

THE
IWVCC
JOURNAL



SUMMER 2016

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EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Summer issue of the IVVCC Journal and again I apologise for the lateness. I am having great difficulty in getting articles and I end up writing a number myself. Many of you have stories in you and I would be happy to help you if you decided to write something. So please, have a go, you never know what you are capable of until you try...



I was approached a few years ago by Dominic Lee, who wanted to know if I knew of anyone that had a photo of Sir Richard Orpen's Rolls Royce 40/50 'Silver Ghost'. I said: "I'll ask around." Two days later I was on the IVVCC stand at the RIAC Classic Car Show and I met a man I did a course with in the Army in 1975. In the course of the conversation it emerged that this man's grandfather was William Orpen's chauffeur and that the family had photographs. I put him in touch with Dominic and on the opening of the exhibition to Sir William in Stillorgan Shopping Centre (he was born in Stillorgan), William Orpen's grandson and his chauffeur's grandson were in attendance! A chance conversation was all it took.

We had a good year with many events and the weather was not bad either. I hope to have more reports in the next Journal, being worked on now.

I am grateful, as always, to those who take the time to contribute, without them, we would have blank pages. So I thank them for their articles. I am also grateful to our advertisers who help support our club through placing adverts in our Journal. I would ask you to support them by giving them your business.

Robin McCullagh is a busy man who over the years has worked at, supported and organised many an event. Robin is taking a back seat from some of his activities and I wish him well and thank him and indeed all of you who give of your time and make the Club a better place by your efforts.

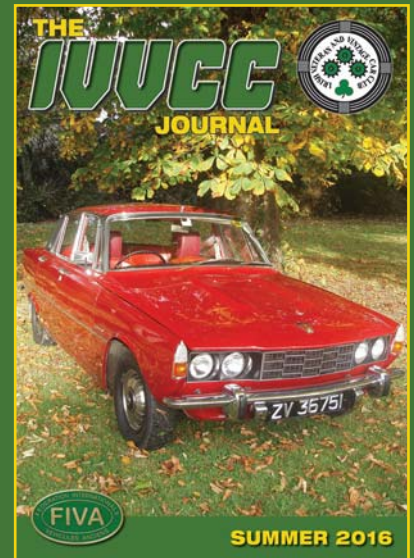
I wish you all well.

Until next time, *Happy Motoring!*

TOM

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FRONT COVER:

Robin McCullagh's
1971 Rover P6 2000SC
Photo by: TOM FARRELL

IVVCC JOURNAL SUMMER 2016

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Time: 8.00pm

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www.ivvcc.ie

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All photos, unless otherwise stated,
by Tom Farrell



A MESSAGE FROM THE

President



Dear Members

Winter is upon us and we now have time to reflect on the trips and outings that we have had during the Summer and Autumn past. We enjoyed three major events in the IVCC since the last issue of the Journal and I would like to take this opportunity to thank all you who helped to make these events so successful.

The Powerscourt Picnic, which has been a great day out for the members for 39 years, took place again this year in early August. There were 120 cars in attendance ranging from early cars right through to 1986. We were accommodated in the walled garden which was a new location from previous years. This was a beautiful setting and showed off the wonderful cars in attendance at their best. It worked very well and made the ideal location to picnic. We were very lucky with weather as the rain held off until we had all departed for home, perfect timing. Next year's Powerscourt Picnic is a really big year, being the 40th Anniversary of the first event. Planning will begin for this event early in the New Year to make it a special event.

The Autumn rally this year was organised by Clive and June Evans, ably assisted by Tom and Irene Clarke, and was based in Druids Glen Golf Club. 45 cars were in attendance and again there was a really great mix of cars ranging from Model T's to some great classics. The route took place over spectacular scenery around Co. Wicklow and while the route was challenging in places, this added to the enjoyment of the day and all the cars handled the hills without any difficulty. Druids Glen Golf Club served a wonderful lunch after the run and I think it fair to say all who attended enjoyed a great day out. Many thanks to Clive and his team for all the hard work in putting this event together.

In mid-October the IVCC moved to Dungarvan, Co Waterford for the 3rd annual Brass Brigade Run. This event has grown year by year and is now the premier veteran car event in Ireland with over 70 entries this year. We were again extremely fortunate with the weather as the temperature was more like a Summer's day than a late Autumn one. The run this year departed Dungarvan for a coffee stop in historic Lismore Castle, which was quite a spectacular scene with all the cars parked in the courtyard. The cars departed Lismore Castle for a beautiful drive over the very scenic Vee and back to Dungarvan for lunch. A great day out was had by all. Interestingly we had 10 overseas visitors taking part this year and all promised to return for next year. Again I would like to thank all those who helped out in any way to make this event the success it has become.

The next event of the Club is the Classic Motor Show in the NEC Birmingham. The Club has a stand there this year, for the first time, and we hope to heighten the profile of the Club with our friends in the UK and further afield. Hopefully any of you visiting will take time to drop by and say 'hello'.

The Review Committee has had a number of meetings to date to consider the best use for the funds held by the Club. I would like to take this opportunity to sincerely thank the five members for taking on this most important task and look forward to hearing their recommendations in due course.

The Board has a number of ideas and proposals for a new range of events for 2017 and I look forward to sharing these ideas with all the membership very shortly.

Finally I would like to take this opportunity to thank all the members who took part in the various events throughout 2016 and I look forward to meeting up again soon

SHANE HOULIHAN

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Secretary's REPORT



Now that most of the 2016 club events have taken place the Board is looking at plans for 2017. The discussion at the last board meeting was focused on changing the calendar of events for next year with a view to making some changes to the traditional Spring and Autumn rallies. The thinking is to designate the Spring Rally as a pre-War run, to be held in April, for vehicles registered before 1939. The Autumn Rally would be designated as a Classic Car event and held in the month of October. The existing arrangements for the International Gordon Bennett Rally in June and the Brass Brigade Rally in October will remain unchanged.

The Powerscourt Picnic event will be arranged in August as is the long-standing tradition. Next year will be the 40th year of this very popular event. Powerscourt management relocated the event to the enclosed garden this year. The uncertainty as to the number of cars we could safely accommodate in the garden meant that we had to restrict entries in 2016. The arrangements for the 2017 Powerscourt will be reviewed with a view to accommodating more entries.

The Board has decided not to hold a Christmas dinner in 2017. This event was very popular when we revived it some years ago, however the attendance at the event has been falling over the last two years. Instead of a Christmas dinner it is proposed to arrange a lunch and rally in mid-January 2017.

Consideration is also being given to holding a Classic and vVintage Festival event in 2017. The details of this event have yet to be decided however if an appropriate venue can be secured it will be a significant event in the calendar for the year. Part of the plan is to engage with our affiliated clubs to ensure a successful event accommodating the entire old car movement in Ireland.

