short years the problem had entirely

disappeared, thanks to the appearance of the automobile<sup>3</sup>.

- Far from bringing about an end to horse ownership in the developed world, however, the appearance of the motor car at the end of the 19th Century saw the horse’s lot drastically improved.
- Today, there are some four million horses kept for recreational purposes in the USA alone – and the average lifespan of the horse has increased from two years for a working ‘streetcar’ horse<sup>4</sup>, to around 30 years for a recreational horse today<sup>5</sup>.
- In 2016, as alternatives to the internal combustion engine are devised and as autonomous vehicles start to appear on our roads, there is every reason to anticipate a growing appreciation of our motoring heritage and a new dawn for classic motoring. Hence FIVA, the international federation of historic vehicles, has named 2016 as World Motoring Heritage Year.

### References

- 1,3,4 *From Horse Power to Horsepower* by Eric Morris – <http://www.uctc.net/access/30/Access%2030%20-%202002%20-%20Horse%20Power.pdf>  
2 QI – <http://qi.com/infocloud/traffic-jams>  
5 About.com – <http://horses.about.com/od/understandinghorses/qt/horseage.htm>





# IVVCC International Gordon Bennett Rally



**10th-12th June 2016**

**Killashee Hotel, Naas, Co. Kildare**

**More details at [www.ivvcc.ie](http://www.ivvcc.ie)**

*'Preserving our motoring heritage since 1963'*





# NORTH SEA RING-ROAD TOUR 2001

By  
JIM O'SULLIVAN

Over the Christmas period many of us give some thought to things gone by and wonder if, and where, and what happened to? The places we have been, friends that are no longer with us and new friends that we have made. My thoughts went back to the year 2001. May of that year struck a particular chord in my memory. For at that time a group of us IVCC members, probably best described as Michael Crosby's group, completed a great tour of Northern Europe. Anyone who knew Michael will understand what I mean when I say 'Michael's Group'.

About half of the story was written shortly after our return home in 2001 and then, for some reason, I left it unfinished and it lay so for the following 14 years. Then at Christmas time 2014, I started to think of the significance of the long journey we had completed. That journey had started in summer weather at the North Wall in Dublin and finished in snow and ice at the Ferry Port of Bergin in Norway.

In those days our country was still using miles, we had no euro, no mobile phones, and no satellite navigation systems. Therefore our navigation was by map as we traversed six countries and had six different currencies to manage. Each currency in a separate envelope and even so there was some confusion as to which currency should be used on separate days, sometimes using more than one currency on particular days as we crossed borders.

There is now one other difference in the makeup of that group. The passage of time and the grim reaper has reduced the number who completed the great journey. I remember with fondness, Michael Crosby, Emily Feeney and Sheila Meehan who have all passed on. Ar Deis Dea Go Raibh na Ainmnacha Naofa.

**So I will start with the story I wrote 14 years ago and then continue with a modern version of the finish, from memory and photographs...**



**THE WHOLE GANG:** Gerry Newman, Michael Crosby, William Feeney, Peter Crosby, Jim O'Sullivan, Emily Feeney, Imelda Newman, Bernie O'Sullivan, Sheila Meehan and Pat Meehan.

**W**e were a group of old car enthusiasts, all members of the IVCC and had taken part in weekend trips in Ireland during several years before 2001. The year 2001, as you will see was to be a high point in terms of our ambitions when our group of ten people completed a tour of 2500 miles using several different ferries, crossed six different countries and arrived safely back in Dublin still on speaking terms.

