

THE
IUVCC
JOURNAL



AUTUMN 2015

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EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Autumn edition of the IVVCC Journal. The cover photo of this edition and the Summer edition both feature motor cars made in Ireland some fifty years apart. We tend to forget that we once had a thriving motor industry here, with Fords, Peugeots, Vauxhalls, Opels, NSUs, VWs, Jaguars, Morris, Toyotas, Fiats to name but a few, being assembled here. A few years back I was in Inchicore for the handover of a 1958 Metropolitan Vickers diesel locomotive to the Railway Preservation Society in Northern Ireland.



It was going north as there was nowhere in Ireland for it. In the museum in Cultra, there is a locomotive of great beauty called the 'Maedhb' (Maeve). It was rescued by enthusiasts just an hour before it was due to be cut up for scrap. This great express loco was entirely made in Dublin in the CIE depot in Inchicore, which was once a hive of activity, where every component used in trains was manufactured. I have a 1902 GS&WR goods wagon that was made in 1902 in Inchicore, now we would even have to import the timber to remake it.

The bottom line is always the long shadow that is cast and much of our former industries have been relocated where labour costs are much cheaper and companies are happy to exploit those lower costs. Pretty much everything you buy today will breakdown almost as soon as the guarantee runs out, so you don't repair but throw out and buy new.

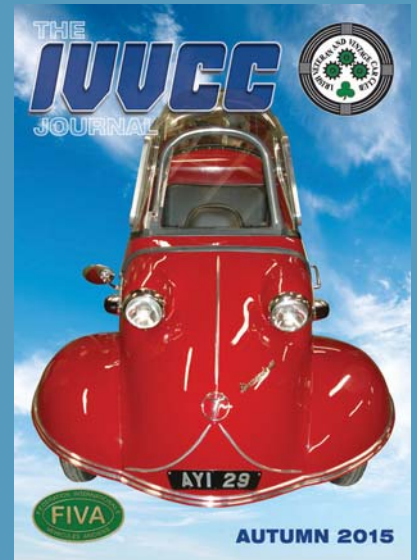
The time will come where there will be no examples of items from this time, because they will all be dumped and even if you have the desire to repair, you will not be able to get the parts. So maybe we have the best of what was. We have amongst us, enthusiasts that can mend, remanufacture and restore motor vehicles regardless of their complexity. Thanks to these dedicated people, our shared past will have a future. So keep up the good work!

My grateful thanks to all of you that contribute to the Journal, it is what makes it. Many thanks also to our advertisers for their support. I would encourage you all to support them if you can.

Finally, can I wish all of you and your families a very happy and dry Christmas and I look forward to meeting you at some event or other...

Until then, happy motoring.

TOM



FRONT COVER:

Is it a bird, is it a rocket?"

No, it's Dick Smyth's 1957 Messerschmitt KR 175 Cabin Cruiser, assembled in Lucan.

Photo: Tom Farrell

IVVCC JOURNAL AUTUMN 2015

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Every first Monday of the month

(Second Monday if first falls on a Public Holiday)

Venue:

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Time: 8.00pm

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www.ivvcc.ie

Photos:

All photos, unless otherwise stated, by Tom Farrell



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A MESSAGE FROM THE President



Dear Members

As 2015 draws to a close I would like to wish you all a very happy Christmas and a peaceful and happy New Year. I am delighted to advise that our current membership stands at 769, with 127 new members on the 2015 database, which I understand is the highest numbers achieved to date. I would like to welcome all the new members who joined the IVVCC in 2015 and thank all our members who, by their renewals, have supported the club during the past year. Membership Renewal notices will be issued soon as timely reminders to renew your membership before 30th March 2016.

Although we are still in the planning stages in relation to some of our dates for a number of the IVVCC events for 2016, it is an opportune time to reflect on the events since the last issue of the IVVCC Journal.

The success of the Brass Brigade event in Dungarvan in September was a testament to the hard work undertaken by Shane Houlihan and the support he received in organising the event. These endeavours resulted in a record 69 pre-1919 cars participating on the day and enjoying the climb up the Comeragh Mountains, culminating in being able to enjoy the spectacular surrounding scenery from the beautiful grounds of Comeragh House.

The Autumn Run in October had 75 cars registered prior to the date, with 72 taking part on the day, due to some last minute mechanical issues. Our run took us around some scenic Kildare/Offaly/Laois countryside with a special visit to the Museum in Straffan and it was also an opportunity, on a beautiful sunny day, to also enjoy the lovely gardens at the Straffan Museum. Our first visit to Moyvalley Hotel resulted in very favourable feedback from

the entrants and was an ideal venue for our lunch.

