

THE **IVVCC** JOURNAL



SPRING 2015

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EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Spring issue of the IVVCC Journal. In this issue you will read about Jim Boland's Rolls Royce Silver Cloud. It was the first one made and was sixty years old in April. Thanks to enthusiasts like Jim, it has survived and will be around for future generations to enjoy.



The Spring Rally was held over the weekend of the 18/19 May and was attended by a good number of members and Affiliated members. Peadar Ward and Bernadette were largely responsible for organising it and afforded the participants with the opportunity of visiting areas they may not have been to before. The overnight events provide a good opportunity for members to socialise together in a relaxed atmosphere. It came as no surprise that cars appeared that hadn't been seen before and some that have not been to events in a while. That is what I like about the IVVCC events, the diversity of our members motors.

Eddie Farrell has done a report on oils and what modern oils can do to old engines. This is the vital information that all enthusiasts need to hear and I'm grateful to Eddie for taking the time to share his experiences with us. If you have any information or technical advice, I and the members would welcome it.

Next month will be a busy one for the club, the IVVCC Gordon Bennett Rally takes place and in this issue you can read about viewing opportunities for the rally. If you have not been to one, I would urge you to pay a visit. The event covers motors from the dawn of motoring up to 1930 and is well worth seeing.

We also have the Picnic in the Park taking place at Marley Park. One can enter on the day but it would help if members did so in advance, see info within for details.

Following the AGM, Richard Seevers has stepped down from the Board. Richard organised many an event over the years both as a Director and member of the Events Committee. I wish Richard well and hope to see him at events this year.

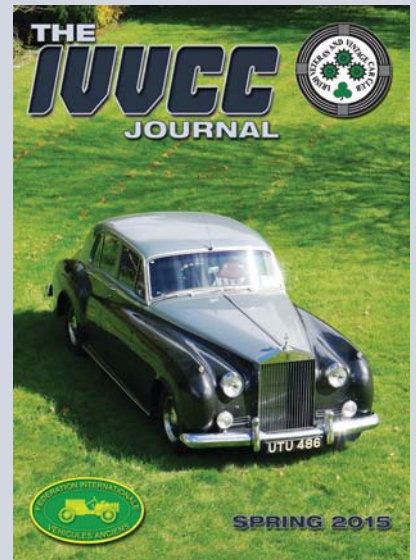
Past President, Reg Plunkett has also indicated his desire to step down from the Board after more years than he would care to remember. Reg is probably the best known face of the IVVCC and organised, along with the late Mike Dennehy, the First Mondays for years. I wish Reg well and hope that he gets time to take it easy.

I hope you all have a great year and the sun shines on you wherever you may drive...
Until then, happy motoring.

TOM

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IVVCC Membership Application Form			



FRONT COVER:

The first Rolls Royce Silver Cloud, produced in April 1955, chassis number SWA2 belonging to Jim Boland, taken at Fairways.

Photo taken by Tom Farrell

IVVCC JOURNAL SPRING 2015

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

Venue:

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Time: 8.00pm

Website:



www.ivvcc.ie

Photos:

All photos, unless otherwise stated, by Tom Farrell





A MESSAGE FROM THE

President

Dear Members

It is with great regret and much sadness that I report that the extensive fire at the Store It facility in Ballymount on Wednesday, 29th April last had disastrous consequences for our Club and our treasured Gordon Bennett trophies as well as other club property stored in a secure unit in that building. In company with many people, we have lost valuable and probably irreplaceable items and the owner of the property has suffered significant loss also.

Fortunately, there was no loss of life and the fire brigade, who worked so hard to contain the fire, managed to save a portion of the building, although water and smoke damaged. However, they were unable to save the area in which our property was stored. We have been in constant liaison with the fire brigade and owners of the building and our Directors on a rota system kept a watching brief on the site clearance in the hope that we might make some recoveries. However, at this point in time, it will be several weeks before we have any further news due to ongoing safety concerns in the salvage process.

I am honoured to report that at our Board Meeting on 8th April, prior to our AGM, I was unanimously elected, by the Board, to serve as President for another year and am delighted to

announce that Shane Houlihan was unanimously elected to serve as Vice President of the club.

Following a successful AGM with 107 members in attendance on the 13th April last, I can report that the following outgoing directors were returned to office: Michael Duff, Tom Farrell, Ray McElroy and Bernadette Wyr. In addition Geoff Seymour was elected to fill the fifth vacancy on the Board, following the resignation effective 31st March last of John Wilkinson, and I would like to thank the members present for their confidence in returning the Board members to office and I know that Geoff will bring great experience and talent to the team. There were several Motions for discussion which were debated in an open and positive atmosphere and many members from the floor put forward their very valid views. In keeping with a democratic environment the vast majority held the status quo.

Our Spring Rally on 18th/19th May coming on the weekend following our AGM was a most enjoyable affair. We were favoured with excellent weather and lovely scenery as we travelled the lesser known roads of Offaly, Laois, Carlow, Wicklow and Kildare. Thanks to everyone involved in making this another memorable IVCC event.

Following the Spring Rally and prior to our Board Meeting on 22nd April, I received a letter of resignation from Richard Seaver who felt it was time for him to step down having spent over ten years as a very active member of the Events Committee and also a Board Member of over 4 years. Our sincere thanks to Richard who has been most willing to help at all occasions and we know that he will still continue to be actively involved in club events.

I was also advised that both Ray McElroy and Michael Duff who, whilst still willing to serve on the Board in

responsible positions, felt it was timely for them to step down from the Hon. Treasurer and Hon. Secretary roles. With this in mind, the Board members unanimously proposed that we co-opt Sean Carolan who is very well qualified to undertake the Hon. Treasurer position and Ellen Bryans who has excellent experience in both legal and administrative matters who was willing to be nominated for the position of Hon. Secretary to become members of the IVCC Board. Both Ellen and Sean were invited to attend our meeting on 22nd April and accepted the relevant nominations and were unanimously co-opted to the Board of the IVCC. At that meeting also, Reg Plunkett who has been a member of the IVCC Board for over 41 years and is a Past President of the Club, expressed his intention to step down at this time as he had been considering doing so when he felt the time was appropriate. We are indebted to Reg in particular for his total commitment to the IVCC Board and members over this long period of time and know that he will continue to be an active and popular club member and will continue to be involved in all aspects of the club.

At this point we are approaching our prestigious IVCC International Gordon Bennett Rally on 4th/7th June, celebrating 40 years of the IVCC undertaking this event and I would like to wish all the entrants every success, and welcome our overseas visitors from America, Netherlands, UK and South Africa and our many entrants from Northern Ireland as well as the regular Irish entrants who have helped make the event the success it enjoys today.

We thank you for your continuing support and look forward to seeing as many as possible on our events during the year.

BERNADETTE WYER

IVCC SPRING 2015

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Secretary's REPORT



ST PATRICK'S DAY PARADE

Once again members of the IVVCC took part in the Maynooth St Patrick's Day parade. The group met in the Spa hotel, Lucan for tea/coffee before heading off for the parade.

At 10am we headed off for Maynooth in perfect weather conditions. On arrival in Maynooth we took up our position on the outskirts of Maynooth waiting for the start of the parade. The cars lead the parade and when we passed the reviewing platform the make and owner of the car was broadcast to the spectators. As we led the parade we were able to park our cars and enjoy the rest of the parade.

At the end of the parade we drove back to the Spa hotel for lunch which is a lovely way to finish off the day. Our thoughts on the day were for one person who was missing for the first time...Harry Noctor. Harry always looked to the day and was missed by the group.

We had 20 cars on the day which was organised by Paul and Antoinette O'Brien which is a nice way to get the 2015 Events season off to a good start.

SPRING RALLY

On Saturday morning I got up early to bring the dog for a walk in beautiful sun before heading off for the Spring rally. This was to be the start of a sunny weekend for the rally.

