

# THE **IWVCC** JOURNAL



**SPRING 2016**

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# EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the latest issue of the IVVCC Journal. Many of you have been enjoying your motors over the course of the season. Some of you have been abroad to motoring events too. I would like to ask you if you participate in any show, or are a visitor please share it with the rest of our members through the Journal. In this way your experiences will be recorded and other enthusiasts might even go along to that event in the future.



Regarding articles, I would be interested in doing a series on members motor cars and if you would like your motor featured perhaps you could contact me and together we could write up an article.

Kevin Herron has written about his Plymouth Belvedere in this issue. Hard to believe that these cars and many other American cars were in everyday use in Ireland. Not alone that but they were assembled here too. Alan Donaldson had one of these limousines when he was 'young and dangerous' and has written about it

in a previous issue.

The RIAC Show was a great success and holding it every two years will keep the interest up. Many of our members helped out at the IVVCC stand over the two days and they and the organisers of our stand, particularly Paul Noctor, Tommy Sheridan and Shane Houlihan deserve our appreciation. Our thanks also to the members who allowed their motors to be displayed on the stand.

We are at an advanced stage in the design of a new website and members will be updated in due course regarding the launch date.

I wish you all a happy summer season.

Until next time,

Happy Motoring!

TOM

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**FRONT COVER:**

Kevin Herron's  
1959 Plymouth Belvedere  
Photo by: KEVIN HERRON

**IVVCC JOURNAL SPRING 2016**

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Every first Monday of the month  
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**Venue:**

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**Time:** 8.00pm

**Website:**



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

**Photos:**

All photos, unless otherwise stated,  
by Tom Farrell



# A MESSAGE FROM THE President



Dear Members

By the time you read this journal we will be midway through the rally season and I hope you've had lots of time to enjoy your vehicles. We have had a busy year in the IVCC so far starting with the Spring Rally which was an overnight event based in Athy. While the weather wasn't particularly kind to us the event was a great success. Many thanks to the organisers and all who helped especially Paul Noctor, Declan Grogan and Bernadette Wyer.

In early June we had the annual international Gordon Bennett Rally for 2016. The event started with the Friday lunch at the Seven Oaks in Carlow and returned to Kilshee House Hotel in Naas which was rally headquarters for the weekend. We had a great entry of 165 cars with a number of participants from Northern Ireland, UK, and Germany. The lunch stop was held in Stradbally and we were very fortunate that the sun came out to allow picnics on the green. There was a wonderful atmosphere with a fantastic array of cars parked around the village for all to enjoy. Great thanks to the committee and Michael Jackson, Clerk of the Course, and his entire team for organising such a wonderful event.

We had our usual stand at the Terenure Show in early July. The Club was well represented with over 75 cars on display. I am particularly pleased that the Bill Pegum Ford Model A was at the show and admired by many. Thanks to both Tommy Sheridan and Paul Noctor for organising our stand and for taking the Model A to the show. Also thanks to all the many other contributors who assisted on the day and also those who took the time and effort to bring their cars to the show.

As I write this we are looking forward to our next three events, the Powerscourt Picnic, on Sunday August 21st, Autumn Run on Sunday September 25th, and the Brass Brigade on Saturday/Sunday October 8th/9th. Unfortunately, both the Powerscourt Picnic and Brass Brigade events have a limited number of places so please get your entries in as soon as possible to avoid disappointment.

At the AGM in April I spoke to you about the Board's intention to establish a Review Committee to consider appropriate uses for the funds available within the club. I am happy to report that good progress has been made since the AGM. The following committee has been selected and approved by the Board: Tom Callanan, Maurice Cassidy, Martin Leech, Andrew O'Donoghue and Michael Tynan. My thanks to these members who have agreed to give up their time take part in this most important review.

In early June all members received communication inviting submissions for appropriate uses of the funds. The closing date for submission is Friday, September 2nd to be sent to [ivccreviewcommittee@gmail.com](mailto:ivccreviewcommittee@gmail.com) or by letter to Kenny Stephenson Chapman Solicitors, Park House, Park Road, Waterford, County Waterford, for the attention of Mark Walsh/IVCC Review Committee. The letter is reprinted (on page 24 of this journal for your convenience). I urge you to put forward your proposals if you have not already done so.

Finally I hope you get time to use your cars in the many events around Ireland and look forward to catching up with you somewhere along the road.

**SHANE HOULIHAN**

**UPCOMING**

**IVVCC**

**EVENTS**

**MONDAY AUGUST 13TH**

First Monday August – *Mystery Run and Supper*

**SUNDAY AUGUST 21ST**

*IVVCC 39th Powerscourt Picnic*

**SUNDAY SEPTEMBER 24TH**

*Autumn Run* – encouraging all classic car owners to participate

**SATURDAY/SUNDAY OCTOBER 8/9TH**

*Brass Brigade* – Dungarvan

**FRIDAY/SATURDAY/SUNDAY NOVEMBER 11/12/13TH**

*NEC Birmingham Classic Car Show*

Information on our events will be advised prior to the event.

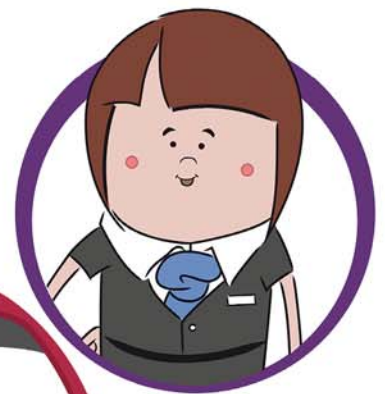
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# Secretary's

## REPORT



The 53rd Annual General Meeting of the Club was held on Monday 4th April 2016 in the West County Hotel, Chapelizod, Dublin. The meeting was well attended with over 100 members present. The meeting was advised of the number of Board meetings held during the year and informed that the current membership of the Club stood at 700 members including partners/spouse. The geographic location of the club's membership is predominately in Dublin (433) and Leinster, excluding Dublin (210). We have 51 affiliate clubs on our register.

The key achievements during the past year were outlined and these included the securing of ongoing sponsorship of the Gordon Bennett Rally from Chubb/Barrett Personal Insurances; the success of the newly revived Brass Brigade Rally and the successful RIAC Classic Car Show in the RDS in March 2016.

FIVA is celebrating its 50th anniversary and they have designated 2016 World Motoring Heritage Year. The Club will mark the event at the Powerscourt Picnic event in August. The Active Retired Members (ARM) were congratulated on celebrating 20 years of social activity. A brief outline of activities planned during 2016 was given.

Elections took place for the 5 vacancies arising on the Board and the following were elected by secret ballot:- Sean Carolan, Clive Evans, Tommy Sheridan, Barry Burke and Declan Grogan.

The current Board comprises 12 members as follow:- Shane Houlihan (President), Sean Carolan (Treasurer), Peadar Ward (Hon Secretary), Tom Sheridan, Michael Duff, Clive Evans, Bernadette Wyer, Tom Farrell, Declan Grogan, Ray McElroy, Barry Burke and Paul Noctor.

Bernadette Wyer, the outgoing President of the Club addressed the meeting and stated that it was a privileged to have been afforded the honour of being elected the 19th President of the IVVCC and the support she had received from the general membership at all our events has been very encouraging and she took the opportunity to thank everyone for their support.

The incoming President, Shane Houlihan, referred to some of the challenges faced by the Club in recent times and acknowledged that all organisations experience difficulties from time to time but the important thing for members to ask is why they are involved in the club. For Shane it is the love of old cars, events, meeting new and old friends all with a mutual interest in old cars. He went on to say that we need to unite as a community, make new friends, renew old friendships and grow together for the betterment of the old car movement.

Members should be advised that the Board has decided not to take a pitch at the Beaulieu Autojumble in September 2016 but instead to attend and take a stand at the Birmingham NEC Classic Motor Show 11th to 13th November 2016.

