

THE **IWVCC** JOURNAL



SUMMER 2012

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FRONT COVER:

Eamon Dunnes's 1928 Austin 7 Top Hat Saloon taken at Hollybrook House, Bray, courtesy of Stephen Brennan.

Photo by Tom Farrell

IVVCC JOURNAL SUMMER 2012

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Every first Monday of the month
(second Monday if first falls on a Public Holiday)

Venue:

The Spawell Leisure Centre,
Templeogue

Time: 8.00pm

Website:



www.ivvcc.ie

Photos: All photos, unless otherwise stated, by Tom Farrell



Dear Fellow Motoring Enthusiasts,

Welcome to an extremely late Summer issue of the IVVCC Journal. Once again I apologise. I have been unsuccessful in trying to recruit a new Editor as I find I'm too busy to devote the time needed to continue myself. A few members, upon learning I wished to hand over the reins, expressed a hope I would be unsuccessful as they didn't want me to go! However, I will continue to keep an eye out for a victim.

The Autumn issue will be out before Christmas and will have reports on Classic Car Live, Terenure, Powerscourt, Beaulieu and hopefully the Autumn Rally, space permitting.

In this issue we have reports on the Spring Rally, the Historic Old Car Day, the Gordon Bennett Rally, the Flying Scotsman, RIAC Pioneer Run and the Picnic in the Park.

Val Mills has restored a number of cars over the years and I'm grateful that he has taken the time to write on his experiences with his Morris Bullnose. Without the dedication of enthusiasts like Val, we would have less of our motoring heritage available to future generations. Well done Val and all who preserve for the future.

Eamon Dunne has graciously agreed to be interviewed in the Meet the Member series and it is his Austin 7 Top Hat Saloon which appears on the cover. We drove in the Austin to the photoshoot location and the sight of the car brought smiles and thumbs up from other motorists and pedestrians alike. Exposure of our old motors to the general public will only go to increase the awareness and perhaps the desire to get involved and so increase our number and strengthen our future. If you can, please take out your pride and joy and help make someone's day!

Until next time, happy motoring!



TOM

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President's *Report*



When I was elected President of the IVVCC I spoke at the AGM of matters I felt needed to be addressed. Now thanks to the support of the Board and you, the members, many of these concerns have been put to bed. One concern that I wish to address now is the representation at Board level for all members. To this end I have asked for volunteers to act as Liaison Officers for the owners of different ages of vehicles within our club. For instance, if you own an Antique car then John Boland, 087-2671821 (after 7) is your rep. If you own a Veteran car Shane Houlihan, 087-2520787 is your rep, a Vintage car Tommy Sheridan, 087-6444233, a post-Vintage car, Paul Noctor, 087-9518017, a Classic car, Barry Bourke, 087-2395770 and finally a Sports car, Fred Lewis, 01-2956183 is your rep. I'm grateful to these generous members for allowing their details to be published and for volunteering to act on your behalf. They have motors from the period that they represent and if you have any concerns about your particular era, then please contact your rep and they will endeavour to address these concerns and/or bring them up at Board level. I'm also grateful and delighted that John Larkin has agreed to act as Legislation expert for the IVVCC. Many of you will be aware of John's work, on behalf of the Club, and the way he keeps a keen eye on activities that may affect our hobby. John can be contacted by email: jflarkin@eircom.net.

It has been a busy year and despite the recession biting hard, a successful year for the IVVCC. Our events have been attracting record numbers against all odds. The Club is trying to give value for money to you, the members, and this is helped in no small way by the organisers of events, who seek sponsorship to offset costs. Again I am grateful to all who organise and indeed to all who sponsor our events. I would ask you to support our sponsor's generosity and give them some custom.

Earlier this year, it was announced that the RIAC will run a Motor Show in the RDS on 9th and 10th February, 2013. The date was brought forward due to the unprecedented demand for inclusion by clubs. It promises to be a major event, one that may become an annual one. Thank you to the RIAC and Bob Montgomery for all their hard work in organising this mammoth show. Further details will be shared as they come to hand.

The Fiftieth Anniversary of the IVVCC is looming and a book, 'Historic Motoring in Ireland', has been written to commemorate this milestone. The Editorial team are Anselm Aherne, Laurence Roe and Peadar Ward who had the unenviable task of deciding what was to be written and by whom. The contributors are many and all have been involved in the area they have written about. Because the book has been generously part-funded by Motor Distributors Ltd, the book will be available at a special price of €10 up until 31 December, when it will be sold at the normal retail price of €20 for IVVCC members and €25 for non-members. I would encourage all members to buy a copy of what will undoubtedly become a collector's item in

years to come. The launch takes place in MDL on the Naas Road at 6-9pm on 22 October. I am grateful to Motor Distributors for their continued generosity.

The IVVCC Autojumble will be held in Toughers on 28 October. Please come along and meet up with fellow enthusiasts, you might even get a bargain! My thanks to Maire and Mick Jones for the hard work they put into this event, and to Toughers for hosting it.

The IVVCC Xmas Dinner takes place on 23 November at the Red Cow Hotel. Last year's event was a runaway success, resulting in many tickets sold for this year. Please do come along. Tickets are available from Bernadette Wyer or any Board member, see details in this Journal.

The IVVCC 50 Golden Tour has had to be revised. It is now of a shorter duration and consequently cheaper and offers very good value for money. Please contact Bernadette Wyer or see details in this issue of the Journal.

Finally, I would like to pay tribute to Bernadette Wyer who has stepped down as Hon. Secretary of the IVVCC. Bernadette was the ideal secretary, conscientious, hard-working, organised and with a good sense of humour. I enjoyed working with Bernadette and am privileged to count on her as a good friend. I'm delighted to say that Bernadette will continue to be active in a variety of Club matters. Michael Duff has taken on the mantle of Hon. Secretary and I thank him for volunteering to take on a most important role in the IVVCC and I know you'll join me in wishing him well.

TOM FARRELL, PRESIDENT

Below:
At the launch of the RIAC National Classic Car Show 2013 at the Mansion House were: Tom Farrell, Myles O'Reilly, AXA, Cecil Sparks, Chairman RIAC, Tom Heavey, Editor, *Irish Vintage Scene* and Rally Legend, Rosemary Smith in Shane Houlihan's Alfa Romeo 8C.



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Secretary's Report

Greetings all. This is my first report as your new Honorary Secretary. I will do my utmost to be a good Secretary for the club and, to you, the members. If you have any problems please feel free to contact me.

The Terenure show was a washout this year but it didn't deter our members attending on the day. The A-Team did a great job under the supervision of John Boland, turning out on the Saturday to prepare the IVVCC stand in the hopes of having the best display on the day and win back the Best Stand prize. Not so this year, as the prize went to the Triumph club. It wasn't all bad news for the club, Shane Houlihan won Best Car of the Show - well done Shane!

Our A-Team on the day were: Harry Noctor, Paul Noctor, Tom Cahill, Albert Collier, Patsy Riordan, John Keenan, Noel O'Sullivan and myself. Without the A-Team, the static shows wouldn't happen. They are always available when required. Well done team!

The 35th Powerscourt Picnic event, held on Sunday, 19th August, was a great success with 164 entries, beating



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previous numbers. This year we were joined by members from the Celtic Old Car Club and The Garden of Ireland Club. It was great to have these clubs join us at our very popular event. Congratulations to our trophy winners this year.

There was a large number of visitors to view the cars and the variety of cars was most impressive. Again thanks to the Events Committee who organise the event and the A-Team who make sure everything is in order before cars arrive. Without them the show wouldn't go on. Also sincere thanks to our helpers, old and new, who arranged the parking of the cars and assisted in other areas.

BEAULIEU 2012

This year we had the full 'Beaulieu' group of Harry Noctor, Paul Noctor, Albert Collier, Paul O'Brien, Charlie Byrne, Dick O'Neill, Joe Geoghegan and I. This was a special year in Beaulieu. Firstly, Charlie Byrne returned after a two-year absence due to illness. It was great to have him back as he looks forward to this annual trip

Secondly, we had an IVVCC tent from which we offered hospitality to all who needed it. It was a great success and it was all down to John Boland and Shane Houlihan who organised everything. Well done lads! Tom Farrell and other Club members manned the stand on both days meeting many IVVCC and Affiliated club members, and members from other Clubs in Ireland and the UK, etc. This year the weather was sunny which made the weekend pleasant and enjoyable for hunting for parts and bargains.