We started in the Killashee House

Hotel with registration, tea/coffee and scones before the off. We were divided into two groups, yellow and blue, to facilitate the large attendance, with one group meeting at the Gandon Inn for lunch and the second group meeting at the Emo Court House for a tour of the house. The groups then reversed locations.

After the two visits the group motored on to The Rock of Dunamais and many of the group climbed the hill for a great view of the countryside. After the climb we headed for the Seven Oaks Hotel, Carlow. The evening started with a drinks reception before a most enjoyable dinner to finish off a perfect day.

Sunday morning we started the day with a fine breakfast before heading off through lovely countryside to Arboretum Garden Centre, Leighlinbridge for tea/coffee and scones. A large number rounded off their visit buying their Summer plants from a huge selection of varieties.

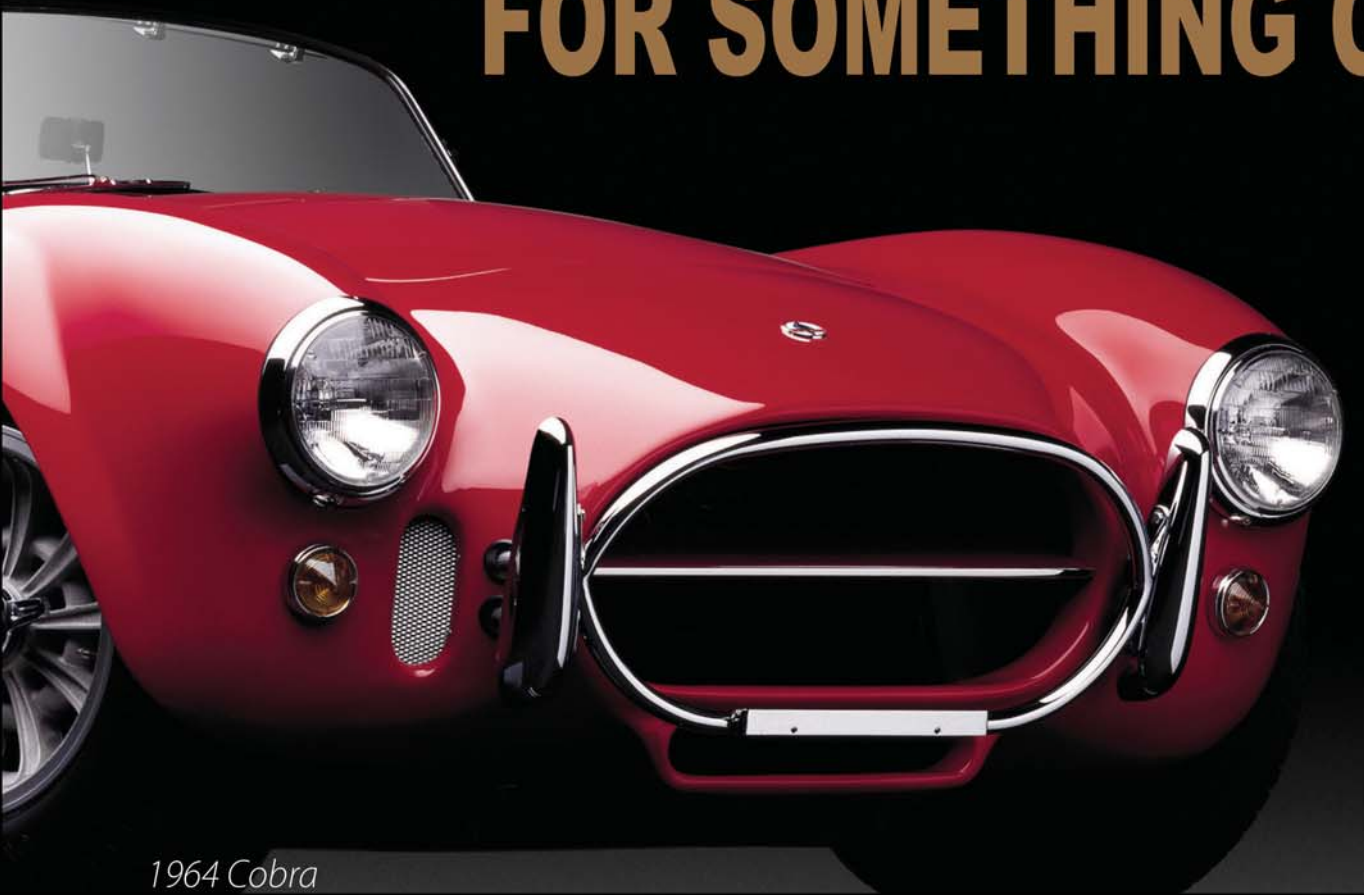
After the buying spree we were off on the final part of the Event back to the Killashee House Hotel for lunch and prizegiving.

This brought a great weekend to an end. Our sincere thanks to Peadar Ward and Bernadette Wyer for organising this very successful weekend.

We are now at the time of the year when we have a great selection of Events to attend, and hopefully we will see you at as many as possible. Have a great Summer. **MICHAEL DUFF**



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1964 Cobra

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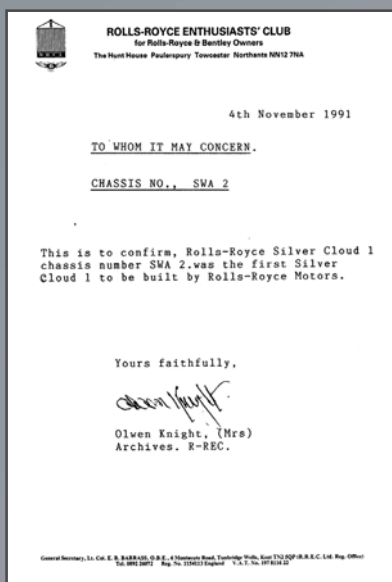
SWA 2



COVER STORY

By TOM FARRELL

THE FIRST Silver Cloud I



Jim didn't set out to buy a Silver Cloud at the Hopkins and Hipkiss auction, his mind was on other motors. But he liked the Silver Cloud he saw. It was original, straight and clean. He put a bid on it and forgot it.

Later he was surprised to learn that his bid was successful. Only when he collected the car did he find out how special the car was. It turned out to be the very first Silver Cloud produced, chassis number SWA 2 still bearing its original registration number of UTU 486.



The Master at work!

SWA2: The First Silver Cloud I contd.



It was delivered new to RR Lillie Hall and revealed to the world in April 1955 to great acclaim and featured in innumerable articles. It was kept by the RR Trials Department for motor shows, tests, trials and magazine articles.

The colour scheme chosen by the factory was Shell Grey over Black Pearl, Connolly red leather 'vaumol' upholstery and West of England roof lining.

It did not have power steering nor electric windows. The only extra it had was a Radiomobile 200X radio and Dunlop tyres.

The Trials Department kept it until January 1956 when it was serviced and sold to a Mr Barnes, who is shown as the first owner.

Jim has had the car since 1991 and has used it from time to time. But with several other motors to choose from, SWA 2 doesn't get used that much.

On the day I arrived to photograph it, I learnt that it had not been used in 6 years but "it should start".

Jim, John Boland and I went to extract it from amongst the collection. It was parked sideways on to the door and surrounded on two sides by rare and valuable motors.

The first thing was to get it started and so fresh petrol and a replacement battery were attended to.

It wouldn't fire. So plugs were taken out, cleaned and replaced, still no start.

Then petrol pipes were checked and replaced, carbs checked, fuel pump checked and plugs checked again.

It started!

Now getting it out was another matter.

The two 'J's agreed that it would be best if I got it out of the garage. No pressure there, all I had to do was to be mindful of the brakes which were virtually non-existent while moving slowly, (indeed the owners-manual STRONGLY advise the use of the hand brake while in traffic or moving slowly).

With no power steering, brutal brakes and trying to keep the car from stalling, I felt like an organist running out of hands and feet!





I got it out and around the front of Fairways. Photos were taken from upstairs and the car was returned to its space and switched off and I needed a change of shirt!

SWA 2 is a very original car, wearing the same colour it left the factory with and with all its tools and manuals.