This year some changes have been made to the annual Powerscourt Picnic Event on the 21st August. This will in fact be the 39th event we have held at Powerscourt. Last year the management at Powerscourt indicated to us that for a variety of reasons they require us to relocate from the public car park to the enclosed walled garden area in 2016. This change will have the effect of restricting the number of vehicles capable of participating in the event. It also restricts public access to viewing the cars to those paying an admission fee to the gardens – club members travelling to the event in participating vehicles will of course gain free entry to the area. The club has designated the Powerscourt event as an occasion to celebrate the 50th Anniversary of FIVA and to mark 2016 as World Motoring Heritage Year.

Members will also be interested to note that we have plans to redesign and redevelop our website. This work will get underway in the last quarter of the current year and we hope to show significant progress with the website by early 2017.

**PEADAR WARD**  
**HON. SECRETARY**

IVVCC SPRING 2016

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# 'Stretched Out'

## The story of the Plymouth Belvedere

It is hard to imagine that motor cars were ever assembled in plants throughout Dublin city centre. It is even harder to imagine that full-sized American cars were assembled in some of these plants.

One such plant was F.M. Summerfield Ltd. They were located at 138 Lower Baggot Street, Dublin 2. This is a Spar shop today!

Summerfields opened for business in these premises in May 1923. They took over the Maxwell franchise for Ireland, the company having been recently acquired by Walter Chrysler to save it from bankruptcy.

In 1925 Chrysler gave Summerfields the franchise for Chrysler cars. These cars were imported through Britain, fully built and it was not until 1935 that Summerfields started to assemble Completely Knocked Down Units (CKD Units). These CKD units included Plymouth models PJ, P2, P4, P6, P8, P10 and P12 and Chrysler models C6, C7, C16, C18, C22 and C28.

The Plymouth models used names of Irish race courses, Curragh, Baldoyle and Leopardstown depending on the specification.

The Chrysler models were Chrysler Six and Eight. Interestingly all Plymouth and Chrysler models were badged



as Chrysler to boost the brand name.

These products were assembled until the Emergency in 1941. Summerfields assembled a total of 707 cars in this time including 50 seven-seater limousines.

Assembly resumed at Summerfields in 1945 with six Plymouths that had been in stock since 1941. New model cars arrived to Ireland in 1946. These were Plymouth P15 and Chrysler C38W. This was the first time that they were badged as Chrysler and Plymouth separately. These cars were produced until the end of 1948, during which time Summerfields had assembled 270 Plymouths and 122 Chrysler Windsors, including 18 seven-seater limousines.

In 1949 the British Government devalued the pound. This led to other currencies becoming devalued against the dollar, an increase in prices, a decrease in sales and consequently staff in Summerfields being let go. This resulted in only 66 Plymouths being assembled in 1949 and no Chryslers at all. The

following year saw an even further decrease with only 24 Plymouths and the same number of Chryslers being assembled. 1951 saw a slight increase in Plymouth production to 36 cars but Chrysler had dropped to 12 cars. The lowest point arrived in 1953 where no cars were assembled at all. However, in 1954 there were 12 Plymouth Savoy's assembled. Also in 1954 F.M. Summerfield Ltd. was taken over by McGee's of Ardee. The Baggot Street plant still operated under the Summerfield name and in 1955 another 12 Plymouths were assembled but production ceased for a further four years.

In 1959 12 'Forward Look' four-door sedans were built. In addition to these cars there were also 24 seven-seater limousines assembled, all RHD. The car featured in this article is one of these seven-seater limousines. It would have been sent CKD from Canada as a pillared sedan to 'Societe Anonyme Chrysler' in Antwerp, Belgium where the shell was stretched into a 142" wheelbase limousine. It was





*Plymouth Belvedere*

fitted with heavy duty front and rear suspension including a front anti-roll bar and the chassis had six extra cross members fitted. The rear axle was also fitted with a larger crown wheel and heavier half shafts. It would then have been sent to Summerfields for assembly.

This seven-seat limousine was not available in America and was particular to Europe. It was marketed in Belgium as the Plymouth Colorado, however, in Ireland they used the American model name Belvedere. The last Plymouths assembled by Summerfields were 1959 model limousines assembled in 1960, there

*Continued next page*





“Frank Hoysted, the long-time chauffeur to the sixth Earl of Rosse featured the car in his autobiography ‘Reminiscences of a Chauffeur’ which contains some excellent period photographs and some very amusing stories.”

were only 12 and were all left hand drive. Summerfields assembled a total of 626 cars between 1945 and 1960 - 468 were Plymouths and 158 were Chryslers including 54 seven-seater limousines.

The car featured here was registered on June 21st, 1959 to the Earl of Rosse, Birr Castle, Co. Offaly. The Earl of Rosse used this car as his personal transport for approximately twelve years. In this time it was used to make several trips to Britain and across Europe. It was used to transport many notable people including Princess Margaret and her husband Lord Snowdon when they stayed at Birr Castle. This was during the incident where the IRA cut power lines and chopped down trees blocking the road in protest near Birr.

Frank Hoysted, the long-time chauffeur to the sixth Earl of Rosse featured the car in his autobiography ‘*Reminiscences of a Chauffeur*’ which contains some excellent period photographs and some very amusing stories. It is also featured in the 1965 episode of RTE’s ‘*Reeling in the Years*’ programme. The footage shows Princess Margaret and Lord Snowdon being driven away from Abbeyleix House in the car where they were visiting Viscount de Vesci.

This Plymouth is powered by Chryslers tried and trusted flathead six cylinder engine that was introduced in 1938. It is mated to a three-speed manual gearbox and has no power steering. It has single circuit drum brakes all round and a bellows type servo unit. It is 230 cubic inches, 3772cc and develops around 132bhp. It is a very reliable unit but needless to say it is extremely underpowered for the size of the car. 1959 was the last year that Chrysler used this engine in their products before switching to the much more efficient OHV six cylinder engine in 1960.

Being an export model it also features some oddities such as a 1957 Dodge dashboard that all RHD ‘59 Plymouths that

were assembled here had fitted, the LHD cars had the correct ‘59 Plymouth dashboard. It also has 1956 Plymouth 15" wheels and hubcaps. ‘59 Plymouths should have 14" wheels as standard. Also being Irish assembled, it has a leather interior that was made here and has the small shamrock etched into the corners of the flat side glass.

I first heard about this car from a friend of mine who saw it about twenty years ago sitting outside a garage in Tullamore looking very sorry for itself. It had been owned for a few years by a hotel in Tullamore that used it for weddings.

I then came across the car myself about five years later while visiting a friend in Cork. I thought it was a fine car with an excellent history. When I mentioned the car to my father he told me about another ‘59 Plymouth limousine that he had looked at for sale many years previously in a garage on Prussia Street in Dublin. It was a RHD car but the block was cracked and had been welded, he regretted not buying it. Some time passed and due to ill health the owner of the Plymouth in Cork was unable to look after the car properly. I wanted to give the car a good home, so an offer was made and accepted. It was in a sorry state. It needed recommissioning, a new set of tyres, some bodywork and a full rewire! It was also converted to alternator, although not correct for the period, it makes night time driving much easier.

I only know of two other ‘59 Plymouth limousines that are left, neither of which are on the road. A few others seem to have been scrapped as late as the nineties. The first is UZC 723 is a left hand drive car that has been mildly customised. This car was famous for being painted pink and parked outside ‘Crazy Joes’ nightclub in the Eighties. The other is WYI 542 that was fitted with a Toyota engine! I would love to hear of more survivors.



By  
COLM O'NEILL



# Vintage & Classic Car & Memorabilia Auction

**NAAS, CO. KILDARE — SATURDAY 25TH JUNE**

**A**uctions for old or collectable cars have been few in Ireland since the recession and so this event conducted by Paul Cooke Auctions at their premises on the outskirts of Naas, was bound to attract a good attendance and advance promotion on DoneDeal certainly helped too.