MICHAEL DUFF



This view of Lahinch Golf Links dates from 1960 and is from a Dollard post card of the period. Since that time the club house was extended and area where the cars are parked was resurfaced in tarmac and parking spaces marked out. For many years now it has not been an option to park in a casual fashion on the grass like the owners of these cars did.

Nearest the camera is a white Renault Dauphine. The car has an F touring plate but it has a French temporary import "TT" number with white characters on a red background. The car has bumpers fitted with chrome "towel rail" nudge bars and whitewall tyres can just be discerned, all pointing to a USA specification, as Dauphines destined for that market were so equipped. It seems likely that this car has lately been bought new in France for personal export by an American, possibly a serviceman who

has finished his tour of duty in West Germany, and he is making his way back home and has stopped off in Ireland for a holiday and some golf.

Moving left is an Austin A55 Cambridge Mk.I with a late 1957 Cork (county) registration FIF918. Next to the left is another A55 Cambridge, this time a Mk.II model with the now familiar Pininfarina styling which was also used on Morris, Wolseley, MG and Riley variants. This is another tourist's car with its GB badge and its 1960 Glasgow registration YGD557. Yet further left is another visiting car, again a black Cambridge, an A40 or A50 version from 1956 model to judge by its Motherwell (Scotland) registration GM7088. The line ends with a pale blue Morris Minor with a 1957 Dublin number WIK184.

In the distance in line with the club house are two Volkswagen 1200 models of the late Fifties to judge by

the large rear windows. Moving to the right can be glimpsed a light grey Minor with a roof rack and then the roof of an Opel Rekord P1 Caravan of about 1958/9. This car would have been assembled by O'Shea Ltd. in Cork and for a brief period Opels were built both by O'Sheas and Reg Armstrong Motors before Armstrongs became the sole assembler of this marque around 1961. Finally, to the right are two Fords of the late Fifties or perhaps 1960, a Zodiac Mk.II, white with a black roof (partly obscured by the Renault) and on the extreme right another such Ford Zodiac, this one all white and the registration mark may be a Cork City issue ZF followed by four figures.

My thanks go to Colin Ring, Chairman, Wood-Printcraft, successor company to Dollard, for his kind permission to reproduce this postcard image from the Dollard Tru-color range.



By COLM O'NEILL

MEMORY LANE



SPRING RALLY



Wir leben Autos



By **JOHN BOLAND**
IVVCC PRO

After a number of years of holding a one-day event for our Spring Rally, it was decided this year to host an overnight event to Dungarvan, Co. Waterford and the club is delighted with the support received – from the minute the event was announced we received entries at a great rate. We were keen to make owners of cars from all eras feel welcome and judging by the wide variety of cars competing, it looks like we succeeded – ranging from a Model T Ford to 1984 Datsun 280Z. We were very fortunate to receive sponsorship from Opel Ireland and this helped us keep the event at a very reasonable cost and also gave us the opportunity to provide a raffle for a total of eighteen fuel vouchers ranging in value from

€20 to €30 – a welcome reward in these days of high running costs. We were also very privileged to have AXA Insurance support us by supplying the car number plates and would particularly like to thank everybody involved for the use of the magnificent Russborough House as a starting point.

Two of our affiliated clubs came on board from the very beginning to assist with the organisation and running of the event – The Blessington Club hosted the start in Russborough House while The Clonmel Club looked after us in Dunmore East and Dungarvan – both clubs giving generously with their time and manpower, not to mention bringing out their cars and taking part in this fun event. Even Mothernature played her part by providing us with the

Michael Tynan, Leslie Kemp and Ann Tynan at the Strand Hotel



Angela Cavey, Dick Smyth and Des Cullen.



Jimmy Bohan with his 1979 Cadillac deVille.





Left:
Noel Willis is consumed by his Austin Healey Sprite!

Gerry Bradley and Jim O'Sullivan



sort of weather that would normally be associated with rallies on the Cote Azure and not the Copper coast. We had two starts with the earlier one being from Russborough House where we were led off by a group of Vauxhalls which included one of our oldest entries, Andrew Bailey's beautiful 1913 'D' type while a little later in Dungarvan, Jim Boland led the group

continued next page →



Pat Denning and Pat O'Brien



Jim Boland gives a master class in the Borgward



Eric Kavanagh in his Vauxhall 30/98



Alex and Jean Morton in their Jaguar E Type V12



The Bailey Boys in their Vauxhall D Type



out in his 1913 Rolls Royce Silver Ghost. We had a total of three different routes to suit all ages of cars and these all made their way to the lunch stop at the Strand Inn with the Blessington group using the Passage East ferry for their approach. Lunch was a very relaxed affair, in fact too relaxed, as getting the drivers to leave again proved difficult as everybody was enjoying good food and company in this sun trap heaven.

On the route back to Dungarvan, we had two separate trials organised, with a memory test in Annetstown, and then just on the outskirts of Dungarvan, we were allowed use the grounds of the Friary college for a timed test – both of these events went down very well with the competitors and it looks like they may well become a feature of future events. Then it was onward to the Park Hotel where we entrusted ourselves to Pierce Flynn and his crew who provided us with a great welcome and service that was beyond compare. After a magnificent dinner, we had a mystery tour organised and so, just as the desserts were being digested, everybody loaded onto buses where they were transported to the wonderful 'Michlins' pub in Kilrossanty, owned by club member's Joe and Kathy Fitzpatrick, who provided us with entertainment and drink and even more food!

After a sound night's sleep by everybody we set off again, this time

'All aboard!'



the destination was Michael Lavin's car museum in Clonmel where everybody had the opportunity to take in the marvels of this gem before heading to our final stop in The Newpark Hotel, Kilkenny, where the farewell lunch and

prizegiving took place.

One of the outstanding features of this event was the amount of members of affiliated clubs that joined in – in fact by the time we had lunch on Sunday, we had members from nine affiliated clubs included in the 198 adults and 10 children that were there. This did not include the number of people who only took part in the Saturday event. Another success of the event was that we had a final total of 121 cars taking part, of which 39 were pre-war including 26 pre-1931 cars – a great turn out and we would like to thank everybody for coming along and for their input into making this into such a fun event.

Leslie Kemp, Brian Miley

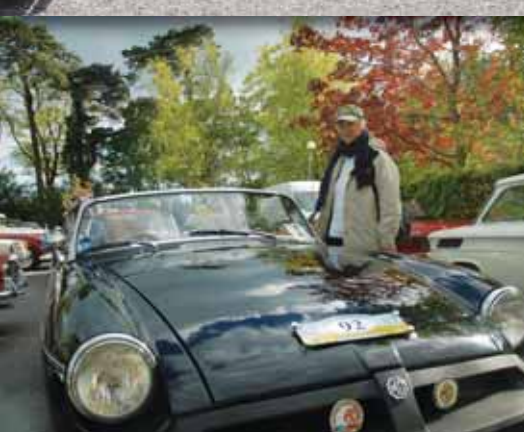


Kathy Fitzpatrick driving an Austin Healey 3000 has a go at the cones



Ray and Helen Cowan take a breather





Restoration of...



There was no wear in the bores but upon measuring them I discovered that the block was of the larger bore and from an Oxford instead of the cheaper Cowley. This was confirmed by the '75' on the side of the block.

A new full set of valves, springs, and collets were purchased from Cooks and inserted. Compressing the valves was a little tricky. Once the valve clearance was adjusted the engine ran very roughly for a short period until I discovered that oil from the engine and clutch housing was flowing down the driveway.

evident that the chassis was actually held together by the engine. This is a common problem in this type of chassis design, especially when regular service and lubrication with oil is not carried out. A previous attempt to rectify the offside section by welding a thick steel section along its length resulted in a bend in the chassis and about one foot



of burn damage to the main wood structure of the body. The nearside was held together by two thin strips of steel riveted in place. Also the offside rear



spring hanger holder (quarter inch steel) was bent. I believe that at some stage in its life a shed may have fallen on the car.

