

THE **IVVCC** JOURNAL



SUMMER 2015

Classic Car insurance that comes with a well-polished service

Your Classic Car insurance policy includes:

- ▶ Free agreed value¹
- ▶ Salvage retention rights¹
- ▶ Up to 15% off for membership of a recognised owners club¹
- ▶ Irish & European accident breakdown recovery, including Homestart assistance worth over €100
- ▶ Up to €100,000 legal protection in the event of an accident which is not your fault
- ▶ European travel cover up to 45 days¹
- ▶ Dedicated Irish call centre²



Accept nothing less, call for a Classic Car insurance quote

1800 930 801


CAROLE NASH
The care it deserves

Classic Bike

Multi-Bike

Custom Bike

Performance Bike

Scooter & Moped

carolenash.ie

 /insidebikes  @insidebikes

¹ Subject to Terms & Conditions, call for details. ² Whilst most calls are handled in Ireland sometimes your call may be answered by our UK call centre. Carole Nash Insurance consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference number 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales No 2600841. In Ireland, it is subject to the Central Bank of Ireland's conduct of business rules.

EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Summer edition of the IVVCC Journal. I must apologise again for the lateness of it. Work commitments are preventing me from getting time to work on it. It was a busy Summer with many events to attend. The poor weather didn't deter those stalwarts who always attend no matter what. We thank you for your support.



Restoration is fast becoming a lost art as most younger enthusiasts no longer have the time to do it. I'm grateful to Jim O'Sullivan who shares his restoration of his NSU Prinz in this issue. An original Irish car, it is now a rare survivor. Hard to believe that these little cars were formidable in the rally scene in their day as Des and Jim Cullen would tell you.

A chance conversation with Arthur Jolley led to the article on the Silver Stream. Who would have guessed that it was painted a dull green/brown colour!

Anecdotes like that fill out the history of a motor and with the passing of time and older enthusiasts, a lot of titbits of history may, and will, be lost. We should try and get writing our memories now, after all it may be the only recording of an event.

For the sporting amongst you, the Sports Section/HRCA Reliability Trial by Dave Miller should whet your appetite. New entrants are always welcome. Contact Dave if you're interested.

The ARM section goes from strength to strength with monthly events booked out. In this issue Jean Morton and Jim O'Sullivan share some memories. Thanks to Colm O'Neill for his report of the well-attended Vauxhall Bedford Opel Tour.

The results and photos of the Gordon Bennett Rally 2015 are also included and please see the IVVCC website for more.

The Picnic in the Park has set another record for open top cars in the one location. Robin McCullagh tells the story in this issue along with regulars Alan Donaldson and Colm O'Neill.

As always I'm grateful to our contributors because without them there would be no Journal. If you have a story to tell, please write, it's not as difficult as you think...

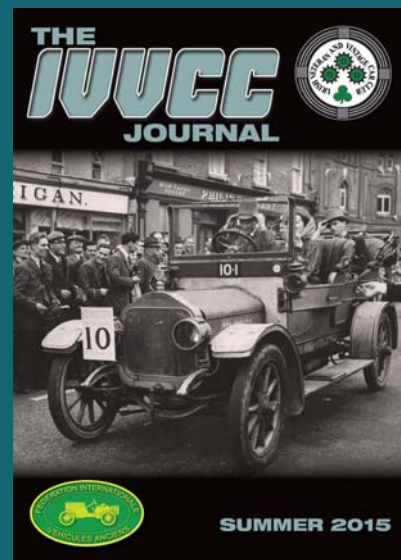
Until then, happy motoring.

TOM

CONTENTS

President's Report	4
Secretary's Report	6
A Grand Day Out	8
By Tom Farrell	
40th IVVCC International Gordon Bennett Rally	10
The Ups and Downs of the Gordon Bennett Rally	12
By Adrian Hughes	
Vauxhall Bedford Opel Tour	14
By Colm O'Neill	
NSU Prinz 2	16
By Jim O'Sullivan	

ARM Outing – May	19
By Jean Morton	
ARM Outing – July	20
By Jim O'Sullivan	
IVVCC Membership Application Form For Sale/Wanted	22-23
IVVCC Sports Section/HRCA Reliability Trail	24
By Dave Miller	
Picnic in the Park	26
By Robin McCullagh	
Motoring Notes	28
By Alan Donaldson	
Memory Lane	30
By Colm O'Neill	



FRONT COVER:

*"You shall go to the Ball",
the Silver Stream creates waves at the
1951 Leinster Motor Club Veteran Car Run.*
Photo: Irish Press

IVVCC JOURNAL SUMMER 2015

President:

BERNADETTE WYER

Tel: 087 2220770. E: wyerb@eircom.net

Honorary Secretary:

MICHAEL DUFF

58 St James Road, Greenhills,
Dublin 12. Tel: 087 2578785.

Editor:

TOM FARRELL

Knockrose, The Scalp, Kiltiernan,
Dublin 18. E: editor@ivvcc.ie

Membership Secretary:

JEAN MORTON

Rockwood Cottage, Mount Venus Road
Woodtown, Dublin 16

Tel: 01-4931794/087 2565211

E: rockwoodcottage@hotmail.com

Club Meetings:

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

Venue:

West County Hotel, Chapelizod, Dublin

Time: 8.00pm

Website:



www.ivvcc.ie

Photos:

All photos, unless otherwise stated,
by Tom Farrell





A MESSAGE FROM THE President

Dear Members

Since my last report in our Spring Journal there have been a number of events, most notably the IVVCC International Gordon Bennett Rally, the RIAC/IVVCC Picnic in Marlay Park, the IJDC Terenure Classic Car Show and the 38th Powerscourt Picnic event and it was encouraging to see so many IVVCC and affiliate members attending these events.

In addition, our members have taken part in a number of our affiliate club events around the country in the past couple of months and I was very honoured to be invited to the Donegal Vintage & Classic Car Club's 25th Anniversary celebrations in August.

There is an ever increasing number of local vintage/heritage events happening throughout the country and there are many requests for our members to participate in some very worthy causes, however, our calendar is very full and it is not possible to support every venture.

I would like to extend a welcome to the 82 new members who have joined the club since January 1st last and hope that they enjoy being a member of our club and will take every opportunity to attend our First Monday meetings and club events.

In planning our calendar for 2016 we are mindful that many clubs have special events/dates in the pipeline for next year and we would ask our affiliate members to advise us of any anniversary or special events as soon as they have taken decisions.

The RIAC Classic Car Show will be taking place in the RDS on March 5th and 6th so that will be the first major item in the IVVCC 2016 calendar.

Other events that we plan to schedule in 2016 are the Spring Event in April, the Gordon Bennett Event in June, Powerscourt Picnic in August, the Brass Brigade Run in September and our Autumn event in October.

In addition to the above events we would like to arrange a special event for cars from 1930 to 1945 and if anyone has an interest in helping to plan such an event I would welcome their input and would ask them to contact me to establish a suitable date in the 2016 calendar.

There are some other new ideas in the pipeline and we will have information on these very soon.

Further to my report on the most unfortunate fire in April last, I can now confirm that all our Gordon Bennett trophies have been destroyed, in addition to our electronic equipment, a quantity of the specially printed car cards, and a small number of wine glasses commemorating the 50th anniversary of the club.

We currently have not received any information as to the cause of the fire but we have confirmation that because of the intensity of the heat that nothing in that area has survived the inferno.

On a happier note, I am pleased to report that we have recently purchased an Irish Celtic Twin Handed Trophy by Alwright & Marshall Dublin, inscribed Irish Motor Racing Phoenix Park Car Races 1933 won by CG Neill in a Bugatti which will be used in future Gordon Bennett events and a second similar cup.

DATES FOR 2016 IVVCC CALENDAR

At the moment the following dates have been confirmed for 2016: **5/6th March**, RIAC Classic Car Show in the RDS; **10/12th June**, IVVCC International Gordon Bennett 2016 event and **21st August**, Powerscourt 39th Picnic event

and we will firm up on the dates for the AGM, Spring Rally, RIAC/IVVCC Picnic, Autumn Rally, Brass Brigade and some new events in 2016 very soon and advise members by email and website and at our First Monday meetings.

As with all events, it is important that entries are received by the advertised closing dates so that we can ensure that all arrangements are in place in advance and your co-operation in this will be greatly appreciated.

Hopefully, there will be some sunny late September and October days when you will still have opportunities to take out your cars before putting on the winter covers and planning your eventing for 2016.

