

THE **IWVCC** JOURNAL



AUTUMN 2014

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EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Autumn edition of the IVCC Journal. It has been a busy season for all of us and all to soon it has passed. This year saw the IVCC membership reach record levels and well done to Membership Secretary, Jean Morton for all her hard work.

The Irish Classic & Vintage Car Show at Terenure, was another great event. Over 130 motors were on the IVCC Stand and a special tribute to the remarkable marque, Riley featured 32 diverse Riley cars on display. Victor Riley was a guest of honour. Well done to the Riley owners for organising this tribute and to IVCC PRO, John Boland for initiating this annual event honouring specific marques. Last year it was Bentleys.

This year's Powerscourt event was as popular as always and is a great opportunity of meeting old friends and making new ones. Many thanks to Bernadette and the A Team for all their hard work at this event and indeed all others.

Well done also to Shane Houlihan for organising an event for veteran motors in September. The Brass Brigade Run was an outstanding success and drew participants from Ireland and abroad. Much well deserved praise has been given to Shane by fellow veteran motor owners and by motor enthusiasts who got the rare opportunity of seeing historic vehicles out on the road

where they belong.

FIVA Rep, Peadar Ward has been hard at work co-ordinating the recent meetings concerning the RSA Roadworthiness Testing, etc. The meetings, which were held in a number of locations, were well attended and appreciated by many who had and have concerns. Many thanks to Peadar and all involved in this crucial work. A report is contained in this Journal.

Our cover photo features a rare motor from 1939, an AC Ace. Its owner, Leslie Girvan has spent much time and money saving this piece of history for now and the future. Leslie drives his cars regularly and I have spotted the AC on a few occasions out and about and seeing old motors brings back memories for all of us.

Popular member, Harry Noctor suffered a serious heart attack and is in hospital. We wish him well and look forward to seeing him at events again. We have heard that Isabelle McCann has been unwell and we also wish her a full recovery soon. Our condolences to Colm O'Neill, his mother and family, on the recent death of his father, Jim.

Remember, the IVCC Quiz night is coming. Quizmaster Robin McCullagh has been hard at work with the questions. There might even be some that we can answer. Do come along if you are free. It is always a great night.

Until then, happy motoring.

TOM



FRONT COVER:

Leslie Girvan's 1939 AC 16/60 Ace Saloon at Powerscourt, (courtesy of the Powerscourt Estate). Photo taken by Tom Farrell

IVCC JOURNAL AUTUMN 2014

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

Venue:

The Spawell Leisure Centre, Templeogue

Time: 8.00pm

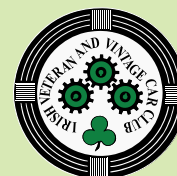
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All photos, unless otherwise stated, by Tom Farrell



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A MESSAGE FROM THE

President

Dear Members

As the 2014 year is drawing to a close it is opportune to reflect generally on the past year and the very successful events that were organised throughout the year.

It is very heartening to see that our membership number has now topped the 700 mark for 2014 which is an excellent result and great credit is due to our very efficient Membership Secretary who calmly keeps the wheels rolling and responds to applications and queries in a very timely manner.

We have received excellent feedback following each of our events during 2014 and we really do appreciate that people take the time to acknowledge the hard work voluntarily undertaken by the people organising the individual events.

In previous President's Messages I have mentioned events up to August this year and I feel it is worthy of note that the Brass Brigade run in September in Dungarvan was an outstanding success, yet again in great weather and fantastic scenery. Great credit is due to Shane Houlihan for undertaking the organisation of what has proved to be a most memorable event in 2014 and the variety and quality of the entries was outstanding. Owners of these very early vehicles go to considerable lengths to bring their cars to events and I would like to thank everyone who attended the event and helped to make it such a wonderful occasion.

Our Autumn Rally in October was very well attended also and brought our eventing year to a most enjoyable conclusion. Once again, Paul Noctor, Tom Sheridan and Don Larkin rose to the occasion and arranged a lovely route around the North County Dublin, Meath and Kildare countryside.

We have now agreed our event dates for 2015 and in order to focus on the main IVVCC events we are not organising a New Year or February run as we have in previous years. This will give our members the opportunity to attend affiliate events and will not stretch our small group of willing helpers more than is necessary. We intend to hold the 52nd AGM of the club at our First Monday in April meeting, on Monday 13th April 2015 so that we will not be encroaching on a fine Sunday afternoon, as has happened in recent years. Our Spring Rally will be an overnight event on 9th/10th May and the 40th occasion of the club organising the IVVCC International Gordon Bennett Rally being held 4th/7th June will be another historic occasion for the club.