Once again Cooks came to the rescue and were able to supply lengths of chassis. The chassis plus new components were brought to a Sean Gallagher on the Naas Road. I had made detail templates and measurements but these were ignored and instead Sean proceeded to weld the chassis to his workbench and assured me that once he cut out the bad bits and inserted the new sections along with engine and road spring mountings everything would fit perfectly. The rear spring hanger mount was put into a large press and straightened. I was then able to take home a perfectly straight chassis. The chassis was then cleaned down to bare



I first came across PI 3190 in 1992. At that time its keeper was Finbar Corry and he had it stabled in Killarney museum. Finbarr assured me that the car only required release of a sticking valve, and if I freed it I could use it for the forthcoming Gordon Bennett rally. A quick examination however showed that the chassis was bent. The car was left there until 2007 when it was transported to Dublin.

A price of €5000 was agreed with Finbarr and I became its owner. The first stage was to get the engine running. Upon removal of the cylinder, which is just a simple large chunk of metal, the valve horrors were revealed. Exhaust valves in cylinders 3 and 4 were well burnt and also bent. To Finbarr's amazement I was able to cut the valve stems with a junior hacksaw, after of course sealing the bores from sward.



I then decided that the car needed a full restoration. The first part of this restoration was to photograph and take notes of all items. Dismantling was not easy and despite copious amounts of penetrating oil some bolts required persuasion from heat or a hammer. Separating the gearbox from the engine was a new experience for me. Through an inspection plate in the gearbox, springs have to be compressed and collets removed to achieve separation. I made my own tool for this from a length of hollow pipe.



The chassis was my major worry and I knew if I had this tackled then a rebuild could commence. The last item off the chassis was the engine. With the chassis clear of the engine the front section of the chassis was folded. It was

MORRIS BULLNOSE

By VAL MILLS



metal, cleaned with acid, etch-primed and painted. If I was to do this again I would have the chassis powder-coated.

While the chassis was away being repaired I tackled the engine, knowing that the top half was good. Upon removal of the sump there was a quarter inch of solid slime in the bottom. The big ends were checked and all perfect. A new sump gasket was cut out from heavy embossed wallpaper. Frost bung was replaced and all waterways power hosed and scraped out.



The radiator was in a sorry state, it was totally bunged up with silt. When



all the silt was removed and the radiator tested it was found to leak. An old guy at the back of Guinness's made an attempt but failed. Luckily for me a fellow club member was selling a similar radiator, which I duly purchased.

The magneto required attention as it was operating intermittently when the car was first restarted. This was sent

locally and rewound. The simple 5 jet carburetter only required cleaning.



At this stage also the petrol tank was cleaned out and painted. A new throttle linkage had to be fabricated.

The rear axle hubs and brakes were examined and found to be good. The back-plate on the offside was slightly damaged, seems as if a wheel had come off at some stage and the back-plate was dragged along the ground. All was cleaned and painted up.



The front axle required new king-pins. One of the king-pins was practically welded in the axle and required the action of a large press along with some acetone to free it. Once again the parts were easily purchased from Cooks.

The clutch lining in the Bullnose is composed of corks which are in oil. My clutch was worn and missing some corks. I purchased some wine corks from a wine shop in Dun Laoghaire. My dilemma was how I'd get the corks to fit into the clutch plates and stay there. Advice from Jimmy Boland assured me



that if I boiled the corks this would make them elastic enough to slide through and when they dried out they would expand and stay. All that was required then was to trim the corks down evenly to one eighth inch, assemble the clutch and with my homemade tool to mount the gearbox.

The road springs were completely disassembled and because of lack of lubrication the eyes of the springs were oval. Clive Mews came to the rescue here and was able to rebush the springs.



I noticed that the steering was somewhat restricted and impossible to put on a left lock. When the steering box was dismantled the reason became clear. The ball race at the end had completely disintegrated and one of the ball bearings was wedged in the worm. This is clear evidence of lack of



oil. It is worth noting that even though all the lubrication points on the Bullnose are called grease nipples, grease should not be applied but heavy oil. The reason for this is that the grease pushes to one side and fails to perform its task.

The axles were mounted on the chassis. I suspected that the body was sitting very high. Some friends from the club looked at it and suspected the same, but could not offer any reason.

contd next page →

Restoration of...

MORRIS BULLNOSE

contd.

In a 'Saul' moment it came to me that I had mounted the rear springs over the chassis and not under slung. Two hours later this was rectified. Wonder of wonders when I lowered the engine it fitted snugly onto its mountings with just one kick. Fitting the engine of the Bullnose with the sump fitted is an art, as it has to be lowered and swung at the same time to clear the front cross rail. With the sump off you can run the risk of damaging the exposed oil pump.

The body was then tackled. It was evident that the bulkhead was tired and beyond repair as it was well delaminated. I purchased an eight by four of marine plywood from Milosky in Mount Talent Avenue. The old bulkhead was gently freed and formed a template for the new one which was primed. All surrounding exposed wood at this stage was treated with Cuprinol.

The floor of the body was a disaster. The offside front was burnt, missing about one foot in length and full of livestock. The rear of the nearside was also missing about a foot in length but this was due to dry rot. New hardwood was purchased from Miloskys. Using the two incomplete sides I was able to form new floor runners. Patience is required at this stage and I followed the old carpenters rule 'measure twice, cut once'. There was some detail involved in cutting out dovetails in order to marry into the other wood in the body. Surprisingly all the other wood was sound.



The body was then sanded down to bear metal, etch-primed and only one section required replacement. This small section under the false driver's door had sustained burns from the



previous botch welding. The body was delivered to Paul Donnelly (a club member) who did an excellent job in finally preparing it and painting.



The hood was in good condition but faded in places. I acquired some black ink from a cobbler in Dundrum and the hood looked new after the application. Only other points needed here was replacement of rusty screws and end pieces.

The seats were torn but luckily I had gotten some original fabric for a Bullnose. A local contractor undertook to refurbish the seats. I was disappointed with the outcome as the ribbing was not up to standard. I proceeded to refurbish the rear section myself.

The headlights were damaged over time by people pushing the car. The



shells of the lights are brass and when painted tape was removed the damage was evident. Paul Donnelly braised them and with a minimum amount of filler he had them painted. I cleaned down the remainder of the iron mongery and painted them also.

The running boards required

fabrication also. Finbarr had some years previously purchased the correct diamond pattern rubber. I applied this to the running boards and the floor of the car. I was able to acquire a battery box and locate this on the running board as was in the original design.

For safety reasons, I fitted some discreet indicators and rear lights and also a brakelight switch.

I have tried to research some of the pedigree of the car. The car registered PI 3190 came from Cork. On the windscreen is a label 'The Munster Motor Cycle and Car Club'. In the centre of the number plates are the letters 'MECO', which Finbarr explained



to me stood for Macroom Engineering Company. The number on the chassis offside dumb iron is 90593, while the



car number on the brass plate on the firewall is 102593. I was puzzled by this discrepancy at first but after reading the authority on Bullnoses, Jarmann and Barraclough, this difference is correct.

I believe the original owner of the car was a gentleman named Dankard from Maylor Street in Cork. It was then sold to Knolly Stokes who sold it on to Eric Lopez. After a couple of years the car was sold back to the Stokes, who then sold it to a Jimmy Walsh. The car was then acquired by a Pat Cronin, a garage owner in Friars Walk in Cork. The car was involved in an accident when it slipped down Wellington Road in Cork and hit another car. This happened about 1963 and the car was

In 2011 PI 3190 performed magnificently in the Gordon Bennett. The drive from Dublin to Naas to Tullow was uneventful.

repaired by a Timmy John O’Heas. At that time the colour was changed from green to blue. While recently restoring the car I have changed the colour back to a green. Most of this information was recorded in a letter to Finbarr from a Paddy Morrissey. A Jim Foley from South Douglas Road owned the car in the 70s, and loaned it to Tom Maloney of Woolams Patrick Street, Cork, to maintain and drive. During this period of ownership, the car fell off a trailer and the rear spring mount was bent. At this stage also the car suffered greatly from overheating.