By the time you read this report the annual Ballinakill Vintage Classic Owners Club motor show will have taken place in Portlaoise. This year the IVCC was invited to participate in the event and asked to provide a display of vintage cars.

The First Monday in November will be an 'Open Forum' and members are strongly encouraged to attend and participate. The Board are always interested in receiving your feedback and suggestions on how best to improve our events and our service to members. Come along on the evening of November 7th and share your views with us at the West County Hotel. The December First Monday will be on December 5th and it is planned to offer some light refreshments on that night.

Finally, I would like to invite members to offer their services to assist the Club. We are always looking for volunteers for a variety of activities. We need members to assist with organising, events, First Mondays, marshalling, writing articles for the Journal, media relations, social media etc, etc. Just let me or any Board member know you are interested and we will be delighted to sit down and talk to you about it.

PEADAR WARD

**DATES FOR
YOUR DIARY
2017**

SUNDAY APRIL 2ND

IVVCC AGM

FRIDAY/SATURDAY/SUNDAY JUNE 9TH-11TH

IVVCC International Gordon Bennett Rally

SUNDAY AUGUST 20TH

IVVCC Powerscourt Picnic 40th Anniversary event

SATURDAY SEPTEMBER 30TH/SUNDAY OCTOBER 1ST

IVVCC Brass Brigade event

Confirmation of our full list of 2017 events will be available shortly.

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

Enquires to:

events@ivcc.ie

or

087-2220770

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Meet the member...

Former Taoiseach Bertie Ahern meets Robin McCullagh at the launch of the IJDC Classic Car Show

Robin McCullagh



Robin with son Derek at the 1979 Shell Economy Run with 1 ERI

Robin McCullagh will freely admit to being car mad from an early age. Collecting Dinky toys as a boy fanned the flames of enthusiasm, as did the family outings to motor races around Ireland. His mother's cousin, Ron Hewitt, used to bring him to races too, often accompanied by 'Uncle Stanley', who turned out to be Stanley Woods!

At the Wicklow Races on another occasion, Robin's aunt 'Lex' on holidays from Surrey, accompanied them. They met up with the winner of the race, who upon seeing Lex, expressed surprise, as Lex was the best friend of the winner's parents in Surrey. The winner was Mike Hawthorn, later to

become World Motor Racing Champion. Mike became friendly with Robin and his parents and indeed some time later on a visit to Dublin, as a guest of the MEC, he invited Robin to accompany him to a midnight matinee, an event set up to help charities. That was the year that Mike Hawthorn was killed racing his Jaguar saloon along the Guilford Bypass.

Robin recalled Mike as a larger-than-life character who would most likely say and do anything for a laugh and had a good line of 'racy jokes'!

After Robin left education, he qualified as an engineer. His first car was a Ford Special Trials car and was followed by a succession of cars, such as

**By
TOM FARRELL**

Wolseley 8, Wolseley 4/44, MG TD, a couple of MG YA and YB saloons, a rare MG Y Tourer, several MGA's, Midgets, countless MGBs including the rare MGB GT V8. Along with the then moderns such as, Ford Granada, a couple of Rover P6 2000 saloons, a Rover SD1, a Rover 825 Fastback, Mercedes and Audi saloons.

He became Managing Director of the Reynolds Group before being head hunted by AIB to become their Group Engineering Manager. With the collapse of communism in the Eastern Bloc countries, the world bank moved into these countries and Robin was seconded to it. He lived and worked in several Eastern countries, designing and building computer rooms and money-dealing rooms. He spent 28 years with AIB before retiring.

He joined the IVCC in 1964 and was also a member of the MEC. He was a founder member of the MGEC and was Honorary Treasurer for 10 years and Chairman for 8 years. He was to become the MGEC's first President and the chain of office was presented by the late Shelia Meehan in honour of her father, the great 'Wilkie' Wilkinson.

Continued next page



Robin, Bill Pinfold and Aston Martin racer Sir Stirling Moss



White MGB GT racing in Mondello at the IMRC 1983. Robin came second.



MGA 'Clock Orange' in the Phoenix Park 1988



Winner alright! Robin with the works MG Midget 'Yellow Peril'. Built at Booth Poole for Ken Fildes. Raced by Robin at Rathdrum.



MG Special at Enniskerry Hillclimb 1957

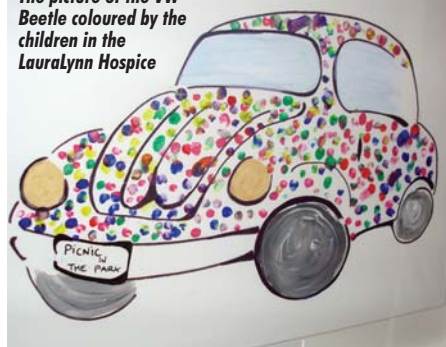
Meet the Member contd...

When he was Chairman of the MGEC he was approached by Nick Gaye from the Irish Jaguar and Daimler Club, who was looking for support to organise a motor show to help St Augustine's School in Blackrock. Robin immediately offered his support to an event that is now the biggest of its kind in Ireland, the IJDC Classic Car Show.

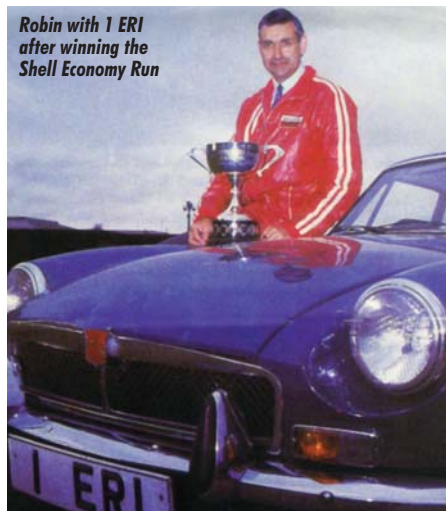
He served as a Board Member of the IVCC for a number of years before he became President of the IVCC from 2005 to 2007. He is a Board Member of the RIAC and is Chairman of the Motor Committee.

Robin has, for many years, judged at the 'Terenure Show', has been an organiser at the successful RIAC Classic Car Shows in the RDS, has published a number of books dedicated to motors and motor racing in Ireland. For 10 years, along with Bernadette Wyer and a small team of stalwarts, he has organised the Picnic in the Park, helping to raise much-needed funds for the LauraLynn Charity. Indeed Robin's most cherished presentation is a picture of a VW Beetle with finger marks on it, dabbed by the children in LauraLynn Hospice, some sadly not with us now...

The picture of the VW Beetle coloured by the children in the LauraLynn Hospice



Robin with 1 ERI after winning the Shell Economy Run



Robin with Sir Norman Wisdom presenting the cup for Car of the Show at the IJDC Classic Car Show

Robin has travelled the world to motoring events, has raced at the Phoenix Park and Mondello and Hill Climbed at Enniskerry among others. He has been successful and enjoyed sporting trials, rallying and racing. He has done the Route 66 and the Malin to Mizen with Mike Dennehy in Mike's Mini Cooper.