BERNADETTE WYER

AXA NATIONAL CLASSIC CAR SHOW

The forthcoming **AXA NATIONAL CLASSIC CAR SHOW**, organised by the Royal Irish Automobile Club will take place in the RDS Simmonscourt Hall on **Saturday 5th and Sunday 6th March 2016.**

autoline

CLASSIC INSURANCE

- Discount for club members
- Commission Payback to club
- All classic vehicle types
- Multi-vehicle Policies
- Agreed Values

Call us on
028 7034 4321

www.autoline.co.uk/classic

Cars · Trucks · Motorcycles · Commercial Vehicles



Autoline Classic Insurance is a trading name of Autoline Direct Insurance Consultants Limited, which is authorised and regulated by the Financial Services Authority – 300071

Secretary's REPORT

ST PATRICK'S DAY PARADE

Firstly, allow me to introduce myself. I am Ellen Bryans, a member of the IVVCC for many years. I am grateful to be part of such a large, friendly and enthusiastic club as the IVVCC. My story isn't unlike many of your own; I joined through affiliation with family and friends, and participated in many events over the years. I am honoured to be given the opportunity to work on your behalf as Hon. Secretary of the IVVCC, so thank you!

The current Board has been extremely busy behind the scenes working to reinvigorate many activities of the club. We have seen a huge increase in new members, largely attributed to the tremendous success of the popular Gordon Bennett Rally and the Powerscourt Show.

The season's events began with the Spring Rally which took place on Saturday 18th and Sunday 19th April. This was closely followed by the Gordon Bennett Rally which took place on Thursday 4th, Friday 5th, Saturday 6th, and Sunday 7th June with the main event held on Saturday 6th. An impressive array of cars from 1899 to 1930 participated in the event. Our congratulations go to Colin Dunne and his navigator in his 1926 Chevrolet Capitol who were overall winners of the event.

All credit must also go to the Gordon Bennett Committee, the Marshalls, to the many volunteers from the IVVCC, COVOC, the MG Club and the many volunteers from Mullagh without whom this event would not have been possible. A special thanks must also go to the Gardai in both Navan and Mullagh for their assistance. And last but by no means least, a huge thank you must go to the Clerk of the Course Geoff Seymour for his excellent route planning and event co-ordination. Well done Geoff!

This event was followed a few days later by the Picnic in the Park on June 10th in aid of the Lauralynn Foundation. This was a most enjoyable event made all the more enjoyable by the sunshine.

TERENURE SHOW SUNDAY 5TH JULY:

On Saturday July 4th, the IVVCC team turned up early to set up the annual display area. The team had



a great crew of helpers and were finished by lunch-time. On Sunday the team again assembled bright and early to set up the parking positions for the cars in year order except for the front two rows which were reserved for 'Austin' cars. Thanks to John Boland the layout of the cars was excellent.

A big 'thank you' has to go to everyone who turned out to help on Saturday and Sunday because without your help the stand would not have been possible.

FIRST MONDAYS:

The July First Monday was a mystery tour which began at the West County Hotel and travelled to a reception in Boland's Garage, Newlands Cross while the August first Monday saw a fantastic summer barbecue take place in the sailing club in Skerries organised by Richard Seaver.

POWERSCOURT SUNDAY 16TH AUGUST 2015

The next club event was held in Powerscourt where more than 150 car owners exhibited their cars. This was a truly magnificent event with an unprecedented numbers of tourists coming to view the cars.

This year's prize winners at the event were:

Best pre-war Tourer:	John Boland
Best pre-war Saloon:	Mike Ryan
Best post-war Tourer:	Thomas O'Sullivan
Best post-war Saloon:	Antoinette O'Brien
Jim Fitzgerald Trophy:	Ken Hawthorne
The Slazenger Trophy:	Larry and Sandra Roe

The Brass Brigade, organised by Shane Houlihan, took place in Dungarvan, Co. Waterford on September 19th and 20th, with 70 pre-1919 (veteran) cars entered and was a fantastic event.

We have two remaining events before the year comes to an end...the Autumn Rally which will take place on Sunday October 4th, starting in Leixlip and heading to Moyvalley, Co. Kildare. The event is open to all cars up to 1986. We hope to have a large turnout for this the final car event of the year.

And finally, the Annual Dinner is coming up, so keep an eye on the website for details of this and 2016 events...and become involved!

ELLEN BRYANS

IVVCC SUMMER 2015

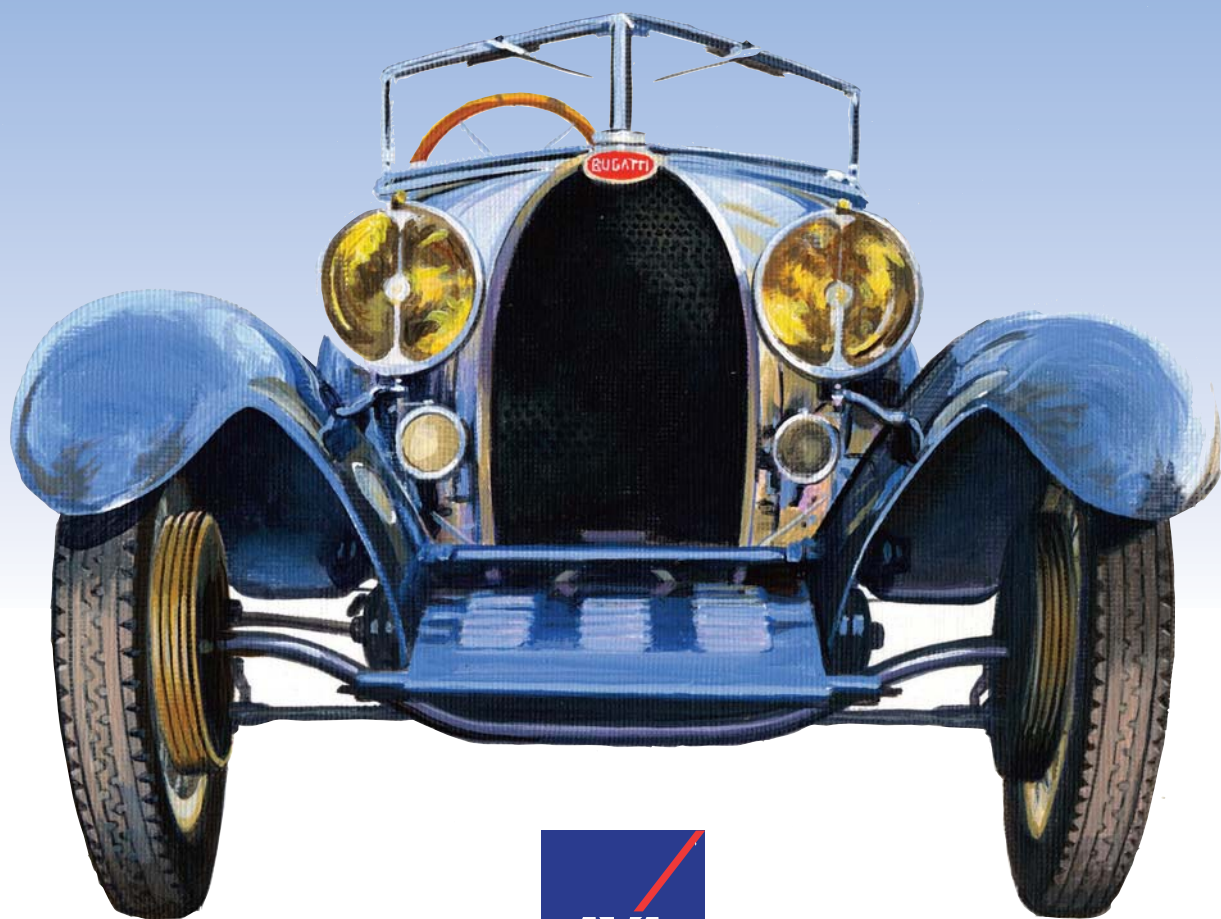
AXA NATIONAL CLASSIC CAR SHOW



ORGANISED BY THE ROYAL IRISH AUTOMOBILE CLUB

5th & 6th March 2016 · RDS Simmonscourt

www.classiccarshow.ie



redefining / standards

IRISH VINTAGE
Scene
MAGAZINE



THE ROYAL IRISH AUTOMOBILE CLUB

AXA Insurance Limited is regulated by the Central Bank of Ireland



A grand day out



Arthur and cousin Trish Farrell at Pioneer Run

In June 1951, a school friend of Arthur Jolley, Derek Dann, invited him to participate in the Leinster Club's Veteran Car Run ('Old Cocks Run'). This was the second time the event was run but the first since the World War II (Emergency).

"Where will we get a car?," Arthur enquired. His friend 'knew' someone with one and would ask. The following day, Arthur got a call to help collect the car in Chapelizod. It had been laid up since 1929 and would 'need a bit of work to get going'!

They arrived at the address and the owner, Mr Somerville-Large led them to the garage where the dusty hulk was slumbering. The tyres were flat and after

much puffing and panting, they were inflated and the tyres stayed up. The car was very dusty and it was impossible to tell its colour, which turned out to be a dull matt brown/green colour.

They towed the car to Foxrock to get it going and after much fettling and a few pulls up and down Newtownpark Avenue, it started. They then cleaned it up.