It is the kind of car and condition that most enthusiasts want, an unmolested example with a continuous trail of care and attention. It is in the right hands with Jim Boland.

He knows the story of every one of his cars and in the telling of the story, brings them and their pasts to life. Something perhaps all enthusiasts do when they buy, restore, use and exhibit their pride and joy.

If you ever get the opportunity of visiting Jim and Breda and get a chance to see the collection, enjoy that moment and appreciate the honour of being with fellow enthusiasts who share their passion and indeed their beautiful motors...

My thanks to
Jim and Breda
and John Boland
for help in the
writing of this
article.



ALL ABOUT THE Rolls Royce

In Britain, the euphoria that many people felt immediately after the ending of World War 2 gradually gave way to the hardship of shortage that was to follow for many years. Many consumer items were rationed, food, clothing, petrol to name but a few. For manufacturers it was a critical time too. They could only get badly needed materials if they were in the export business. The country needed money coming into it and the US Dollar was the most important to the economy. The slogan adopted by the Labour Government was 'Export or Die'. That focused the minds of many companies. Most motor companies reintroduced pre-war designs which amazingly in some cases actually found buyers while others produced new models.



Rolls Royce was one company that was planning for the new post war era. At the outbreak of war their range consisted of the Wraith, the complex 12 cylinder Phantom III and the Bentley Mark V (introduced in 1940) of which only 11 were produced. During the war, RR concentrated on aero engines such as the famous Merlin engine used to power Spitfires and Hurricanes. To meet the demand the Air Ministry had to build new factories in Hillington near Glasgow and at Crewe. The pre-war design team had not forgotten their initial responsibilities to the company and when possible work on future designs too place. Their boss was William Rowbotham, who headed up the experimental design department. As early as 1937, Rowbotham realised that if the company was to survive and indeed make a profit then the different models they produced would have to share many more components and design. At this time the factory produced only chassis and left the bodywork to coachbuilders thus giving them more profit than the factory. Thanks to his ideas all the engines produced (4, 6 and 8 cylinder engines would share the



same valves, pistons and con rods and as a consequence cut down on costs. He also realised that cars would have to be made in larger quantities to recoup production costs and this meant the introduction of standardised bodywork. If this was not adopted, he felt the company might as well cease car manufacture.

The Pressed Steel Company was chosen to produce a new saloon body for the first production model which was the Bentley Mk 6. The company decided to use the former Merlin aero engine factory at Crewe for car production and so in 1946 the first Bentley was unveiled to the eager motoring public. It had a 4257cc, straight six inlet over exhaust engine, with twin SU carburettors and a four speed gear box. Some 80% of the 5201 models produced had the factory steel body with the rest coachbuilt. The Mk 6 had a 120 inch wheelbase and was joined

shortly after by the RR Silver Wraith which used the same mechanicals (except for the twin choke Stromberg carburettor) and a 127 inch wheel base. These were all coachbuilt. 1144 4257cc SWB Silver Wraiths were produced. In 1951 a larger engine version was introduced. Now with a 4566cc engine and more power, a long



wheel base version (133 inch) was offered. Automatic was introduced in 1952. The engine size was increased to 4887cc in 1955.

In 1949 the RR Silver Dawn was introduced. Essentially a Mark 6 with a detuned engine and Stromberg carburettor. Visual differences included the deletion of the centrally mounted driving light and instead two spotlights either side of the radiator for a cleaner less cluttered look. (760 were produced until 1955).

In 1952 the RR Silver Dawn and Mk6 were remodelled and the Bentley was renamed as the 'R' Type. The body was lengthened by about 12 inches and the boot door was hinged at the top and the extra length served to give the car a less dumpy appearance. Also in this year the beautiful Bentley 'R' Type Continental was introduced.

The ultra-rare Phantom IV was introduced in 1950 and was produced until 1956. It had a 5675cc straight 8 engine known as the B80, which was normally used in military or fire engines (Dennis F7/12). In all 16 were made. There was one Bentley Mk 6 produced as an experiment with a B80 engine. It was nick named the 'Scalded Cat' and went accordingly. It was loaned to motor enthusiast Prince Philip who liked it so much, RR had difficulty getting it back!

Rationalisation reached a new level within RR when in April 1955 the RR Silver Cloud and Bentley 'S' Type were introduced. They were longer than

the R Type and Dawn by about 12 inches, total length 17 ft 8 inches. They used the same carburettors (SUs) and were identical except for grilles, bonnets and badging. The price difference of £90 (£3385 vs £3295) was down to the mascot and extra work on the grille. The engine was the 4887cc straight six mated to a four speed automatic. There were some special order manuals produced and one only, manual Silver Cloud made. Power assisted steering was an option from 1956 on export models first. Suspension was by ifs, coil springs, wishbones, anti-roll bar and lever arm hydraulic dampers. Live rear axle, half elliptic leaf springs, a 'z' bar which acted as a radius arm/anti roll device and adjustable lever arm hydraulic dampers (via a switch on the steering column). The brakes were drum front and rear with mechanical servo assistance invented by Henry Royce for the 40/50HP 'Ghost'!

In 1957 power assisted steering became standard. Other extras included air conditioning (which produced the same power as 54 domestic fridges!), electric windows, cocktail cabinets, etc. At this time a long wheel base version was offered with an extra 4 inches of leg room in the back. 121 were made and 35 LWB Bentleys were also produced. The Silver Cloud 1 and Bentley 'S1' finished production in 1959 with 2231 Silver Clouds and 3107 S1s produced.

The range became the Silver Cloud II and S2 with V8 engines and finally Silver Cloud III and S3 Bentley.



Production ended in 1965 (with coachbuilt cars ending in 1966).

These cars were the last RR products to have a separate chassis (aside from the Phantom models). Regarded by many enthusiasts as being the last true and traditional RR and Bentley models. Many have been scrapped and rust in the front wings and sills would often be the reason along with neglect and fuel thirst.

The first series of 6 cylinder motors are now highly regarded for their refinement and ease of maintenance (try changing the spark plugs on an 8 cylinder!), while the 8 cylinder is more powerful.

They were nowhere near as complex as the Silver Shadow and Bentley 'T' that was to follow and consequently are easier for an enthusiast to maintain. If you are contemplating ownership then membership of the RREC would be an advantage. The club holds all the records of post war RR and Bentley motors and hold seminars on each model throughout the year. Such support can only bring more enjoyment. Happy motoring!

TOM FARRELL

**RATIONALISATION REACHED A NEW LEVEL
WITHIN RR WHEN IN APRIL 1955 THE
RR SILVER CLOUD AND BENTLEY 'S' TYPE
WERE INTRODUCED**

Winner of the 2014 IVCC International Gordon Bennett Rally
Tom Callanan in the 1924 Vauxhall 30/98



VIEWING POINTS

JOHNSTOWN BRIDGE

9.30am to 11am and 3.30pm to 5pm

ATHBOY

11am to 12am and 2.30 to 3.30pm

OLDCASTLE

12pm to 1pm and 3pm to 4pm

MULLAGH

(Lunch stop) 12.30pm to 2.30pm

Please note that times are approximate.

After a full years planning the event is only a few weeks away – it will be taking place from **Thursday 4th to Sunday 7th June**, based at our new rally HQ in the Johnstown House Hotel, Enfield, County Meath. This really is a unique event as we are expecting approximately 170 pre-1931 cars to descend on this great location where they'll be turning the clock back nearly 100 years for the weekend.



By
JOHN BOLAND



This will be the fortieth anniversary of the IVCC running this world-class event and among the entrants will be Johnny Thomas in his 1904 Darraq Flying 15 which took part in our first rally and is only making its second Gordon Bennett appearance some 40 years later, although

IVCC SPRING 2015

4th INTERNATIONAL **GORDON BENNETT RALLY**

Johnny is a long-time supporter of the event and an annual visitor from Wales.