For many years he also organised the IVCC Christmas Quiz and for a few years was Clerk of the Course of the IVCC Gordon Bennett Rally when, along with Mike Dennehy, he organised the routes on a few of the Gordon Bennett Rallies.

Robin has been married to June for 52 years and they have two sons, Derek and David. He is a man you can depend on. If he agrees to do something, you can be sure that it will be done without fuss and done well.

Many years ago, Robin was at an event in London. Sir Stirling Moss was the guest speaker and before the talk he was brought in to meet the organisers. He made a beeline for Robin and shaking Robin's hand he said: "Phoenix Park!" Stirling, while racing in a green Ferrari at Phoenix Park years earlier, was having trouble with a door that kept opening. Robin fixed it with a piece of wire and Stirling never forgot!



Michael Duff and Robin taking a break from work



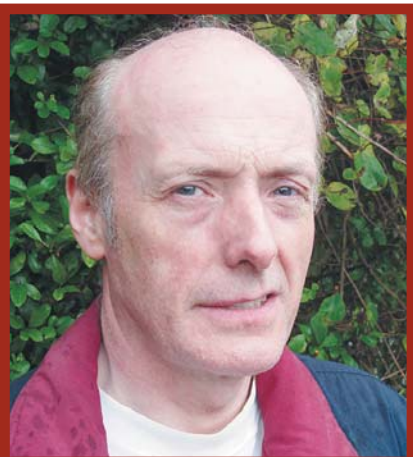
Robin's office!

I have been privileged to know Robin around 30 years. I have found him to be a considerate, quiet and hardworking man, often to be seen alone wandering around the park, picking up any rubbish left, so that we may be invited to be at that venue again.

They just don't make them like that anymore...



MEMORY LANE



By **COLM O'NEILL**

This rather posed view of three cars almost blocking the entrance gate of Roadstone's old head office in Inchicore, Dublin dates from 1956. Roadstone had its origins in the Thirties when the Roche brothers, Tom and Donal, began with one tipper truck. By the time of this picture, their business had been renamed as Roadstone since 1949.

With the merger with Irish Cement in 1970, the new combine became Cement-Roadstone Holdings (CRH). For many years, CRH has been Ireland's largest company, has acquired and developed manufacturing, distribution and supply outlets in the building materials sector in 23 countries and through its subsidiaries is the largest buildings materials business in North America and is quoted on the Dublin, London and New York Stock Exchanges.

On the left is a Rover 90, P4 series, registered NIK 92, a July 1956 Dublin registration. Small batches of these Rovers were assembled by Lincoln & Nolan Ltd., in Lower Baggot Street, Dublin and the range topping six-cylinder 90 was priced at £1213. Two cheaper variants, the four-cylinder 60 and the six-cylinder 75, were also available.

Moving to the right is an Austin Cambridge, Model GS3/HS3, which

displays a March 1955 registration. It could be either an A40 (1200cc) or an A50 (1500cc), and they were priced and £599 and £625 respectively. Many Irish buyers opted for the A40 due to the lower road tax. In fact when the model was restyled with a longer rear boot in 1957 and renamed the A55, the 1200 engine was dropped for the domestic UK market, but a special A45, using the smaller engine with the revised body design, was offered in Ireland alongside the A55. Like the Rover, the Austin was also from the Lincoln & Nolan assembly lines.

The third car is a Peugeot 403 with a May 1956 number. Launched in October 1955 in Ireland, just months after its announcement in France, the 403 had a list price of £850 without the optional sliding roof. Due to a high top gear ratio, there was a good cruising speed from the 1500cc power unit.

The 403 was assembled by MacEntaggart Bros Ltd./Standard Triumph (Eire) Ltd. in Cashel Road, Crumlin, Dublin for Distributors Peugeot (Ireland) Ltd., a company set up by Wilhelm Swinkles, a Dutchman who also operated a textile importing business in Dublin. He acquired the agency through a business acquaintance in Paris, who was a close associate of the Peugeot family.

*Image courtesy of
The Stilltime Collection*

ALL ABOUT *the* ROVER P6



Rhe Rover Car Company was founded in 1904 when it made its first car. They had previously made bicycles. It started making small cars until the late 1930s before enlarging to mid-range quality cars.

In the post-war period they produced the distinctive P4 'Cyclops' model. So called because of the central spotlight in the grille. The P4 became the P5, a larger more upmarket car with a three litre straight six engine coupled with manual, overdrive and automatic options.

In Autumn 1963 Rover created a sensation by unveiling a new model called the P6. It was developed over a period of six years following on from Rovers trials with a gas turbine car designed by Charles Spencer King (also Range Rover), David Bache and Gordon Bashford. It was a huge success internationally winning the inaugural 'Car of the Year' award.

It was a three box design with a 1978cc four cylinder ohc, with five main bearings producing 99bhp at 5000rpm. It had a single Su Carburettor and it featured servo assisted disc brakes all round and had a very strong body construction with a number of interior safety features. In

this form its top speed exceeded 100mph. A De Dion tube suspension rear axle was also standard. Wire wheels were an option.

The standard price on introduction was £1264 9s 7d. In 1966 an automatic gearbox was available. In 1966 a more powerful version was made available with the 2000TC (twin carb). This boosted power to 124bhp and dash now included a rev counter.

In 1968 another version was introduced and this was called the Three Thousand Five Saloon. This version was fitted with the Buick derived 3528cc V8 all alloy ohv engine boosting power to 184bhp at 5200rpm. Virtually the only visible difference was the extra grille below the front bumper and rubber faced over riders, and of course, the all important V8 badges. The tight squeeze under the bonnet meant that the battery had to be relocated in the boot.

In 1971 the models had a minor facelift and the most obvious change was to the grille. The chrome grille was replaced with a plastic egg crate grille type. Seats were also changed and the dash was changed for the TC and V8 versions to round dials while the SC soldiered on with the pencil

case dash. The 'C' pillar was now clad in vinyl.

In 1972 a manual version of the V8 was introduced. It was called the 3500S. Identified by its vinyl roof. Great fun to drive and beloved of police forces everywhere. Around this time, Dunlop had developed a run-flat tyre called the Denovo. These were black alloy wheels and looked the business. Since no spare wheel was needed, the well in the boot was filled with a rubber mould making the floor flat.

In October 1973 the 2200SC and 2200TC versions were introduced with 2205cc engines, this model was introduced to comply with US requirements which strangled the two litre versions. The last 2200 model was completed in March 1977.

FLM Panelcraft made an estate version which cost some £800 more than the standard model and some 200 were known to be made.

The V8 production ended in 1975 with 79,057 models produced. The V8S versions were rare with only



COVER STORY

By TOM FARRELL



17,000 being made. The four cylinder SC and TC were the most popular with 327,808 all types being made.