The following day, Arthur and Derek, accompanied by Aida (Dann) and Pat Oswald, drove to Naas to the start of the event at Lawlor's Hotel. The party of two men and two women were all dressed up in period attire as were a number of the other competitors.

The event covered some 40 miles and

cover story..

By TOM FARRELL

Silver Stream at RIAC Show 2014



All about the... Silver Stream

In 1906, a Kildare based engineer, Philip Somerville-Large decided to build a motor car of a high standard. He was unhappy with the large number of unreliable motors on sale and felt he could do better.

Following exhaustive research, he ordered a chassis from France, from a firm of motor agents called Malicet et Blin. It was delivered to Kildare in 1907. He then ordered the engine from another French firm, Gnome et Rhone. This engine was a 3065cc six cylinder which was unusual at the time (most engines had one, two and occasionally four cylinder engines).

The large touring 'Roi-des-Belges' body was designed by Somerville-Large and he chose an English coachbuilding firm, Salmons and Sons of Newport Pagnell to build it.

It appeared on the roads of Kildare in late 1907. Somerville-Large planned to produce the Silver Stream but at £2000 each, the cost was prohibitive (a Rolls Royce Silver Ghost chassis was 'only' £1000!). Somerville-Large transferred the registration number IO 1 from an earlier car of his to the Silver Stream in 1910.

Apart from being laid up in 1929 and disinterred in 1951 by David Dann and Arthur Jolley, not much is known about the car's history. It was bought by IVCC member, the late Denis Lucey in 1972, who drove it and had it displayed in the motor museum in Killarney.

Following the closure of the museum, it was auctioned in the UK and bought by Paul Newman and returned to Ireland. It was shown at the RIAC Motor Show in 2014.

The Silver Stream is a rare and beautiful car indeed...

Information sourced in Finbarr Corry's book, 'The Automobile treasury of Ireland', published in 1979 by Dalton Watson Ltd.



Arthur at the wheel of IO-1 at the start of the Leinster Run

the car performed without any fuss. Arthur enjoyed driving and felt that the car was easy to manage. That night there was a dinner dance (duly attended), after which they drove home with the hood up.

The following day they returned the car to Chapelizod without incident.

Who knows what would have happened to this car, registered IO-1, if it was not brought back to life by Arthur and his friend Derek and exposed to the many enthusiasts and public on the Leinster Club Run. Thanks to them, the iconic Silver Stream is alive and well and thanks to Paul Newman, still in Ireland...

cover
IVCC SUMMER 2015



40TH IVCC INTERNATIONAL GORDON BENNETT RALLY 2015



GORDON BENNETT RALLY 2015 RESULTS

OVERALL WINNER:
COLIN DUNNE 1926 CHEVROLET CAPITOL

CLASS A – ANTIQUE - Pre 1904

- | | | |
|------------|-----------------|---------------------------------|
| 1st | Jonathan Bewley | 1900 Gladiator Type 3 |
| 2nd | Shane Houlihan | 1903 Renault Paris-Vienna Racer |
| 3rd | Johnny Thomas | 1904 Darracq Flying 15 |

CLASS B – VETERAN CARS - 1905-1918

- | | | |
|------------|--------------------|--------------------|
| 1st | Richard McAllister | 1913 Sunbeam 12/16 |
| 2nd | Pat O'Donovan | 1914 Ford Model T |
| 3rd | Keith Pearson | 1913 KritK Tourer |

CLASS C – VINTAGE - 1919 – 1926

- | | | |
|------------|------------------|-----------------------------|
| 1st | Terence Bradley | 1926 Alvis Narrow Tourer |
| 2nd | David H Cooper | 1924 Vauxhall 23/60 |
| 3rd | Patrick Goulding | 1923 Morris Oxford Bullnose |

CLASS D – VINTAGE 1927 – 1930

- | | | |
|------------|------------------|-------------------------|
| 1st | Cecil Lewis | 1930 Austin 12/4 Saloon |
| 2nd | Rosa Roe | 1930 Ford Model A |
| 3rd | Gavin Millington | 1928 Austin Chummy |





40TH IVCC INTERNATIONAL GORDON BENNETT RALLY 2015



THE UPS AND DOWNS OF THE GORDON BENNETT RALLY

By ADRIAN HUGHES, NORTH WALES

I was really looking forward to the Gordon Bennett Rally this year, particularly because old school friends (now husband and wife) were going to join us, so I booked early to avoid any hitches. What could go wrong? In the week before the Rally I had a phone call from my friend telling me that they were having trouble with the gas board who insisted that they must be present the weekend we were to be away to have their meter checked. And no other time would do. After the initial high this was the first low! The days passed by with no result and all seemed to be lost but then at the last minute the gas board relented and the trip could go ahead. Back on a high!

We were all up early on the day of the crossing looking forward to the trip. The weather was fine with little wind and we were expecting a smooth crossing. We arrived at Holyhead port but everything seemed rather quiet. I made some enquiries and discovered that I had got the time wrong and the ferry had just left. Back on to a low! There was nothing for it but to kill some time in Holyhead and get the next ferry. Luckily the weather was good and after a very good cup of coffee in a café and looking at the castle and church and then a very pleasant walk by the marina the time soon passed and we headed back to the ferry. No hitches this time. We were back on a high!

After a good crossing we were soon on our way heading across Dublin. I don't know Dublin very well - we usually land in Dun Laoghaire but it's not now an option. I didn't know that there were so many traffic lights in Dublin and every one red!! For every two cars that went ahead of me a hundred went across! Another down! Would we get to the hotel before midnight?

After what seemed hours we eventually reached the open road and actually found the hotel quite easily. Back on a high!

I went to park the car while Helen went to check in. As I entered the reception it was clear that something wasn't right. "Yes sir, here is the key to your room but we only have one room booked for you and we have no more rooms. There's no room for your friends!" Back on a down and I really wanted a Guinness! After a lot of negotiations we managed to secure a temporary room for that night, which just happened to be next to the room already booked!

However we soon met up with our 'Gordon Bennett' friends who told me that

they had booked a table for us all for dinner. Back up on a high! Eight o'clock came and we all marched to the dining room. There was the name of our party clearly written on the waiters note pad but we were told that he had already let another party have our table! Yet another low! After more negotiating the waiter spotted Reg Plunkett on a table for two near to two other small tables. Reg was duly evicted and all the tables put together. I felt quite guilty about this so I found Reg, who was stuck in a corner, so that I could apologise. Reg smiled and said that it was okay but as I left his table I'm sure I heard him say "I'll get you for this!"

However we had a very pleasant evening and everything was looking up again.

Spirits stayed high the next morning when the problem with our room was sorted out and I crossed the car park to my car. Suddenly I hear a noise behind me and as I looked round there was Reg Plunkett driving straight towards me fist in the air and eyes glaring. I got out of the way just in time. That would have been a real down! Lucky for me he wasn't in his silent Sperry!

We got on our way and had a great day with the sun shining and the top down and eventually headed back to the hotel looking forward to a Guinness and back in high spirits. I went in to the bar and there was Reg with several of his henchmen guarding the bar. Reg glared at me and I decided that I wasn't very thirsty after all. Spirits back to rock bottom!

Nevertheless the big day arrived and I was far too busy to think of anything but the rally and I felt top of the world when we set off, dead on time, to compete in the great Gordon Bennett Rally. We had a great morning and then stopped for the lunch break. My passengers got out of the car and set off up the road but when I was locking the car the heavens opened and I had to quickly jump back into the car. Luckily my passengers found shelter in a shop doorway. I sat in the car watching the rain bounce off the bonnet and for some reason I felt that Reg must be responsible. I even looked to see if he was hiding behind a nearby car with a hosepipe in his hand! The rain stopped, we had a nice lunch and thanks to the great organisation of the Gordon Bennett team the rest of the weekend went without a hitch.

I'm already looking forward to next year but I do hope that Reg Plunkett doesn't come in his silent Sperry!

SOMETHING NEW FOR SOMETHING OLD



1964 Cobra

At Barrett Private Insurances we understand insurance for car enthusiasts. We advise, manage and arrange cover for Classics from single cars to significant collections.

Now, exclusively for classic car owners, we're offering an even better policy with far wider protection and benefits, including as standard:

- Agreed Value
- Repairs covered up to €10K over Agreed Value
- Open driving - any qualified driver over 30
- Your choice of repairer after an accident
- Breakdown & Recovery including Europe
PLUS AM Best rate the Insurer as 'A++Superior'

All backed by our legendary personal service. We aim to make your insurance stress-free and restore your car to its condition before the claim.