Our Christmas Dinner on 27th November in Moran's Red Cow was another spectacular evening and thanks to the renowned organisational skills of John Boland it was enjoyed by all. The musician, Sean Boland, provided some easy listening music and there was plenty of movement on the dance floor nearly on par with an episode of *Strictly Come Dancing!!*

The last event of the year, our challenging Christmas Quiz on the First Monday in December, had a different format this year and thanks to the testing questions of our Quiz Master, Robin McCullagh, there was great competition on the night and some worthy winning teams.

We plan to have confirmation of our 2016 calendar with our membership renewal notices and we would ask our affiliate clubs to forward their confirmed dates for 2016 to me as soon as possible.

Thank you very much for your support during the past year and we look forward to many more successful events in 2016.

BERNADETTE WYER

WHERE IS IT NOW?

Right is a picture that belongs to one of my neighbours (Robert Burden). This is a photo of, I believe, his grandfather and grandmother in a Dion Buton and he wonders if the car has survived and if so, where is it now?

I have looked at the entry lists for the Gordon Bennett and Brass Brigade events and although the registration looks familiar there is no record of it there.

If any member or reader can identify it please contact me.

Bernadette Wyer
E: wyerb@eircom.net



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Dick Smyth

COVER STORY...

By TOM FARRELL



Keep it in the FAMILY!

Popular members of the IVCC, Dick and Kitty Smyth, have known each other since national school. Both hail from a place called Windgap in Kilkenny. In 1972 they married. It would come as no surprise that Dick, a builder and Kitty a dress designer went on to have a family of motor enthusiasts in sons Neville, Mervyn and Nigel.

The lads were obviously influenced by Dick and his racing exploits. He raced on tracks in Ireland and Britain and drove hot rods and racing cars, being particularly known as a terror in a Mini, in which he won the Sexton Trophy in 1983. He had won a number of championships in Minis, including the Austin Rover Ireland Mini Championship (a few times). He was presented

with a trophy by Prince Michael of Kent (President of the RAC) for third place in Donnington Park. He has also raced Formula Fords, Formula 2000 and been involved hill climbing too. Dick's home is full of trophies, stacked in groups like penguins outside a fish factory, but he wasn't in it for the prizes but the pure love of it.

His first old car was a 1935 Morris 8 which he bought from Luke Lawlor (he still has it), he then went on to own a 1929 Morris Cowley in which he participated in his first IVCC Gordon Bennett Rally in 1991. To his regret, he sold this car when he bought a 1926 Rolls Royce 20HP limousine with a body by Park Ward, which needed restoration. He spent a lot of time bringing the Rolls back to its former glory and he is a regular competitor in the Gordon Bennett rallies with it.

Continued next page



Dick and Kitty Smyth

Having raced Minis, Dick went on to buy and restore them. Between him and his sons he must have around 15 of them! Mini Coopers, Wood and Pickett Coopers, Harold Radford Coopers, even a Radford Riley Elf, that reputedly belonged to Peter 'Petrol Head' Sellers himself! Neville owns most of the Minis and he has also had much success in the world of racing, especially in Formula Ford, winning the Leinster Trophy (previously won by Hakkinen and Senna amongst others), and also winning the Formula Ford Festival in Brands Hatch amongst others.

Other son, Nigel, is also a Mini enthusiast. He is at the moment, restoring a rare Jensen Interceptor Convertible.

Many will remember Dick and Kitty's (Ferrari) Dino 246 and Fiat Dino Spider. There is also a Lotus Elan Sprint, several racing cars, a Triumph TR6, a Triumph GT6, another Morris 8, a 1935 Crossley Regis



Neville and Dick Smyth

Tourer, etc, etc!

He also has two Messerschmitt Cabin Cruisers. One was a British assembled model and the other was assembled in Lucan!

Dick had been looking for some time for one of these unique vehicles. They are quite rare, with only 6 of the 175cc models known in Europe. The Irish assembled ones are rarer and he was delighted to finally manage to buy the Irish one in October 2012. This example was first registered in Ireland in October 1957. While it was original, it was also rotten!

So after careful evaluation, Dick (assisted by his sons), started the restoration. He saved as much of the original parts as possible but the floor was beyond repair. A new one was fabricated and old parts were refurbished. The perspex roof was remade in Germany at great cost, but worth it. Gradually the Messerschmitt came together. The car had been painted a number of times but the original colour was found under one of the side lamps and matching paint was made up and applied.

Dick buys parts for these motors whenever he can and on the bench he is currently working on Fitchel and Sachs 174cc engine as a backup for the two he now owns (the other being a UK assembled model).

The finish that Dick applies to his restorations can only be described as breathtaking. He and his sons are passionate about their hobby and we can be assured that motoring history is being preserved in the hands of this enthusiastic family...