Just before Christmas 2000 Michael and Peter Crosby suggested that they would like to organise a tour of part of Europe during the summer of 2001. The centerpiece of this tour was to be the new Oresund Bridge between Denmark and Sweden. That bridge increased the practical feasibility of the proposed trip. A meeting was held during which Peter Crosby presented us with preparatory computer work on the proposed tour, crossing Britain, on through Holland, then Germany, through Denmark, crossing into Sweden over the newly opened Oresund Bridge, up through Sweden into Norway and back home through Britain. In proposing this journey Peter later told us that he had expected us to show little interest. What a surprise he received when we

all expressed a positive interest in the tour. The names of the people who took part were; Michael and Peter Crosby, William and Emily Feeney, Pat and Sheila Meehan, Gerry and Imelda Newman and ourselves, Jim and Bernie O'Sullivan.

The first piece of printed paper we received from Peter Crosby was as follows and I quote:

**"DESPITE THE TITLE, THIS IS NOT A RALLY. WE ARE GOING FOR A DRIVE, A LONG DRIVE. CARE TO JOIN US?"**

**Some years ago, the notion of an extended motoring adventure to Europe fired my imagination.**

**What was special about the planned itinerary?**

**Well, it had been my intention to take in a route around the North Sea – in other words, travelling through England to the continent, and then progressing northwards through Holland, Germany, Denmark, before sailing over to Sweden and driving on to Norway. The return leg would entail a sail back across the North Sea. Many miles to travel, sights to see, and quite a few ferry sailings to schedule."**





**Imelda Newman, Bernie O'Sullivan, Emily and William Feeney – A cup of tea stop!**

The opening of the new Oresund Bridge from Denmark into Sweden was important in making this journey feasible.

A number of meetings were held over the following few months during which the details were agreed. Peter did significant work on his computer and before we set out we each had a handbook covering the route, accommodation and even the costs and sailing times of the many ferries we used on the journey.

#### **DAY 1 – Dublin to Liverpool – Sun 27 May 2001**

Our mode of transport received much attention during our meetings. The see-saw between the use of old and new cars went on and on. Firstly it was to be old cars and finally it finished up with modern cars. We had intended using our much travelled K70 but Gerry said he was expecting delivery of a new Citroen C5 and suggested we go with them. As we were supposed to be using modern cars we agreed. When we met at the ferry terminal in Dublin those Crosby's arrived in their 1947 Triumph Roadster. Don't mention on-upmanship, the wily old fox.

At the P&O ferry port in Dublin on Sunday 27 May 2001 we took the night ferry to Liverpool where we arrived early Monday morning. The boat journey was enjoyable and we were attended on by a friendly and pleasant crew. The boat was new having only entered service in January 2001. It was raining in Liverpool when we were leaving the ferry at 7am. It rained for most of the morning but it was warm as we set off across England making for Hull on the other side.

#### **DAY 2 – Liverpool to Hull – Mon 28 May**

We called into Clitheroe for the first of our many coffee stops but at 7.30am we could find no place open. The journey was continued to Harrogate but we could not find anywhere to park and no place open here also. Ah! It was a public holiday. So we took to the road



**Michael and Peter Crosby doing final car check before disembarking**

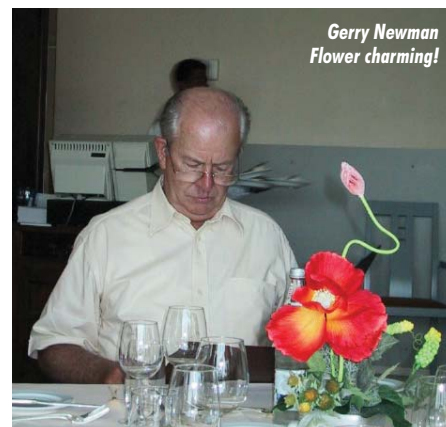
again. Next stop was York. The cars were parked and we were now hungry. A place across the road looked inviting, it was called O'Brien's Irish Sandwich Bar and the walls were liberally covered with posters advertising many trips to where we had just come from, Ireland. Still the food was very good.