For more information or a quote please call Keith Monaghan, Private Client Director, or our Classic Car Team on:

01 284 5070 or 01 284 5401 or email classics@bprivateinsurances.com

QUALITY INSURANCE... WITH A CLASSIC EDGE

BARRETT PRIVATE
INSURANCES



IRELAND HOSTS INTERNATIONAL



A line-up parked outside the Kilgarvan Motor Museum

VAUXHALL BEDFORD OPEL TOUR



Among the British and Dutch cars, were two Vauxhall 14/6 saloons, the left one owned by Peter McGreal from Co. Louth



Some Vauxhall Model E saloons parked at the Patrician Academy



The British-based Vauxhall Bedford Opel Association holds an international rally every year, though not necessarily in Britain. Given the high number of old Vauxhalls which have been preserved in Australia, a plan was made to hold the 2015 international rally in Western Australia. However, this plan had to be abandoned as not enough people were willing to cover the cost of bringing their cars to Oz or of even flying there simply to attend the event. Then, at short notice, Cork resident Bill Ryan stepped into the breach by offering to host an international for the VBOA. Bill, who runs the Vauxhall Bedford Opel Owners' Club Ireland, has form in this regard as he was responsible for the previous international gathering in 2010 which was held in Ireland with an entire week of activities.

For 2015, the event was designed as a three day gathering and, in part, because of the short notice, there was little sponsorship except for the Hibernian Hotel and Leisure Centre in Mallow which generously financed the rally plaques.

For those who arrived on Friday May 22nd in Mallow, there was an afternoon run commencing from the Bowling Green car park behind the hotel, out on scenic roads to Doneraile House and Wildlife Park. At this stage about 20 cars took part, mostly from Britain, with three Irish owners present and the first two cars from Holland had arrived. After a very pleasant time in mild sunny weather, strolling the grounds of Doneraile House, we returned for dinner at the Hibernian. Before the meal, the hotel manager and a professed car enthusiast himself, devoted considerable time to ensuring the more valuable vintage-era cars were all parked in a locked compound within the hotel grounds. Secure accommodation for the other cars was provided at the nearby Patrician Academy.

By Saturday morning many more cars had arrived, including four from Switzerland and a further eleven from Holland. There were also three Australians driving Vauxhalls lent to them for the weekend. With some 80 people in 44 cars, Bill led us in his 1969 former Garda car, a black Vauxhall Victor with a 3.3 litre



Some of diverse eras represented by the Vauxhalls entered in the event



A Vauxhall Model E Wyvern arrives at Kilgarvan Motor Museum



Some of the group pose alongside the only Vauxhall in the Kilgarvan Museum collection

straight six engine, to Cobh. There we made our way through the lively town to park up on the quay near where the new cruise ship, the Royal Princess was docked. There was a choice of activities but most of the group opted for a boat tour of Cork Harbour with an excellent commentary by a very knowledgeable guide.

Back on dry land, we could seek out a lunch in the many eateries. At an agreed time we gathered once more at our cars to set out for Ringaskiddy via the ferry crossing at Passage West. Then it was on to Crosshaven to pay a visit to explore the old naval Camden Fort Meagher. Again the weather was kind to us, remaining dry and sunny if not particularly warm. After a tour of the fort we were on our way back across Cork City making the return journey back to the Hibernian Hotel where we were in greatly enhanced numbers as we sat for dinner.

For Sunday we headed west from Mallow towards Killarney but we turned off at Barraduff to travel south to the transport museum at Kilgarvan. With memories of the IVCC Tour of IVCC SUMMER 2015

two years ago when we visited the museum, the improvements to it, including the new concrete approach ramp, were much in evidence. The weather allowed many of us to sit outside while enjoying a coffee. Then we pressed on to Kenmare where most decided to have a lunch stop.

Soon it was time to drive a stretch of the Ring of Kerry through Moll's Gap. Many of the party would never have travelled this road before, so it was no surprise that several people chose to stop at Lady's View and other points to admire the scenery. During this Sunday afternoon we were joined by two classic Opel owners based in the Munster area and their cars were a welcome addition to the spectacle of historic vehicles making their way through the Kerry countryside. When we reached Muckcross House & Gardens, the sunshine and mild temperatures made a stroll in the grounds an unmissable treat. After light refreshments and the inevitable visits to the gift shops, we were on the road again for the return journey to Mallow for dinner at the Hibernian. Some of the Irish owners left the

event before the dinner as they were anxious to get home due to Monday morning work commitments.

That final dinner was an occasion to make speeches of thanks and to present awards. A Mr. Summar from Switzerland won the greatest distance driven award as his journey to attend was 1500 km in each direction. After Bill Ryan thanked all who attended, Ian Coomber, Chairman of the VBOA and a former director of Vauxhall Motors, thanked Bill and his wife Kate and the VBOCI for their initiative in offering to conduct the event. The manager of the Hibernian Hotel Kieran O'Driscoll came in for particular praise due to his tireless efforts to meet the needs of the group and to ensure overnight security for the cars. Bill accepted a presentation from Ian on behalf of the visiting clubs from Britain, Holland, Belgium, Switzerland and Australia.

On Monday morning it was time to settle the hotel bills and to say our goodbyes to friends old and new and to head home with memories of an event which offered great enjoyment and value for money.

NSU PRINZ 2



My first introduction to NSU four wheeled vehicles occurred in 1962 when we disposed of our NSU motorcycle in favour of a new Prinz 4, JZD 278. It was a lovely white car and we were very pleased with it. We had our first born a few months earlier and therefore the

motorcycle became somewhat redundant. The arrival of the Prinz 4 meant that we had bypassed the smaller Prinz era. Because of that I have always had a desire to own a P2. Those cars had been plentiful on Irish roads in the late 50's and early 60's but it was to be many years before I managed to

acquire one of those quaint but beautiful little cars. In the meantime I had owned all the various models of car made by NSU in their second period of car manufacture (they produced their first car in 1905). But the P2 had always eluded me.

In 1997 my desire was satisfied when I purchased a NSU Prinz 2, PZA 494. I had been looking for one of those for many years and I was very surprised when one turned up almost under my nose. When I first saw the car it looked very sad and neglected and its original red plumb colour had given way to a liberal coating of brown surface rust. There was also a plentiful supply of rust holes in the usual places and some impact damage. However the car was a one owner model that had been originally assembled in Dublin by Reg Armstrong Motors at his assembly plant in Ringsend about 1959 and was first registered for road use in October 1960.

The first and only owner was a lady who lived in the Rathmines area. She drove the car for about the next 13 years and covered 54995 miles in it. For some unknown reason the car was then parked in the garage at the side of the house with the handbrake applied. There it remained for the next 25 years. In the meantime the owner had passed on to a higher plain and her next-of-kin had to dispose of family assets. It was then that the little Prinz 2 came to light and something had to be done about it.





The next part of the story has an unusual twist. Des Cullen had a garage in Terenure and one day a man, the lady owner's son walked into the garage and asked if Des was interested in an old car. He wasn't but asked, out of curiosity, what it was? Oh a NSU. At one time Des was in charge of sales at Armstrongs and he regularly travelled the country demonstrating and arranging dealerships for sales and service for NSU vehicles. His lack of interest changed and the car was purchased and I eventually bought the car in October 1997. Who knows but had the man entered another garage this car might have been scrapped.

Cars in regular use are not normally retained for 13 years. They would be replaced by traded-in against new models. Although this car is now old, in 1960 it was a very modern car. Likewise with the mileage, it works out at about 4000 per year. That would be very low annual mileage even for 1960.

When the car came to my garage I decided to have a look at the engine. It was free and turned easily. So I changed the oil and checked the points, plugs and timing, got some petrol and a battery and the engine started without much trouble. That was a good beginning for the rebuilding programme and I was pleased. However much later I was to learn that all that glitters is not gold.

At that time I had some other projects to complete so the Prinz 2 remained at my garage for another 10

years until I started the overhaul in 2007. In the meantime I had removed all lights and trim pieces for safe keeping.

So in 2007 disassembly of the car commenced and all fittings were removed until only the bare shell remained. That was necessary as the car shell was to be turned on its sides to complete the under-body welding.

There was considerable rust damage to the front wings, the floor, the sills and wheel arches, even the roof had rust holes. The door bottoms were badly rusted and the driver's door skin had parted company with the door frame. There was badly repaired accident damage to the nearside rear wing. The fuel tank had rust holes in the bottom.

The sequence for rust repair was to turn the body on its side and then repair the upper body half. That was then suitably hand painted for weather protection. The body was then turned onto the other side and the repairs completed. That work took nearly two years to complete. The accident damage to the rear panel was particularly difficult to repair. A previous repair had damaged the metal by hammering and so stretching the metal. After much consideration it was decided to cut out the centre stretched metal and weld-in new flat metal. That solution worked well.

Work was now directed towards delivering the body to the painter but the shell, though small, was difficult to move. So, the rear suspension was overhauled and painted and then fitted to the shell. That allowed the body to be lifted at the front and manoeuvred like a wheel-barrow.

Finally on August 19th, 2008 the car was delivered to the painter for its new coat of bright red paint and work could start on repairs to the non-body components. Firstly there was the question of our holidays and we departed for our pre-booked holiday to Poland and did not arrive back until the end of August.