The last "official" Rover P6 off the production line, registered VVC 700S, was built on 19 March 1977, a year after its successor, the SD1 went into production.

The car featured in this article is owned by Robin McCullagh and it is a 1971 P6 2000SC.

Originally ordered by a Judge, it sports an unusual paint colour, Brigade Red with a red leather interior. With only 31,000 miles on the clock it is very original, down to its carpets, Rover badges and Irwin seatbelts. It still has that new car smell and brings me back to the few P6 cars I owned (3500 and 3500S).

Looking at the P6 now, one is struck by the modern design. Especially since this car was largely designed in the late 1950s. At its introduction, it was regarded as radical for a staid company like Rover. It became a rally car and was and is still popular with enthusiasts. Parts

availability is good and they are not expensive to buy or run (use the V8 sparingly!). It is compact and doesn't disgrace itself in modern traffic.

Everyone is now looking for the unique. That is harder in the times in which we live. Old motors are now regarded as 'cool' and the Rover P6 might just be again...



By KEVIN HERRON



TECHNO CLASSICA CAR SHOW

For the past ten years or so I have been a regular at the Techno Classica Car Show in Essen, Germany, which usually takes place, every year, in the first week of April. It runs for five days and has often been cited in classic car magazines as the largest classic car show in the world. Having travelled to many major events I would have to agree!

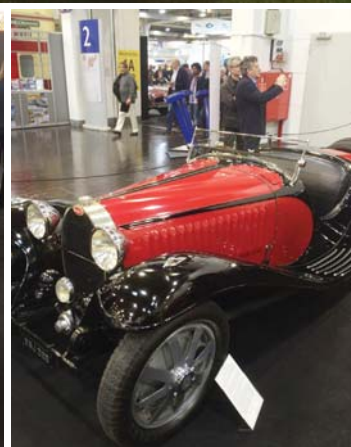
The sheer size of this show must be seen to be believed. This year all 22 halls of the Messe Essen expo centre were filled to the brim, which means it covered no fewer than 127,000 square meters of exhibits.

There were 1,250 exhibitors, 220 car clubs and approximately 2,700 cars for sale!

The show is advertised as the 'World Show for Vintage, Classic & Prestige Automobiles, Motor Sport, Motorcycles, Spare Parts and Restoration and World Club Meetings' and this subtitle is in fact a very accurate description of what goes on in Essen every year.

There is a vast autojumble and trade section covering two large halls, where one can purchase everything and anything one could imagine for their veteran, vintage or classic car project and then some. There is also a large presence of specialist supplier stands for everything from period radios to custom-made radiators and everything in between, including the latest in





restoration materials and technology, such as, for example, a new high-tech method for stripping bodies of all paint and filler using water!

Many of these new products and methods have been devised with a keen eye towards environmental sustainability.

Excellent displays are always guaranteed from most of the main manufacturers, that have a focus on their heritage.

Auto Union, Audi, Bentley, Bugatti, Ducati, DKW, Horch, Lamborghini, NSU, Porsche, SEAT, Škoda, Volkswagen and Wanderer, the VW stable alone filled an entire hall. In other halls there were official displays from Abarth, Alfa Romeo, Bitter, BMW, Citroën, Ferrari, Fiat, Ford, Jaguar, Land Rover, Mercedes-Benz, Opel (GM), Peugeot, Rolls-Royce and Volvo.

As always, there was a large display from all the 'top' dealers on the continent. One of the finest displays was provided by Thiesen, a major German classic car dealer offering the most prestigious pre and post-war cars.

HK Engineering had what must have been two dozen W198 Mercedes 300SLs for sale, both Gullwings and Roadsters.

You wouldn't walk past a Gullwing at a show in Ireland, but in Essen, it seems as though there are hundreds of them on display.

The show is so big, that you would be literally wasting your time if you stopped to look at each one of them!

As if the show wasn't special enough, each year there is a specially themed display in the main exhibition hall. This year's theme was the 1955 Mille Miglia. Most readers will know that the Mille Miglia was a 1000 mile road race around Italy between Brescia and Rome taking place on public roads. In Essen there were no fewer than seven of the original leading cars from the race.

1955 was famously won by Stirling Moss and Denis Jenkinson in the 300SLR number 722.

The car I have pictured here was driven by Juan Manuel Fangio and it wears the number 658. Incidentally 658 and 722 are the start times of the cars, 6:58am and 7:22am respectively.

Due to the mind-boggling scale of the event, providing a comprehensive report would take me until next year and vastly exceed the limit of this article. It is, however, a very accessible event. This year we travelled over on the 6:50am flight to Dusseldorf on April 7th (day two of the show) and took a taxi straight from the airport to the show. This takes around an hour and the fare is about €60, not too expensive if you can split it three ways.

I had booked us into a very nice hotel not far from the venue in

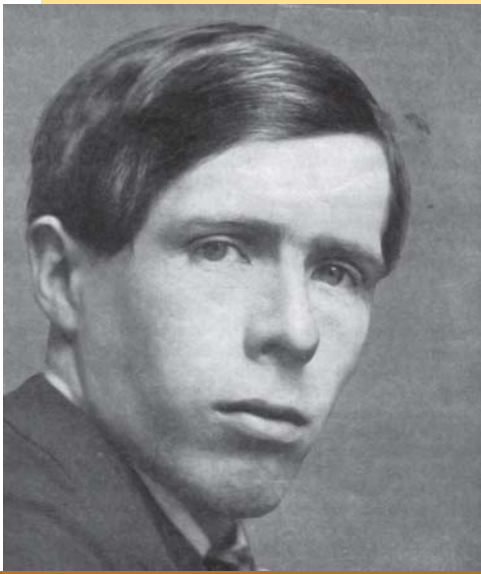
Ruhrturn. Again, we travelled by taxi to and from the show.

For the tighter fisted among you, there is excellent public transport as well.



If you are planning to travel to the show I would highly recommend making it a two-day event. It is quite tiring to walk around all day, and it's practically impossible to see everything in one day.

The dates for 2017 are April 5th-9th. Book your cheap flights now!



By DOMINIC LEE

William Orpen, RA, RHA was born in Stillorgan, Co. Dublin in 1878. William's parents Arthur Herbert and Annie Orpen were both keen amateur artists. His brother Richard, who became an architect, was also a keen artist and as he was 15 years older he must also have influenced William's artistic bent.

William's brothers - Richard, Mossie (Arthur) and Charlie went to St Columba's College in Rathfarnham and at the age of 12 (almost 13) William went to the Dublin Metropolitan School of Art, which was then in Leinster House (now NCAD Thomas Street).

He began his art classes in 1891, which was the year the school switched from gas to electric light, and he graduated in 1897 having won practically every award going, including awards which had entries from art schools throughout England and Ireland.

He then attended The Slade Art School in London (1897-1899) and



Self-portrait

Rolls Royce invoice for chassis 18NK, dated 22.11.23, listing parts like springs, wheels, and upholstery.