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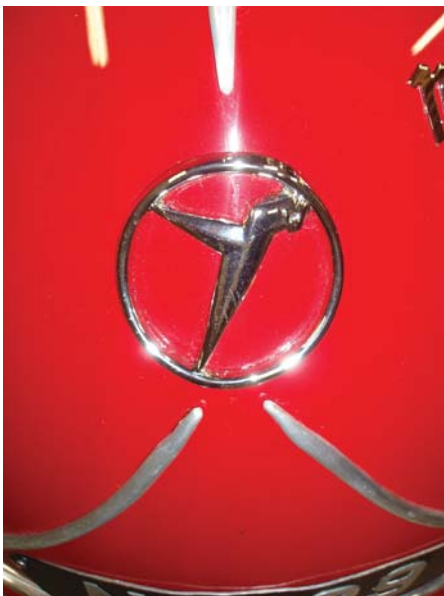
ALL ABOUT THE MESSERSCHMITT

To many people of a certain age (most of us!), the name Messerschmitt conjures up an image of a Luftwaffe fighter aeroplane (model no ME109) that was regarded as good as the Spitfire.

After the War many of the German factories were not allowed to remanufacture aeroplanes and had to turn to other activities. Thanks to the Suez crisis in 1956 (when President Nassar closed the canal forcing all shipping including oil tankers to circumnavigate the African continent to deliver to Europe), there was a rush to manufacture economical means of transport and indeed boost the fortunes of those already in the business.

And so motorised bicycles, scooters, micro cars and bubble cars burst on to the scene with names like Goggomobile, Heinkel Cabin Cruiser (another WW2 aeroplane manufacturer and incidentally assembled in Dundalk), Frisky, Bond, Isetta Bubble Car (made in partnership with BMW, another manufacturer of aeroplanes and engines in WW2) and of course, Messerschmitt.

The Messerschmitt Company took over the Fend small car design in 1953 and started production of the KR 175 and KR 200 Cabin Cruisers. The engines were Fichtel & Sachs two



The old John Caldwell Garage



By TOM FARRELL

stroke 173cc and 191cc and could rev all the way up to 7,000RPM! Three wheeled with tandem seating, they had a tubular spaceframe, handlebar steering and bonded rubber suspension.

From 1956 onwards they had a car type throttle and clutch. They came equipped with a Dyna Start and a reversible engine so at least you could back out of a spot if you needed. Electrics were 12 volt. They were 99 inches long, 48 inches wide and were capable of a frightening 60MPH!

The company also produced a model called the TG500 Tiger. This model is easily identifiable by its fourth wheel. It was fitted with a Fichtel & Sachs 493cc engine and a four-speed gearbox with no synchromesh. It was capable of a terrifying 75 plus MPH! Only 250 were made and are super rare.

Dick Smyth's KR 175 was assembled in Lucan by a company owned by Mr John Caldwell. He had a garage at Crowes Corner on the Old

Celbridge/Lucan Road junction. The cars were assembled here and moved to his garage in the village for sale. It is not known how many were assembled. Dick's was built and registered in Dublin in October 1957.

They were reasonably popular in cash strapped Ireland. No doubt the cheap road tax (they were taxed as a cycle with a 'tricycle' body), cheap running costs at a claimed 100 miles to the gallon and very little to go wrong.

But they were crude. Being neither motorcycle nor car, they and many other micro cars were consigned to history when in 1957 Fiat produced the 'Nouva' 500 and in 1959 BMC produced the Mini. A new era of small car had arrived, answering the demands of economy minded motorists.

The Messerschmitt Company went out of business in 1962 having created machines at opposite ends of the spectrum. We are fortunate that we know a man that has two...



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POWERSCOURT PICNIC



By
TOM FARRELL

Photos by
**JACK EPSTEIN
& TOM FARRELL**



Once again the IVCC descended on Powerscourt Estate for the annual picnic event. This popular event is now in its 38th year and is a must attend for many of our members and affiliated members.

It was decided to limit the number of entries to 150 vehicles about two years ago. This was to prevent the chaos and health and safety nightmare of too many motors and people in the one place. This has resulted in a more spacious feel to the event.

Music was by Sean Boland and some even took the opportunity to dance. It was as usual a fun event and our thanks go to the Powerscourt Estate for their generosity and Bridget Greeves for choosing the Powerscourt Perpetual Trophy winner and finally, to all our members who supported this friendly event.

Hope to see you next year!



PRIZEWINNERS WERE SELECTED BY THE ENTRANTS AND THE WINNERS WERE AS FOLLOWS:

Best Pre War Tourer

John Boland,
1913 DE Dion Bouton DX

Best Pre War Saloon:

Mike Ryan, 1939 Rolls Royce Wraith

Best Post War Tourer:

Thomas O'Sullivan,
1964 Alvis TE 21 DHC

Best Post War Saloon:

Antoinette O'Brien,
1956 Standard 10

Jim Fitzgerald Trophy:

Ken Hawthorne, 1953 MG TD

Slazenger Trophy:

Larry & Sandra Roe, 1971 Fiat 500L

Best Dressed Member:

Frank Fennell



POWERSCOURT PICNIC

contd.