Dismantling of the front suspension and steering system began on September 1st, 2008. Parts were dismantled then sandblasted followed by suitable painting and reassembly. All suspension components, brakes, steering and springing form a single sub-assembly and bolts directly onto the body shell.

Some years previously the seats had been recovered in a similar fashion to the originals and were ready for fitting.

Towards the end of September the painter said that there was surface rust on the body shell and that it would need sand blasting. He arranged to have that work done and the body was returned to him on September 30th, 2008.

Undercoating was completed immediately after the body was

continued next page



continued from page 17

returned and the job sat for a while due to other work in the paint shop. That was not a problem as I had plenty of work overhauling other components. We were now coming up towards mid-December and final painting was taking place. On assembly I became aware that a difficulty had arisen as a result of the sandblasting. When I examined the completely painted body I found that the engine cover and the boot lid were distorted and would not close properly. The painter had tried to repair these but had not been successful. All I could do was to collect the car, bring it home and think about it. The two lids were useless in their current state.

In my own garage I tried a number of ideas but I could not get the twist out of the lids. The main difficulty was that the lids were both made using a single skin construction, great for weight saving but difficult to repair if damaged. I began to think about bracing and therein lay the solution. Special pieces were welded down each side of each lid. To these side pieces was attached, criss-cross adjustable bracing rods. By adjusting the length of the rods it was possible to correct the shape of the lids. The lids finished up somewhat stiffer as a result of the bracing. Of course the paintwork on the lids was now destroyed resulting from the welding but the painter had no objection to repainting the lids.

During all the painting activity I was carrying out other repairs. The fuel tank suffered from rust holes at its bottom. That was repaired using silver solder. The painter did that work and did a good job.

The door frames and the wheels were sandblasted and repaired before painting. Also the front suspension received sandblasting before complete rebuilding.

The Webasco sunroof was brought to my upholsterer for his advice and repair. His comment was that the roof did not need replacing; only cleaning. He recommended a suitable solution. So, the original sunroof and roof cloth are back on the car. Finally the car was brought back together and the engine starting time came near.

Very little work was done on the engine during the rebuild other than



the usual oil and filter change and normal mechanical settings. I was conscious that the engine was very dirty on the inside indicating that routine oil changes and servicing had been neglected. I had got the engine to work initially and it seemed alright. However I was still conscious of the car being off road for so many years, why?

When I started the motor I let it run for an extended period of time. It was only then that the oil leaks became obvious. There were two; one from a drive-shaft and the other from behind the engine covers.

The first was easily cured and only meant removing the driveshaft and tightening the centre fixing that holds on the universal coupling.

The second took more time to repair and was caused by perished rubber seals in the holes where the head bolts are. When I had dismantled down to where the seals were I decided to continue on and remove the cylinder head.

The cylinder head was found to be in poor condition. Inlet valves were serviceable but not so the exhaust valves. Those valves were badly corroded on the stems and had to be replaced. Also the exhaust valve guides were badly worn. They were all replaced and the head was rebuilt and the valves were lapped.

At that stage I was looking in at the engine which was still in the car. Would I lift the cylinders or not? Remember the cylinder head needed significant repair work. There was no hurry with finishing the car, so I decided to sleep

on it for a few days. Then I thought if I put it all back together again as it is and there is something wrong, then I would be very annoyed with myself. So I lifted the cylinders. The engine is only a two cylinder and when I examined the exposed pistons I found a broken ring on each one. I felt relieved that I hadn't proceeded earlier. Other than the broken rings the engine condition was ok. New rings were fitted and the engine put back together.

This time when the engine was started it ran much better and there was no oil coming from unwelcome places. The gear selection system on this model NSU is different to other NSU air cooled cars. It took me some time to get that correct but it now works without trouble.

The engine is equipped with a Bing carburettor and that has a personalised starting technique. It took me a while to get that right. Initially starting the engine when cold was very difficult but now it starts easily.

I have now been driving the car for several months. It is a real pleasure and many people admire it. It gives no trouble and it was worth all the hard work required to rebuild it. As of this year 2013 the P2 is 53 years old and was off the road for a total of 39 years.

As a postscript it is now 2015 and apart from the car being 55 years old it has completed several rallies. Those include the 2015 and 2014 IVVCC Spring Rally, Powerscourt Show, 2013 IVVCC Autumn Rally, Picnic in the Park, Terenure Show and it was also on the NSU Stand at the 2013 RDS Show.

ARM OUTING



Passers-by in Newbridge, Co. Kildare were surprised to see a 1924 Vauxhall 23/60 parked in the front entrance of the Newbridge Silverware Visitor Centre on May 28th - some even stopping to take photos.

Twenty-nine classic cars, in a reserved parking area, were also the subject of much admiration, while their owners enjoyed refreshments, a browse around the Style Icon Gallery upstairs, and a spot of retail therapy in the Visitor Centre.

It was suggested that Newbridge might like to make a small award for 'The car you would most like to take home', which they were happy to do. The car chosen was Des and Irene Cole's MG TD and a generous presentation of a canteen of stainless steel cutlery was presented to Des and Irene after lunch at Rathsalagh.

Rathsalagh House Hotel in Dunlavin is a 4-star country house hotel, converted from Queen Anne Stables in 1798 and surrounded by 500 acres of parkland and a lovely walled garden. A leisurely lunch, served in their atmospheric old dining room, was followed by an equally leisurely stroll around the grounds. Fortunately, we were lucky with the weather which was mainly bright though with an unseasonally cool breeze.



Classic CarSales.ie

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.

Check out our NEW mobile friendly website!
Visit the site today on your Apple or Android device.

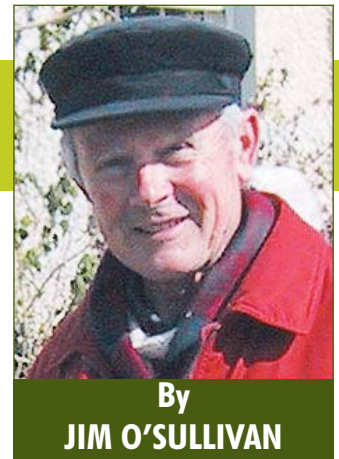


1964 Bentley S3	Mercedes 190D	Ford Cortina 1967 MK2	Austin A40
Mercedes 240D Estate	1970's Mini Front windscreen	1990 Nissan 300ZX	1991 Mazda MX5 Convertible
Triumph TR 7 V8 Grinnall	Fiat X1/9...Parts	Wolsely 1500 MK3	Volvo 343 Auto
Porsche 924	Mercedes W126	Mercedes W123	Volkswagon Jetta
Convertible Vintage Chrysler LeBARON			

Free private ads for 30 days or just €10 for 3 months online and 3 issues of Irish Vintage Scene magazine

ARM OUTING JULY 2015

Lullymore



By
JIM O'SULLIVAN

HERITAGE AND DISCOVERY PARK

'Life is a collection of memories'



I remember the 90's and earlier when we had cameras that used film. That film came on a sealed spool and there were usually 24 pictures to a roll. So people were more sparing with the camera clicking as at the end of a film roll a new film had to be inserted into the camera. That could be a tricky, time-consuming business. That came to mind as I searched through old pictures and found only three for June 1997. You see that was the time the ARM last visited Lullymore and then the place was known as Lullymore Peat World. The date of that visit was 26th June 1997.

The first picture above shows our guide doing his work as we were all seated around the walls of the traditional cottage. On left is a man named Mattie O'Sullivan, then an English couple who later moved back to



England, then a little of Tom Cahill. The next one shows Harry Noctor, Bernie O'Sullivan, the rear of Derry McMahon and Ann McMahon and then Tom Cahill. I cannot name any others. The last photo is of cars and all I know is that the cream coloured one belonged to the English couple and the Panhard belonged to me and I still have it.

So when Bernadette Wyer and Jeff Seymour came across Lullymore while working for the recent Gordon Bennet Rally they thought it would be suitable for an ARM outing – how right they were. Once the July venue was announced I was looking forward to seeing the place again. The old car was made ready and we set off on the Thursday. Well you could not visit this place in anything but an old car could you? The directions called for another motorway dash but we were not going



for another of those. Instead we went for a nice leisurely drive towards Dunboyne and then to Manooth. From there to Clane, then Prosperous, Allenwood and Lullymore was then just a few kilometres down the road. We arrived early and then we had a nice cup of tea and a scone and all with no rushing. It was nice to see a good collection of old cars as our group started to arrive.

An oasis of fertile land in the centre of a very large bog was the way our guide Ray described Lullymore Heritage Park. We enjoyed the privilege of visiting the park on July 30th as the ARM outing for that month. The park, now under the control of Teagasc, has been spectacularly developed to show parts of our ancient culture and great credit is due to them for the results they have achieved. The tour, through the



Old style thatched cottage



Guide Ray at work





Cutting turf - Jim O'Sullivan



Michael Tynan cutting turf



Cutting turf - Bernie O'Sullivan



Very old style living house

woodland, gives an insight into ancient living styles and conditions with real houses and living places as used long ago.