A rather odd mixture of a few fire-fighting surplus vehicles and equipment, assorted scale model cars and motoring memorabilia of recent manufacture, a few bicycles and two or three lots of used MG parts, was included in the catalogue. The auction began almost half-an-hour late and all the scale models and memorabilia were auctioned first, making a long wait for those who attended for the primary activity of auctioning the classic and vintage vehicles. While the auctioneer did his best to keep things moving

swiftly along, there were some long delays when the flow of vehicles into the hall faltered. Although there were some vehicles which were not driven or pushed up to the auctioneer's podium, hold ups seem to occur due to attempts to bring other disabled vehicles into the hall. Images of each vehicle were displayed by projector above the auctioneer, which arguably eliminated the need to have vehicles paraded past the podium and would have avoided the delays.

The best prices seemed to be made by three Sixties Ford Mustangs and Volkswagen minibus/camper van models which follow the trend abroad for the dizzy prices these VW's now attract. A high proportion of the vehicles consigned was made up of restoration projects, or obviously abandoned projects, and these are

reflected in the bidding figures. Although most buyers seemed to allow for the cost of the commission in their bids, the auctioneer managed to whip up enough enthusiasm among the punters to produce, at times, quite strong bids on some fairly indifferent vehicles. Yet, for one or two rather good cars, it seemed that the right buyers had stayed away. The oldest cars were both Fords, a Model T and a Model A. As so often happens at auctions, a few items were withdrawn from the catalogue and other last minute additions were put under the hammer.

Paul Cooke Auctions is considering holding another auction for historic vehicles, possibly in the Autumn in which the experiences from this sale could be applied to enhance such an event.



1929 Plymouth

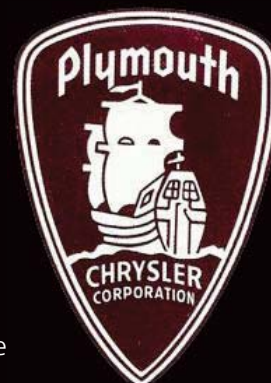
By TOM FARRELL

Front detail of a Plymouth Vint



The Plymouth motor car was first unveiled at Madison Square Garden in 1928. It was the Chrysler Corporation's first entry in the low-priced field, which at the time was already dominated by Chevrolet and Ford. Plymouths were actually priced slightly higher than their competition, but offered standard features such as internal expanding hydraulic brakes that the competition did not have.

The logo featured a rear view of the ship Mayflower which landed at Plymouth Rock in Plymouth, Massachusetts. However, the inspiration for the Plymouth brand name came from Plymouth binder twine, produced by the Plymouth Cordage Company, also of Plymouth.



The origins of Plymouth can be traced back to the Maxwell automobile. When Walter P. Chrysler took over control of the troubled Maxwell-Chalmers car company in the early 1920s, he inherited the Maxwell as part of the package. After he used the company's facilities to help create and launch the six-cylinder Chrysler automobile in 1924, he decided to create a lower-priced companion car.

So for 1926, the Maxwell was reworked and rebadged as the low-end four-cylinder Chrysler '52' model. In 1928, the '52' was once again redesigned to create the Chrysler-Plymouth Model Q. The 'Chrysler' portion of the nameplate was dropped with the introduction of the Plymouth Model U in 1929.

While the original purpose of the Plymouth was to serve a lower-end marketing niche, during the Great Depression of the 1930s the division helped significantly in ensuring the survival of the Chrysler Corporation in a decade when many other car companies failed.

About  
the

PLYMOUTH



1931 Plymouth PA

Beginning in 1930, Plymouths were sold by all three Chrysler divisions (Chrysler, DeSoto, and Dodge). Plymouth sales were a bright spot during this dismal automotive period, and by 1931 Plymouth rose to number three in sales among all cars.

In 1931 with the Model PA, the company introduced floating power and boasted, "The economy of a four; the smoothness of a six."

In 1933, Chrysler decided to catch up with Ford and Chevrolet with respect to engine cylinder count. The 2711cc version of Chrysler's flathead-six engine was equipped with a downdraft carburettor and installed in the new 1933 Plymouth PC, introduced on November 17, 1932. However, Chrysler had reduced the PC's wheelbase from 112 to 107 in (284.5 to 271.8 cm), and the car sold poorly.

By April 1933, the Dodge division's Model DP chassis, with a 112-inch (284.5 cm) wheelbase, was put under the PC body with DP front wings, bonnet, and radiator shell. The model designation was advanced to PD and the car was marketed as the 'DeLuxe' 1933 Plymouth. This car sold very well. The PC became the 'Standard Six'. It had been the 'Plymouth Six' at introduction, and was sold through to the end of 1933, but in much lower numbers.

In 1937, Plymouth (along with the other Chrysler makes) added safety features such as flat dash boards with recessed controls and the back of the front seat padded for the rear seat occupants. The PC was shipped overseas to Sweden, Denmark, and the UK, as well as Australia.

In the UK, it was sold as a 'Chrysler Kew', Kew Gardens being the

location of the Chrysler factory outside London. The flathead six which started with the 1933 Model PC stayed in the Plymouth until the 1959 models.

In 1939, Plymouth produced 417,528 vehicles, of which 5,967 were two-door convertible coupe with rumble seats. The 1939 convertible coupe was prominently featured at Chrysler's exhibit at the 1939 New York World's Fair, advertised as the first mass-production convertible with a power folding top. It featured a 3202cc, 82 hp version of the flathead six engine.

For much of its life, Plymouth was one of the top-selling American automobile brands; it, together with Chevrolet and Ford, was commonly referred to as the 'low-priced three' marques in the American market. Plymouth almost surpassed Ford in 1940 and 1941 as the second-most popular make of automobiles in the U.S.

In 1954, Chrysler started its decade-long unsuccessful attempt to develop and market a viable car powered by turbine engine when it installed an experimental turbine developed specifically for vehicles in a Plymouth.

In 1957, Virgil Exner's new Forward Look design theme, advertised by Plymouth with the tagline 'Suddenly, it's 1960', produced cars with much more advanced styling than Chevrolet or Ford. The 1957 total production soared to 726,009, about 200,000 more than 1956, and the largest output yet for Plymouth. However, the 1957-1958 Forward Look models suffered from poor materials, spotty build quality, and inadequate corrosion protection; they were rust-prone and greatly damaged Chrysler's reputation.

Although Plymouth sales suffered as a result of the quality control problems and excesses of Exner-styled models in the early 1960s, people bought enough of the cars to keep the division profitable.

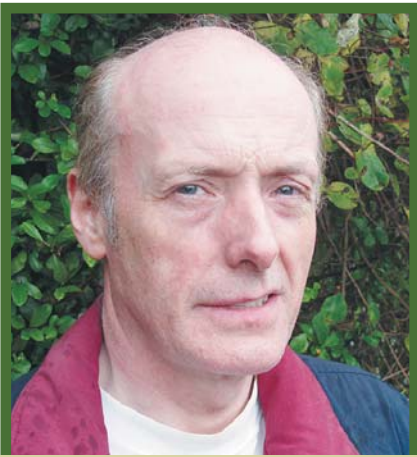
Throughout the Sixties Plymouth produced some models that were to become popular amongst collectors such as the Fury, Belvedere, Valiant, Barracuda, Road Runner, Sport Fury GT and Valiant Duster available with Chrysler's big block V8 engines.

Throughout this period in Plymouth history, the brand also competed heavily in professional motor racing. Their foremost success stories come from racing icon Richard Petty's career with Plymouth in NASCAR; Dan Gurney, who raced a 'Cuda as part of the All American Racers in numerous Trans Am events; and Sox and Martin, one of the most well-known drag-racing teams of the period, only raced Plymouths after 1964.

The GTX, Barracuda/Cuda, and Road Runner continued into the 1970s, but as that decade wore on, emissions and safety regulations, along with soaring fuel prices and an economic downturn, spelled death for the majority of Plymouth's muscle-car brands.