NEW SPONSORS

We are delighted to have our new sponsors on board for this year's event. Barrett Private Insurances and Chubb Insurance Company of Europe SE will have a number of representatives at the event and will be available to answer any queries that you might have in relation to protecting your very own piece of motoring history.

DRIVERS FROM ALL OVER THE WORLD

We have a very special entrant among our overseas visitors this year in Frank Cassidy, who is travelling all the way from California to take part in a 1921 Rolls Royce Silver Ghost and he will be competing against his father Maurice, in his 1911 Silver Ghost. It was Maurice's father, Frank Snr., a past President of the club who originally came up with the idea of the annual commemoration run which has now developed into Ireland's premier veteran and vintage car run.

We wish them both the best of luck!

ASTON MARTIN OWNERS CLUB

A rare treat as we are delighted to announce that the Aston Martin Owners Club of Ireland have arranged to come along and welcome the cars back to Johnstown House Hotel at the end of the day. We are expecting to have more than

thirty fabulous Aston Martin's to join us after they spend a very special day, which will include a visit to the Phoenix Park to commemorate the 1929 and 1930 Dublin Grand Prix.

It will be a great backdrop to our cars arrival and will be very interesting to compare how the motor car has evolved over the last 115 years since the oldest car on our event, Jonathan Bewley's 1900 Gladiator was built.

VIEWING POINTS

So fierce is the competition to win the coveted Gordon Bennett trophy that the exact route for the event is always kept a closely guarded secret until the day of the event so as not to give anybody an advantage in driving the route prior to the competition.

We are, however, delighted to announce some viewing points and times to see the cars – but do bear in mind that the cars could be coming from any direction!

THANK YOU

The IVCC would like to thank all the volunteers who make this event so special and we would especially like to thank the members of the Celtic Old Vehicles Owners Club and the Breffini Vintage Club for all their help in the running of the event and not forgetting the town of Mullagh for hosting the lunch stop and making us feel so welcome.



EDITORIAL AND PHOTOS
BY KENNETH CRANN

SPRING RALLY

PHOTOS

1. Colm Hegarty's beautiful 1937 Riley Lynx
2. David Miller's Jaguar Mark II at the Gandon Inn.
3. 1963 Wolseley Hornet owned by Geoffrey Seymour
4. A lovely example of the MGB Roadster was this one owned by Noel Willis from 1970
5. Final checks and ready for the off!
6. Enzo's son Dino!- Dick Smyth's '72 Ferrari Dino looked wonderful
7. Rampant horsepower ready for the road...
8. Maire and Mick Jones' beautiful 1935 Austin 10 Tourer at the lunch stop.
9. Ray Cowan's '56 Austin Healey rests at the Gandon Inn.
10. Matt Garrigan and his pristine Ford Capri seen here enjoying the rally.



THE WINNERS WERE:
Class A – Pre-1931
 John Boland's De Dion
Class B – 1931-1945
 Stanley Miller's Bentley
Class C – 1946-1968
 Jim O'Sullivan's NSU
Class D 1969-1985
 Michael Hickey's Maserati Merak
Best ZV Reg Car
 Dick Smith's Ferrari





1



2



3

On April 18th and 19th last, the IVVCC held their annual Spring rally over two days. I think it is fair to say that the Spring rally is the first main rally of the season and gives owners an opportunity to dust off the cobwebs from the Winter slumber!



4

two groups with one group arriving at the Gandon Inn for lunch at noon and the other group arriving at Emo Court and vice versa.

The oldest car on the run this year was John Boland's beautiful 1913 De Dion Bouton, ably piloted by John's son. Cars ranged from 1913 all the way up to 1984 with an interesting spread of marques.

Following lunch, cars departed for the Seven Oaks hotel in Carlow for dinner and overnight stay.

Sunday's route took entrants back to Naas for lunch and final prizegiving.

It has to be noted that rallies like this do not happen by accident and this year's Spring rally was no exception. The mammoth efforts of the IVVCC were again plain to see with such aspects of the rally as route recce, rally booklet preparation, rally plates, awards etc being attended to in great detail. Huge credit must go to Bernadette Wyer and Peadar Ward, rally organisers, ably assisted by club members who once again delivered on a wonderful event. Well done all!

PHOTOS

1. IVVCC Honorary Secretary Michael Duff with his 1963 Wolseley 1500 at the Gandon
2. Oldest car on the event exuding Edwardian elegance was John Boland's 1913 De Dion type DX
3. Three wise men!.....Jack Walton, Cecil Lewis and Tom Sheridan in confab.
4. A car with such character that has seen so many rallies down the years, Tom Sheridan's 1929 Austin 16/60
5. The imposing 1920 Buick Tourer owned by Michael Nolan was one of the oldest cars on this year's rally
6. Peadar and Marian Ward with their 1969 Triumph Herald 13/60.
7. Daithi O'Ceallaigh's Bentley Derby from 1934
8. 1954 MGTF owned by Kenneth Fitzpatrick arrives at the lunch stop
9. A cool cat!- Shane Houlihan's magnificent XK 150S alongside MGTF
10. What a beauty!- Paul Noctor's 1954 Triumph TR3.

Basking in the loveliest Spring sunshine,



5

sixty cars gathered at the rally headquarters this year, the Killashee Hotel in Naas. Following coffee and scones, mingling and drivers' briefing by the club President Bernadette Wyer, cars departed punctually at 11am.

This year, the route took the cars through Kildare, Offaly, Laois and Carlow. In order to facilitate a visit to Emo Court House and Gardens near Portlaoise, participants were divided into



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PHOTOS
BY TOM FARRELL



SPRING RALLY



ARM OUTING FEBRUARY 2015

by
MICHAEL DUFF

NUMBER TWENTY NINE



Our February ARM outing was to Number 29 Georgian House in Lr Fitzwilliam Street, Dublin, which was restored by the ESB.

Number 29 gives you a glimpse of what life was like in Georgian Dublin during the period 1790 until 1820. The house recaptures the atmosphere and furnishings of a typical comfortable home of the time.

Number 29 was built in 1794 by John Usher a property developer. Its first owner was a widow, Olivia Beatty, who moved in with her family of three children, David, Olivia, and Fredrick that year.

Their lifestyle was similar to that of other Dublin middle-class families at the time, although she may

have been slightly more comfortable as her late husband, David had been a wine merchant and paper manufacturer.

She bought the house for £320 and in 1806 sold it to Ponsonby Shaw, a banker and founder of the Royal Bank of Ireland for £700.

The house has a unique collection of artefacts and works of art of Georgian Dublin from basement to the attic. On the tour you go through the elegant living rooms on the ground and first floors to the family bedrooms, nursery and playrooms above.

In addition to the elegant furniture and superb paintings you can observe other wonderful examples of Georgian interiors, like the carpets, floor coverings, curtains and decoration,

paintwork, plasterwork and bell pulls.

Before our group went



on the house tour we had tea/coffee and scones in the tea room and then viewed a video which gave a history of the Beatty family and a history of Dublin of the period.

After the tour we finished our day with lunch in the Mont Clare Hotel.

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ClassicCarSales.ie is Ireland's only website dedicated exclusively to the buying and selling of vintage and classic vehicles. This means that visitors to our site are looking for your ad which is not listed on a website with loads of unrelated ads like cookers and prams.

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- Fiat X1/9...Parts
- Wolsely 1500 MK3
- Porsche 924
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- Mercedes W123
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By
JIM O'SULLIVAN

ARM OUTING MARCH 2015

St. Mel's CATHEDRAL

Many years ago, April 1993 to be more precise, Cian and I took a flight to London. My son Cian would be well known to most of you by now. We were off to inspect a K70 car and if suitable, to purchase it. Well it was suitable and we did take it to Dublin. However the arrangement was that we would be met at the airport by the owner who happened to be a very unusual woman. The conversations with this woman, all by telephone, told me the car was a one owner car belonging to her sister who had passed away sometime earlier and that she was now handling her sister's affairs. Now here is the point, when I asked how I would recognise her at the airport she said she would wear her dog collar. Yes she was a Methodist Minister and I had never met anyone like that before. Female ministers of religion were not very plentiful 22 years ago. She

was a lovely lady and it was a great pleasure to meet her.