Flashy car for a bashful man

Laurence Roe purchased the car at auction in September 1985. He in turn sold it to a pilot in Ryanair who swapped it for a La Zebra with Finbarr.

The restoration of PI 3190 was completed a few weeks prior to the 2010

Gordon Bennett Rally. I drove it for approximately 5 miles and duly entered it for its first outing in over 20 years. The car drove beautifully from Dublin to Naas where we all met up for a splendid lunch. Halfways on the afternoon journey from Naas to Tullow the car failed to proceed. The reconditioned magneto was at fault. The car was abandoned and kindly retrieved by Kevin Byrne.

Jimmy Boland converted the ignition to coil. The Bullnose attended four other rallies in 2010, including Terenure, in which its previous owner Finbarr enjoyed driving it. In 2011 PI 3190 performed magnificently in the Gordon Bennett. The drive from Dublin to Naas to Tullow was uneventful. The cooling system was well-tested on the actual rally when we had to drive for over 30 minutes in second gear on the Barrow tow-path. The hood and side screens were just about adequate the following day during the continuous downpour on the homeward journey. I recorded petrol usage of 28 miles per gallon.

The Bullnose was the fifth car I have put back in service and on the road. I reluctantly sold PI 3190 in order to make room for, and finance my next project. The Bullnose now resides in Galway and is greatly appreciated by its new owner. He recently sent me a photograph of it and it would be interesting if any reader could identify the occasion or time it was taken. Any information to the Editor.

If I can be of assistance of any fellow enthusiast who may want to draw on my experience of restoration, I would be happy to help.

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COVER STORY

Meet the Member...

EAMON DUNNINE



By TOM FARRELL

I read recently that the Ford Motor Company were so anxious to have their new Mustang appear in the James Bond film *Goldfinger*, that they gave a brand new Lincoln Continental to the producers, knowing that it would be crushed in the film! It was a good investment as sales of the already popular Mustang took off. That wasn't the first time Ford sought to woo the film industry. The canny Henry Ford was delighted to provide the Film Director Hal Roach with endless Model T Fords for Laurel and Hardy to drive off cliffs, into rivers or between trams and basically destroy them in the name of entertainment. It's a wonder there are any left! However we in the IVCC have a member that has a few that evaded the Laurel and Hardy touch...

Eamon Dunne is a lifelong motor enthusiast who served his time as a mechanic and spent forty odd years working in the motor trade, firstly for Esmonde Motors/Murray Rent-A-Car, then opening his own garage.

As a young man Eamon had a way with things mechanical and from the age of seventeen always had a motor car. He started with the Fiat 500, (nicknamed Topolino, meaning little mouse, because the frontal aspect resembled Mickey Mouse) of the 1930s. These could be had for a few pounds and he went through quite a number. He received one as payment for working on another one and put it back on the road and ZC 3731 still attends IVCC events in the hands of its current owner today. He went

through a series of cars but has a soft spot for Fiat 500s and 600s.

His first 'old car' was a 1910 Swift 12HP which he bought in 1980 and still owns. He and his wife Sheila attended many events in this car over the years, often dressing up in period clothing. He also joined the IVCC in 1980 and has been a regular participant, along with Sheila and his growing family, in events since. One car inevitably leads to another and soon the collection grew. He liked the look of the Model T Ford and bought a 1915 Tourer. He regards them as an everyday poor mans car, with parts easy to come by and generally reliable. He then started to buy more and with the experience gained from maintaining his own he was soon





Left: Luke and Martin Fleming with Eamon and his Austin 7. Above: Mick and Josie Aspell (uncle and aunt of Eamon) from Letterfrack, in one of Eamon's Model 'T's.



Below left: IVCC members on way home from Autojumble in the North! Well, on location of a film about the North of Ireland in the Troubles in the Eighties, include; Eamon, Mick Jones, Reg Plunkett, Noel Williams and Liam Kelly.

regarded as an expert by his fellow members in the Irish Model T Ford Club and others who have Model Ts. To date he has rebuilt more than 25 engines with more being sent to him. His search for parts has seen him visit Beaulieu Auto jumble for over 30 years. One of the stars in his Model T collection is his 1915 Model T hearse. This car originally had two bodies, the hearse and a tourer which were interchanged when the need arose. It was in need of major restoration especially the rare hearse body. Others he owns have never been restored in any way.



The originality of his cars has led to them being in demand for film work and they have appeared in the films: *Michael Collins*, *My Left Foot*, *Angelas Ashes*, etc.

He did weddings for fifteen years and had two Rolls Royce 20HP Landaulets. He has kept one. Other cars include his original 1928 Austin 7 'Top Hat', which belonged to two old ladies who kept it until the mid 1960s, when they decided sell it to buy a new Mini, an original Ford Popular, a thirties

Morris 8, a thirties Fiat 500, a sixties Fiat 500, a 1927 Morris Cowley Breadvan among others.

It would be fair to say that the Model T is his favourite and he has a number of them.

When I ask him if he has had any regrets, he says "no", then he remembers the 1959 Mini he had sold, "it would be worth a fortune now," he observes ruefully.

The cars keep him occupied and he is happy to be able to do what he does.

Long may he continue...



All about the

Austin 7

Herbert Austin worked as an engineer for the Wolseley Sheep Shearing Company when he helped establish the Wolseley Car factory. Differences of opinion led to him leaving and setting up his own company in Longbridge in England in 1905.

The company expanded greatly up to and during the Great War, however, once war was over, there was not the money to buy new large cars. The one model policy based on using 20hp components for cars, trucks and tractors almost brought ruin to the biggest motor manufacturing company in Britain. Many of the workers loyal to 'Old Man Austin', worked for nothing to help keep the company going for months. Things got so bad, the company was offered to Ford who weren't interested.

The company quickly cobbled together designs for 7hp and 10hp models which saved Austin. The company once again expanded and in 1925, 8000 workers in 62 acres of factories produced 25,000 vehicles. By 1927 the output had grown to 38,000 of which 20,000 were the Austin 7, which by then had all but eliminated the small car market.



As well as cars, the company also produced trucks, taxis and tractors as well as manufacturing their own coachwork. By 1929 the workforce had expanded to 11000, producing 37% of the British car market and 36% of the overseas market.

Lord Herbert Austin died in 1941 and by 1952 the company was merged with Morris to become BMC and in time its name was applied to some badly designed and made cars, which was a sad

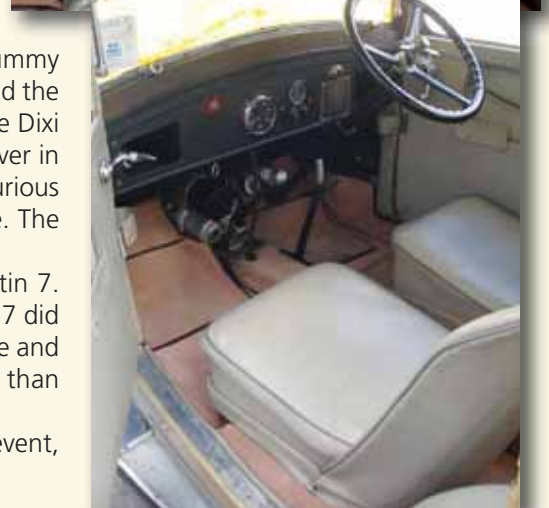
end to what was regarded as a quality motor. The company's slogan was "You invest in an Austin" and indeed many did.

The 7hp was introduced in 1922 and remained in production until 1939 with periodic changes and improvements. Over 250,000 were made and it would be fair to say that the little 7 made Austin's fortune. Many variants were produced including a 2 seater tourer, a fixed head coupe, a fabric saloon, a steel saloon and a cabriolet with names like Speedy, Nippy, Chummy and Ulster. William Lyons (of Jaguar fame) produced over 3500 versions called the Seven Swallow. The Seven was also manufactured by BMW under the name Dixi and in France it was produced as a Rosengart. The range received a makeover in 1935 when the Ruby, Opal and Pearl were introduced. These were more luxurious but heavy and rust prone. All had the 747cc four cylinder side valve engine. The last Austin 7s were made in March 1939.