Plymouths slide into obscurity came in late 1970s when Chrysler badged small European cars as Plymouths. It was an attempt to cash in on the national necessary of cutting down on fuel consumption by all US motorists but the brand was deeply affected when other manufacturers went into the 'small car business' too.

By 2001, the Plymouth name was finished in the motor manufacturing business...



By  
COLM O'NEILL

# MEMORY LANE

**W**ith the Brass Brigade Run taking place again in early October, based in Dungarvan, it seems appropriate to show this picture of the host town. Dating from 1956, this view of the town's square shows the 19th century layout of the area as developed by the Dukes of Devonshire and in the distance at the end of TF Meagher Street, the turning to the right onto the bridge of the same period, which leads over the Colligan River and along the Causeway to the east.

Starting on the left with the car closest to the camera is an Austin A40 Devon of the 1948-52 period, the company's first truly post-war model. Next is a black Ford Prefect, just one of nine such cars in the picture. This design dates back to 1937 and Ford persevered with it until 1953, along with the two-door Anglia which used a shorter wheelbase and an 8hp engine, rather than the 10hp of the Prefect. The Prefect, despite its dated design and engineering by the Fifties, was seen as very good value for money and for a period around 1949-50, the model enjoyed a 50% share of

new car sales in Ireland.

Beyond the Prefect is a black Morris Minor, still quite new as this four-door version was introduced in 1951. Next is a pale coloured Ford Prefect 100E, the type which replaced the earlier "upright" models in 1954. The car shown is a deluxe model with its twin front wing mirrors and revised rear lamps, which was offered from November 1955.

Next is a Volkswagen 1200 which became a firm favourite with Irish motorists over three decades from the early Fifties. Incidentally, both the VW and the Prefect Deluxe at this date shared the same price new of £499.

Beyond the VW is a group of black "upright" Fords and Morris Minors, but include a Ford Thames 5cwt van of the upright style and a Morris 8 Series E of the 1939-48 period, a model succeeded by the Minor.

Moving out of the square into TF Meagher Street, there is a black 100 E-type Ford Anglia and just beyond it another VW. As the cars further away may be difficult to identify once this picture is reproduced in the journal, consider the car parked on the right hand side just beyond the two cyclists.

This is an Austin A30 Countryman, the estate car developed from the A30 van. Powered by the first A-series engine of 803 cc, the model was replaced in late 1956 by the similar A35 with a 948 cc power unit.

Back in the square on the right hand side, a Prefect pulls away as five cars are parked outside the post office with its Gaelic lettering and telephone box on the pavement. The first car is a black Ford Consul, judging by the full length chrome strip, the 1953-56 model, then two pale-coloured VW 1200's, another similar Consul E0TA and a grey Prefect.

Partly hidden behind the public toilet block is a black Humber Pullman of the 1948-54 era, a large formal saloon often used for limousine work. Buckley Motors were the Rootes distributors, but as so few of these cars were sold in Ireland, it is likely that the government allowed them to be imported fully built up directly from Thrupp & Maberly, the Rootes Group coachbuilders. Facing the Humber is a Morris Oxford Series II, a roomy Alec Issigonis design produced during 1954-6 and a rival of the Ford Consul.

Moving nearer the camera is a frontal view of an "upright" Prefect and in the bottom right corner is a glimpse of a

Bedford CA van. These were once quite common in Ireland with their familiar sliding cab doors and were popular as post office vans. This is a "Mk.I" 1952-9 type with its split windscreen a distinguishing feature. Beyond the small livestock trailer are another Minor, an Anglia 100E, another Prefect and then an Austin 8 AS1 model, the chrome headlamps indicating the 1946/7 version, which the Devon replaced.

Parked behind the pony and trap is a Hillman Minx Estate, based on the Commer Express 10cwt van, the grille design being of the 1953/4 era. Moving further from the camera, another Prefect which is largely hiding a Fiat 1100 of the type introduced here in 1954. These had "suicide" front doors and were assembled by WJ Henderson Ltd. for FM Summerfield Ltd., the Irish Fiat distributors. Finally, there is an Austin A40 Countryman estate. Based on the van version of the Austin Devon, the early versions used aluminium rather than steel on the body pressings of the roof and panelling aft of the front doors.

This copy of the picture was autographed in the lower right corner by Tom Tobin, who took the photograph from an upstairs room over a chemist's shop. He was one of a team of photographers employed by the Tourist Board.

## APPEAL FOR CLUB MATERIAL FROM THE LATE SIXTIES FOR OUR ARCHIVES

Our Club Archivist, **Colm O'Neill** is seeking copies of club minutes, newsletters, rally programmes or photographs from the period 1966 to 1970.

While the first two to three years of the club are well documented, the club would be grateful to members from that period, or indeed to descendants of such members, who would offer material of that era.

Colm may be contacted by e-mail on [williamcneill@eircom.net](mailto:williamcneill@eircom.net) or by phone on **087-6842117**

# Classic CarSales.ie

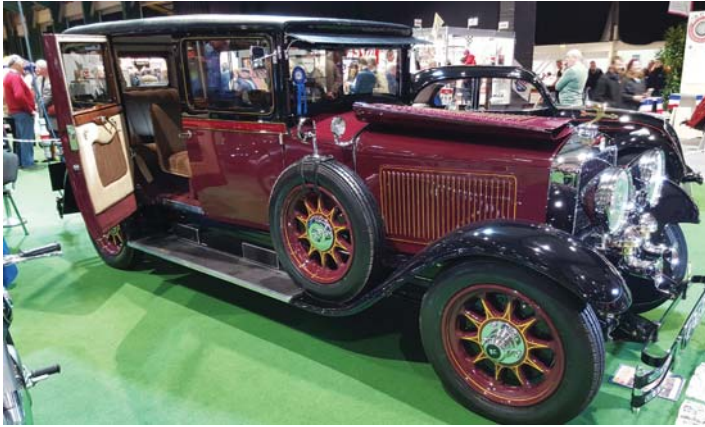
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# RIAC

## Classic Car Show

The third RIAC Classic Car show took place on the 5/6th March in the RDS Simmonscourt. The featured country was France and all manner of French motors were exhibited including a Panhard Armoured Personnel Carrier (ex Irish Army). There were 131 stands which included 40 from motor clubs. The attendance was up on the 2014 show with just under 13,000 visitors.

The IVCC Stand was organised by Paul Noctor, Tommy Sheridan and Shane Houlihan assisted by a hard working team that displayed the 11 members motors to great effect.

They were as follows:

- 1921 Vauxhall 30/98E – Eric Kavanagh,
- 1903 Renault N Type – Laurence Roe,
- 1906 Renault 14/20 – Brian King,
- 1970 Morris Minor Traveller – Paul Noctor,
- 1972 Ferrari Dino GTS – Dick Smyth,
- 1957 Messerschmitt KR 175 – Dick Smyth
- 1983 DeLorean – Maurice Cassidy,
- 1958 Austin A35 – Charles Byrne
- 1931 Austin 7 – Tommy Sheridan,
- 1934 Frazier Nash TT Replica – Shane Houlihan
- 1937 Mercedes Benz 540K Special Roadster – Shane Houlihan.

The club stand was manned by a number of members and Board members over the two days and these volunteers are to be appreciated for promoting our Club. Thank you to you all!