That car has given us plenty of use and great enjoyment over the past 22 years. Journeys have taken us over much of Western Europe from Northern Germany to Southern France and started with the Club Holiday to Quimper France in 1995. We have added 40000 extra miles to bring the total car mileage to 115600.

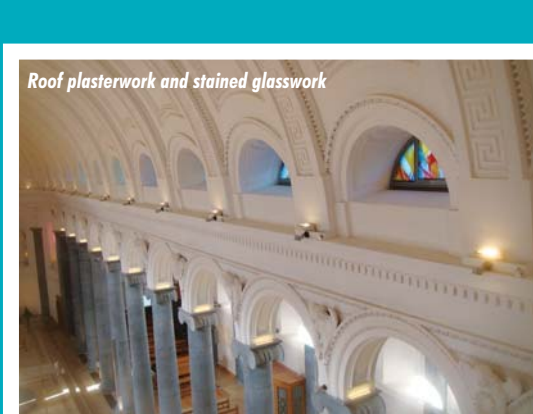
When the ARM outing for Mar 2015 was scheduled for St. Mel's Cathedral in Longford we had a great interest in attending. We had passed that church many times on our frequent visits to Mayo over the past 40 years but regretfully had never stopped to visit it. Now we had a chance to correct that but did not want to take the planned train journey. A discussion with Gerry and Imelda Newman

indicated that they had similar views. The K70 was in Dublin and I suggested we could use it as it had plenty of room for four people, so we were set to go.

On the ARM morning we departed at a leisurely pace for our drive to Longford and planned to meet our train travelling ARM colleagues for lunch in the town. We arrived about 15 minutes before the train was scheduled to arrive so the timing was very good. Our group had booked the entire restaurant and we enjoyed a very good lunch and the price was very reasonable at €19 per head for the day. Thanks to all involved. During our lunch we were introduced to Fr Brendan O'Sullivan of St Mel's and just like the lady minister I had met many years ago I had the feeling this priest was very special. He welcomed all of us to the Cathedral and thanked

us for making the journey there. Our walk to the church took about 15 minutes and Fr Brendan walked with us. Most of us were unprepared for what was to follow.

Fr Brendan immediately brought us back to Christmas morning 2009 and the large pictures in the church entrance showing the building after the fire. On that morning when Fr Brendan and the congregation should have been celebrating the wonderful time of Christmas, instead he was in the church with many others fighting a significant fire that reduced most of the church to rubble. The disastrous fire started in a small oratory on the left hand side of the church and quickly spread up and across the timber roof and also underneath to the crypt. Fr Brendan said the firemen could not gain entrance as the main door



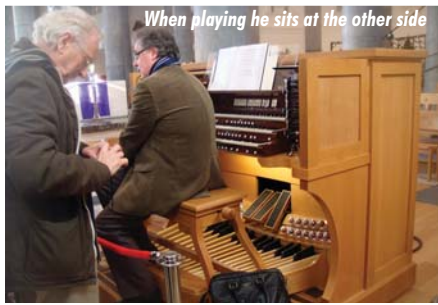
Roof plasterwork and stained glasswork



One of the Hazy Clarke windows



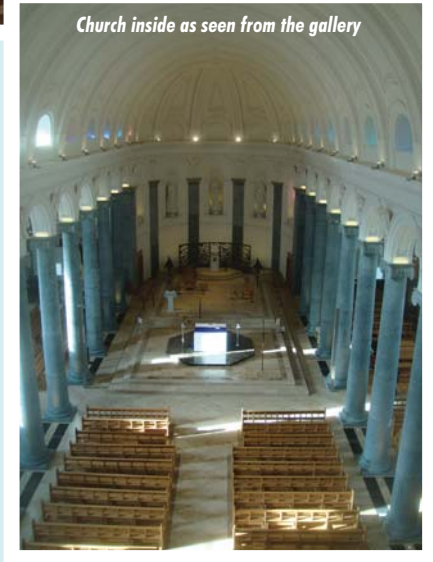
Paying great attention to Fr Brendan



When playing he sits at the other side



A HAPPY GROUP



Church inside as seen from the gallery

was secured from the inside as would be normal. He said he spent time battering the main door from the outside trying to gain entrance. As he said with a touch of humour he would love to have people prepared to show that keenness to go to church nowadays. It was a very cold morning and all the fire hydrants were frozen so the firemen had to run a hose to a small lake about 1.5 miles away to get a water supply. It should be noted that in 2009 the country was on its knees, no jobs, no money, huge borrowing and every day worse than the previous one. Add to that their Cathedral in Longford is completely destroyed by fire. But the people of Longford, of all religions, were of great assistance and the church was rebuilt and reopened for Christmas 2014. It was a truly amazing achievement and Fr Brendan was involved from start to finish.

Everything in the church was destroyed in the fire except for three items. They were, the original Baptismal Font, a statue of Mary Mother of Jesus and a tapestry of the Holy Family, Joseph Mary and the Baby Jesus. That is somewhat remarkable when the roofless building that remained is considered. The large organ at the back of the church was also destroyed but a new one has been installed in a changed location up at the front of the church close to

the main altar. The new organ contains over 1200 tubes and is magnificent. The old Baptismal Font though damaged has been repaired and is now installed in a side space at the back of the church. The new font has been located closer to the centre of the church to show the importance of the baptismal service. The two Harry Clarke windows were destroyed but the original sketches and drawings were found enabling the windows to be replaced

Some years back I visited the Cathedral in Coventry. That church had been destroyed by bombing during the last war and the people of Coventry rather than rebuild it had decided to leave it exactly as it was as a memorial and a memory of the evil of war. They built a new Cathedral nearby

The pictures of St Mel's after the fire immediately reminded me of Coventry Cathedral as I once stood in that roofless building and wondered why?

The new church building is beautiful. I would describe it as being modern and yet showing much of the old church, of being bright and colourful and uplifting without displaying any of the sombre darkness associated with large churches of its vintage. It's a place filled with life and a

hopeful feeling for the future. I got this great sense of positivity as I listened to the young Fr Brendan explain the trauma of the past and the brightness with which he describes the future as he spoke to our group that contained people of other beliefs different to his own. But it made no difference, his charismatic manner affected all. The new church capacity is 960 people and there are four services every Sunday morning and Fr Brendan said they are all full.

Fr Brendan had a final treat for us as he said he had arranged for the organ player to come in to play the organ for us. He played several pieces of music and the sound was magnificent. I watched the facial expressions as the music proceeded and I could see there was general joy and contentment all round. What a wonderful day. As a person of a different church asked me if it would be alright to take some photographs my reply said why not as we are all children of God anyhow.

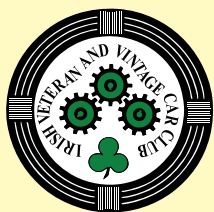
It was soon time to go and after goodbyes and an unsolicited donation for the

work at the church we departed. Most to the train for Dublin but our small party headed for our K70 that was parked outside the church gate in the car park for the all day rate of €2. Where would you get it?

Over the past 19 years the ARM has visited many places throughout the country. Some are well remembered as being exceptional while others are easily forgotten. For me this visit ranks high in the former category and I will remember it with great fondness.

To Henry and Michael and their wives, Mary and Ann, you did a great job, thanks.

If you can get to St Mel's Cathedral to see the wonderful work of many Irish people you will not be disappointed. It is beautiful and well worth a visit and if you can meet Fr Brendan all the better.