When it was introduced in 1922, people sneered at the diminutive Austin 7. One wag was quoted as prepared to buy two, one for each foot! What the 7 did was introduce many of the working classes to motoring at a reasonable price and the middle and upper classes, to a taste of scaled down motoring rather than scaled up motorcycling.

Their survival rate is astonishing and they're a popular addition to any event, bringing smiles to all who see them.

HAPPY 90 YEARS AUSTIN 7!



THE FLYING SCOTSMAN



CAR 33



CAR 102

By ERIC KAVANAGH

DAY ONE: From our start at the Imperial War Museum site at RAF Duxford we flagged off car No. 1 at 08:00 for a test on the site alongside the iconic "Memphis Belle", past the remarkable line up of WWII aircraft and headed east dipping our toes into the wonders of "Constable Country" on the Suffolk/Essex border then turn north to enjoy the wonderful empty lanes and beautiful villages of Norfolk.

A short stop at a Whisky Distillery, for coffee only of course, followed by lunch in a lovely Norfolk village setting before heading west to hug the coastline of The Wash into the wilds of Lincolnshire before arriving at our overnight hotel north of Lincoln.

DAY TWO: Our route headed inland away from Lincoln through the Humberhead Peatlands then north into Yorkshire to explore the area around the city of York. After a lunch stop we drove into the fabulous scenery and ruggedness of the Yorkshire Moors before we turned north west cutting between Darlington and Middlesbrough to the birthplace of the modern railway near Shildon then into the "Land of the Prince Bishops" and our second night halt in the centre of the lovely city of Durham.

DAY THREE: Sunday saw the rally route skirt the city of Newcastle upon Tyne and then head up the stunning east coast of England to catch views of the castles at Alnwick and Holy Island (Lindisfarne) before turning inland into the Scottish Borders, an area little visited by many people, with a chance to pay homage to the great Jim Clark in his home town of Duns.

The route then went through the Lammermuir Hills, to approach Edinburgh from the east, before we crossed the Forth Road Bridge and into the lovely, traffic free lanes around Loch Leven and on to our fabulous new finish venue at the world famous Old Course Hotel in the mecca of golf St Andrews.



CAR 54

The Flying Irishmen who started and completed the event were:

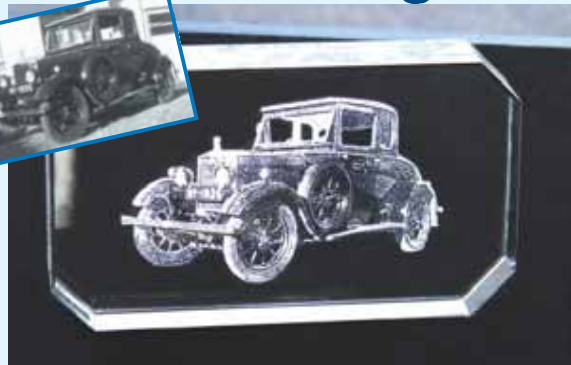
- Car 33, Bentley 3- 4½ Andrew Bailey & Philippa Spiller
- Car 34, Vauxhall 30-98, Roland Frayne & Laurence Roe
- Car 35, Bentley 4½ Eric Kavanagh & Patrick Nolan
- Car 54, BMW 328, Detlef Heyer & Terence Bradley
- Car 102, Alvis 12/60 Beetleback, Mickey Gabbit & Edwina Gaisford-St Lawrence

It was a fantastic event, with great driving and a great social side to it.

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GORDON BENNETT RALLY

By JOHN BOLAND

Photos by:
TOM CASH
TOM FARRELL
and PAT FOLEY

Friday 8th June was possibly one of the wettest days of the year but this didn't stop a large number of members from attending the start of our premier event in MDL. After a lunch, hosted by our main sponsors, Mercedes Benz, and a guided tour of their wonderful collection of cars by Denis Dowdall, the cars made their way to the rally headquarters in the Kilashee House Hotel in Naas. The event moved back up the country this year in preparation for next year's one hundredth and tenth anniversary of the Gordon Bennett Race which will follow as much of the original route as possible.

Saturday morning and Mother-nature took pity on the assembled collection of nearly one hundred and eighty pre-1931 cars with a dry and sunny day for their return trip to Tullamore. *Irish Vintage Scene* editor Tom Heavey found himself in unfamiliar territory as he climbed aboard car number one (right), John Boland's 10hp 1902 Renault type N with Tom Farrell, president of the IVCC and John's son Kevin for the 110 mile trip. Other cars taking part included a large number of overseas entries including an original Dublin registered 1912 Wolseley 16/20

Laundaulette which was making the trip home for the first time in many years and our great friends Johnny and Binks Thomas from Wales who brought their beautiful Clement on their annual pilgrimage. The day went very well and the routes were perfect for driving, whether you were a serious contender for the Gordon Bennett trophy or just enjoying the drive. A new aspect to the event was a number of driving tests as you arrived for lunch and these are proving very





popular with drivers and look like becoming a regular feature on our events. The car park at the Tullamore Court Hotel was a step back in time with so many fantastic cars on show including the usual desires of Bentley's, Vauxhall's, Rolls Royce's and so many more which had, as usual, been turned out in magnificent condition.

The highlight of the Saturday night banquet is the prizegiving and all eyes were on the Gordon Bennett trophy to see who had secured the much sought after title of overall winner – this year the honour went to a man who had travelled a very long way to attend the event – Nicholas Bailey in his 1912 Ford Model T – all the way from Australia!



A fresh Sunday morning saw the cars heading off to Burtown House for a relaxing chat in the beautiful gardens of this house which has only recently been opened to the public, followed by a farewell lunch back in the Kilashee House

Hotel. Credit is due to the organising committee for all their hard work in making this event so successful and with a big anniversary next year, the club looks forward to seeing even greater numbers attend.





Mercedes Benz International Gordon Bennett Rally 2012 1st-4th June

FIRST OVERALL - Gordon Bennett Trophy: Nicholas Bailey, 1912 Ford Model T



PRIZEWINNERS

CLASS A:

- 1st:** John Boland – 1902 Renault Type N
2nd: Johnnie Thomas – 1903 Clement Tonneau

CLASS B:

- 1st:** Nicholas Bailey – 1912 Ford Model T
2nd: Tim Clark – 1909 Mors Tourer
3rd: Fergus Cooper – 1912 Argyll 12 HP Tourer

CLASS C1:

- 1st:** Michael D'Arcy – 1926 Dodge 126
2nd: Pat Buckridge – 1924 Chrysler Six
3rd: Martin Leech – 1923 Vauxhall 14/40

CLASS C2:

- 1st:** John Webber – 1929 Rolls Royce 20/25
2nd: Hugh Warwick – 1929 Ford Model A
3rd: Robin Law – 1929 Chrysler 66 Roadster



THE IVCC CROSSWORD PUZZLE - NO. 45

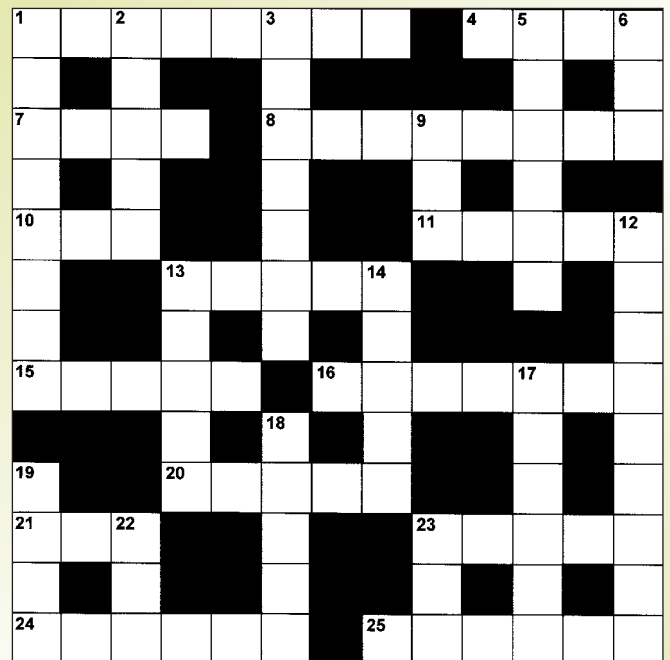


A bottle of wine goes to the first correct entry out of the hat! Post your solution (a photocopy is fine) to: **ANSELM AHERNE**, 63 Granitefield, Dun Laoghaire, Co. Dublin, or email answers (with contact details) to: anselm@eircom.net - subject line: IVCC CROSSWORD.