*continued next page*

# RIAC CLASSIC CAR SHOW



## CLUB CAR OF THE SHOW

1934 Frazer Nash TT Replica  
IVVCC, Shane Houlihan

## MOTORCYCLE OF THE SHOW

1925 Triumph 350  
IVVMCC, C Robert Dixon

## CLUB STAND OF THE SHOW

Celtic Old Vehicle Owners Club

## CAR OF THE SHOW

1934 Mercedes Benz 130H  
Shamrock Car & Machinery Club  
Peter Duffy

## HIGHLY COMMENDED 2016

1937 Mercedes-Benz 540K Cab A: IVVCC  
1934 Frazer Nash TT Replica: IVVCC  
1960 Ferrari 250GT SWB: Ferrari Owners Club  
Crossle 18F Formula 2 Racing Car: Dunboyne Motor Club  
1965 Citroen DS21 M Coupe 'Le Dandy': Iconic French Cars

## FEATURE STAND

1964 Panhard CD: Panhard Club  
1902 Panhard et Levasor 7 HP: Panhard Club  
1914 Rolls Royce 40/50 Silver Ghost: AXA Insurance  
Renault Dauphine Gordini: Irish Vintage Scene  
Buick Super Riviera: Midland American Auto Club  
1933 Peugeot 301 CR: Celtic Old Vehicle Owners Club  
1963 Alpine Renault Rally car: Retro Classics  
1954 Hillman Minx Californian: Rootes Group Car Club  
1928 Horch 351 Pullman: Organisers Choice  
1934 Mercedes Benz 130H: Shamrock Car & Machinery Club

# SPRING Rally



**Robert Lambert with his 1947 Rover P2, in the company of Tommy Sheridan and Conor Noctor. Robert won the 46-55 category**



**Paul Noctor's 1939 Armstrong Siddeley winner of the 30-45 category with Conor Noctor pictured with the trophy - 3rd generation of Noctors!! Conor navigated for Paul and I understand he did a great job.**

The Spring Rally event started at the Priory Inn in Kilgowan and although 54 cars were registered for the event over the two days, only 49 departed from there due to one breakdown, two cancellations due to illness, and the others joining in at various stages over the weekend.

We headed southwards to the very interesting Heritage Centre in the centre of Athy where the cars were allocated special parking in the main square. Following social time in Athy

the group travelled through some really scenic Spring countryside and despite really heavy showers, arrived at the Irish Preservations Society's steam train in Stradbally Hall for a great, if steamy and wet, trip through the woods.

Following this very enjoyable train ride our route took us through Vickerstown, on through the Laois Heritage Trail and down the canal drive, passing numerous bridges en route to arrive at our overnight destination at the Clanard Court

Hotel. Following a drinks reception in the hotel foyer and excellent dinner in the Emily Fitzgerald Suite, some people decided on a fairly respectable early night and others repaired to the bar where music was provided by the hotel.

Sunday morning, following a good breakfast, with the sun trying very hard to come out through the grey mist, we headed out through very quite country roads, surrounded by the colourful rape crop and some flax fields, skirting the canal on the opposite bank to the previous day and journeyed through Timahoe and Swan Villages, touched the outskirts of Castlecomer and having passed Crettyard, eventually took a left turn into a most interesting farm yard museum where we enjoyed tea, scones and biscuits and looked at the great collection of all kinds of implements and equipment lovingly collected over the years. The sunshine was well out at this stage and we then set off for our final destination, passing through Ballylynan, through Athy again and then headed straight to Killashee Hotel where we had a lovely lunch served in the old convent part of the hotel.

Many thanks to people who helped out with car repairs, punctures, overheatings, etc., people who lost "red" keys, etc. which is all part of the camaraderie of the historic car movement!

Following our prizegiving ceremony, with the worthy winners of the members' favourite cars being Paul and Conor Noctor in their 1939 Armstrong Siddeley, Robert Lambert in his 1947 Rober P2 and David Will in his 1964 Triumph TR4, we said our goodbyes and headed homeward with the first major IVVCC event of 2016 a happy memory.

# NATIONAL HERITAGE PARK



**O**n a bright and sunny, if somewhat chilly, morning on Wednesday April 27th, we assembled at the lovely Ashdown Park Hotel in Gorey, Co. Wexford, for light refreshments prior to our departure over quiet country roads to the Irish National Heritage Park near Wexford Town, where we assembled once more for some light refreshments, prior to a most enjoyable 2-hour tour of the Heritage Park. Our tour commenced with a short but very informative film on Ireland's history down through the centuries. Our tour guide, dressed in period costume, then introduced himself and led up into the

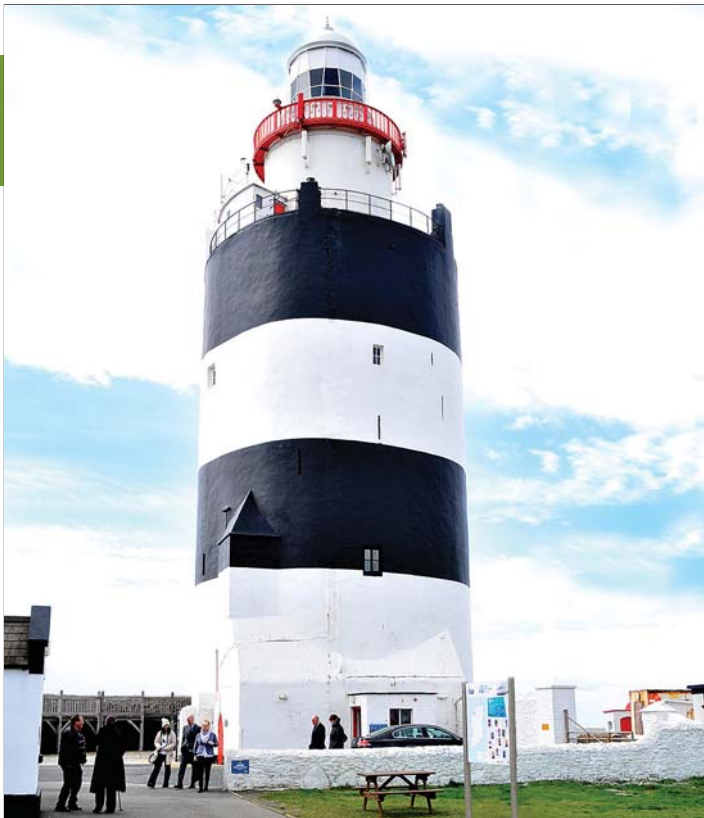
Heritage Park.

We started at a Stone Age campsite as used by the first people to come to Ireland about 9000 years ago, after the last Ice Age. These people lived by hunting, fishing and gathering. We then moved on to a farmstead from the Neolithic or New Stone Age period (about 6000 years ago), when the first farmers came to Ireland. These people planted crops and kept farm animals

such as cattle, sheep, goats and pigs.

Our next stop was a Megalithic Tomb which is a portal tomb and consists of a 25-ton cap stone balanced on two portal stones or entrance stones. We then moved on to a Bronze Age site (about 4500 years ago) where we viewed a Bronze Age grave. Further on we came to a stone circle. During the Bronze Age burials took place within these circles.





Our next stop was at a Medieval Ring Fort, dating back over one thousand years. Ring Forts were places where the most important people lived and were constructed as fortresses to keep out marauders and rustlers. We next came to an early Christian Monastery from a period about 1500 years ago. It consisted of a church and graveyard and living quarters where the monks resided.

Further on we saw a corn drying kiln and a horizontal water mill, both of which date back 1400 years. Another site contained a pit which was used for cooking and dates back 3000 years. It contains 200 litres of water which is



heated by dropping in hot stones previously heated on a fire. Water can be brought to the boil in two to three minutes. This site can still be used for cooking.

Our next stop was a crannog, which is an artificial island, only accessible by boat. People lived on such sites for security reasons, safe from raiders.

Our last port of call was to a Viking Settlement, dating back 1000 years. It consisted of living quarters and a boatyard, containing boats as constructed 1000 years ago. Our very interesting visit was made even more interesting because of our very knowledgeable guide with a lovely sense of humour.

We then adjourned to our hotel for the night, The Whitford Arms, where we enjoyed a superb dinner and had the pleasure of the company of our newly elected Club President Shane Houlihan. The Club generously presented us with a very large birthday cake to mark the 20th anniversary of the foundation of our ARM group and the President presented a silver cup to the founder of our group, Jim Cullen.

The following morning we headed out on our journey to the Hook Lighthouse. Once again the weather was dry, although very windy, when we arrived at our destination. We enjoyed refreshments before commencing our

guided tour of the lighthouse which dates back to the 13th century. It is, in fact, the oldest operating lighthouse in the world! It was built 800 years ago by William Marshall, the Earl of Pembroke, and has been in continuous operation since then.