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

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: _____

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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PUTTING IRELAND ON FOUR WHEELS

By **AUSTIN O'SULLIVAN** and in association with **PETER MILLER**

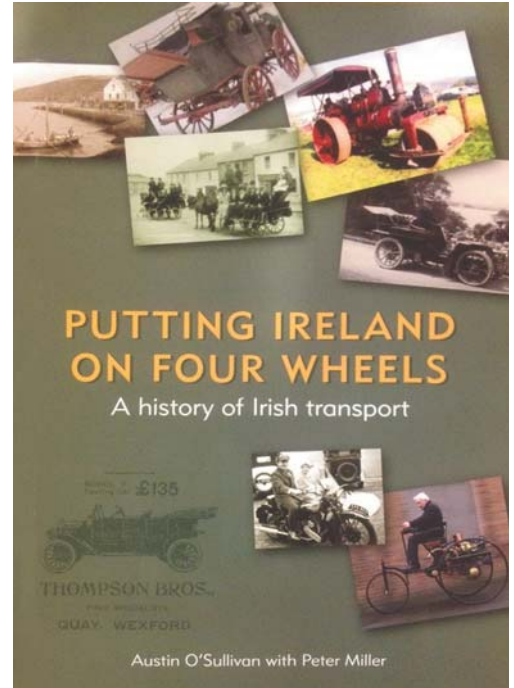
IVCC member, Austin is perhaps best known as the face of the Agricultural Museum in Johnstown Castle, Wexford. A lifelong enthusiast, has been writing about travel and transport since 1972. He has had and enjoyed many motorcycles and motor cars over the years.

As an enthusiast, in 'Putting Ireland on Four Wheels' he writes about all forms of transport from the bicycle to the railways and the happenings in the everyday life of travellers such as fatal accidents involving motorcycles and motorcars. He introduces Charles Bianconi, the man who revolutionised transport in Ireland and the man who if memory serves me correct, owned the late Tom O'Neill's International Harvester.

There are profiles of pioneers in Irish Motoring, the story of the establishment of the IAC later RIAC and indeed the AA. Motor racing is also included along with interviews with Jim and Des Cullen and their recollection of their lives involved with cars, motorcycles and motor racing.

There are many other chapters in this 500 page book and Austin and Peter should rightly be congratulated in recording a time and history that is fading from memory by the day.

The book is available from Coolballow Specialist Publications, Wexford at €25 plus postage . Info from: info@irishagrimuseum.ie



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IVVCC CALENDAR OF EVENTS 2015

IVVCC EVENT CALENDAR FOR 2015

MAY

Sun 31 **Bray Vintage Car Club Bray Seafront Show & Picnic** to include Special VW Beetle Challenge
T: Howard 086-8300463

JUNE

Thurs 4-Sun 7 **IVVCC International Gordon Bennett Rally**
T: Bernadette Wyer 087-2220770 E: wyerb@eircom.net

Sun 7 **Garden of Ireland Vintage Car Club Mid Summer Run**, leaving Grove Bar 11:00am
T: Eileen Kennedy, Secretary 087-8329235

Mon 8 **IVVCC First Monday Meeting (AGM)**
West County Hotel, Chapelizod, 8pm

Wed 10 **IVVCC/RIAC Picnic in the Park**

Sat 13 **RIAC Pioneer Run**
Bob Montgomery E: bobmont@indigo.ie W: www.riacpioneerun.ie

Sat 20 **Great Island Motors Cobh Classic Car Club Annual Run**
T: Tom McGoey 087-2121442

Sat 20-Sun 21 **Tipperary Light Car & Motorcycle Club V&V Main Run**
T: COC. Tina Norris 087-2691160

Sun 21 **New Inn & District Vintage and Classic Car Club Aoiheann Pink Tie Run**
E: nualaallsey3@gmail.com

Sun 21 **NCBI Show ex-Rockbrook now St. Columbas**
Cars in place 9.30-11.30am.
T: Kevin Byrne 087-2227202 T: Jean 085-7197271 T: Jack Epstein 085-8582526

JULY

Sun 5 **Irish Jaguar and Daimler Club 24th Irish Classic & Vintage Motor Show**
Ireland's largest car show with over 1,200 classics expected.
Terenure College, Dublin W: www.irishjagclub.ie/terenure

Mon 6 **IVVCC First Monday Meeting (AGM)**
West County Hotel, Chapelizod, 8.30pm

Sun 12 **Garden of Ireland Vintage Car Club, Tom Kennedy Memorial Static Show & Car Sale**
Eugene Stephens Field Ashford T: Eileen Kennedy, Secretary 087-8329235

Sun 12 **Tipperary Light Car & Motorcycle Club V&V Run 2015**
T: Emily Foyle, Secretary 086-8807749 E: emily.foyle@gmail.com

Sat 18-Sun 19 **Munster Vintage Motor Cycle & Car Club, 60th Cork Annual Run**
Leaving Little Island, Co Cork 11.00am Sat T: Chris O'Mahony 086-1971273
E: email mvmccc1@gmail.com W: www.munstervintage.com

Sun 19 **Blessington Vintage Car & Motorcycle Club 30th Anniversary Event**
Alice Nugent T: 087-7467196 E: secretary@bvcmc.com W: www.bvcmc.com

Sun 19 **West Cork Vintage Club Field Day**
John Deasy T: 086-4009792

Sun 19 **Trim Veteran and Vintage Car Show 30th Annual Show**
W: trimvandvcarshow.com/

Fri 24-Sun 26 **Western Veteran & Vintage Motor Club Annual WestRun**
T: Victor Andrews 087-9881036, W: www.wvvc.com

Sat 25 **Tipperary Light Car & Motorcycle Club V&V Motorcycle Run**
T: COC. Richard Slattery 087-8247129 E: richardaslattery@gmail.com

Sun 26 **IVVCC Sports Section/HRCA 4th Annual Reliability Trial**
Starting Red Cow Hotel, Dave Miller T: 086-8461394

Sun 26 **Irish Heart Foundation Event** Johnstown House 11am
Open to general public at 1pm E: mfortune@irishheart.ie www.irishheart.ie

AUGUST

Sun 2 **Garden of Ireland Vintage Car Club Bray Summerfest**
T: Eileen Kennedy, Secretary 087-8329235

Sun 9 **Imokilly Vintage and Classic Club Summer Run**
E: imokillyvcc@gmail.com

Mon 10 **IVVCC First Monday Meeting (AGM)**
West County Hotel, Chapelizod, 8pm

Sun 16 **IVVCC Powerscourt Picnic**
Powerscourt Estate

SEPTEMBER

Sat 5-Tue 15 **Western Veteran & Vintage Motor Club Autumn Tour to Normandy in France**
T: Victor Andrews 087-9881036 W: www.wvvc.com

Sun 6 **Shamrock Car & Machinery Club End of Summer Rally**
Assemble at the Hamlet Court Hotel at 10:30am T: Christy 086-8511455

Mon 7 **IVVCC First Monday Meeting (AGM)**
West County Hotel, Chapelizod, 8pm

Sat 12-Sun 13 **Garden of Ireland Vintage Car Club Liam Kelly Memorial Run**
Glenview Hotel, Glen of the Downs, Co. Wicklow,
T: Eileen Kennedy, Secretary 087-8329235, E: email goivcc@gmail.com

Sun 13 **Garden of Ireland Vintage Car Club Enniskerry Victorian Field Day**
T: Eileen Kennedy, Secretary 087-8329235

Sun 13 **Blessington Vintage Car & Motorcycle Club, 30th Anniversary Autumn Run**
T: Alice Nugent, 087-7467196 E: secretary@bvcmc.co W: www.bvcmc.com

Sat 19-Sun 20 **IVVCC Brass Brigade Run 2015**
The Park Hotel, Dungarvan, T: Bernadette Wyer 087-2220770

Sun 26 **Tipperary Light Car & Motorcycle Club V&V Section**
T: Emily Foyle, Secretary 086-8807749 E: emily.foyle@gmail.com

Sat 26-Sun 27 **Bray Vintage Car Club Original Garden of Ireland Annual Run**
T: Daphne 086-1650353

Sun 27 **Bray Vintage Car Club Original Wicklow NI Reg Challenge** includes a special challenge to gather our own 1903-1986 original Co. Wicklow NI registered vehicles
T: Daphne 086-1650353