AUTUMN



The Autumn Rally was held on Sunday October 4th in lovely sunshine. There were 68 cars entered and 65 turned up on the day, the other 3 suffering mechanical problems en route!

The rally started in the Springfield Hotel in Leixlip and travelled through scenic Kildare and Offaly, arriving at the Steam Museum in Straffan where members had an opportunity to get up close and personal with a variety of steam engines and models.

The gardens were also open to our members and the less mechanically minded entrants ambled around the walled garden.

The rally then carried on and ended at the Moyvalley Hotel, where an excellent lunch was provided after which prizes were presented.

Many thanks to Bernadette Wyer, Declan Grogan and Shane Houlihan for organising the event and the enjoyable route.



THE WINNERS WERE AS FOLLOWS:

Oliver Cosgrove Deerpark

Dublin Glass Trophy:

Winner:

Matt Garrigan, 1930 Ford Model A

Leslie C. Thorne Presidents Cup:

Winner:

Reg Plunkett, 1939 Riley Big 4

Murtagh Silver Trophy:

Winner:

Dick Smyth, Fiat Dino Spyder.



RALLY 2015

By
TOM FARRELL

Photos by:
PADDY O'ROURKE
and
TOM FARRELL



AUTUMN RALLY 2015 *contd...*



ARM OUTING – AUGUST

By
TREVOR STOREY



The August ARM outing commenced at Lisnavagh House near Rathvilly in County Carlow. Lisnavagh is the home of the McClintock-Bunbury family and has been described as a Victorian gothic mansion. Some of the Bunbury family left Cheshire in the 1660s and settled in Carlow as tenants of the Duke of Ormonde until they purchased Lisnavagh in 1702.

In 1879 Thomas McClintock-Bunbury succeeded his uncle to become Lord Rathdonnell. His great-grandson Benjamin, the present Lord Rathdonnell, succeeded him in 1959. It was his son William and his wife Emily who were our hosts for the day.

In 1847 William McClintock-Bunbury commissioned Daniel Robertson to build a house at Lisnavagh. He also designed the gardens, pleasure grounds and the farmyard.

The farmyard, described in an article in 1897 as the finest in Leinster, is four-square of cut-stone granite with a large circular basin of water in the centre. The house proved too big for more modern times and in 1952 about two-thirds of the house were taken down and remodelled to its present much more manageable size. In 2005 the house again underwent a major renovation.



Our day began (in sunshine) at 11am with beautiful scones, jam, cream, coffee or tea in the very comfortable living areas in the house. We all then settled in the large living room where William Bunbury gave us a very interesting outline of the history of the estate and house.

He was also very honest and impressive in his deliberations on the task of managing such an estate in

today's economic climate. One enterprise they have embarked upon is the now widely known "Bunbury Boards," handcrafted at Lisnavagh from hardwoods sourced from the 200 acres of managed woodland on the estate.

Following our tour of Lisnavagh, we travelled the short distance to Rathwood where the 75 attending on the day enjoyed an excellent dinner.

ARM OUTING – SEPTEMBER

By
TONY CLARKE



Our September ARM outing began with a visit to Ballysallagh House, in the hills north of Kilkenny, a charming example of an unspoiled house of the early Georgian period. Kieran and Geradine White bought the house in 1987 and have restored it carefully and authentically and have furnished it in great taste.

Being a chilly morning we were welcomed into the warmth of Geraldine's beautifully renovated basement kitchen with a wonderful antique table and splendid cupboards to be treated to homemade scones, jams, tea

and coffee. Then we were privileged to be guided around the house by Geraldine. Her depth of knowledge from her museum career days and her infectious enthusiasm for her house rubbed off on us and there were many interesting anecdotes swapped between us in an enthralling house tour.

Outside we admired the two recently laid out formal gardens complementing the herb garden, the maple walk and folly and the unusually deep Georgian ha-ha which allows the front garden to blend seamlessly into the surrounding parkland.

Nice as this was the highlight, for the men, was the trip to the bottom of the garden to find Kieran's 'old' but





purpose-built garage which housed his personally restored vintage racing cars.

What a sight...in an immaculate garage, surrounded by photographic displays of Irish grand prix and tourist trophy races. We saw his two pride and joys, a 1929 Riley Brooklands and a TRS. In awe we listened to Kieran passionately relate his renovation and racing experiences.

Having been made so welcome in Ballysallagh we then drove, with mixed feelings, a short distance to the 'marble city' of Kilkenny where Rosa had arranged a very tasty lunch in a recently opened restaurant, Rive Gauche, just opposite Kilkenny Castle. It was a great atmosphere as the whole town was buzzing with so many tourists.

As the lunch was so good and the craic mighty we arrived a bit late at the Discovery Park in Castlecomer which had a scenic Woodland Forest Walk and craft shops to entertain us. However the tree top walks and the orienting trails were just too energetic!!