Any place where there is an amount of bogland it would be normal to find some turf-cutting. The significance of that activity is very important in an Irish context. For many centuries the Irish people used turf for home cooking and heating. There was a turf-cutting demonstration at Lullymore and volunteers were requested from our group. I put my hand up as I wanted to try this ancient activity. But I had another reason for wanting to try this. My late father wanted me to buy a piece of bog so that we could spend spare time cutting turf for domestic use in wintertime. He was never afraid of hard work but I could not see the merit of spending my scant spare time in a bog when there was so much else that required attention. So the bog was never acquired. He even bought a Slein new in Rake Street, Co Mayo. So dad if you are listening, I did do a bit of turf-cutting for you.

It is great to see so much attention given to bog preservation nowadays. Many of our large country bogs were damaged by Bord Na Mona over many years and the turf removed for burning. True that did provide much badly needed employment. We were told that large scale turf-cutting by Bord na Mona is to stop during the next three years.

Ireland still has many bogs and they can provide a wonderful insight into the past. The old way of life in Ireland shown at the heritage park at Lullymore is a very good presentation for local visitors and tourists. That is particularly important when Ireland is probably one of the only European countries where substantial bogland areas still remain. The development of our native bogs as tourist attractions offers real possibilities for the tourist industry in the future. I think that should mean a 'thank you' to the EC.

At Lullymore there is also another heritage presentation covering the 1798 rising in the south-east of Ireland. We were told that this little oasis was much involved on the side

IVVCC SUMMER 2015

of the rebels at that tragic time. There is a typical period type forge showing pike-making and also a display of letters and uniforms of the time.

The next call on our schedule was the Highfield Golf Club for lunch and we were due there by 2pm so it was time to make our departure. Our lunch was a buffet style with excellent food so we had a good tuck-in. The cost, under the magic '€30' was €27!

We headed home by reversing our morning route after a very enjoyable day. Many thanks to the people who gave their time in putting this great day together.

David Golding CLASSIC CARS

"Putting the fun back into motoring"



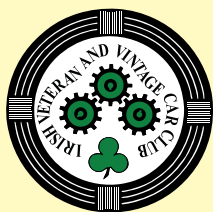
WE BUY CLASSIC CARS FOR CASH

- Quick decision and payment
- One car to a collection considered
- Irish and foreign registered
- Discretion assured
- We come to you



www.classicandvintage.ie

Tel: 087 7853264 Email: sales@classicandvintage.ie



MEMBERSHIP OF THE IRISH VETERAN AND VINTAGE CAR CLUB LTD



Formed in 1963 by a small group of historic vehicle enthusiasts, the IVVCC 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 IVVCC 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.IVVCC.ie

NEW MEMBERSHIP APPLICATION FORM

If you wish to apply for membership of the IVVCC please complete the form below and send to: **Membership Secretary, IVVCC, 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: _____

© IVVCC. All rights reserved

1981 ROLLS ROYCE SILVER SPIRIT



FOR SALE

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

€11,500

**PHONE: RAY
085-1588802**

NEWLY BUILT DRY STORAGE UNITS TO LET

Only 2 miles from M50 Exit 12
Own private entrance
40 square metres
Excellent security. Rural setting.

PHONE: 086-0882080

SECURE INDOOR CAR STORAGE

One mile off Exit 5, N7.

€50 / car / month

Reduction for multiples. Work bench & compressor available.

**Phone: 01-4580395 or
087-9804099.**

CAR WANTED

MORGAN, 4/4 SERIES I

Flat Rad.

Any condition.

**PHONE: JAMES
087-3418731
087-6266112**

GARAGE TO RENT

STEPASIDE AREA.

Secure and dry.

For further details

**PHONE: OLIVER FORDE
01-2884254
OR 087-2569411**

RESTORATION WORK UNDERTAKEN

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

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

1935 MORRIS 8



FOR SALE

Four new tyres
New upholstery.

**PHONE:
087-6354966**

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.

**Ph: PJ Bracken on
087-7652879**

1933 AUSTIN 10/4



FOR SALE

Chrome radiator, Irish registration.

New battery. Ignition fault otherwise okay.

**Price: €6,000 ono.
PHONE: 086-8391839**

1960 VAUXHALL VICTOR F-TYPE



FOR SALE

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

Price: €7,250

CONTACT: PAUL KEOGH

EMAIL: pfkeogh@eircom.net

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.

PHONE:

**Johnny Thomas on
0044 (0) 1267 290215
or Email:**

johnnybinks.thomas@virgin.net

WANTED

**FORD ANGLIA
105E**

1965 - 1967

Must be in good condition.

**PHONE: 01-8364074
or 086-2396489**

BUGATTI REPLICA



FOR SALE

Volkswagen based.

Looks and goes very well.

€10,000 ono.

PHONE:

**Johnny Thomas on
0044 (0) 1267 290215**

or Email:

johnnybinks.thomas@virgin.net

SPARE PARTS FOR SALE

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.**

WANTED

LANDROVER

Diesel model,

must be pre-1986.

Hard top or safari.

**PHONE: 01-4935893
IN THE EVENINGS**

TO ADVERTISE ON THIS PAGE

CONTACT:

**TOM FARRELL, EDITOR, KNOCKROSE,
THE SCALP, KILTERNAN, DUBLIN 18.**

EMAIL: editor@ivvcc.ie

The Sports Section

SUNDAY 26TH JULY

BY DAVE MILLER



1963 JAGUAR MK2



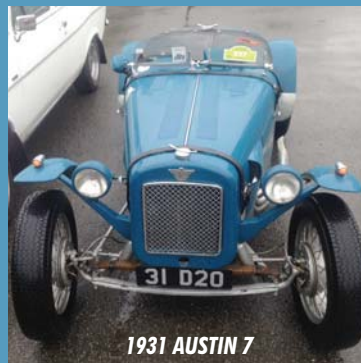
1963 AUSTIN HEALY 3000



1938 FRAZER NASH BMW



1963 JAGUAR MK2



1931 AUSTIN 7



1974 FORD ESCORT MK1 1300E

HRCA Reliability Trial

RESULTS

CLASS A – UP TO 1955

1st	Tony Dowling/Stephen Boden	1931 Austin7
2nd	Detlef Heyer	1938 Frazer Nash BMW

CLASS B – UP TO 1979

There were 4 clean sheets so the awards were presented to the oldest car first.

1st	Basil McCoy/Marion	1963 Jaguar Mk2
2nd	Rory Dooley/Daniel	1974 Ford Escort Mk1 1300E

LADIES CLASS:

1st	Aoife Cassidy/Glynis	1964 Ford Anglia 105E
-----	----------------------	-----------------------

OVERALL AWARD

Ray Cowen/Billy Crosbie	1963 Austin Healy 3000
-------------------------	------------------------

On what must have been the worst Sunday of the Summer when even Reek Sunday was cancelled (first time in hundreds of years!) 19 of the 21 cars entered assembled on the Pavillion at the rear of the Red Cow Moran's Hotel for some warming coffee and biscuits.

After the Drivers briefing the crews left at one minute intervals with the first car away at 10.45am. The route soon left the N7 at Junction 2 and headed for Baldonnel and continued on past the Hazel Hatch towards Leixlip, Dunboyne, Summerhill and Batterstown, with the lunch stop at the County Club, Dunshaughlin.

The 40 miles on the morning route were marked on an Ordnance Survey Map43 which was supplied with a clipboard. There were 6 marshalls points and 3 regularities during this section.

After lunch, just as the cars were leaving at 2pm, the heavens opened!!! This time the crews were reading a road book with tulip diagrams and mileage intervals and a few road sign details.

The 43.3 mile afternoon route headed for Ratoath, Screen, Kentstown and on towards the Boyne, Donore, Duleek, Ardcath, ending up in Ballymadun, 1 mile north of Ashbourne, handy for the N2 north or south! There were 4 marshalls points and cars had to approach and depart the correct way or incur penalties.

The cars ranged in age from a 1931 Austin 7 Nippy Special driven by Tony Dowling with Stephen Boden as his navigator. They definitely deserved the accolade of "Spirit of the Event" as they had driven the whole day with only 2 Brooklands screens and no hood (well done lads!)

Then there was a newly acquired 1938 BMW Frazer Nash Coupe, driven by Detlef Heyer, right up to the 70's Escort and a couple of BMW 2000's.

As the crews waited patiently for the last car and the sweeper to join them in the cosy atmosphere in "The Fox Inn" Ballymadun, for the results, the owner, Ray Sutton was very impressed by the array of cars parked in his car park.

In keeping with our aim to

encourage more young people out to share in our love of older cars, Rory Dooley's navigator, his son Daniel, aged just 11, received a special prize as did Haley Ward's young daughter Ruby in their 1972 MG Midget!