Suitably fed and watered we then went on a bus tour of York and had a pleasant afternoon enjoying the sights of that very old city. Leaving York was a different matter as we could not find the road to Hull due to poor signposting. We eventually found the exit and arrived safely in Hull where we quickly boarded the ferry for Rotterdam. That ferry sailed at 6.30pm for arrival in Holland the following morning at 8.30am. Both ferries so far were night sailings and that allowed us to sleep during the night, which saved us valuable time.

#### **DAY 3 – Rotterdam to Arnhem – Tues 29 May**

As we were then on mainland Europe we considered that our holiday had really started. We travelled across Holland from the Europort ferry terminal to the Bilderberg Hotel at Velp where we arrived in the early afternoon. Holland is a country of great contrasts. On the west, particularly in the Amsterdam/Rotterdam area there is massive industry and it is difficult to see where the people live. There is very little evidence of housing. Gerry, who was driving was speechless for a while as he observed all that. The expression on his face said it all. Eventually he remarked "what a way to ruin a country?" I have censored the wording in the interest of politeness. The eastern side of the country was completely different, with green fields, nice houses and lovely small towns. It should be remembered that Holland is a small country, only about the size of Munster.

In the afternoon we visited the Arnhem War Museum at Oosterbeek. On display were examples of German and British military equipment as used



**Gerry Newman  
Flower charming!**

in the battle for Arnhem during the second World War. The complete story of the battle is on view, during which 22600 allied soldiers and between 3000 and 8000 German soldiers died. The place had a very sobering effect on me and I could not help but reflect on the utter futility of war. I have seen war monuments in many countries, be they Italy, Germany, France or Britain. They are all similar and contain lists of names of young men who are all equally dead and grieved for by equally loving relatives. There must be a better way than that and I think the European Community is it.

#### **DAY 4 – Arnhem to Celle, distance 207 miles – Wed 30 May**

Our travels on day 4 took us out of Holland and into Germany. Shortly after leaving the Arnhem area we were driving along through open country when we noticed a large multi-storey building around which many old cars were parked. The Meehan's, who were travelling behind and ourselves did a quick u-turn and went back to examine the scenery. The place was called the Gallery and it had three floors of old cars for sale, all in very good condition. We were provided with free refreshments and we learned that the place keeps 120 cars on view and sell about 100 old cars every month. Trade-ins were acceptable. Gerry Newman put his eye on a lovely white Volvo and he had to be almost restrained to stop him from buying it.

After spending some hours looking at old cars and drinking free tea and coffee we were then late and we had a long drive ahead. From then on we agreed to avoid motorways so we travelled on smaller roads where the scenery was usually better and anyway coffee stops would be more frequent. The countryside was beautiful and we were struck by the large number of wind driven electricity generators that





*The Borgward that Gerry took a liking to!*

were in abundance. They were not generally on large generator farms but usually in ones and twos located in any suitable location. They could not be described as 'eye-sores' but tended to add somewhat to the landscape.

On our arrival at Celle, at about 19.30hrs, we had great difficulty in finding our hotel which was called the Steigenberger Esprix. We were rapidly learning that things are not always as they seem. We had a picture of the hotel that showed a nice building with trees and bushes outside. So we were looking for a hotel with gardens in front of it. Add to this that Celle is liberally laced with those tourist disasters otherwise known as one-way streets and you should have some idea of our problem. We drove around Celle for many kilometers. Gerry, who was driving was heard to remark "I am stopping at the next hotel we meet and I don't care what it is called." Eventually we stopped some people who offered to bring us to the hotel. We got a shock when we saw it, as we had already driven past it about four times. It did not look like the picture, no greenery and the few trees were at the side of the road. The picture hotel we were looking for did not exist.

We had some time to spare so we went sight-seeing in Celle. I was surprised by the large number of bicycles in daily use. I usually notice anything to do with bicycles, I wonder why? There were bicycles and cycle paths everywhere. The machines were used by young and old and people even carried infants on them, in special carriers. Nowhere would a car be seen parked on a cycle-way, it was just not done.