About 20 of us, who had decided to make this into a two-day ARM, then continued to Carlow where we were well looked after in the recently refurbished Seven Oaks Hotel. They really pulled out all the stops serving us a fabulous meal in a private dining room!!!

Despite all the activity and

eating (I still think about the full Irish breakfast!) everyone managed to board a coach (the luxury of it all) and head to Carlow County Museum. The award-winning museum gave us a snapshot of the wonderful history and heritage of the county by bringing to life the story of Carlow's development through the ages. In a special exhibit, of particular interest to us, was the mass of the archaeological objects found on the route of the M9 including the smallest object found, an Iron Age glass bead.

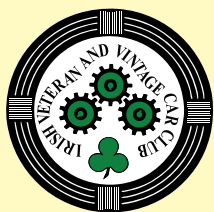
We then returned to our cars and headed to Delta Sensory Gardens. After coffee (again!), there was a tour of 20 interconnecting multi-sensory gardens which allowed us to rest and indulge our sense of touch, taste, smell, hearing and visual delight. It is certainly a unique experience and its popularity now ensures it is a major employer in Carlow town and caters for about 120 adults with disabilities. Great stuff indeed.

We then weaved our way home over the Wicklow Mountains, tired but certainly not hungry, with many fond memories from two action packed days.

Our many thanks to Rosa Roe, very ably supported by her friends Declan and Nuala Grogan, for all their planning and hard work in organising such a superb two day ARM.

Well done Rosa!





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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:

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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

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EMAIL: editor@ivcc.ie



An account of FIVA Ordinary General Meeting and Extraordinary General Meeting

KRAKOW, POLAND – OCTOBER 2015



BY
PEADAR WARD

The meeting opened with an appreciation by Senior Vice President David Whale of Lord Montague of Beaulieu, President of FBHVC and a long-time friend, participant in and supporter of FIVA, who died in August 2015. This was followed by a minute's silence.

The President confirmed that as 48 nations out of a total of 62 member nations were represented the meeting was quorum.

FIVA activities during the past year were outlined, followed by plans for 2016. The significant new change for 2016 was the proposal to enter partnership with professional stakeholders and the marketing of FIVA to manufacturers, restorers, event organisers, insurance companies, media etc. The implications include inviting the professional stakeholders to join as FIVA members with the resulting change in voting rights and subscriptions for existing members.

A new slogan and a new logo was adopted. The new slogan is *'Preserve, Protect and Promote the Historic Vehicle Culture'* and the logo now includes 'FIVA' instead of the drawing of a vehicle in the centre of the logo. The new logo is shown on the cover of this edition of the IVCC Journal.

A new website is also under construction and it will depict a car cockpit with gear lever and the site can then be navigated with the gear stick. There will also be opportunities to have countries present themselves on the FIVA website.

2016 will represent the 50th anniversary of the founding of FIVA and to mark the occasion 2016 will be designated *'World Motoring Heritage Year'*. The publication of a commemorative book is also planned for 2016. FIVA is to encourage the promotion of un-restored vehicles or *'Best Preserved Vehicles'* otherwise known as *'Survivors'*.

The Extraordinary General Meeting which convened during the adjournment of

the Ordinary General Meeting approved changes in the statutes of FIVA which allowed for the inclusion of new stakeholders and changes in the internal rules including voting rights

Apart from the Ordinary General Meeting and Extraordinary General Meeting the various commissions of FIVA also met and presented their reports. A short summary of those meetings are as follows:-

TECHNICAL COMMISSION

New FIVA ID Card have now been designed and will be issue in 2016.

Revised definitions regarding modifications to vehicles were announced. The definitions included classification for period modifications, period type modifications and non-period type modifications. Substantial modifications were defined as alterations to chassis, frame or materially modified bodies e.g. shortened, narrowed, strengthened. Change to three or more components such as engine, transmission, front suspension/steering system, rear suspension or body would result in re-certifying the year of the vehicle.

LEGISLATION COMMISSION

Details of meetings with the Historic Vehicle Group of the European Parliament were given.

Reference was made to the 2013/4 owners survey which included 15 European countries (including Ireland). It was a very significant achievement which amounted to 19,500 completed surveys and included data on 31,000 passenger cars; 5,700 motor cycles; 2,900 scooters and 3,150 commercials. There is a follow-up analysis being undertaken by Delft University (Holland) which involves a literature review and an owner profile study.

An interesting projection is that conventionally fuelled cars will only represent half the number of vehicles on European roads by 2030 and that conventionally fuelled vehicles will be phased out in cities by 2050 with the introduction of Low Emission Zones (LEZ).

FIVA will be campaigning for exemption for Historic Vehicles in designated LEZs.

CULTURE COMMISSION

FIVA is seeking to obtain a Memorandum of Understanding with UNESCO, as a formal recognition of the work done for the preservation of World Motoring Heritage.