Just before formalities were over Basil McCoy asked to say a few words. He told us how, on the way down from the north in his 1948 MG TC, just after Slane this very strange noise developed in the rear end and on arriving in Ashbourne was advised not to take the car on the Reliability! trail on Sunday. So he thanked David Miller for the loan of his car and commented how dry and warm they both were for the day!!

So as the cars left The Fox Inn, there were two questions: 1. How to get to Ashbourne and the N2 (remember they all arrived on tulip diagrams and no map!!) and 2. When will the next Reliability trail be? The answer to that question is July 2016 if I continue to get the tremendous support from Ed Cassidy and Paul McNaughton as without their help this event would not happen!

IVVCC AUTOJUMBLE

The **IVVCC Autojumble**
will be held in
TOUGHERS, NAAS
on **Sunday October 27th.**
Time: **10am to 4pm.**

Contact: Maire or Mick Jones
087-2787044

ACE SILVER PEAK NUMBER PLATES

CLASSIC & VINTAGE, BLACK & SILVER, 3.5" CHARACTERS

ORIGINAL, DIECAST, POLISHED AND RIVETED
ALUMINIUM ACE SILVER PEAK PLATES.

Now available direct from the manufacturer.
All letters and numbers in stock.

Price of €155.00 (PLUS DELIVERY) is for a
**PAIR OF MATCHING
OBLONG PLATES**



TREAT YOUR CHERISHED CLASSIC TO THE AUTHENTIC NUMBER PLATES IT DESERVES.

Oblong and square plates available. Characters: height, 3.5"; width, 2.5" and depth, 0.25".

Oblong plates: 20.5" x 4.5" – **Square plates:** standard and non-standard sizes to order.

*This product is completely manufactured in Ireland
on original 50 year old Ace Peak moulding and finishing machinery.*

Tel: Mon-Fri 083-4513460 • Email: acepeakplates.com

Visit us at: **www.acepeakplates.com**

TO VIEW OUR RANGE OF ACE PEAK NUMBER PLATES.



By
ROBIN McCULLAGH
Photos by
BARRY BURKE

The 2015 Picnic-in-the-Park was held on Wednesday June 10th, and again the weather was kind to us. The idea of the event was, as usual, to raise funds for LauraLynn, Ireland's first Children's Hospice.

This year LauraLynn were trying to run two family camps (giving children, parents and siblings the opportunity to have a holiday together, meet other families facing the same difficult situation, while being given backup and support by dedicated care teams).

Each family camp costs €4000 to run, and thanks to all involved, the day raised the amazing amount of €8,325.99.

In 2016 it will be the tenth 'Picnic' and my last (Anno Domini taking its toll). I just hope that we can once again count on YOUR participation?



Our grateful thanks go to the following:-

- Dun Laoghaire-Rathdown County Council for the use of Marlay Park.
- Our sponsors Dunlop, AXA Insurance, Dublin Crystal, *Irish Vintage Scene*, The IVVCC and The RIAC.
- The wonderful Barbershop Harmony Group *The Mellowchords*.
- The imaginative commentary of Dougie Hughes.
- Our friends both in the Historic Racing Car Association and the Sporting Trials Group for the fine display of their interesting machines.
- Everyone who 'lent' us their car for the afternoon – a total of 276 cars – 139 of which were Open-top, breaking the

record we had set last year (we are surprised that no other Car Club in the country has as yet taken up the challenge of having the most 'Open-top' cars in the same place at the one time).

- Our 'Celebrity Judge' Miriam O'Callaghan and her 9-year old son Jamie who chose the cars and motorcycle that they would most like to take home...(Miriam is a Patron of LauraLynn and gives generously of her time, despite her busy work schedule).
- Of course thanks must go to the Committee: Amanda Kenny, Stephen Lynch, Pat Meehan, Bob Montgomery, Richard Warbrick and Bernadette Wyer, without whose work and dedication the event just could not have happened.

The vehicles chosen by
Miriam and her son Jamie
were as follows:-

Pre-1946 Cars:

1st: 1938 Mercedes-Benz

Owner: Pat Denning.

2nd: 1925 Bentley 3 Ltr.

Owner: Eric Byrne.

3rd: 1937 Riley MPH

Owner: Donal Begley.

Post-1946 Cars

1st: 1974 Bond Bug

Owner: Brendan McCoy.

2nd: 1960 Austin-Healey Sprite

Owner: Noel Willis.

3rd: 1959 MGA Rolling Chassis

Owner: Robert Kinsella.

Motorcycle of the Show

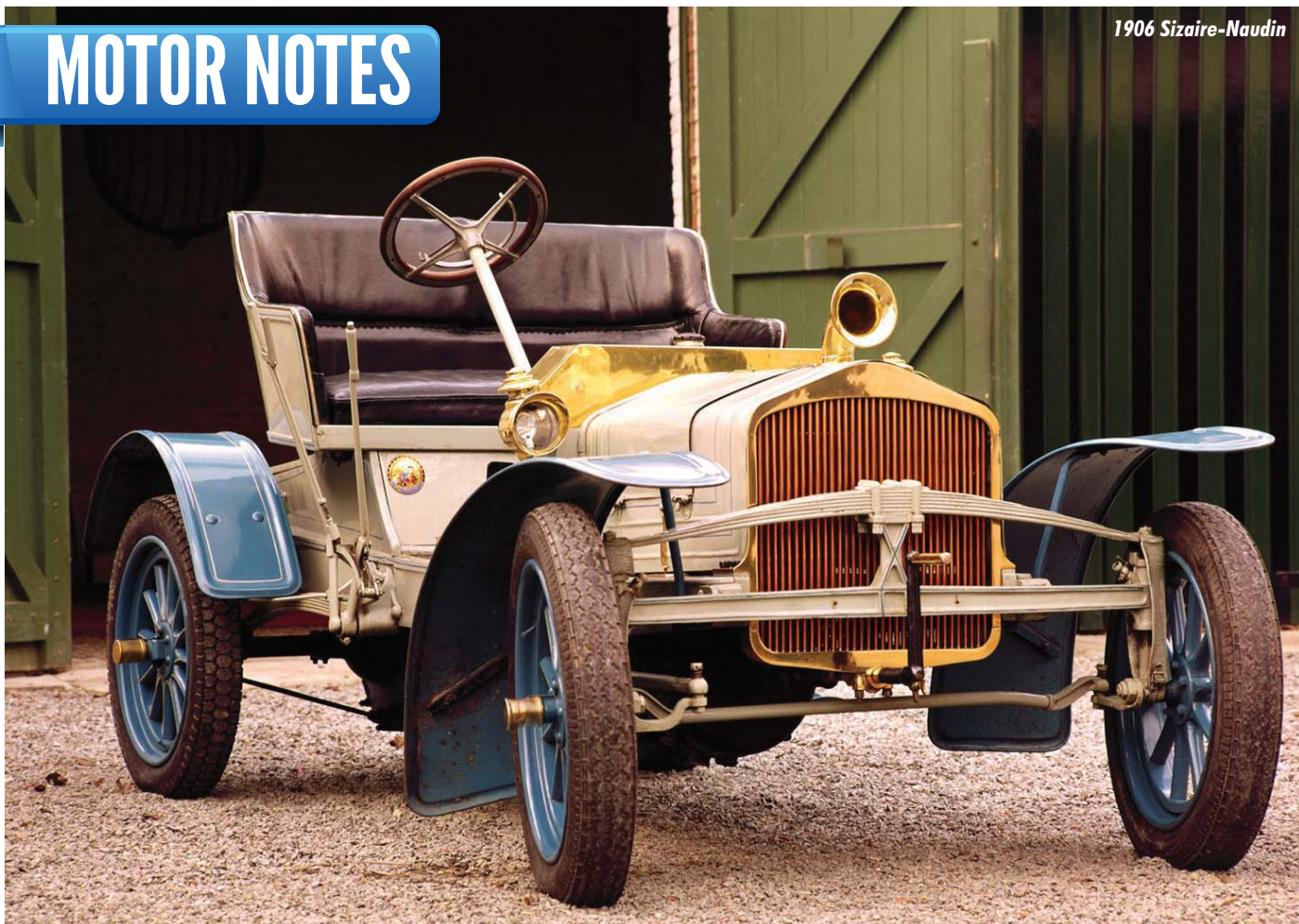
1982 Kawasaki 750

Owner: Barry Burke.

Picnic IN THE PARK



MOTOR NOTES



THE BREAKERS YARD

By
ALAN DONALDSON



A feature of Irish motoring that seems to have disappeared almost completely is the old fashioned Breakers Yard. Those wondrous places invariably inhabited by eccentric proprietors of dangerous appearance and gruff manner who seemed, often as not, reluctant to part with their stock or even engage with the customer. If you were a stranger entering the sanctum it would often appear as deserted as 'The Marie Celeste'. But you were not alone.