In the early years it was operated by monks and originally lit by a fire beacon, to be replaced later by a lantern. Today it is no longer manned by lighthouse keepers. It is completely automatic. This tour was also made even more enjoyable because of a very well informed tour guide who also had a great sense of humour.

Our tour over, we began our separate journeys homeward after a most memorable and enjoyable two days.





## LIAM NEESON

## KICKED MY CAR!

By  
**ALAN DONALDSON**



Well it wasn't so much a kick more a practice one observed taking place in rural car parks outside ballrooms or public houses back in the day; a disgruntled or giddy male would place a foot on the back bumper and then stand up on it placing his full weight there, causing the car to sink up on its springs, bringing considerable disconcertion to the occupants. The little jump was required by the protagonist to depart the bumper resulting in a secondary alarming shock.

Although he was a young man (this occurrence happened many years ago) he was a large young man hence the effect was spectacular. Liam was appearing in the play *'One Flew Over the Cuckoo's Nest'* at the Olympia Theatre, Dublin, in which he played the Indian, very convincingly, alongside John Kavanagh's McMurphy and the wonderful Joan O'Hara as nurse Ratched. The production was by my old friend Noel Pearson who I think must have provided the tickets for me and the love of my life to attend. After the show and the inevitable few drinks in the Olympia Bar, a gang of us repaired to Liam's accommodation nearby, a flat which he shared with the actor James Lancaster, among others, in a house on Wellington Quay next to the Sunlight Building. The house which had a junk shop on the ground floor, as I remember, has long since gone.

I was struck by a large black and white photograph hanging over the fireplace, obviously taken by a professional, of a flat horse-drawn cart, on its way down the quays, presumably to the Hammond Lane Iron Foundry, carrying a striped out car, a Ford 105E, that very popular model throughout Ireland in the 1960's with the distinctive backward slanting rear window. The man conducting the horse with the reins in his hands sitting alongside his helper on the bonnet of the Ford, both smiling broadly for the camera. What an image!

I happened to be driving such a car at the time, much to our amusement, and it was to be the receiver of the said 'kick'.

If I may digress a little at this point...I purchased the car from a good friend in Glencullen. Its principal fault was its habit of 'jumping out' of second gear. To compensate for this a spare gearbox was included in the boot. After some time motoring sans second gear I decided to fit the spare as we were contemplating a trip to Portrush to visit a friend. A days toiling around and under the Ford saw this task completed and a short test drive confirmed the second gear to be fine. It was only later, when on a longer run and getting her up to top gear, I found to my great irritation she immediately 'jumped out' of that very vital gear! One can live without second but top? No! What to do? Switching things back was not on. My remedy for this predicament was, on selecting the offending gear, to drape my left leg over the gear stick hence holding it in position. This of course somewhat compromised control of the vehicle but it is surprising how adaptable one can be and I soon got used to it!

The trip to Portrush was, to say the least, ill-considered ...it being the eleventh of July and at the height of 'The Troubles', trying to appear inconspicuous conducting a southern registered 'banger' in such an unorthodox manner down flag bedecked main streets of several northern towns. We survived but that's another matter!

Back to the party...A good time was had by all, it was getting late, the drink was running out as it does, thoughts of departure were looming. As we were making our way towards the car we were approached by a lovely young actress, an acquaintance of my partner, who requested a lift home to which we readily agreed. We then became aware of Mr. Neeson nearby who seemed less than happy at her leaving. His displeasure I felt was also, in a way directed at me and my car for facilitating her. In fact he has never spoken to me since! Despite his ardent solicitudes we all managed to board the car and as we were pulling away Liam did what

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he did. We all screamed! I looked out through the rear-view mirror to see the impressive figure of a disconsolate actor, hands dug deep into his trouser pockets, turn and walk away.

P.S. Thanks must go to Liam for a great story to tell my grandchildren.

## IVVCC CALENDAR OF EVENTS 2016

### AUGUST

Mon 8	IVVCC First Monday	Malahide Rugby Club - Scenic Run and Buffet Supper €20 per person T: Sean Carolan 087-2364201. E: <a href="mailto:seanmcarolan@gmail.com">seanmcarolan@gmail.com</a>
Sun 21	IVVCC Annual Powerscourt Picnic	Celebrating World Historic Car Year, Powerscourt, Co. Wicklow T: Bernadette Wyer 087-2220770 E: <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>
Fri 26-Sun 28	Midland Vintage & Classic Car Club	Annual Leisure Weekend - Run on 27th E: <a href="mailto:cfarel@eircom.net">cfarel@eircom.net</a> / Claire Farrell, Secretary
Sun 28	Donegal Vintage & Classic Car Club Tullaghan Run	Community Centre T: Sean O'Rourke 087-2555701; Eunan Kelly 087-2366924

### SEPTEMBER

Sat 3	AOVCC Autumn Run	TBA - Robert Sharpe/Raymond Service
Sun 4	Donegal Vintage & Classic Car Club Muff Show	Muff Village T: Kieran Logan 0044-7821359522; Eunan Kelly 087-2366924
Mon 5	IVVCC First Monday	West County Hotel, Chapelizod
Sat 10-Sun 11	GOIVC Liam Kelly Memorial Annual Run	Glenview Hotel, Delgany. T: Eileen 087-8329235
Sun 11	Donegal Vintage & Classic Car Club Inishowen Run	Inishowen Area T: Colm McLaughlin 0044-7775632549; Eunan Kelly 087-2366924
Sun 18	Blessington Car & Motorcycle Club Autumn Run	T: Alice Nugent 087-7467196 E: <a href="mailto:secretary@bvcmc.com">secretary@bvcmc.com</a>
Sat 24	Tipperary LC&MCV&V	V&V Run, Emily Foyle T: 086-8807749
Sat 24-Sun 25	IVVCC Classic Car Run	TBA. T: Bernadette Wyer 087-2220770 E: <a href="mailto:events@ivvcc.ie">events@ivvcc.ie</a>

### OCTOBER

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

### NOVEMBER

Mon 7	IVVCC First Monday	West County Hotel, Chapelizod
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### DECEMBER

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



## IRISH VETERAN AND VINTAGE CAR CLUB CLG

*Dear Club Member,*

By the time you read this letter I am sure you will have had your old cars out enjoying hopefully, the better weather at events around the country. I also wish you a safe and happy season of motoring during the summer and autumn of 2016.

You will be aware from the financial statements issued each year that our Club is fortunate to have more than €300,000 in financial resources. These have arisen from:

- The bequest of our late member and benefactor, Mr Bill Pegum. In his bequest, Mr Pegum set out his wishes that the funds be used towards the formation of a National Veteran and Vintage Motor Museum and Club premises or such other like purpose which the Directors of the Club may deem worthy for the future progress of the Club.
- Funds which became available from the Combined Amateur Motor Sports (CAMS) fund, The Century of Motoring Exhibition and the Classic Section Building Fund. These funds were raised with specific purposes in mind.

We are very conscious of the circumstances under which these funds have become available to us. At this stage, we intend to review the overall situation and examine possible ways in which they could be put to best long-term use.

Those of you who attended the AGM on April 4th last will recall that I mentioned during my President's address the intention to form a committee to consider the matter. This committee will be independent of the Board of Directors of the IVVCC. Their purpose would be to examine and review the overall position and make recommendations to the Board for their consideration.

At the Board meeting held in April, a five member committee was nominated and approved by the Board. Thankfully these five members accepted the role and have agreed to act on the committee.

The five person committee referred to as the "Review Committee" for ease of reference consist of the following members: **Tom Callanan, Maurice Cassidy, Martin Leech, Andrew O'Donohoe and Michael Tynan.**

As we need input from the club members on how best to use these funds going forward, we now invite IVVCC members to submit written proposals to the Committee regarding the best long-term, or even short-term, use of these funds for consideration.