It will be a priority of the Commission to reach the younger generations. Young people represent the future of our movement: we are the keepers, rather than the owners, of a cultural heritage that needs to be passed on to future generations. To generate greater interest in historic vehicles, FIVA Culture Commission is designing a video. The aim of this video is displaying what FIVA is about: including the importance of motor vehicles for the development of civilisation and their cultural relevance as artifacts and testimonies of past achievements.

There are also plan to compile a FIVA Museum list, which will be viewable on the new website.

The importance of FIVA's Charter of Turin was emphasised. The aim of this Charter is to preserve and safeguard the history of vehicles including their engineering, form, functions and documented histories and their many and diverse relationships with society and social environments.

A previous IVVCC Journal provided details of the charter and we may reprint the article again for members.

PEADAR WARD
DIRECTOR AND FIVA REPRESENTATIVE

LETTERS TO THE EDITOR

CARS AT MARCONI STATIONS AT LETTERFRACK & CLIFDEN, CONNEMARA

Dear Editor

I was wondering if any of the IVVCC members might be able to shed any light on this photo and advertisement?



I would very much appreciate any information you or your members/ readers might be able to provide.

The car is captured at the Letterfrack Station, probably in 1913. Is it possible to tell the make and model of the car, and where the car was registered?

Also a 1925 auction item on a 1923 Singer 4 seater car.



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Fifty years of the



**ROLLS ROYCE
SILVER SHADOW**

By
TOM FARRELL

The late George Harrison of the Beatles once said, "if you could remember the Sixties, then you weren't there." The decade of the 1960s was one of change and for those of us that weren't on drugs and could remember it, the changes were big. Youth took on the establishment, skirts got shorter, hair got longer (the men!) and music got louder. Many other changes took place, none more so than in that bastion of tradition; Rolls Royce.

There were plans to supersede that pillar of tradition, the Silver Cloud III. However RR was struggling financially and the planned successor, known as the 'Burma' project (Silver Shadow) had to be put on hold. So the Cloud II got a hasty makeover and in 1962 became the Silver Cloud III.

The most obvious difference with the outgoing model was the four headlights and slightly lower grille. This was to get the customers used to the Silver Shadow when it finally appeared.

In Autumn 1965, the eagerly awaited Silver Shadow and equivalent Bentley T Series was launched to the motoring world and were an instant success. The model, which was designed 'in house' by Rolls Royce Chief Stylist, John Blatchley, was completely different from the preceding models; the Silver Cloud III and Bentley S3. For a start it was the first monocoque body constructed by RR. It was also 8 inches shorter, 5 inches lower and 3 inches narrower. The most obvious change was the shape. Gone were the flowing lines to be replaced by a three box design. Gone also were the drum brakes including the servo designed by Sir Henry Royce in 1909 and in came all round discs and a dual circuit system. The suspension system was a Citroën design built under license by RR, which had a height control and a self-



levelling mode when the load was increased. Other features included electric windows all round, electrically adjusted front seats, air conditioning, picnic tables to the rear of the front seats, etc, etc. The 6230cc V8 engine and four-speed General Motors Hydramatic gearbox were carried over from the Silver Cloud, but the spark plugs were positioned above the exhaust manifold for ease of access.

The cars were powerful and had braking to match. When initially tested they were shown to be capable of speeds of around 120mph. Handling was vague but nobody minded. The modern design took the world by storm and brought many new and indeed younger clients to Rolls Royce. Because of the number of safety features and daring (for RR) design, the model was awarded second place in the 1966 European Car of the Year Award.

The models consisted of the Silver Shadow and Bentley T Series saloon initially. They were joined within 6 months by a new 2 door model in 1966 called the Mulliner Park Ward (or MPW) 2 door saloon. In 1967 the MPW Convertible was introduced along with 10 prototype long wheelbase saloons. By 1969 the LWB cars went into production and featured a glass division between driver and passengers and an everflex roof (vinyl to you and me). With a complete range of well-designed cars being designed and built in house, there was less opportunity for coachbuilders to create anything different enough to tempt buyers. By the time the Silver Shadow and Bentley T were introduced, the only independent coachbuilder left was James Young of Bromley in Kent. They built 52 examples of a 2 door saloon of which 15 were Bentleys. This was to be James Young's swansong as they closed in 1967.

In 1970 the engine size was increased to 6.75cc and the GM400, 3 speed gearbox was introduced as was a restyled safety dash with a centre console. The picnic tables were dropped as standard fittings. Compliant suspension came in 1972 and in 1974 flared arches were introduced. In 1975 a



continued →

Fifty years of the Rolls Royce Silver Shadow *continued* →



completely new model was introduced, the Camargue. It was styled by Pininfarina and was the first car in the world to have split level air conditioning, only one Bentley version was made. The MPW drophead and 2 door models became known as Corniche.