Chassis No. 18NK. Sir William Orpen, Hotel Majestic, Paris, & Corner House, Tite Street, Chelsea, S.W. Slip 3414. (22.11.23.)

Table titled 'ACCESSORIES, SPARES & EQUIPMENT' listing various items like lamps, tools, and spare parts with prices.

Rolls Royce invoice for chassis 26PB, dated 8 JUL 1914, listing parts like tires, trim, and upholstery.

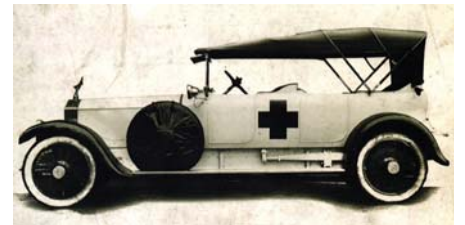
soon became a much sought-after portrait painter. He returned to Ireland regularly to teach at the Dublin Metropolitan School of Art, where he revolutionised art education in Ireland. His academic style influenced a generation of Irish artists. His students included Leo Whelan, Sean Keating, Margaret Crilly, James Sleator, Kathleen Fox and Patrick Tuohy.

In Stories of Old Ireland and Myself - Orpen writes: "How pleasant it was of a summer morning, 'when we were free!' and 'all was hospitality', to drive out in the doctor's big car (Oliver Gogarty's Rolls Royce) to 'Lamb Doyles', that wonderful inn on the Hill of Step-a-Side which lies near the base of the Three Rock Mountain."

In an apparent attempt to outdo his friend Oliver St John Gogarty, Orpen purchased his first Rolls Royce in May 1914, a Silver Ghost Open Top Tourer, ivory-yellow colour, chassis 26PB, registration R2101 (see RR order sheets). His chauffeur was Dubliner Joshua Barr.



Joshua Barr & William Orpen



Gogarty's car went on to become the infamous Moon Car after it was used by the IRA to mount an attack on British soldiers, recently restored by James Black (see photo opposite).

He only had the car a few months when WWI broke out and he lent it to the Red Cross for emergencies. They painted it white with a red cross.

It was subsequently owned (1919-1928) by Andrew Weir, first Baron Inverforth who was the Minister of Munitions and a ship owner from Glasgow. He sold it to the Dixon Bros, Dundee. Sadly it has not been heard of since!

William Orpen bought another Rolls Royce Silver Ghost Tourer in 1923, black colour, chassis 18NK, which he brought to Paris. Leaving it to his French mistress of 10 years,

William Orpen's

ROLLS ROYCE CARS



The infamous Moon Car recently restored by James Black

Yvonne Aupicq, as a parting gift along with his chauffeur William Grover-Williams whom Yvonne married the following year.

Grover-Williams went on to become a Grand Prix driver, winning six Grand Prix races including the first Monaco GP in 1929.

That Rolls Royce also disappeared off the radar. He was later captured and killed by the Gestapo for assisting the French Resistance in WWII.

William Orpen was an official war artist in WWI, he was awarded a Knighthood in 1918. The war took its toll on Orpen, he became a heavy drinker and died from liver and heart failure in London 1931, age 53. He is buried in Putney Vale cemetery.

If you have any details on these two Rolls Royce cars, please pass them onto Dominic Lee (details below).

The Stillorgan Chamber of Commerce have commissioned Rowan Gillespie to make a bronze sculpture of William Orpen. It is now complete (see opposite) and will be unveiled in Stillorgan by Ronnie Wood of The Rolling Stones in 2017 (as soon as the Shopping Centre have completed their extension and major renovations). Donations are welcome and there is an option to have your name, or the name of a loved one on a bronze plaque at the sculpture. Contact the project manager, Dominic Lee on 087-2600755 or email: info@SirWilliamOrpen.com





By DAVE MILLER



Frank Nuttall's 1950 Ford Special



1932 Buckler, driven by Barry Baker



Mark Fitzsimon's 1968 Wolsey Hornet



Deflef Heyer's 1936 BMW Coupe



1974 Reliant Scimitar, driven by Tony Dowling



1977 Daimler, driven by Des Quinn

5th Annual Sports Section Reliability Trial

Once again the Gods conspired against us after the hottest day of the year the Wednesday before, Sunday dawned and the heavens opened. But glad to say 21 of the 25 entered turned up at our new start venue – the Pillo Hotel in Ashbourne.

After Registration, tea/coffee and biscuits, and the Drivers Briefing, the crews plotted their route on the ordnance survey maps that were supplied with the first car away at 10.45am.

The morning run was 40 miles of pleasant, if somewhat narrow roads, with good scenery (if you could see it!). The navigators job was to get the

drivers to the eight checkpoints (all manned) by the shortest route possible. They must approach and leave the control in the direction indicated on their maps. To ensure this was the route the cars took there were one or two questions between each control. This was the means to decide, in the case of a tie, at the end of the day.

The answers were supposed to be handed in at Control 8, just before lunch, but no instructions were given to the marshals at that control (senior moment – sorry!).

After the generous time of two hours the cars arrived at the lunch stop – Caffrey's of Batterstown –

where the management had laid on a carpark, sectioned off part of the restaurant and a beautiful roast lunch and tea/coffee were available for only €12.95 (thank you Caffrey's). The time spent there was not just for eating, but the aforementioned questionnaire sheets started to make the rounds and by the end of lunch everybody had all the right answers (hilarious skullduggery!).

While inside for lunch the sun had made an appearance, but as the first car left at 2.10pm – yes you guessed it – the heavens opened. After that it cleared up for the day.

The afternoon run was a different

contd on page 14

1973 TR6, drivey by Ken Savage



ZV-37116

John Drake driving a 1977 Alfa Spyder



ZV 91395

1955 Jaguar XK140, driven by Dave Miller, as sweeper



ZV 3665



1933 Riley Monaco, driven by Marion



1972 MG Midget, driven by Haley Ward



1979 MGB GT drivey by Hazel Quinlan



Mike Armstrong's 1973 BMW 2002

ZV 60801



1962 Mercedes 220SE Coupe, driven by Ken McAvoy

ZV 6433



1956 Austin Healy, driven by Ray Cowan



1963 Turner, driven by Geoff Long

107ZE



1979 Ford RS 200, driven by John Timoney

112 WZE

1964 Ford Anglia, driven by Maria Peel



Mark Ward's 1958 Ford Prefect



1964 Ford Escort, driven by Rory Dooley



1933 Riley Monaco, driven by Marion

RESULTS

LADIES AWARD

- 1st** – Hayley Ward and Ruby Ward
1972 Midget
- 2nd** – Hazel Quinlan (nee Miller) and Barbara Miller
1979 MGB GT

CLASS B CARS (1956-1980)

- 1st** – Aoife Cassidy and Maria Peel
1964 105E Anglia
- 2nd** – Mark Fitzsimons and Brendan McCoy
1968 Wolseley Hornet

CLASS A (Cars up to 1956)

- 1st** – Basil McCoy and Marion
1933 Riley Monaco
- 2nd** – Detlef Heyer and his dutiful son-in-law
1936 BMW 328 Coupe

OVERALL AWARD

Geoff and Gail Long – 1963 Turner Coupe

format. The crews were given a Road Book with Tulip directions, accurate mileage and road sign assistance. They had to follow these directions for 38 miles visiting only four controls this time on the way to the finish at The Fox Inn, Ballymadun, very close to the start in Ashbourne.