We have established a special email address for your submissions as follows: [ivccreviewcommittee@gmail.com](mailto:ivccreviewcommittee@gmail.com). For those of you who do not wish to use email please post your submission to IVVCC registered office at: Kenny Stephenson Chapman Solicitors, Park House, Park Road, Waterford, County Waterford. Attention of Mark Walsh/IVVCC Review Committee

We would request that all the club members refrain from making direct **VERBAL** contact with any of the Committee members. This is to avoid any misunderstanding or miscommunications. Thus only **WRITTEN** submission will be considered by the Committee.

We feel it is also very important that we have an accurate record of the process so that all club members, current and future, will be able to understand the final outcome and the process of any recommendations and decisions making.

We request that submissions be submitted no later than **Friday, September 2nd 2016 at 5pm**. Any submission after this time unfortunately will not be considered.

The Committee will then meet to review all submissions and may contact the submitter with queries or clarifications if needed. The Committee may seek legal, professional and other advice, as appropriate. Also, they may consult with other clubs and similar bodies that have undertaken a similar process.

It is envisaged that the Committee will report back to the board of the IVVCC by **December 31st 2016**. However, a time extension will be granted if this becomes necessary to successfully complete the brief.

I appreciate that it is extremely difficult to agree an outcome that will satisfy everyone but we are endeavouring to make the process as comprehensive and transparent as possible. Therefore, we would encourage all members to submit their suggestions so that their voice can be heard.

On behalf of the Review Committee and the Board members I thank you in advance for your participation and we look forward to hearing from you in the coming months.

*Safe Motoring*

**SHANE HOULIHAN**  
President, IVVCC

**June 2016**



**NEWS  
FLASH!!**

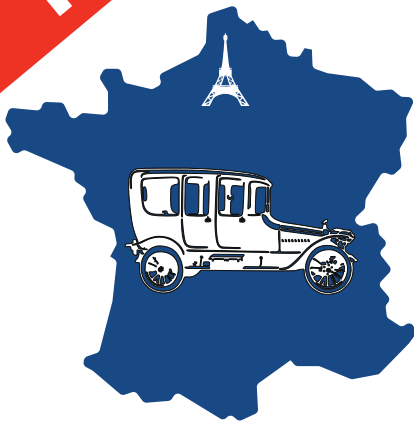
# IVCC French Trip

## PROPOSED EVENT – SEPTEMBER 2017

The Board of the IVCC is considering organising a visit to France in September 2017 and would welcome expressions of interest now to facilitate forward planning.

If you are interested in taking part in this event or being involved in any aspect of the organisation of the event please

Email: [Events@ivcc.ie](mailto:Events@ivcc.ie) with your suggestions and your



Name: .....

Email:..... Phone:.....

Address: .....

**So that we can take people's opinions on board before making any commitments to ferries, hotels, etc.**

### 1981 ROLLS ROYCE SILVER SPIRIT



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

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### 1960 VAUXHALL VICTOR F-TYPE



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condition, fit TR4A, 5 or 6.  
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Armstrong Siddeley  
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1989/90

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PHONE: MICHAEL  
087-2417920

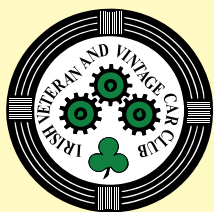
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KILTERNAN, DUBLIN 18. EMAIL: [editor@ivcc.ie](mailto:editor@ivcc.ie)



# 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:

**ANTIQUE**  
Pre 1905

**VINTAGE**  
1919-1930

**CLASSIC**  
1948-1985



**VETERAN**  
1906-1918

**POST VINTAGE**  
1931-1945

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



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

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

## NEW MEMBERSHIP APPLICATION FORM



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

**BLOCK LETTERS PLEASE**

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

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

\_\_\_\_\_

\_\_\_\_\_

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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# “Historic cars are not simply ‘old’ cars,” says FIVA

– as it lobbies for consistency in low-emission-zone restrictions

**A**s the number of ‘low-emission zones’ (LEZs) across Europe continues to increase, FIVA – the international federation of historic vehicles – is lobbying for a clear distinction between ‘old’ and ‘historic’ vehicles, and for a consistent, Europe-wide policy on historic vehicle exemptions.

The Fédération Internationale des Véhicules Anciens (FIVA) understands the need for low emission zones or LEZs, as towns have to comply with targets set in EU air-quality Directives and to meet health concerns expressed by the World Health Organisation. Clearly, as older vehicles tend to be more polluting than newer vehicles, LEZ measures often target older vehicles – but FIVA firmly believes that the fundamental differences between ‘old’ vehicles and ‘historic’ vehicles should be recognised.

FIVA President Patrick Rollet explains: “By ‘historic vehicle’, we mean a mechanically propelled road vehicle at least 30 years old, preserved and maintained in a historically correct condition and not used as a means of daily transport. These vehicles are part of our technical and cultural heritage and, in our opinion, should not be lumped together with old, badly maintained cars that are used as cheap, everyday transport, when considering the problem of urban air pollution.”

FIVA argues that there are many good reasons why the contribution of historic vehicles to urban air pollution is negligible\*:

1. Historic vehicles – whether cars, motorcycles or utilitarian – make up only an insignificantly small fraction of road vehicles and an even smaller fraction of road traffic, hence their contribution to air pollution is proportionately tiny. Since they are generally used purely for pleasure, they are rarely used in urban areas at peak times – and for all these reasons, emissions from these culturally important vehicles are statistically irrelevant.
2. Historic vehicles are well maintained, again reducing their impact on the environment. Owners typically spend several thousand euros per year on restoration, purchase of parts and accessories, maintenance and repairs.
3. Historic vehicles are driven carefully – as reflected in their very low insurance premiums.
4. Very few historic vehicles have diesel engines (the primary target of many LEZs).

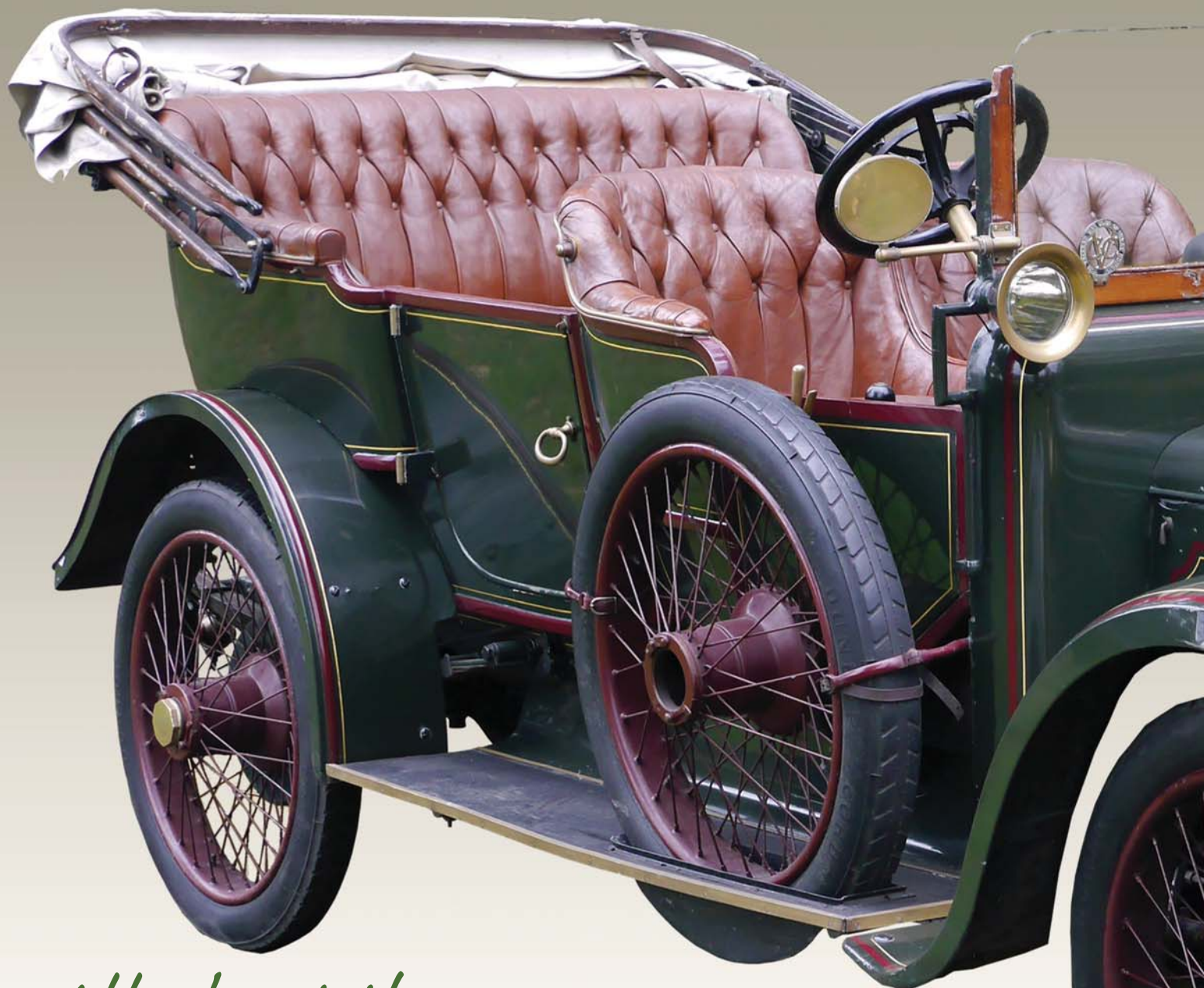
“Historic vehicle owners preserve motoring heritage and provide the public with a free museum of our motoring history and culture by using their vehicles on public roads,” adds