The first obstacle to be encountered would be the sudden and alarming appearance of a savage, rabid looking, 'Alsatian' or now as they are more commonly referred to 'German Shepard'. Looking not unlike 'The Hound of the Baskervilles' these terrifying creatures, sensing your fear, would howl and bark deafeningly as they, with frothing jaws, strained and struggled to free themselves of their chains to tear you limb from limb.

Their function of course was to discourage robbers but also, I believe, 'to soften up' potential new customers. Now while you were transfixed and petrified and contemplating retreat the Proprietor as described above would show himself appearing as if from nowhere often behind you. The dog would immediately transform into a cowering whining wretch, squirming in the dust. If words were spoken it would be "Don't mind him...he wouldn't hurt a fly!" Often it would be silence.

If at this point you felt capable of continuing in your quest it was up to you to enquire as to the availability of the part required. This would be met with much shaking of the head. An assistant might be summoned and some mumbling and more head shaking would ensue. You might make out phrases such as 'hens teeth' and 'gold dust'. Now, totally demoralised and turning to go you

may be addressed: "You're in luck, John thinks there's one on a yoke out the back. It'll cost you twenty pound or fifteen if you take it off yourself." Then John would lead you off into the back through rows of wrecks among which might be seen one or two vehicles of particular interest to the enthusiast. If asked John would say "You'll have to talk to himself." or "He'd never part with that."

When shown the 'yoke' the part required might be about all that's left on it. As you toiled to remove it (to save yourself a fiver), John might regale you with tales of what a swine the boss was to work for and throw something at your feet saying "Is that any use to ya?" It wouldn't be but somehow it ended up in the boot of your car, John receiving a reluctant tip.

To pay for an item one was shown into the office. These again were places of wonderment stuffed with desirables leaving little room for the proprietor, never mind the customer. The money would change hands. If you were brave enough to ask was it known to be in working order you would be told curtly "Well she drove in here!" or "If it's not sure bring it back." One soon learned when contemplating such a visit to dress appropriately i.e. oily overalls and black fingernails etc. if one wished to be considered seriously and not be treated and charged as a 'plebe'.

Two yards now long gone were close to hand when I lived in Dundrum. Both were in Miltown, some old hands may still remember them. One was by the bridge and was owned by Tommy Hamill. The other was further down the river on the other side and was called Skullys. Hamills was quite small and



seemed to have been in business a very long time and therefore was bursting at the seams. I got a set of Austin 7 wheels there one time. Intriguingly I was told there was a very old veteran car lurking somewhere in there but was never shown it. I wonder to this day.

I got to know Mr. Skully quite well. He walked with a pronounced limp and lived in a house close to his extensive yard. Once he got to know you it was okay. He was quite a character. He had two very large American cars of the Forties or Fifties which were of interest to me, both very rusty, which appeared to be contemplating suicide by slipping slowly into the Dodder.

When I asked how he visualised extricating them from their precarious position he rather optimistically, I thought, suggested: "Sure drive them out!" There was also a Triumph TR there and most interestingly a pre-war, front wheel drive Adler which had found its self marooned in Ireland after Hitler started messing about. Mr. Scully seemed ambivalent about parting with these.

A very professional concern was run in Smithfield by Duffy Bros.

Of course yards were not confined to Dublin but were found all around the country. A particularly famous one that could not be missed was situated just as you came off the Curragh in Kildare on the right hand side. Its owner

was again somewhat eccentric in his ways. Some might say more than a little! He seemed to live in a derelict bus on the site. His name, I believe, was Jack Caffey. He had an even larger yard in the town itself but few were privileged to enter either.

A few years ago the contents of both were put up for sale but I am told most of his vast horde was well beyond saving.

In Redcross, Co. Wicklow I came across a very friendly and helpful English gentleman who owned a fascinating place. Mr. Bill Mitchel. He had an amazing

collection of cars and machinery among which was an ancient tractor that he had retrieved from an entanglement of briers which he had flattened by driving a car around and around it! In another mound of impenetrable briers he claimed to have two Model T Fords rusting away but try as I might I could not see any evidence of these.

Then he said: "I must show you a very old veteran car that you never will have heard of!" He led me into his incredible shed and showed me some unrecognisable machinery which I noted had a large transverse spring across the front axle. "It's a Sizaire-Naudin!" he exclaimed triumphantly. "Bet you never heard of that!" I hadn't the heart to say "I had!" not wishing to appear a bloody know-it-all, but I had certainly never seen one!



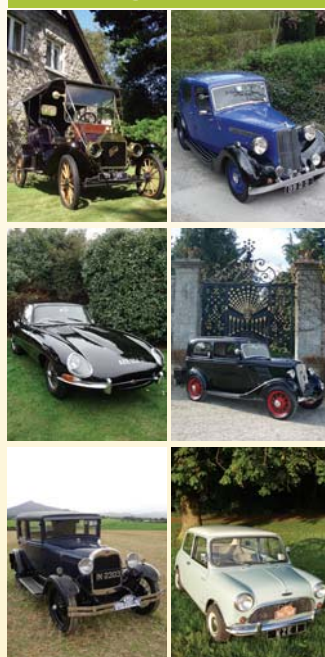
6 IVVCC CARDS AND ENVELOPES

Available at the First Monday meetings
Assorted Designs • Made in Ireland
€5.00 PER PACKET

SET 1



SET 2





© Irish Times Photo

MEMORY LANE

This image was taken during the 1961 Angling Championships at Greystones in Co. Wicklow. The long white building dominating the backdrop is the Beach House pub, which dates back to 1850 and survives under this name today, although it has been extended and remodelled in recent years.

In the foreground is a Ford Anglia, of 1950 to judge by its Dublin registration ZL-1632. To its right is a small flatbed truck, possibly a Ford Thames E83W model. This and the half-ton steel panel van version had a long production run from 1938 to 1957 with very little modification. Manufacture continued through the war where many were used in the war effort.

Beyond the pickup truck is a Ford Consul Mk. II of the late Fifties. Once a very popular car, many were used as taxis, but hardly any Irish ones have survived. Behind the Consul is a Vauxhall Victor of the same era. It followed the idiom of mid-Fifties General Motors styling which accounted for its "baby Chevy" looks. Early examples suffered build quality problems and although later improved, they were always very rust-prone.

Beyond the Victor is a Ford Prefect of the late Forties, early Fifties. Their simple engineering and very keen price ensured high sales of what was essentially a 1937 design.

To the left with the passenger door open

is a Morris Minor 1000, going by the grille design and the one-piece windscreen. Badged as the 1000 because of the new 948 cc engine introduced in 1957, such was the Minor's success, that BMC abandoned plans to replace the model in the late Fifties.

Moving to the row of cars parallel parked along Beach Road, the nearest is a pale-coloured Volkswagen 1200 (Beetle), probably from about the mid-Fifties or later. A firm favourite with many Irish motorists, some even owned four or five in succession.

Alongside we can just glimpse another of those Ford Consuls. Moving further right there appear to be three Ford 100E Anglia, Prefect or Popular models, then yet another Ford Consul.

The greyish station wagon is a Hillman Minx Estate or the related Commer Express Van with side windows. The Commer van was once among the best sellers in the half-ton category, using a sidevalve engine and later an overhead valve unit like the Minx from which it was developed.

Beyond that are a dark-coloured Morris Minor 4 door and a tall saloon which may be an early post-war Austin, Morris or Wolseley.

Finally, alongside the shelter, the very distinctive front end of a Ford Anglia 105E, a model which generated huge sales for Ford following its launch in 1959.



By
COLM O'NEILL

IRISH VINTAGE

PROMOTING IRELAND'S **MOTORING HERITAGE**

Scene

**YOUR MONTHLY
MAGAZINE REPORTING
ON **ALL** TYPES OF
VINTAGE VEHICLES
AND EVENTS**



**WHETHER IT'S...
**TRACTORS, CARS OR
MOTORCYCLES**
THAT START YOUR
ENGINE, IRISH VINTAGE
SCENE HAS SOMETHING
FOR YOU!**

**JAM-PACKED WITH CLASSIC
VEHICLES FOR SALE
ALL OVER IRELAND**

IRISH VINTAGE SCENE

3D Deerpark Business Centre, Oranmore, Co. Galway, Ireland

TEL: +353 91 388805 **Email:** info@irishvintagescene.ie **Fax:** +353 91 388806

www.irishvintagescene.ie



someday you could be really glad you have AXA classic car insurance

We insure more Irish classic cars than anyone else.

And our standard policy includes 24 hour breakdown assistance in Ireland, the UK or Europe.

So whether it's sunny in Ballymoney, snowing in Snowdonia or raining in Spain, we're with you all the way.

Ring us on

1890 200 016

go to **axa.ie** or call into your local branch

www.axa.ie

redefining / standards



Terms & conditions apply. We may record or monitor phone calls for training, prevention of fraud, complaints and to improve customer satisfaction. AXA Insurance Limited is regulated by the Central Bank of Ireland. 02/15 (4900m AD)