Once again Ray and Eileen Sutton had pulled out all the stops. An empty carpark, a super function room and tea/coffee and sandwiches 'for everyone in the audience' and the sun came out which allowed sitting out to discuss the events of the day.

During a recent IVVCC Open Forum meeting Colm Hegarty mentioned the Sports Section Trial as a good example of including younger people in our hobby. This year, as in previous ones, we had not only young people, but one entrant, Frank Nuttall, an octogenarian, had his grandson Connor with him. They had driven the entire course in an open Ford Special –

no hood – and only two small Brooklands aero screens. They finished!!!

The other young people participating were Ruby and her mother Hayley, Daniel Dooley and his dad Rory, Hazel with her mum Barbara and Daniel with his grandfather Ray Cowan.

Paul McNaughton (Autojumbler) gave of his time setting out the course and marshalling. He also gave some special awards for presentation on the day. The Sprit of the Event Award went to Frank Nuttall in his 1950 Ford Special and his young grandson Connor – they received a copy of Tony Colley's book *Wheel Patter* and a box of chocolates.

The Furthest Travelled went to Basil McCoy and Marion in their 1933 Riley Monaco, all the way from Kircubbin on the Ards Peninsula. They also got a copy of Tony's book and a box of chocolates.

The third Special Prize, a set of classic number plates went to Ken McAvoy in his 1962 Mercedes 220SE Coupe, straight out of the box, with countless hours of hard work to get it ready for this day.

There were five clean sheets on the day and the questionnaire was supposed to sort that out but due to a certain senior moment the awards were given out in the time-honoured way – the oldest car first and so on!

The new format and venue was welcomed by all and it was hoped it would be used again.

Thanks and appreciation must go to all the Marshalls, the venues, Paul McNaughton and in particular to Ed Cassidy for all his help and work on the morning run, the Road Books, Maps etc.

As was the case last year, the question, as the crews left the Fox Inn, was "When is the next one?"

That would be July 2017!

Junk or what?

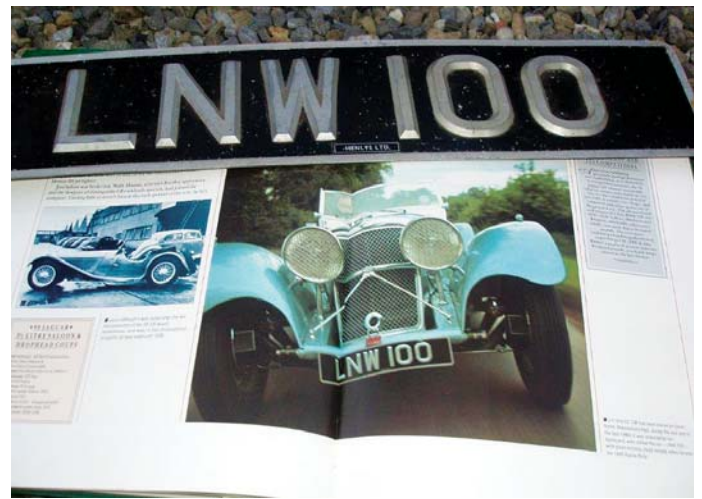
I was at an autojumble recently. Not intending to buy anything, at least that's what Trish hoped. Most people that go to autojumbles normally bring 'stuff' to get rid of, the only trouble is that one tends to bring more 'junk' home after!

This day I was enroute to another part of the country, so my visit to the autojumble was going to be a short one. While scanning the stands, I spotted this number plate and the registration rang a bell with me. A distant bell.

I ended up buying the plate for €12. What would you want a number plate for a car that you don't have I hear you say? Truth is I don't really know, it is like passing an aisle in a supermarket and buying something you didn't intend to. Any way I knew the type of car this plate belonged to and when I got home I consulted a few books...

The registration belonged to perhaps the most famous SS 100 Jaguar of all. Chassis number 49010 was originally a 2.5 Litre model and shown in the records as a 'works' car. It was kept in the garage of Sir William Lyons home, Wappenbury Hall for the duration of the war, unregistered. In 1947, an enthusiastic driver known as Ian Appleyard asked Sir William if he could use the car in the 1948 Alpine Rally, (Ian Appleyard also married Sir Williams's daughter, Patricia who navigated for him in the 1950 Alpine in a Jaguar XK120, NUB 120, which they won).

The SS 100 was fitted with a 3.5 engine and Appleyard went on to win the 1948 Alpine Rally and the Coupe des Alpes. Not bad for a



car out of production some 9 years! LNW 100 competed in many events before being retired and kept by Henlys, the oldest Jaguar distributor, (Bertie Henly was a great friend to William Lyons, and who travelled to the USA to help boost Jaguar sales there after the War).

LNW 100 was repainted a light blue and in the photograph you can see the Henlys name in the centre bottom of the number plate. The number plate I bought is the exact one and you would wonder how it came to be for sale in Ireland? For my own part, I'm happy to have it in my garage. I have been a lifelong Jaguar enthusiast, owning some 25 of them over the years from 1947 onwards. I even had the privilege of having a 3.5 version on loan to me for a weekend for a rally, thanks to Shane Houlihan.

You never know what you will pick up at an autojumble...!

TOM FARRELL

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ARM OUTING – JULY

Kilmacurragh



By
JIM O'SULLIVAN



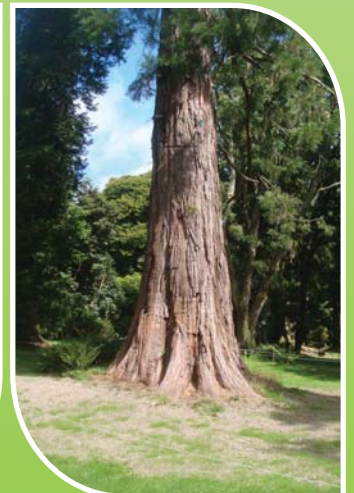
of ARM members sitting relaxing in the warm sunshine and obviously enjoying the fine food fare provided for their enjoyment.

I firstly learned that the Arboretum at Kilmacurragh near Kilbride in Wicklow is under the control of the National Botanic Gardens. After our arrival, somewhat late for the tea break, the group was divided to form two smaller groups and we were with the second and later group. Soon we were introduced to our guide. I quickly became aware that this young lady was

a fountain of information about plants and trees and everything that was in the Gardens. She knew about the history of the trees, where they came from, how old they were. She was a very interesting and knowledgeable guide.