OCTOBER

Sun 4 **IVVCC Autumn Rally**

Mon 5 **IVVCC First Monday Meeting (AGM)**
West County Hotel, Chapelizod, 8pm

Sun 11 **West Cork Vintage Club Car Run**
John Deasy T: 086-4009792

Sat 17- Sun 18 **Kingdom Veteran Vintage & Classic Car Club, Kenmare Autumn Run**
T: Garrett Foley, 087-6455293(after 6pm) E: garrettfoleyvintage01@eircom.net

Sun 31 **Garden of Ireland Vintage Car Club, Pumpkin Run**
This event is Fancy Dress with prizes being awarded
Leaving Grove Bar 11:00am, T: Eileen Kennedy Secretary 087-8329235

NOVEMBER

Mon 2 **IVVCC First Monday Meeting (AGM)**
West County Hotel, Chapelizod, 8pm

Tues 3 **Shamrock Car & Machinery Club Donations Ceremony**
Hamlet Court Hotel, Johnstown Bridge, Enfield, Co. Meath

DECEMBER

Tues 1 **Shamrock Car & Machinery Club AGM**
Hamlet Court Hotel, Johnstown Bridge, Enfield, Co. Meath

Mon 7 **IVVCC First Monday Meeting (AGM)**
West County Hotel, Chapelizod, 8pm

Sun 31 **Shamrock Car & Machinery Club Annual New Year's Eve Rally**
T: Stephen 085-1255864

PICNIC in the PARK



**JOIN
OUR
RECORD
ATTEMPT!**

BY
ROBIN McCULLAGH



Thanks to our sponsors, participants and supporters last year's Picnic in the Park brought in over €8000 to purchase badly needed equipment for LauraLynn Children's Hospice, and produced a new Irish record by having 139 open-top cars in the one place at the same time.

This year on Wednesday 10th June with YOUR help we are going to attempt to break that record by having an even higher number of open-top cars in attendance (of course saloon cars and motorcycles are also welcome) while raising further funds to purchase necessary equipment (remember LauraLynn gets no help from the Government). Every cent helps to make life that bit better for these unfortunate children who have such a limited lifespan.

We look forward to seeing as many people/cars/motorcycles as possible on the day.

**WHILE ENTRIES WILL BE ACCEPTED ON THE DAY,
IT HELPS US ENORMOUSLY IF YOU CAN ENTER IN ADVANCE.**

Please forward your donation (made payable to The Children's Sunshine Home) and entry form (available from www.ivvcc.ie to: Robin McCullagh, 14 Knocksinna Crescent, Foxrock, Dublin 18.

**MARLAY PARK, RATHFARNHAM
WEDNESDAY, 10TH JUNE 2015
4.00PM-8.30PM**

**PLEASE ENTER BY THE GRANGE ROAD GATE,
FOLLOWING ARROWS AROUND THE CAR PARK**



OILS WELL THAT ENDS WELL

By
EDDIE FARRELL



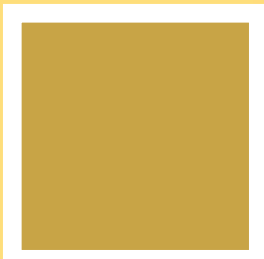
Now that the cold winter had passed and the milder spring weather had arrived, it was time to take the covers off the old 54 Ford Popular and tick some items off the to-do list. I decided that this year funds would stretch for a much needed gearbox overhaul as she was grating second and third gear and occasionally slipping out of second under load.

The back axle had to be removed to allow the gearbox to pull back out of the clutch unit so both the gearbox and axle oil were drained to avoid a mess later. Some donor parts were sourced and the remainder purchased from "Small Ford Spares" and in a fortnight (allowing for delivery of parts from UK), a reconditioned gearbox was ready to be fitted to the Popular.

Time to fill with oil...I thought to myself that EP80 or 90 gear oil, today, should be the same as EP80 or 90 gear oil of years ago as it is still called the same, but decided to investigate a bit further and came across some startling information on the internet about EP oils that I feel all classic car owners should be aware of. It appears that the API spec should be closely looked at for classic cars as quite a number of classic cars have phosphor bronze bushings where the gearbox main shaft

enters the back end of the spigot shaft and in lay shaft bushings, and these can be damaged by an additive in gear oil with an API spec of GL-5. Quote from the website for anyone without internet access... "Some 'GL5' EP gear oils contain an additive package which can be harmful to yellow metals (e.g. phosphor bronze) and should be avoided if in any doubt, and a GL3 or GL4 oil used instead." This could have caused my overhaul to be in vain as the bushings could have been damaged by the use of modern EP oil with GL-5 spec. A trip to FJ Keogh sorted out my oil requirements.

The website address about the classic car oils is www.classic-oils.net/Content-68/ which all classic car owners should look at. This site covers engine oil and gearbox oils and their characteristics. My advice to anyone who topped up their gearbox or axle, look at the API spec on the bottle and if it was GL-5, consider doing an oil change to a GL-3 or 4 spec, it won't cost a lot, but might save you loads.



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.

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4 seater open tourer.
Original Irish registration
Fully reconditioned engine.
Perfect hood and tonneau cover etc

Price: €3,950.

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E: peadar.ward@gmail.com

1974 JAGUAR XJ6 4.2



FOR SALE

Very nice version of this true classic. Automatic, all leather and original interior.

Drives very nicely
Must be seen (Enfield)

Price: €3,900.

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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.

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EMAIL: pfkeogh@eircom.net

1917 MODEL T FORD



FOR SALE

Centre Door Saloon.
Has just been re-upholstered and is in good running condition, ideal for wet Irish rallies!

€15,000 ono.

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**Johnny Thomas on
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or Email:**

johnnybinks.thomas@virgin.net

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Must be in good condition.

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Diesel model,
must be pre-1986.

Hard top or safari.

PHONE: 01-4935893

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BUGATTI REPLICA



FOR SALE

Volkswagen based.
Looks and goes very well.

€10,000 ono.

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**Johnny Thomas on
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TRIUMPH SPARES

Crown wheel and pinion,
new in box.

Fits TR2, 3, 4, 5 & 6
up to No 52867. **€210 ono.**
Speedo cable, new for TR4A,
€18.

2 rear shock absorbers
(lever type), used, very good
condition, fit TR4A, 5 or 6.
€100 for pair or nearest offer.

**Armstrong Siddeley
Whitley fan heater unit.**

Offers?

**Contact: Liam O'Flanagan
at lpoflanagan@gmail.com
Castlepollard, Co Westmeath.**

1933 AUSTIN 10/4



FOR SALE

Chrome radiator, Irish registration.
New battery. Ignition fault
otherwise okay.

Price: €6,000 ono.

PHONE: 086-8391839

**TO ADVERTISE ON THIS PAGE
CONTACT: TOM FARRELL, EDITOR, KNOCKROSE,
THE SCALP, KILTERNAN, DUBLIN 18. EMAIL: editor@ivvcc.ie**

FROM



by
TOM FARRELL

A TO Z



Datsun 260 2 2+2



Datsun 280 2 2+2



Datsun 280 2X T-Bar



Datsun 260 Z 2 seater



Datsun 260 2 2+2



Datsun 260 Z
2 Seater

In 2013 I bought a motorcycle similar to some I owned in the mid-seventies. It is a Yamaha 350R5B. An Irish bike with only 12,500 miles on it, at 42 years old it is in better condition than those I had back in the day. The 350 was regarded as being as powerful as a 500cc british bike. The Yamaha 650 twin looked like a Triumph or BSA and that was no accident. The Japanese were seeking to improve their motor industry and bought and dissected many motors then for sale and made them better. My first experience of a Japanese car was when I traded in my Italian built 1970 Fiat 124 for a 1976 Toyota Corolla. It was a demonstrator. What a difference in the specification! Tinted glass, two speed windscreen wipers, headrests, carpets, heated rear screen, radio, reliable, etc, etc! All the things we now take for granted.