Total production of RR Silver Shadow I was 16,717 standard cars, 2870 long wheelbase cars, 568 MPW 2 door saloons, 1108 Corniche saloons, James Young 35 saloons, MPW Convertible 505 cars and 529 Camargue models. Bentley models: T1, 1712 and 9 long wheelbase cars, 98 MPW saloons, 63 Corniche saloons, 41 MPW Convertibles, 15 James Young saloons, 1 farina Coupe and 1 Bentley Camargue.

The Rolls Royce Silver Shadow (and to a lesser extent, the Bentley T1) was the first motor car in history to be

worth more second hand than new. The factory could not keep up with the demand. Many stars of screen, stage, music and well known personalities bought them, including cockney actor, Michael Caine. On the morning when his accountant phoned to tell him he was officially a millionaire, Caine wrote out his shopping list on a packet of cigarettes. On it he wrote; a pint of milk, a packet of razor blades and a Rolls Royce! Dressed casually in jeans, he visited the nearest RR showroom and was hastily shown the door by the superior salesman. Caine, within an hour turned up outside the showroom in a new Rolls Royce Silver Shadow, blew the horn until the salesman came out and then Caine gave him 'the fingers' and drove off! There was no doubt things would never be the same again...

Many Silver Shadows fell on hard times, owners skimped on servicing and the cars 'failed to proceed'. The brakes particularly, proved complex and cars ended up being scrapped. The sniffy attitude by the senior members of the Rolls Royce fraternity didn't help and as a result many early cars have disappeared. There wasn't that many made to begin with. The newer models seemed more attractive so the early cars quietly slipped away.

There is a change in attitude now and the elegance of the early 'Chippindale' models (because of all the interior wood) is being appreciated more. They are relaxing to drive providing a sense of occasion that few other cars can match. If you get a chance to drive or be driven in one, take it because as Henry Royce said; "The quality is remembered long after the price is forgotten..."

"THE QUALITY IS REMEMBERED LONG AFTER THE PRICE IS FORGOTTEN..."



IVVCC CALENDAR OF EVENTS 2016

FEBRUARY		
Sun 28	Donegal Vintage & Classic Car Club New Year Show	Harold's Yard, Ballybofey, T: Eunan Kelly 087-2366924; Colm McLaughlin 0044-7775632549
MARCH		
Sat 5-Sun 6	AXA Classic Car Show	RDS, Ballsbridge. T: Fergus Cleary 087-2059826; Eunan Kelly 087-2366924
Sun 27	Donegal Vintage & Classic Car Club Easter Sunday Show	LYIT, Letterykenny, T: Fergus Cleary 087-2059826; Eunan Kelly 087-2366924
APRIL		
Mon 4	IVVCC Annual General Meeting	West County Hotel, Leixlip. T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
MAY		
Sat 7-Sun 8	IVVCC Spring Rally	TBA
Sun 15	Blessington Car & Motorcycle Club	Spring Run T: Alice Nugent (secretary@bvcmc.com; 087-7467196
Sun 22	Donegal Vintage & Classic Car Club Drumoghill Show	Drumoghill Football Club T: Frank Morning 087-2318696; Eunan Kelly 087-2366924
Sun 29	Donegal Vintage & Classic Car Club Annual Weekend Away	Ballina, Co. Mayo T: Frank Morning 087-2318696; Eunan Kelly 087-2366924
JUNE		
Fri 3	Donegal Vintage & Classic Car Drumoghill Show	Drumoghill Football Club T: Frank Morning 087-2318696; Eunan Kelly 087-2366924
Wed 8	IVVCC/RIAC Picnic in the Park	Marley Park, Dublin T: Robin McCullagh 086-3926194
Fri 10-Sun 12	IVVCC International Gordon Bennett Rally	T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Sat 11	Donegal Vintage & Classic Car Club Kerrykeel Show	Kerrykeel Village *NWVC T: Michael Whoriskey 086-3709117; Eunan Kelly 087-2366924
JULY		
Sun 3	Irish Jaguar & Daimler Club Classic Car Show	Terenure College
Sun 3	Donegal Vintage & Classic Car Club Annual Club Run	Venue to be advised T: Eunan Kelly 087-2366924; Colm McLaughlin 0044-7775632549
Sat 9-Sun 10	Donegal Vintage & Classic Car Club Carrigart Show	Carrigart Village, *NWVC T: Vincent O'Rourke 087-6472476; Eunan Kelly 087-2366924
Sun 17	Donegal Vintage & Classic Car Club Bundoran Show	West End Car Park, Bundoran T: Donal McGettigan 087-9370679; Eunan Kelly 087-2366924
Fri 29	Donegal Vintage & Classic Car Club Cumbria Steam Show	Cumbrian, UK T: Eunan Kelly 087-2366924; Colm McLaughlin 0044-7775632549
AUGUST		
Sun 21	IVVCC Annual Powerscourt Picnic	Powerscourt, Co. Wicklow T: Bernadette Wyer 087-2220770 E: events@ivvcc.ie
Sun 28	Donegal Vintage & Classic Car Club Tullaghan Run	Community Centre T: Sean O'Rourke 087-2555701; Eunan Kelly 087-2366924
SEPTEMBER		
Sun 4	Donegal Vintage & Classic Car Club Muff Show	Muff Village T: Kieran Logan 0044-7821359522; Eunan Kelly 087-2366924
Sun 11	Donegal Vintage & Classic Car Club Inishowen Run	Inishowen Area T: Colm McLaughlin 0044-7775632549; Eunan Kelly 087-2366924
Sun 18	Blessington Car & Motorcycle Club	Autumn Run. T: Alice Nugent 087-7467196 E: secretary@bvcmc.com
Sat 24-Sun 25	IVVCC Brass Brigade	TBA
OCTOBER		
Mon 3	Donegal Vintage & Classic Car Club A.G.M.	Jackson's Hotel, Ballybofey T: Leo O'Connor 074-9151633; Eunan Kelly 087-2366924
Sun 9	IVVCC Autumn Run	TBA
DECEMBER		
Sat 10	Donegal Vintage & Classic Car Club Dinner Dance	Jackson's Hotel, Ballybofey T: Leo O'Connor 074-9151633; Eunan Kelly 087-2366924