Patrick Rollet. “It would be a great shame to see the disintegration of this important aspect of our cultural heritage. Meanwhile, any bans or restrictions on the use of historic vehicles will not only be grossly unfair on owners, but will also impact the thousands of small businesses that depend on the historic vehicle movement.

“Many countries across the EU have already positively decided that historic vehicles should be exempt from their low-emission-zone restrictions – including Germany, Italy, Hungary, the Czech Republic, Denmark, Sweden and the UK. However, not only do the rules vary between one EU nation and another, but in some instances the rules can be different even when travelling from town to town within the same country. This is extremely confusing for historic vehicle owners.

“In summary, we are lobbying the EU politicians for three things. First, that there is a clear definition of ‘historic vehicles’ as opposed to simply ‘old’ vehicles. Secondly, that historic vehicles should be exempt from LEZ restrictions. And thirdly that the exemption is applied consistently – not only within each country, but across the EU as a whole. We warmly encourage historic vehicle clubs and owners to likewise lobby their own national authorities where LEZs exist or are proposed.”

\*Statistics on historic vehicle ownership in Europe taken from FIVA’s 2014 research of 15 EU Member States, 20,000 owners, 1,500 clubs and 1,000 businesses.



*All about the*

# Daimler Motor Company

**T**he Daimler Company Limited was founded in London by H. J. Lawson in 1893 and was Britain's oldest motor manufacturer. The company bought the right to the use of the Daimler name simultaneously from Gottlieb Daimler and Daimler Motoren Gesellschaft of Cannstatt, Germany. In 1910, it became the Daimler Motor Company Limited and was an independent British motor vehicle manufacturer, which set up its manufacturing base in Coventry. After

early financial difficulty and a reorganisation of the company in 1904, the Daimler Motor Company was purchased by Birmingham Small Arms Company (BSA) in 1910, which also made cars under its own name before World War II. In 1933, BSA bought the Lanchester Motor Company and made it a subsidiary of Daimler.

The company was awarded a Royal Warrant in 1902 to provide cars to King Edward 7th, who was a motor enthusiast. It had this privilege until 1950s when Queen Elizabeth chose

Rolls-Royce. The company developed a variety of engines from four cylinder, six cylinder, straight eight and V twelves, which were Europe's first production V12. (In Daimler speak, it was known as a Double-Six). Occasionally the company used alternative technology; the Knight engine which it partially developed in the early twentieth century and used from 1909 to 1935, worm gear final drive used from 1909 until after World War II, and the Wilson pre selector gearbox used from 1930 to the mid-1950s.



In the 1950s, Daimler tried to widen its appeal with a line of smaller cars at one end and opulent show cars at the other, the likes of the 'Docker Daimlers', so called because the wife of the Chairman, (Sir Bernard Docker), Lady Norah, took a hand in 'promoting' Daimler with some of the most expensive cars in the world. These cars featured gold plating, zebra pelts, leopard skins, ivory and all manner of exotic paint jobs. They were show stoppers all right but the extravagance was not appreciated by the Daimler Board and Sir Bernard was dismissed in a highly publicised removal from the board. In the 1950s the company stopped making Lanchesters and



## All about the Daimler Motor Company

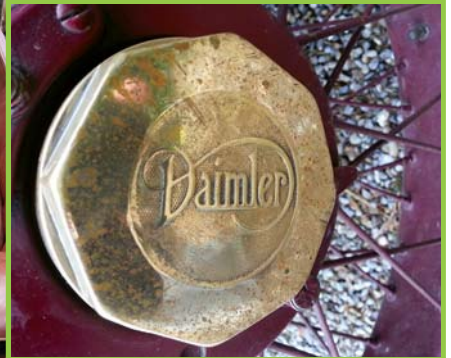
developed and sold sports cars (Century Roadster, Barker DB18 Sports Special, the glass fibre SP 250) and a high-performance luxury saloon (Majestic Major) and limousine.

In 1960, BSA sold Daimler to Jaguar Cars, which continued Daimler's line and added a Daimler variant of its Mark II sports saloon. Jaguar was then merged into the British Motor Corporation in 1966 and British Leyland in 1968. Under these companies, Daimler became an upscale trim level for Jaguar cars except for the 1968-1992 Daimler DS420 limousine, which had no Jaguar equivalent despite being fully Jaguar-based. Jaguar was separated from British Leyland in 1984 and bought by the Ford Motor Company in 1989. Ford stopped using the Daimler name on Jaguars (or any other cars) in 2007 and sold Jaguar to Tata Motors in 2008. Tata bought the Daimler and Lanchester brands with Jaguar and would appear to have no use for them.

Daimler was the brand that was probably the most British of the British motor manufacturers. They were known for their expensive luxury cars and were a hallmark of quality and taste.

Jim Boland's 1910 38Hp Tourer is a prime example. This car was bought new by Sir Frederick Eckstein, who had a home in Park Lane, London and a country estate in Sussex. The car was used for touring Scotland once a year. When Sir Frederick died, the car passed to his son, Sir Bernard who used it sparingly on the Sussex estate. Following Sir Bernard's death in 1949, the car was put up for auction and bought for £155 by a Mr Hilton J. Acoham, a member of the VCC. He used the car on many rallies and drove enthusiastically when petrol and tyres would allow! He claimed the car could do around 60mph! Not bad for an Edwardian.

It was then sold to a Mr Goodey in the Spring of 1951 for the princely sum of £175. It was then shortly after sold to Mr John Sword, who had a great collection of motors. Sword had it repainted because he didn't like the colour green. It eventually passed out



of the Sword Collection and on to a Davies of Burgess Hill and then to a Mr Thompson.

Jim Boland bought this wonderful car at auction in the UK many years ago and it is amazingly original. I was privileged to travel in this car on the Pioneer Run a few years ago with Jim and Breda and it is a regal carriage.

The model car manufacturers, Corgi Toys, made a model of this car in their Classic Car series and is probably the only Edwardian Daimler I will ever have..!



**My thanks to  
JIM BOLAND  
for his help  
with this article**

# IRISH VINTAGE

PROMOTING IRELANDS' MOTORING HERITAGE

# Scene



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