In the world of Japanese sports cars there were some misnomers but some really special cars like the Toyota 2000. What a stunner. Most of us in Ireland would have been familiar with the Toyota 2000 drop-head in the James Bond Film 'You only live twice', being driven by Akiko Wakabayashi. It sounded like an E Type Jaguar and in the fixed head form, it looked like one too. Another car that had similarities to the E Type Jaguar, Ferrari 250GTO and Porsche 911 models was the Datsun Z.

The Z Datsun came about after a decade of development which started in 1959 with an 1189cc Bluebird engined 4 cylinder motor, the model became known as the SP 211, then SP 212, then SPL 213, with the power increasing at each stage finally arriving at the Fairlady SP 310, which was

launched in 1961 a few months after the launch of the MGB and ran until 1963. It was cramped and not well built. The model continued to be developed and by 1965 was considered on a par with the MGB which was then the largest selling sports car in the world. And by 1967 had exceeded the MG in both performance and specification. The Japanese were learning fast. The Fairlady was entered in the 1968 and 1969 Monte Carlo Rally. 47,000 were built with the majority going to the US.

In 1969 a new model was introduced, the Fairlady Z. Nissan brought a heavyweight designer to develop this car. His name was Count Albrecht Goertz. Goertz had previously been responsible for the BMW 503 Cabriolet and the 507 Sports Coupe. He was also involved in the Porsche 911 project. His first car for Nissan was the Silvia, a 2+2 coupe introduced in 1964 and not a success, production ending after only 550 were made. Goertz decided on a 2 seater coupe with the front similar to the Chevrolet Corvette with the rear looking like an Aston Martin DBS and Jaguar E Type. Interestingly it was to Yamaha that Nissan turned to build the prototype. After all Yamaha had built the engine for it. Because of technical problems, the project was shelved until 1966 when Nissan decided to look at it again. They redesigned much of the detail of it and changed the engine for a trusty six cylinder version of the Bluebird 510. The Bluebird engine was in fact a four cylinder version of a Mercedes six cylinder unit which had been licenced to a company that Nissan took over previously.



It was known as the L24 engine, a straight forward in line six cylinder unit with cast iron block and alloy cylinder head. Fuel was delivered via twin Hitachi – SU HJG46W carbs. The power output of this free revving engine was 150bhp, certainly not to be sniffed at! Gears tended to be five speed in most markets with the US getting a four speeder. Fully independent suspension and MacPherson struts added to the experience. Thanks to Goertz's involvement, the interior was large enough to accommodate European and US drivers. The cars were very well equipped and comfortable, something sports cars were not famous for. It was announced on 22 October 1969 to rave reviews. It was more widely known as the Datsun 240Z and sold for \$3526 in the US.

So successful was the car that Nissan were unable to meet the demand with a three year waiting list rapidly appearing.

The Z Datsun achieved worldwide success in the sporting arena including the Monte Carlo Rally, RAC International and East African Safari to name but a few.

The 240 Z became the 260 Z in 1974 with the introduction of the 2565cc engine. Shortly after, a demand for more space led to the 260Z 2+2 which was very popular and successfully executed by stretching the car to fit the rear seats.

In 1975 a newer version was introduced. The 280Z was rare in the UK and Ireland as it was not imported officially. The 260 Z soldiered on and in 1976 the 2 seater was dropped and only the 2+2 was sold. Production ended in mid 1978 when the all new 280ZX was introduced.

I was smitten by the Datsun Z bug. What I liked about them was their ruggedness, their reliability and the way they drove. They had a decent level of equipment, good heaters, decent luggage space (for a sports car) and even a lead lamp under the bonnet just like Rolls Royce! I had the good fortune to own from 240Z to 260Z, 260 2+2, 280Z 2 seater and 280Z 2+2 and finally a T bar roofed 280ZX manual. I have owned nine in all and some of them are still on the road. Last year while returning from sailing, I was heading for the club to change when I saw a crowd gathered around a red sports car outside the Royal St George Yacht Club. In the distance it looked like an E Type Jaguar but as I drew closer I saw that it was a Datsun 260Z 2 seater. The reg seemed familiar. When I was changing in the clubhouse, it dawned on me that it was one of my old cars. It had changed colour from silver to red and the steering wheel was now on the right side of the car but XKI 845 has special memories for me.

The Z Datsuns started out by mirroring other cars, their chief rival was the MGB, the Z Datsun was in turn to become the largest selling sports car in the world, a title that was subsequently bestowed on the Mazda MX5, another car that echoed long gone sports cars.

As Oscar Wilde once said "Imitation is the sincerest form of flattery". While the Japanese manufacturers did in some cases imitate existent designs, they also made them reliable. Enough said...!

IVVCC SPRING 2015



LETTERS TO THE EDITOR

1913 BELSIZE 15.9

Dear Editor,

I have just read an article by the noted historian Michael Worthington-Williams entitled "The Belsize from Manchester" published in the February 1984 edition of "The Automobile". In this article there is the following reference, "whilst a 15.9 of 1914 is preserved in Eire".

I have recently acquired a 1913 model 15.9hp Belsize. Extensive research through the VCCOFGB and, in particular Rodney Fowler, has been unsuccessful in locating information on this model car.

In desperation I seek your assistance in communicating with your members in the hope that someone will know of the referenced motor car.

The car I have acquired is located in Queensland, Australia and has been in storage since its recovery from a river bed in 1950 something. It is mechanically complete and eminently restorable. I have documentation on the Belsize 15.9 kindly forwarded by the Manchester Museum but locating a sister car would greatly simplify the detail design and construction of a suitable body.

Thank you and best regards

CHRIS SHAW

EMAIL: crshaw@bigpond.com

Send your letters and photos to: Tom Farrell,
Editor, Knockrose, The Scalp, Kiltarnan,
Co. Dublin or Email: editor@ivvcc.ie

INFORMATION WANTED

Stephen Lockhart is looking for information on
the whereabouts of his father's
WOLSELEY 18/85 MK II, REG NO 3870 Z.
It was sold in 1971 in the Terenure area.
Contact Stephen @ 086-2580928

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Memory Lane

During the Second World War, or the Emergency as it was known in Ireland, motoring was severely curtailed, not only due to petrol being rationed and being supplied to a very narrow group of people among the civilian population such as doctors, clergymen and judges, but spare parts and oils and lubricants were in very short supply too. Some garages resorted to straining old engine oil through closely woven fabric, to filter out dirt particles, before re-using it.

The picture this issue is of the workshops of the Walden Motor Company, which was a Ford dealership as early as 1929 and had its premises in Parnell Street, Dublin. The date is about 1943 in the depths of wartime austerity.

The car on the right closest to the camera is Ford Prefect of the 1938-48 era. The Co. Dublin registration of Z 9179 would date the car to the start of 1939 and it looks the worse for wear with its cast metal grille missing a few bars. Possibly a new grille was unobtainable then.

Moving leftward is a Ford 8 Model Y or "Baby Ford" of about 1935/6 going by its number Z 6366. Still further left is another similar Prefect registered ZC 6236, a Dublin City number of around the end of 1938.

Looking reasonably smart, the mechanic is using an item of equipment which may include

a battery charger and jump start device, but may also incorporate a test set for tracing ignition faults and timing. Only the better-equipped garages would have such equipment in those days.

Behind the Ford 8 on the trolley jack is a mid-Thirties Hillman Minx, registered ZA 9031, with two men, one of whom is wearing a white shop coat, so he may be the workshop manager. Roughly behind the Hillman and to the left is a Ford 10 cwt. van with one side of its bonnet raised. These E83W series vans were introduced in 1938 and used an 1172 cc side valve engine shared with the Prefect models. By the time they were replaced in 1957 by the Thames 800 vans they had become very dated, when compared to rival models available from BMC, Bedford, Commer and even Volkswagen.

Finally, the car raised up on the lifting table in the distance is another Ford Prefect, but this is the now very rare two-door version which was only available pre-war.

My thanks are due to the Wallace family for kindly providing this photograph.



By
COLM O'NEILL

IRISH VINTAGE

PROMOTING IRELANDS' MOTORING HERITAGE

Scene

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