We have been having a great response to our combined efforts in relation to the RSA Consultation Document and meetings in Dublin, Clonakilty and Claremorris attracted over 700 attendees from our members and affiliate clubs and hopefully the clubs and individual responses throughout the country will successfully convey our position in the matter.

I would like to take this opportunity to thank the organisers of the various events during the year for their commitment and hard work. It is gratifying that so many members take their cars out for runs and static shows and enter into the spirit of the club. I would also like to thank my fellow board directors who have enthusiastically helped with many aspects of club work in the interest of all our members and also the many organisers of the ARM events which has proved to be a valuable social opportunity for our active retired members to meet on a week day once a month. Thanks to the communications expertise of our webmaster Willie Bryans and Facebook/Twitter manager Denis O'Donovan, we have successfully embraced modern technology and our quarterly Journal continues to be appreciated by our members and affiliates.

It is timely to wish you all the compliments of the Christmas season and I wish you all health and happiness in the year ahead.



BERNADETTE WYER

IVVCC AUTUMN 2014

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SECRETARY'S REPORT

BEAULIEU 2014

Another year in Beaulieu has come and gone. This year we had superb weather for the two days. Once again our tent was a great success offering tea or coffee and a chat with our visitors. This year we had a visitors book to record the number to visit our stand and where they came from. All our visitors were happy to sit and enjoy themselves in our company. As usual a schedule was set up with our group in order to have members 'meet and greet' our visitors, in between shopping around for parts.



This year the attendance was down. I was speaking to a stallholder on Sunday who said Sunday was always a 'quiet' day but not as quiet as this! It was hard to believe that numbers were down when you looked around at the thousands of people in every field.

It was a very enjoyable weekend once again, and our thanks go to John Boland who purchased everything foodwise and Paul Noctor who transported everything. Also thanks go everyone who gave of their valuable buying time to be in attendance to sell IVCC and Ireland.

AUTUMN RALLY 2014

The Autumn Rally journeyed through North Co Dublin, Kildare and Meath and started with tea/coffee at Applegreen Service M1 Northbound Motorway.

There was 76 entries and cars ranged from 1913 to 1981 which was a great entry and selection of cars.

After check-in and tea/coffee and a chat we headed off through lovely countryside and on to Navan where we had a break at Teach Na Teamhrach. After the break we headed to Springfield Hotel in Leixlip where we had a most enjoyable lunch.

After lunch we had the presentation of prizes and the winners were:

Pre 1931:

John Boland, 1913 De Dion Bouton DX

1931 to 1955:

Camillis Ryan, 1937 Riley Big 4 Kestral

Post 1955:

Frank McKee, 1968 Riley Elf MK3

Once again our thanks to Paul Noctor, Tom Sheridan and Don Larkin for another very successful Autumn Rally. Also a special thanks to Ashling Noctor for all her hard work on the day.

AUTOJUMBLE 2014

As usual the Autojumble was held on the October Bank Holiday Sunday, and was organised again by Mike and Maire Jones. Compared to previous years the number of stallholders was down somewhat and the attendance was less than previously. However, the day was enjoyable and was an opportunity for the annual meeting of old friends. Unfortunately there was one annual member missing; Harry Noctor who was ill in hospital and was sadly missed. Our sincere thanks to Mike and Maire for all their work in organising the event and a special thanks to Maire who has always been at the front door collecting the entry fee every year. Well done!

A very successful year for events has come to an end. These events wouldn't take place without our members who organise them. To them I say a sincere 'thank you' for all the work you put into organising these events. As events just don't happen if anyone would like to organise an event please don't hesitate to contact me.

It's that time of the year again and I wish all our members and your families a very 'happy Christmas' and happy motoring in 2015.

EVENTS CALENDAR 2015

The following dates are now confirmed for the IVCC Calendar for 2015 and now is the opportunity to record them on your own 2015 calendar!!

AGM - First Monday April – 13th April
Spring Rally 2 day event – 9th/10th May
IVCC International
Gordon Bennett Rally – 4th/7th June
IVCC/RIAC Picnic in Marley Park
– 10th June
RIAC Pioneer Event – 14th/15th June
IJDC Terenure Show – 5th July
Powerscourt Picnic – 16th August
Autumn Rally – 4th October

MICHAEL DUFF

IVCC AUTUMN 2014



Memory Lane...