THE ABOVE IS A PROVISIONAL EVENT CALENDAR FOR 2016

(This will be updated on the IVVCC.ie website and also in the Spring, Summer and Autumn 2016 journals)
We welcome dates from our affiliated clubs for inclusion in the next calendar

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MEMORY LANE



Reproduced courtesy of Dublin City Library & Archive

This view of Lower Kevin Street, Dublin 8 dates from 1979. In the foreground and moving out of shot is a Dodge Spacevan in the orange livery with white cab doors of the P&T. It has a ladder rack fitted, indicating that it is used for telephone engineering rather than postal deliveries. At this period the Department of Posts & Telegraphs also bought the rival Bedford CF vans which would be supplied by McCairns Motors in Santry, the Vauxhall and Bedford assemblers and distributors. However, at least one batch of the Commer/Dodge vans finished in primer, was sent from the nearby Chrysler Ireland plant to McCairns to be painted in the P&T colour scheme. Maybe Chrysler's price for painting wasn't keen enough, but business is business and at least Chrysler got the sale of a few vans.

Following behind and also heading towards the Cuffe Street/Aungier Street junction is an Austin 1300 Mk.III registered KBI 503, a Monaghan number from early 1973. The Mk.III was introduced on the Irish market around April 1972 and was a stopgap model until the launch of the controversial Allegro for the 1974 model year. The MK.III had a new dashboard and revised front grille design and bumper overriders were deleted. By the third mark, the 1100 versions were usually two-door only and with a plainer finish. The 1100/1300 range in all their badge-engineering variations as Austin, Morris, MG, Wolseley, Riley and Vanden Plas were the best-selling cars in Britain at one stage and sold well here too.

Behind the Austin is an early Renault 12 of the 1971-76 era. This model was far more popular than the rear-engined Renault 10 it replaced, its comfortable seating, fuel economy and lively performance appealed to many family car buyers. The traffic is passing the premises of hardware merchants John H. Smiley Ltd., which is boarded up and partly demolished. Today the shiny Bishop's Square office block occupies this site.



By
COLM O'NEILL

Following the Renault is a Ford Capri Mk.III, going by the bonnet design which slightly obscures the quad headlights. This car would be very new at the time, as the Mk.III had been launched only the previous year. The Capri range, introduced in 1969 as "the car you've always promised yourself," was targeted at young men, who with marriage and children, had to forego their sports car days, but were not quite ready for the stolid respectability of a family saloon. However, by now the sales figures for Capris were in decline as performance versions of saloon cars by Ford and competitors like the VW Golf GTI were biting into the Capri's market.

Parked just alongside the Capri is another of those Dodge P&T vans, this one a post-1977 model, going by the later broad plastic grille and heavier front bumper. Beyond the Ford Capri is another newish model, the Honda Civic, series 3, which would have just reached the Irish market that year. Sales figures were small back then, as supplies from Japan to the Irish distributor Honda Universal, were very limited, with long delivery times. This meant that dealers could sell new Hondas with little or no discount.

The ornate building with the triangular pediment facade which the Honda has passed, has survived, but was built as late as 1917 as an extension to the Moravian Church, and is now used as offices.

Looking further beyond the Honda, is almost certainly a Ford Cortina Mk.IV, a firm favourite as a repmobile, and which Caprimen would have despised.

Finally, moving in the opposite direction is a pre-1976 Hillman Avenger with its distinctive L-shaped rear lamp clusters. The Avenger was Chrysler UK's attempt to plug the gap in its range between the little Hillman Imp and the Cortina-sized Hillman Hunter, thereby challenging with some success, the dominance of the Ford Escort, Austin/Morris 1100/1300 and the Vauxhall Viva.

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