Name:

Address:

Phone: Mobile:



ACROSS

1. Consignment...that a ship meant to take? (8)
4. ...by this way, it would be on track (4)
7. ...or this way, right up your street (4)
8. Brought together - with a hug! (8)
10. Regret - in a French street (3)
11. Hoard away - in a small warehouse? (5)
13. Merchandise - that certainly isn't bad! (5)
15. Support structure for struggling artists (5)
16. Japanese warriors, seven were stars (7)
20. 11 across would have a share of this (5)
21. Climbing plant - as eaten by 'little lambs'? (3)
23. Accounts check, not always welcome! (5)
24. You could cope with this solution (6)
25. Speed downhill - in your profession? (6)

DOWN:

1. It's a real wonder, this solution! (8)
2. Mirror, mirror, will show this (5)
3. This is often raised at 1 Down (7)
5. Ship's 'emergency brake' (6)
6. Sounds like this metal came first (3)
9. Roads that have been shortened (3)
12. Stand-holder - maybe at 9 Down (9)
13. This answer could be an estimate! (5)
14. Flash - maybe of your genius (5)
17. Sift your way through this puzzle (6)
18. Where blacksmiths make fake copies? (5)
19. Sounds like a strong company (4)
22. Urge to get Japanese currency (3)
23. Cooker stove provided by GAA (3)

SOLUTION TO CROSSWORD No. 44 – Spring 2012 issue

ACROSS:

- | | |
|-------------|-------------|
| 1. BUSINESS | 15. SOLAR |
| 4. CASH | 16. CARIBOU |
| 7. FLOW | 20. LAUGH |
| 8. TURNOVER | 21. ARM |
| 10. CMS | 23. TOKEN |
| 11. CACTI | 24. KINDLE |
| 13. COMIC | 25. UNTRUE |

DOWN:

- | | |
|---------------|------------|
| 1. BIFOCALS | 13. CRAWL |
| 2. SPOTS | 14. CRASH |
| 3. EXTREME | 17. BROKER |
| 5. ADVICE | 18. QUOTE |
| 6. HER | 19. TANK |
| 9. NEC | 22. MAN |
| 12. INSURANCE | 23. TIN |

Winner Crossword Competition No. 44 is **WILLIAM CULLEN**, Newbridge, Co. Kildare.

The Picnic-in-the-Park

The 2012 event was held on June 13th, was it that unlucky date that brought on the rains? We, like many other events this year, had to contend with the wettest summer in years. Despite awful weather, over a hundred cars turned up in Marley Park on the day – that's dedication for you!

One casualty on the day was holding our award presentation. Denis Dowdall had travelled up from Arklow, to once again, very kindly lend us his portable microphone system, and we never got to use it. We felt it unfair to ask people to stand out in what was at the time a downpour – sorry about that Denis.

Apart from those who so generously support us with their cars and their money, we would also like to thank our faithful sponsors – Dunlop, AXA Insurance, the IVVCC and the RIAC.

On a personal note, I would like to thank the hard working Event Committee: Stephen Lynch, Sarah Meagher, Pat Meehan, Bob Montgomery, Pat O'Brien and Bernadette Wyer.

Each year we try to raise funds for the Children's Sunshine Home (and specifically Lauralynn House – Ireland's first Children's Hospice – built in the grounds of the CSH). In 2012 we raised just over €4,500, down somewhat on the previous year, but we are assured very acceptable nonetheless, so a big 'thank you' to all concerned.

This year it was Martin Wall, a member of the Board of Directors of the CSH who chose the vehicles that he would most like to take home. (This included the best dressed people, but we didn't suggest that he take them home!)



Derek O'Brien, Gerry Newman, Tom Farrell, Imelda Newman and Ann O'Brien discuss world affairs!



Singing in the rain...!

The entertainers entertain!

THE FOLLOWING WERE THE 'WINNERS':-

PRE-1946

- 2nd 1929 Franklin 130 Owner Willy Bryans.
- 2nd 1937 Riley Lynx Sprite Owner Colm Hegerty.
- 3rd 1930 Ford Model 'A' Owner Greg Noonan.

POST-1946

- 2nd 1971 Rover P5B Owner Stanley Dunne.
- 2nd 1974 Ford Capri Owner Brian Redmond.
- 3rd 1964 Mini Cooper S Owner Tom Clarke.

MOTORCYCLE OF THE SHOW

- 1971 Honda CB750 Owner David Ensor.

THE MOST APPROPRIATELY DRESSED PEOPLE WITH REGARD TO THE AGE OF THEIR CAR

- Best Dressed Lady: Ellen Byrne
- Best Dressed Man: Joe Geoghegan
(or should that be the most way out!?)



By ROBIN McCULLAGH





By JOHN BOLAND

RIAC Pioneer Run

Another great success for the RIAC Pioneer run which was held on the last weekend of May, based in the lush surroundings of Barberstown Castle in Co. Kildare. This event has, without a doubt, established itself as the premier event for cars of a century and older with entrants from as far as South Devon and Kent in the UK.

Among the delights for Brass addict's to admire were cars as diverse from each other in stature as could be imagined with club members Jonathan Bewley's little 1900 Gladiator and Brian King's imposing 1911 Renault.

The event ran without a hitch and the majority of the cars completed the wonderfully marshalled route without a hiccup. It was also an inspired idea to bring the date forward by a week as we were treated to one of the warmest days in the year as opposed to the normal day for the event which turned out to be truly miserable – the crew in the RIAC must be the envy of Met Eireann with their long-range weather forecasting skills.



1972 FIAT 500L



FOR SALE

In very good running order and recently serviced. All parts are in good order. New tyres. Minimal amount of body work to be tidied up.

**PHONE: MARY GATELY
087-2571782**

1973 BMW 2000CS



FOR SALE

This car was the subject of a complete bare shell restoration by BMW Workshops, London, in the 1990's. One of approximately 25 RHD cars left in existence. I have owned the car for the last 14 years, it has been minded and kept in a dry garage all that time. Recent work includes new clutch master cylinder, brakes, rear exhaust, under-seal, new water pump, thermostat and silicone leads, carbs balanced and full service.

€12,750

**PHONE: 087-3638139
(CO. KILDARE)**

WANTED

**MG 1953 ENGINE
1250CC FOR 1953 TD**

for reconditioning may suit.
**Ph: 021-4870004 after 6pm
or 086-3260145**

1967 MG B GT



FOR SALE

Good condition,
original Irish car

€6,000

**PHONE:
TOM 087-9581277**

1967 BMW 2000CS



FOR SALE

I have magazine clippings showing that this car is the actual press launch car for the 2002 cabriolet. It has undergone major restoration to include top half engine rebuild (unleaded), new hard and soft tops, new alloys and tyres, wheel bearings, callipers, brakes and more. Interior & bodywork refurbished. This twin carb model sounds and drives superbly.

€9,950

**PHONE: 087-3638139
(CO. KILDARE)**

1961 WOLSELEY 1500



FOR SALE

In very good running order and recently serviced.

All parts are in good order. Minimal amount of body work to be tidied up.

**PHONE: STEPHEN GATELY
087-2258519**

1961 ROLLS ROYCE SILVER CLOUD II



FOR SALE

Velvet green (very dark green), looks black in certain light) with tan hide, repainted 20 years ago (photos available).

Excellent driver and very good condition throughout. Electric window and stainless steel exhaust.

Full toolkit, original handbook, workshop manual and factory build sheets. Just completed South of Ireland rally without missing a beat.

**PHONE: PATRICK
087-9789730**

1922 CALCOTT



FOR SALE

Irish registration. 2 seater, folding hood. Needs recommissioning after 30 years storage.

Price: €16,000 ono.