The scene this time is of Dungiven in Northern Ireland on a Sunday morning in 1953 with a row of vehicles parked outside a church. In the foreground is an early 1949 Ford Anglia. This is the 1949-53 final facelift version of this style of Anglia, the general body shape developed from the Ford 8 of 1937-39. All models had an 8 hp sidevalve engine of 933 cc. This car is registered IW 9983 which is a Co. Derry issue from January 1949.



By
COLM O'NEILL

The white van behind is a Trojan of the 1947-59 period with the shorter standard 7'10" wheelbase. These vans were produced with either Trojan's own 24 bhp 2-stroke petrol engine or a 3-cylinder Perkins diesel unit producing 36 bhp. The diesel model had a payload of 20 cwt whereas the less plentiful petrol model was designed to carry 17 cwt. This van has a Belfast PZ registration of the 1953/54 era and the roof sign with the telltale legend Hughes Bread, indicates that the vehicle was owned by Bernard Hughes Ltd., a Belfast bakery which was in business until 1972.

Behind the Trojan is a Ford Thames 5 cwt. van, the commercial variant of the Anglia and displaying a Co. Derry number NZ 2488 from 1951. Beyond that is another similar Anglia. After the gap is a Ford Prefect of the 1939-48 era, although the paler colouring of the grille would suggest the pre-war model which had a chrome plated grille. The Prefect, although sharing many parts with the Anglia had a longer wheelbase, a 10 hp 1172 cc variant of the Anglia's engine and usually with a 4-door body. The cars further in the distance are too hidden to be identified with certainty but it seems an unusual concentration of Fords for Northern Ireland, where Morris was the big seller with Ford in second place. South of the border, the Ford was the dominant make.

Fr. Browne SJ Collection copyright with permission of The Irish Picture Library

ACE OF SPADES

J PC 839 left the AC factory at Thames Ditton on 1st August 1939. The price was £498 and it was registered to AJT Abel of Wimbledon. It's a 16/60 AC (ACE) 4 door saloon. It was advanced for its day with a 2 litre, 6 cylinder alloy block, overhead cam engine fed by triple SU carbs. It had automatic chassis

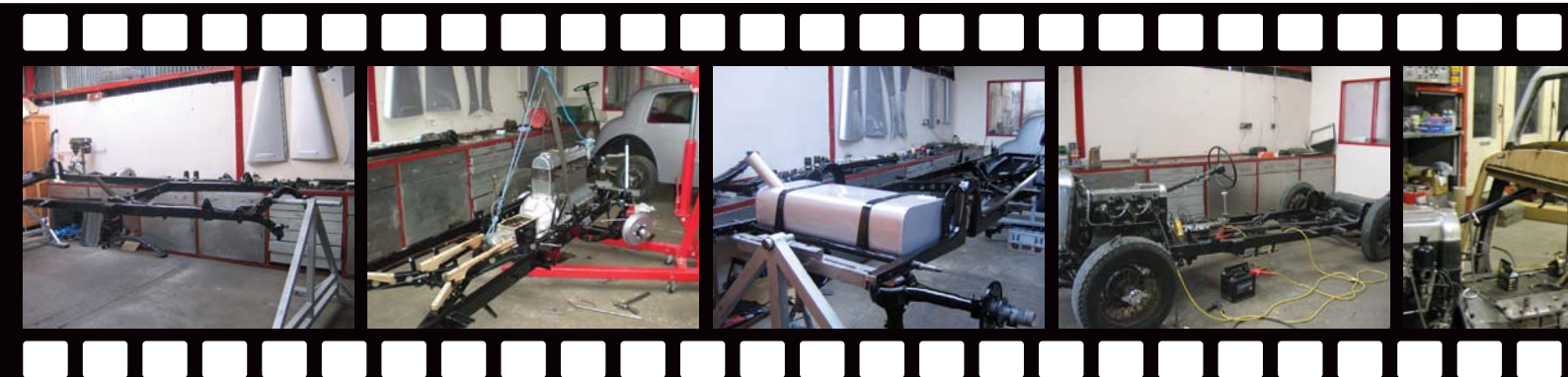


lubrication to the steering joints and front axle, it also was equipped with adjustable suspension via controls under the dash. The history file shows 3 registered owners, the second owner was a prolific writer and the history file had many a letter to and from AC regarding this and that. Having bought the car just after the War, he could not take immediate delivery as his garage was bombed in the Blitz! In another letter he was remonstrating with AC for sending the wrong front wings he ordered, so rare was the car that even they had not the proper parts for it. The third owner kept it until 1964 when it was taken off the road.