There are many old estates throughout this country, usually relics of bygone days and past splendour. The big house is common and may be well preserved or in ruin and the one on this estate was indeed derelict and unsafe to enter. There was some nice detail in

O It is a wise man who learns something new every day. Therefore I must have been on a bonus day at the recent July ARM day out. It was an event that I was not very enthusiastic about. The boring drive down the motorway to reach Kilmacurragh for 10am. A very difficult task if you have to come from Sutton and leaving before 9am is not possible as son Cian has to be driven to his work. We would miss, or be late for the coffee break, sorry tea break, I don't like coffee. But things started to improve, the sun came out and when we arrived there was a very large crowd





the brickwork. The house was built in 1697 and occupied by the Acton family. In the early part of the 20th century the house passed from the Acton family and then fell into a state of disrepair. Serious fires in 1978 and 1982 left the building in ruin. But plans are afoot to repair it.

Our tour started at the house and from there we were taken on a grand tour of the estate and we were given knowledge on trees of many species and from far off countries. There are many types of Rhododendron from Africa to be seen and I learned that they are all exotic species and not invasive. The invasive Rhododendron, now spreading in this country, is a

European species.

The topic of plant invasion is of interest to people in this country where Rhododendrons introduced here by people in the past because of their beautiful flower now have spread and cause difficulty in Co Kerry and Co Mayo. In more recent times we have been made aware of a much more invasive and dangerous plant. Commonly referred to as Japanese Knot Weed, this plant was introduced here about 150 years ago by the Victorians for its nice small white flower. It has now spread throughout the country and must not be cut if encountered. It will cost the tax-payer plenty to control this pest. Finally, the

black and white invader, the Magpie, also introduced to this country by others, causes much damage to birds and wildlife.

The day spent at the Arboretum turned out to be very enjoyable and interesting and the large group of ARM members who attended were well rewarded for their attendance.

We departed on a cross-country journey for our lunch stop at Greystones. It was a nice journey, well planned by Clive Evans and his assistants. It is a pity that few people completed the road stage.

Our thanks are due to Clive and June Evans for a most interesting day. They even got the weather right!



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Check your nuts!

Back in the days when I was 'young' and 'dangerous', as recently described by our esteemed Editor, I was on my way into town one evening, in one of my ex-ESB vans, an Austin A60. It had the appearance of having been hauled out of a hole by means of a rope or chain passed through the side windows, a procedure that had re-profiled the doors and roof in quite a distinctive way. It was often commented upon by complete strangers...it had led a harsh life whilst with the ESB somewhere 'down the country'! It had many faults, none of which deterred my driving it with a somewhat perverse pride. I had reached an age where experience enabled me to 'bodge' a repair in all but the most hopeless circumstances; the charging system never worked but my little 'trickle charger' took care of that.

By
ALAN DONALDSON



It had taken me to places as far away as Ballybunion and even Clifden (where I was once forced to sleep in the back, along with my 'intended'. A game gal! Oh yes good memories)...but where was I? Oh right...on traversing Leeson Street bridge she took a sudden list to port and I was surprised to see a lone wheel proceeding at some velocity up the street ahead!

How much trouble was I in? Still rolling along all be it at a very strange angle I was glad to find a space to pull in to. The wheel, to my profound relief, had come to rest without causing harm.

I sprang from the van and ran to retrieve it. My mind was racing, all the nuts had come off, where were they? I could see nothing on the street except a neat groove cut into

the surface by the lip on the break drum. Later I would point this out to disbelieving friends. Would I have to take a nut from each of the remaining wheels?

I took out the jack surrounded by a group of small boys asking: "how old is your van mister?" Once on the jack my attention turned to the hubcap on the offending wheel and on prising it off behold it contained the four nuts! With one bound, as it says in boys novels, the wheel went back on, tools stowed and a quick get-away made. I had left the engine running all the while due to the charging situation.

I subsequently learned that nuts, if loose, can turn in the same direction as the component to which they are attached! I think there is a

name for this phenomenon but I don't remember it. This is why some better class cars, Rolls etc. have reversed treads on the near side.

Another thing to watch out for! So **check your nuts!** As agony aunt Frankie Byrne used to say: "This may not be your problem today but it might be some day!"

In my early motoring life my ignorance on things mechanical had led to some serious inconvenience and expense so I determined to embark on a car maintenance course at the Technical College on the North Strand. The lecturer was a very colourful character with a dry sense of humour.

One of the first things he taught us was how to deal with a malfunctioning thermostat. Having removed the offending instrument from the engine you went out doors and holding it in your right hand you extended your arm as far back as possible, as he demonstrated with great exaggeration, so as to fling it as far away as you were able!

These types of courses, I think they were called 'extramural', whatever that means? were invariably attended by a number of nuns for reasons best known to themselves. They always sat in a line in the very front row and showed complete attention taking copious notes etc.

This presented an irresistible target for our lecturer, of course, who took great delight in scandalising the poor women with graphic description of male unions and female couplings etc. When it came to the workings of the clutch and how the friction disk 'banged up' against the flywheel...their faces were by now bright pink!

This kind of thing was not confined to the North Strand as I was to discover when, in an attempt at self-improvement, I took an art appreciation course at UCD Earlsfort Terrace. There again I was to find, in the front row, a line of nuns, possibly the same ones! The lecturer, an eminent director at the National Gallery, regaling all present on the tactile aspects of the work of Giotto or Rubens, not to mention the voluptuous Botticelli and the glory of Michelangelo's David.

I seem to have come full circle. Nuts!

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By
ROBIN McCULLAGH
Photos by
BARRY BURKE

The weather Gods were kind to us again this year when Wednesday, June 8th turned out to be fine, mild, and above all dry, so the cars rolled in and the many people out for their constitutional in the Park seemed to enjoy viewing the spectacularly beautiful array of cars.

This year our 'Feature Vehicle' was the VW Camper Van and derivatives, nine of which turned up. Our thanks to those owners and indeed to all who 'lent' us their beloved vehicles on the day.

As it happened we did not break the record (which we set last year at 163) this time for having the highest number of Open-Top cars in the one



place at the same time, but hopefully this record will be smashed in the future!

Even the overall number of vehicles was down slightly this time, but judging by the feedback we received those who did come enjoyed the event.

As always our thanks go to Dun Laoghaire-Rathdown County Council for the use of Marlay Park, to our sponsors Dunlop, Dublin Crystal, Irish Vintage Scene, the RIAC, the IVCC and to our many supporters (some who couldn't be with us on the day), others who don't own a classic car, with their help and that of the participants we raised €8,147.76 for LauraLynn, who, with that money will be installing Ceiling Projection Lights that will hopefully bring a little comfort into the lives of some of the terminally ill children.