**PHONE: KEN FLEMING
01-2858567 or 086-8391839**

1930 AJS MODEL 9



FOR SALE

Irish registration. Body sad, ripe and ripe for restoration.

4-door fabric saloon.

Price: €9,000 ono.

**PHONE: KEN FLEMING
01-2858567 or 086-8391839**

1933 MORRIS ISIS SPORTS SPECIAL COUPE

FOR SALE

Mostly restored
with all parts
to finish.

**CONTACT:
PAUL AT**

moseley440@btinternet.com

1964 MERCEDES 190C FINTAIL



FOR SALE

In good condition, full providence and service history.

**PH: JIM DOLAN for details
and price - 087-2405405
jimadolan@gmail.com**

1930 FORD MODEL A TUDOR



FOR SALE

L.H.D. Totally restored. Would part-exchange pre-1931 small saloon e.g. Morris, Austin Seven, Riley, etc.

Price: €13,750 ono.

**PH: 053-9164900 (WEXFORD)
Email: davidandlyladavies@eircom.net**

1933 AUSTIN 10/4



FOR SALE

Chrome rad, Irish registration. Engine turns. In need of restoration. Sliding roof, complete.

Price: €10,000 ono.

**PHONE: KEN FLEMING
01-2858567 or 086-8391839**

1969 ALFA ROMEO GIULIA 1300 TI



FOR SALE

High performance version of the Giulia 1300. 5-speed gear box, 100mph. Photographic record of restoration in 2002. 48,560 recorded miles. New minilite alloys and tyres. Original manual and service records from new. Many new parts incl. recent distributor. Kept in dehumidified garage, never intentionally driven in the rain. Not perfect but much admired wherever she goes.

€6,500

**PHONE:
01-2868026**

CLUB SHOP



Our IVVCC member **JOHN BOLAND** (above) now looks after the regalia and will take orders at the monthly First Monday Meetings at The Spawell Leisure Centre, Templeogue.

He will also take orders by phone 087-2671821 or you can write to him at: Clermont House, New Road, Dublin 22 or email: irishvcc@gmail.com

1. RADIATOR BADGE
€34.00
Plus P+P



2. GORDON BENNETT BADGE
€40.00
Plus P+P



3. KEY RING
€5.00
Plus P+P



4. LAPEL PIN BADGE
€4.00
Plus P+P



5. WINDSCREEN STICKER
€2.00



WHEN ORDERING

A pack containing one each of numbers 1, 3 & 4 may be purchased at a special price of €40.00.

Post & Packing charges will apply at the current rate at time of postage.

IVVCC CLUB APPAREL

Blazer with IVVCC Badge - €140.

Available direct from Business Items Ltd. of Dun Laoghaire (01-2300501 or 086-2536178). Price incl. the Club badge is €140. Orders take approximately 10 days to make ready.

Classic soft-shell jacket - €48.

Soft high stretch fabric. Comfortable active cut. Fashionable shaped longer back panel. YKK full front zip fastening. 2 zip closing side pockets, 1 zip closing chest pocket, 2 large inside pocket and 1 inside phone pocket. Adjustable shockcord hem. Inner storm flap. Decorative front and

back yoke. Waterproof and breathable fabric. IVVCC logo on left breast.

Size: Chest (to fit): S - 38" M - 41" L - 44" XL - 46" 2XL - 48" 3XL - 50"

Beanie Hat - €10.

Knitted Beanie hat available in black or Club green with IVVCC logo on front.

Baseball Cap - €10.

Peaked baseball cap available in black or white with IVVCC logo on front.

Hard Wearing Polo - €20.

Suitable for 60°C domestic wash. Double ripple effect on collar and cuff.

Durable fabric, suitable for hard-wearing environments. 2 button angle edged placket with matching colour buttons.

Available in white, black, blue, red and Club green with IVVCC logo on left breast

Size: Chest (to fit): XS - 34/36" (White Only) S - 36/38" M - 38/40" L - 40/42" XL - 42/44" 2XL - 44/46".

IVVCC Golf Umbrella - €30.

Great quality golf umbrella comes in Club green with logo on four panels.

GARAGE TO RENT

STEPASIDE AREA.

Secure and dry.

For further details

PHONE: OLIVER FORDE

01-2884254

OR 087-2569411

1965 TRIUMPH TR4A SPORTS CAR



FOR SALE

With independent rear suspension (IRS) and wire wheels.

This car is a UK model imported in 2004 when a new mohair hood, carpets and new clutch were fitted.

Kept in dehumidified garage - no rust (to my knowledge). Body and paint very good.

Leather seats.

The car has been well maintained with considerable outlay. Has been used in club outings and ready for coming season. Huge history file and receipts going back for about 20 years. Seen in Co. Westmeath. Sale due to new acquisitions and lack of space.

€16,500.

Email: lpoflanagan@gmail.com

WANTED

RECONDITIONED/ SECONDHAND ENGINE

for

12-48 WOLSELEY SERIES 3

Any information regarding the above would be greatly appreciated.

Please Contact:

matthewocon@gmail.com

RESTORATION WORK UNDERTAKEN

Especially R.R. specialising in re-wires, as original. Please ask or see you on Gordon Bennett.

PHONE: PHIL CORDERY U.K.
01248-717808 EVENINGS

1931 AUSTIN 12/4 ETON



FOR SALE

Exceptional car. Well cared for. In excellent condition throughout. Extremely rare model with interesting history. Yearly long trips abroad. Any examination welcome.

€20,000

PHONE:

086-2582878

Email: rutha@iol.ie

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or 087-9804099.



Letters to the Editor

Dear Editor,

Denis O'Donovan is trying to find out if the build records from the Lincoln & Nolan Baggot Street plant are still in existence. He hopes that an IVVCC member might know.

If you can help with this please email Denis at odonovan.den@gmail.com

Dear Editor,

I am a member of the IVVCC and the Limerick Classic and Vintage Car Club. Several of our Limerick club members have commercial vehicles and are having difficulty in taxing them.

Any vehicle designated as a commercial in the log book is now required to have a current DOE test certificate, regardless of the vehicle's age. In one case the owner of a Ford Model T pick-up was refused road tax as he did not have a DOE test cert.

As I see it there are two possible solutions to this problem:

1. An exemption for pre-1980 commercial vehicles similar to the NCT exemption for classic cars.
2. Some means of changing the classifications of these vehicles from commercial to vintage/veteran.

I was wondering if the IVVCC might be able to help with this problem as I am sure that it is an issue for many of your members and members of affiliated clubs. Any help or advice would be greatly appreciated.

COLIN WILLIAMS

John Larkin (Legislation Advisor to the IVVCC) responds...

It is my understanding that any vehicle can be taxed under the PRIVATE classification. When a vehicle that is taxed as PRIVATE achieves its thirtieth birthday it becomes eligible for VINVET classification.

A COMMERCIAL vehicle's tax classification can be changed to PRIVATE (or VINVET if it is old enough) using Form R111 which is available from motor taxation offices or on the internet.

A commercial vehicle that has had its tax classification changed to PRIVATE or VINVET cannot be used legally for commercial purposes.

JOHN

Dear Editor,

I am searching for the whereabouts of a classic car.

I was wondering if someone could point me in the direction, or give me information on, how to search in Ireland for a classic car if it's even still in existence.

I am enquiring on behalf of my father whose own father owned a red/maroon SIMCA from 1958 until 1981 with Registration ZX 1539.

His father sold it in 1981 and my father is wondering if it would be possible to track it down.

I have no idea where to start so any information you may have would be greatly appreciated.

EOGHAN QUAIN

Dear Editor,

It was a pleasure meeting you today and here are a few bad photos of my late father's R type, maybe MK6 but maybe you could tell me for sure.

The old black and white was when he owned it, and the colour I snipped from an old video of photos so bad quality picture.

As you can see the reg number is LI 6818 and my father sold it to Dickie Rock.

Anyhow looking forward to hearing what your thoughts are.

JACK EPSTEIN PRODUCTIONS

M: +353 (0)85-8582526 or +353 (0)1 4958789



Dear Editor,

An AC Greyhound that was sold new in Dublin, registered RZC 100, was for sale on a UK classic car website. The car is located in Dublin. Maybe somebody in Ireland would like to buy it and keep it here.