**DAY 5 – Celle-Lubeck – distance 130 miles  
Thurs 31 May**

The journey to Lubeck was uneventful and during our trip we stopped for our first picnic. The picnic was just ready when the rain came



*Gerry, Sheila, Pat, Bernie and Jim - picnic on route*

down so our lunch was cut short. For once we had no difficulty finding our hotel, the Movenpick, or maybe we were learning from our previous troubles. The plan was to spend day 6 sightseeing in Lubeck and that was a good decision. The old city centre of Lubeck is a fascinating and very interesting place. It is encircled by a waterway and it contains many lovely buildings and towers. The car was not required as walking was the most suitable transport. The following morning we took the water bus for a tour around the city, very peaceful and relaxing. In the afternoon we came across a local event while strolling through the marketplace. The stage presentation for children was put on by some local drama group who dressed up as witches etc. Harry Potter "eat your heart out". We came across some buskers, a young girl and her father. She played a zither, beautifully, while her father accompanied her on the accordion. What a very enjoyable time we had at Lubeck.

**DAY 7 – Lubeck-Vedbaek – distance 166 miles –  
Sat 2 June**

On day 7 we left Lubeck and travelled north to Puttgarden. There we boarded another ferry (our third) for about 75 minutes duration to Rodby where we passed into Denmark. Journeys end was at Vedbaek where we stayed at the Quality Hotel Marina.

That night we had an excellent meal at the hotel, followed by music and dancing and we all slept well that night after our dancing exercise. The following morning we found that the Danish national football team had also been staying at our hotel. They did not seem to be in good form as they had just played a draw with some other team in their group.

**DAY 8 – Vedbaek – no driving – Sun 3 June**

It was Sunday and we had decided to take the train and spend the day in



*Our approach to the beautiful city of Lubeck*

Copenhagen, nice idea? but there was a short walk to the train station and when we arrived there it was deserted. There was no ticket office, only a machine for dispensing tickets and as none of us was fluent in Danish we could not read the instructions and we had no Danish coins anyway. As we crowded around the machine a woman came along and in our best sign language we discovered we were on the wrong side of the platform. A quick dash was made to the other side and just in time for the arrival of the train for Copenhagen. We all piled on board without tickets and got to Copenhagen free of charge. You can imagine ten Irish people in a railway carriage setting off for a day's outing. The craic was great and we were enjoying it. But then a woman told us to be quiet and pointed to a sign that we couldn't read, apparently it was a quiet carriage, no talking, so we had to shut-up.

In Copenhagen we found a tourist office. It was Sunday and a sign said the office was closed for the day. Many other tourists also called and expressed surprise at such an office being closed.

Our day in Copenhagen included a visit to the Tivoli Centre and a bus tour of the city during which we called on the Little Mermaid. Our visit was short and I found the city disappointing. There was a lack of direction signs and I think driving in Copenhagen for a stranger would be very difficult. Our journey back by train was uneventful, this time we had tickets. We had some difficulty finding the ticket office.

We were then about half way on our tour and I must now go fast forward to February 2015 to complete the story.

**DAY 9 – Vedbaek-Oresund-Klevshult miles  
184 – Mon 4 June**

Day 9 was the day we had all been looking forward to, the centrepiece of our grand tour, the sea crossing from Denmark into Sweden by way of the new Oresund Bridge.





**The 'Little Mermaid'**



**A view from the tour bus**



**Road to the tunnel**

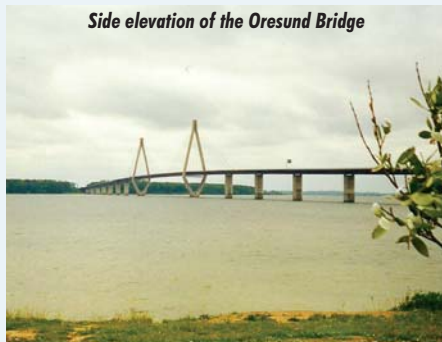
When we were there the bridge was the longest cable-stayed bridge in the world and was the first direct road link between Denmark and Sweden. The excitement within our group was clearly visible. We had travelled a long way from Dublin for that day.