In 2016 we were without our friends *The Mellowchords* due to two of their group being ill, we trust that both have had a full recovery by now.

The celebrity judges this time were Sharon Morrow, CEO, LauraLynn and Radio and TV personality Ray D'Arcy. I found the time in their company was just hilarious, many thanks to them both.

Finally, as this was my last year of involvement with the 'Picnic' I would like to say a big 'thank you' to ALL who gave their support over the years, with a particular thank you to the Event Committee of Pat Meehan, Bernadette Wyr, Richard Warbrick, and Bob Montgomery. I wish the event every success in the years ahead.





Picnic

IN THE PARK

THE VEHICLES THAT THE JUDGES WOULD HAVE MOST LIKED TO TAKE HOME.

CARS PRE-1946

- 1st** 1926 Pontiac 6
Owner: Camillus Ryan
- 2nd** 1939 Fiat Tipo
Owner: Michael Cotter
Driver: Peter Lynch
- 3rd** 1930 Ford V8
Owner: Kevin Byrne
Driver: Ray Fitzgerald

CARS POST-1946

- 1st** 1965 Sunbeam Tiger
Owner: Andy Hennessy
- 2nd** 1974 Ford Escort 1300E
Owner: Rory Dooley
- 3rd** 1960 Heinkel Kabine
Owner: Mike Ryan

MOTORCYCLE OF THE SHOW

- 1947 Norton ES2
Owner: Fred Hennessy



Conor Kourke,
1971 VW Type 3 Notchback

Photos by
TOM FARRELL



Mike Ryan and friends enjoy the relaxed atmosphere in his 1963 VW Westfalia TIBus



Beply O'Halloran and Rebecca O'Keefe
1965 Morris Mini Moke



Joe Clarke turning the offer of €20 for his 1950 Bentley Mk VI from George Cosgrave!



Jim, Bernie and Cian O'Sullivan with their 1960 NSU P2, winner of the Powerscourt Perpetual Trophy

ANNUAL POWERSCOURT PICNIC



Gerry & Catherine Griffin with Gerry's Armstrong Siddeley 14/4 Cotswold Tourer which featured in the film 'The Blue Max'



Skip Heinecke
1978 Mercedes 450SLC



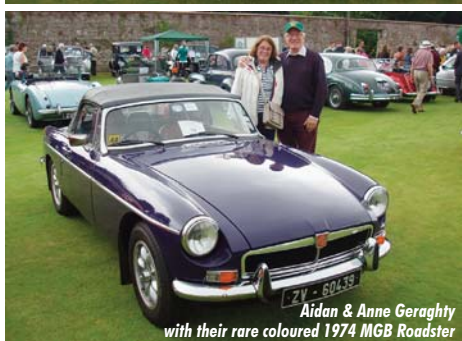
Aideen Lawlor, Tom & Trish Farrell with the IVCC 1929 Ford Model A Fordor Saloon



Alan & Denis Donaldson in Alan's 1970 Morris Minor 1000



Denise Holland and Toto with her dad John Holland's 1979 Mercedes Benz 280SE



Aidan & Anne Geraghty with their rare coloured 1974 MGB Roadster



Paul McNaughton, 1930 Riley 9 Gamecock Special



Tom, Marie & Michelle Callanan with their 1936 Bentley 3.5 Litre Derby VDP Tourer



Tom Fitzpatrick in his 1957 Triumph TR 3 with an admirer!

The morning of the ever popular Powerscourt Picnic dawned with the promise of a good day. And it continued to be a good day as we made our way into the walled garden, which was the event venue for this year. The change from our usual location became necessary as

Powerscourt have plans to build a brewery in the area we would normally occupy and they suggested the walled garden.

On entering one was faced with the IVCC inflatable gateway with a marquee (in case of rain) just behind. The vehicles were parked around the perimeter walls with later arrivals parked back to back down the middle.

The billiard table flat grass made standing around easier and many commented on how much nicer the new location was. The walls sheltered us from winds too.

Some 115 vehicles were on display, many I had not seen before.

The day was a relaxed one with friends enjoying each other's company.

The winners of club perpetual trophies were chosen by all present and they were:

THE WINNERS ON THE DAY WERE:

Best Pre-War Tourer: Gerry Newman, 1936 Lanchester

Best Pre-War Saloon: Albert Collier, 1929 De Soto

Best Post-War Tourer: Terry Lennon, 1983 Mercedes Benz 280SL

Best Post-War Saloon: Michael Kelly, 1951 MG YA

Slazenger Trophy: Jim O'Sullivan, 1960 NSU

Our thanks to the Powerscourt Estate for allowing us the use of this world-class venue and to Justin from Powerscourt who was representing Bridget Greeves who, for many years, judged for the Powerscourt Perpetual Trophy and presented the prize. We wish Bridget well in her well-earned retirement.

Thanks also to the organisers of the event. The organisers are there before and after we have all gone home and we should appreciate their efforts.

Finally thanks to all the enthusiasts who attended the event, you made it..!



Des Cole, John & Pat Meehan and Irene Cole enjoying the day with their 1952 MG TD

ANNUAL POWERSCOURT PICNIC



Terry Lennon winning best Post-War Open Tourer trophy for his 1983 Mercedes 280SL from IVVCC President, Shane Houlihan



Jim O'Sullivan accepting the Powerscourt Perpetual Trophy from Justin



Mike Ryan receives a special prize from IVVCC President, Shane Houlihan for his stunning VW Westfalia Bus



John O'Neill and Justin from Powerscourt Estate with John's 1913 Ford Model T Tourer



Gerry & Imelda Newman, Anne McMahon and Bernie O'Sullivan enjoy their day in good company!



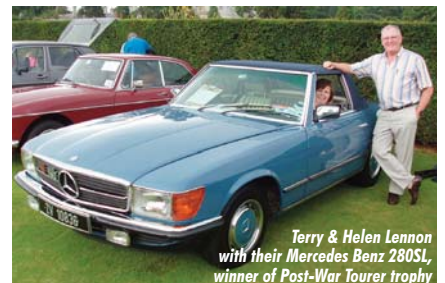
Thomas & Maura O'Sullivan with their 1968 Triumph TR5 and 1936 Ford Flathead Pickup truck



Suzanne Callin, Maureen O'Halloran, Morgan, Una O'Halloran with Una's 1960 Austin Healey 3000 Mk 1



Peadar Ward, Clive Evans and Justin from Powerscourt with Peadar's Ford Model A Saloon and Clive's Ford Model T Tourer



Terry & Helen Lennon with their Mercedes Benz 280SL, winner of Post-War Tourer trophy



Michael & June Kelly, 1951 MG YA Saloon Winners of the Best-Post War saloon trophy



Robert Jackson with his 1978 Ford Capri



George Cosgrave and Penny Cosgrave with George's 1974 Rover 2200SC

IRISH VINTAGE

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