Here's a link: <http://www.carandclassic.co.uk/car/C306986>

I am not connected with this car or its owner in any way. I would like it to stay in Ireland rather than going abroad.

JOHN LARKIN, IVVCC



Dear Editor,

In response to Liam O'Flanagan's letter in the Spring 2012 issue of the IVVCC Journal I would like to draw the attention of all members to the IVVCC website where there is a dedicated page for this matter. The link is <http://www.ivcc.ie/Ethanol%20in%20petrol.html>

All petrol sold in Ireland contains a nominal 5% of ethanol (actually specified in law as a minimum of 4.16%). It can be higher. This level of ethanol is not problematical in old cars that are used regularly and are not stored with tanks partially full. The air space above the petrol in the tank provides a source of moisture which is absorbed by the ethanol, and this leads to problems. Petrol tanks should be full to the brim, or preferably completely drained, in cars that are stored unused for long periods (months at a time, that is).

It is planned that a minimum level of 10% ethanol will be mandated in 2013. This will probably result in fuel system problems becoming more common than at present. There is talk of a minimum level of 20% by 2020. In April 2008 the German government cancelled a plan to increase the minimum level of ethanol from 5% to 10% because it would damage vehicles. The Irish Aviation Authority has expressed concerns for aviation safety because of ethanol in petrol. The UK government plans to keep 5% ethanol available after the introduction of 10%, which at least gives the old vehicle movement a choice. We in Ireland at least deserve a similar choice.

There are a number of additives on the market that appear to reduce the problems associated with ethanol.

Old car enthusiasts should raise their concerns about this issue with their local TDs and councillors (future TDs) at every opportunity.

JOHN LARKIN, IVVCC



Letters to the Editor

IRISH VINTAGE Scene

To IVVCC members,

I want to thank the IVVCC for the invitation to be part of your club stand at this year's Beaulieu Autojumble. This is a new departure for the club, and I want to congratulate you on your proactive approach to promoting our hobby across Ireland, and now further afield. The event has been hailed as a success by many I spoke with, both during and since the event. Having been on the stand for a good majority of the weekend I saw that it was a hive of activity, with not only the Irish visitors getting tea and a chair to rest their legs, but visitors from all over the world. The IVVCC club members who manned the stand over the weekend did their club proud, and deserve a good clap on the back.

I am delighted that the relationship between Irish Vintage Scene Magazine and the IVVCC has continued to blossom. I have in the past been critical of the club's inactivity in certain areas, but this is no longer the case; the organisation has improved in leaps and bounds in recent times, and I hope that the members recognise the hard work their committee and board members are putting in on their behalf.

I want to finish by once again thanking the board for the invitation to be part of the IVVCC stand at Beaulieu, where we all joined forces to promote our hobby here in Ireland.

Best regards,
Tom Heavey
MD, Irish Vintage Scene.

[Handwritten signature]
9/10/2012

IRISH VINTAGE Scene
www.irishvintagescene.ie

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ST. PATRICK'S DAY PARADE



Anselm Ahern preparing to drive the Grand Marshal of the St Patricks Day Parade in Dublin 2012, Johnny Giles. Anselm is another example of IVVCC members who give their time freely to the cause of promoting our hobby. Thank you Anselm for flying the flag!



Noticeboard

CALLING ALL MEMBERS!

KEEP NOVEMBER 23rd FREE FOR A GREAT NIGHT OUT!!

We are having an **END OF YEAR**

Christmas Party

in the **Moran's Red Cow Hotel**
on **Friday, November 23rd at 8pm**
AND ARE ASKING AS MANY MEMBERS AS POSSIBLE TO ATTEND

Following from the incredible success of last year's Christmas party we are encouraging members to book tickets now for this great event as they are selling out fast. The night will comprise of a four course meal followed by some great music in a Frank Sinatra / Rat Pack style.

We are also planning a number of surprises on the evening and really hope that we can get great member support and a full house on the night.

Tickets on sale now priced at **€40** each.

Contact: Bernadette Wyer or any Board member.

If you want to make a real night of it - we have organised a special overnight B&B rate with the hotel (just mention the IVVCC when booking).

Affiliated to: [The Federation Internationale Des Vehicules Anciens](#)



IVVCC Golden 50 Tour

Friday 17th to Tuesday 21st May, 2013

Visiting: Athlone, Athenry, Killarney, Garryvoe and Co. Cork.

Cost, including 4 nights dinner, bed and breakfast, plus two lunches and lots of surprises is €411 per person sharing and €496 for single occupancy.

(Only a small number of single rooms available).

Please contact: **Bernadette Wyer** on **087-2220770** or **01-4934561** or email: wyerb@eircom.net for more information. Deposit of €150 per person required by 16th November to ensure a place on this historic tour.

See the **IVVCC.ie** website for full details.

Historic OLD CAR DAY



The 2012 Historic Old Car Day was held on 7th May at Russborough House in Blessington, a perfect setting for a photo shoot of old cars or it would have been if the weather was good. Unfortunately it turned out to be a dreadful day with gale force winds and rain. The event was well announced beforehand and in spite of the day we had a really wonderful display of some of the clubs finest old cars.

Our first speaker was Eric Byrne, a man no stranger to IVVCC members, and a past President of the club. Eric had brought along his beautiful 1924 Rolls Royce 20 HP Tourer and he gave a very informative and interesting talk on this marvellous car and even though the members were struggling to hold on to their umbrellas he had a very receptive audience.

Our next speaker was past President Jim Boland, a man no stranger to anyone who knows anything about Vintage cars. His wonderful collection of Veteran and Vintage cars is now the subject of a beautiful coffee table book produced by Bob Montgomery who writes those wonderful motoring articles for the *Irish Times*. Jim and Breda arrived in a truly magnificent 1930 Bentley 4 Litre and Jim regaled us with another really interesting talk on this wonderful machine in his own inimitable style.

Our last speaker on the day was another man no stranger to those of us



who love old cars, particularly cars from the Fifties, Sixties and Seventies, MG's being his speciality..he has a lovely collection of them. Fred has been associated with MGs for a heck of a long time and every year sees himself and Chris heading for the ferry to take a long drive across the continent to the annual MG event in whatever country is staging it. This year is the fiftieth anniversary of the MGB and Fred's well-known Roadster was the subject of his talk. It has appeared in magazines and on television where it features in that marvelous TV series Inspector George Gently featuring Martin Shaw whose sidekick in the series drives Fred's car. Fred had also planned to tell us something of the history of MG but as the weather was really dreadful and people were standing out in the open, we decided to save that talk for a

First Monday.

Our sincere thanks to our three speakers who were so courageous to come along to talk to us on such a dreadful day and of course to Breda, Joan and Chris who made sure that they did! Ladies you have our sincere appreciation. Sincere thanks to Bernadette Wyer, Mike Dennehy and John Boland, who since joining the board last year is always on hand to help at every event.

Our thanks also to our valiant stewards, John Keenan and Noel O'Sullivan who are always there to help with parking the cars. Paul Noctor and Paul O'Brien who also since joining the Board give invaluable help at all of our events, they are both also on the Events Committee. Our sincere thanks to Derek Mitchell who volunteered to help me on the day - 'thank you Derek' your help was much appreciated.

Lastly to all of you brave, wonderful, club members who turned up in such numbers to commemorate Old Car Day, I think we can honestly say the true spirit of old car motoring is alive and well in Ireland and in particular in the IVVCC.

Drive safely everyone.

RICHARD SEAVER



Top left: Clive Mew in his 'famous' Vauxhall. Top right: Fred Lewis, Mike Dennehy, Jim Boland, Larry Mooney, Brian Miley, Roland Frayne, a member of Blessington Car Club and Daithi O'Cellaigh. Middle: Jim Boland with his Bentley 4 Litre. Bottom left: Joan and Eric Byrne and their grandchildren with Eric's Rolls Royce 20HP. Bottom middle: Derek Mitchell, Mike Dennehy, Linda, Brian Miley, Pat O'Brien, Roland Frayne and Fred Lewis. Bottom right: Richard Seavers and Joan Byrne.

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