The crossing between Denmark and Sweden started by way of an artificial peninsula at Kastrup close to Copenhagen Airport. Firstly there was an immersed tunnel of 4055m long. That tunnel was 38.8m wide and was comprised of 4 tubes, 2 for railways and 2 for motor traffic. At that time the tunnel was the longest immersed tube tunnel in the world for both road and rail traffic.

The tunnel of 4055m long finished on an artificial island, specially constructed for that purpose. There then followed the western approach bridge of 3014m long. That was followed by the high bridge of 1092m long where the vertical clearance was 55m. The descent bridge down to Lernacken in Sweden was 3739m long and that was where the toll station and museum was located. Therefore the



**The Oresund Bridge**



**Side elevation of the Oresund Bridge**

total construction length from Kastrup to Lernacken was 15410m. Truly a remarkable construction and here are some other bridge details:

- Total bridge length: 7.8 Km.
- Construction period: 1995 to 2000.
- Cost in SEK: 21 millions.
- Height of concrete towers: 203.5 m.
- Vertical clearance: 55m.

We crossed the bridge in convoy on Monday 4th June 2001 shortly after it had first opened to traffic. Stopping on the bridge was forbidden so photographs were difficult to get. But we were lucky as Gerry was driving, I was free to use the camera but I had to use it from a moving car and out through the windscreen. When we reached the other side we stopped to celebrate our achievement and it was hugs and hand-shakes all-round.

So we were then in Sweden and a different currency was required. We were heading north for Klevshult and all in high spirits after a great morning at the bridge. The roads in Sweden were very good and completely uncrowded by other traffic. We stayed off the motorways where possible and were rewarded with lovely scenery and were able to stop to admire the views or other items of interest, coffee shops and picnics for instance. We had completed our main objective in crossing the bridge and now we were heading home but by a route that



**The lovely timber church that only sits on the ground**

would take us north through Sweden, around the great lakes and then into Norway. Our hotel that night was the Hotel Smaland in Klevshult.

**DAY 10 – Klevshult-Karlstad – Tues 5 June**

The following morning as we departed the town we came across a very unusual church at Klevshult. The church was constructed entirely of timber and was seated on some small rocks on the ground surface. There were no usual type foundations and inside it was very beautiful. A few notes on the organ and a tune on the tin whistle completed the Irish visit.

Our journey took us up along the coast of the smaller of Sweden's two great lakes and then over onto the coast of the greater lake. We were heading for Karlstad, located at the top of that lake. During the journey, at a place called Forsvik we inspected a very old opening bridge located on a canal.

**DAY 11 – Karlstad-Lillehammer – Wed 6 June**

We had been travelling north for several days and the temperature was gradually dropping. Heavier jackets were now being used by the group members. On that day we travelled through very hilly terrain and countryside that could be described as sparsely populated. Our destination would be Lillehammer in Norway. The Winter Olympics was held there some years previously so we did not expect scorching weather.



On leaving Karlstad on the 61 we headed north passing through Arvika and crossed into Norway at Edaglasbruk. At the border the road changed to the 2 and then to the 24 at Skarnes and finally the EO6 to Lillehammer. The plan was to spend two nights in Lillehammer.

**DAY 12 – Lillehammer – Thurs 7 June**

Lillehammer turned out to be a very interesting place and we spent the day exploring as much of it as we could. The remnants of the Winter Olympic Games, the ski jump was very close to the centre of Lillehammer and we were able to walk to that. The height of that jump was enormous and I had only ever seen it on TV. How anyone could sky jump down that slope I don't know but I will have a better appreciation of that activity if watching it in the future.

There was also a very large park that contained a motor museum and also a record of old style Norwegian living conditions. Many old houses from various parts of Norway had been taken apart and re-erected in the open in the museum area, the objective being to show the typical living standards of the people of Norway many years ago. There was also a period schoolhouse and a classroom equipped as it would have been in the past. It was an interesting and nice place to spend time but ours was limited and we had to move on.



*The Museum in Lillehammer*



*Sheila, Imelda, Gerry and Bernie at the Olympic Ski Jump*



*Snow and Ice*

**DAY 13 – Lillehammer-Geilo – Fri 8 June**

We then continued our journey across Norway to Geilo. The nights were much colder then and there was plenty of snow to be seen. The mornings were very cold and frost was visible on the cars and at the roadside. Our mode of dress had also changed and heavier clothes were then being worn. The lighter summer clothes of earlier days were already packed away.

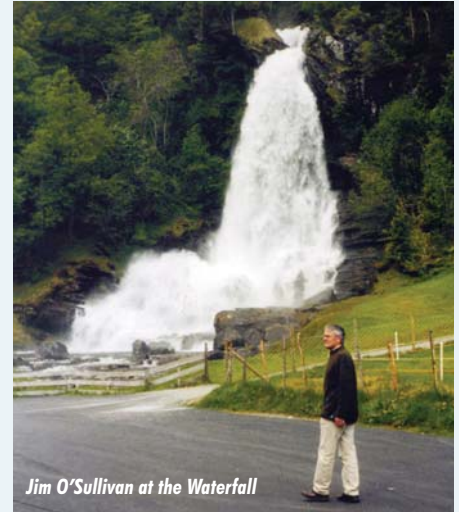
**DAY 14 – Geilo – Sat 9 June**

We are nearing the end of our marathon travels and that Saturday would be our last night in Norway. The next day we would head for Bergin and the start of our long boat journey home to Dublin. It was a wonderful journey and we had a small celebration that night. Each of us was presented with a token from Michael and Peter to keep in memory of our travels. Those framed certificates were made by Peter and were much appreciated by all.

**DAY 15 – Geilo-Bergen – Sun 10 June 2001**

Our original journey plan was to depart Norway from the port of Kristiansand. Even though we had ferry bookings the company decided not to run the ferry on that day. So we had to change our plans and make a new booking from the port of Bergin. That probably worked better for us in the end.

Bergen was the end of the continental part of our journey and from there we boarded a ferry that would take us, overnight, directly to Newcastle in Northern England. The boat journey was in the evening time and it was on a calm evening. For many hours the ferry travelled parallel and close to the Norwegian shore and some of us stayed out on deck to enjoy the peaceful atmosphere and fine scenery until darkness fell and it was time to go to bed. The morning of Tuesday 12th of June saw us dock in Newcastle and



*Jim O'Sullivan at the Waterfall*

ready to face into a long journey across England.

**DAY 17 – Newcastle-Holyhead – Tues 12 June.**

The journey across England and Wales to our ferry port at Holyhead was long but uneventful and we reached Dublin by the ferry on Day 18, Wednesday 13th June 2001.

It is normal on any long journey that when the travel direction turns for home there is a great urgency to reach "Home-Sweet-Home" as quickly as possible. We had travelled far and visited many different countries and when back in Dublin it felt like we had been away for a long time. The whole journey was a great experience and in the company of a really nice group of people. The members of our group all owe Peter Crosby a debt of gratitude for all his work in putting together, in great detail, the work that made this adventure possible.

Fourteen years have elapsed since we boarded the first boat in Dublin. It was a P&O ferry and it was so new the paint looked as if it was still wet.



*The man who planned all*

*I have tried to capture as much detail as possible in finishing this article but my notes from those far off days have long since vanished and I have had to work from memory. That is not as good as it used to be but maybe the notes are still there, in that filing cabinet that loses everything.*



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