At some stage, Sydney Cooper

bought the car and embarked on a full restoration of the chassis and running gear. He had the seats recovered in new red leather but did not finish the restoration and the car passed to IVVCC member Liam Scott who in turn passed it on to IVVCC member Val Mills from whom I bought it. I had planned to have it restored too but didn't have the time or the money this rare car warranted. Leslie Girvan had restored the late Chris Furlong's 1963 Alfa Romeo Sprint and while returning it saw the AC and expressed an interest in it. Shortly afterwards Leslie and his wife Iris collected the car from Knockrose.

Leslie trained as a mechanic and in 1978 started in business servicing,





repairing and painting motors. The first old car he restored was given to him by his father in 1978 on the condition Leslie restore it. It was a 1933 Austin 10 and it started a long line of cars he has owned and restored over the years. He especially likes Jaguars and has restored from XKs to E Types and Mark 2 models. Other work was as diverse as a Messerschmitt Tiger to and Aston Martin DB 4. In recent years he has scaled back on his work and is now virtually a one man band with Iris roped in occasionally to help out. His current collection is diverse with a Daimler SP 250 'Dart', the AC and a 1927 Buick. He has restored all his cars himself and has won prizes for his

efforts. Indeed two years in a row he has won the Powerscourt Pre-War trophy firstly for his 1938 SS One and a Half Litre Saloon and then for the AC. The AC has been winning awards at other shows too and has come a long way from when he got it. The AC restoration involved a complete strip down to bare chassis, with all the components overhauled or replaced. The aluminium body itself was in good condition, no oxidation but plenty of dents. A lot of the ash frame had to be replaced. Where it wasn't rotten, it had woodworm. The engine had received a full re-bore in the 1950s at 50,000 miles and now has 80,000 miles on it but it was

stripped down and repaired as necessary. The gearbox received new bearings as did the back axle and then the mechanical parts were reunited with the freshly painted body. The rear axle splines had to be remade and because they are unique to that AC model, the cost needless to say, was high. The car was originally black but Leslie wanted it silver because he felt the lines would be better seen in a lighter colour.

contd. next page



ACE OF SPADES contd.

Leslie is to be congratulated for saving in its original form, this rare motor car. It was the last car AC produced before WW2 and is unique.

Leslie and Iris are happy to drive anywhere to an event in any of their cars and it is great to see a thirties motor out on the road. Now that the AC is finished, I asked Leslie, "What next?" "I would like to build a 1930s Riley Special," he

tells me. I have no doubt that an IVCC trophy might well be travelling up to Newry next year...again...!



Iris and Leslie Girvan



I HAVE NO DOUBT THAT AN IVCC TROPHY MIGHT WELL BE TRAVELLING UP TO NEWRY NEXT YEAR...AGAIN!



All about the AC



AC was founded by John Portwine, a butcher and John Weller, a mechanical genius. Portwine realised that mechanical motors would be very useful in commerce and funded Weller in creating a motor for tradesmen which appeared in 1907. Vehicles for passengers followed and they were named Sociables. The company later (which was named Autocarriers 1913 Ltd) offered more conventional four wheeled vehicles.

In 1919 the familiar and well regarded AC six cylinder engine appeared and was mated to a three speed gearbox which was in the back axle for perfect weight distribution. In 1922 the company name was changed to AC Cars Ltd and it had a workforce of 900 men. It was in this year that a 1500cc AC broke many national and international records including reaching the magic 100 MPH.

In 1925 the AC was the first British motor to compete in the Monte Carlo Rally and in 1926 won the rally with the Hon Victor Bruce driving. Both he and his wife, Mildred used their AC motor cars in a number of record attempts in Europe, Africa and up as far as Finland.

In 1927 the Racing driver, S.F. Edge bought the company and it became known as AC (Acedes) Ltd. However in 1929, following the Wall Street Crash, Edge and his business partner, Gillet lost a fortune and the company was acquired in 1930 by the Hurlock family, who were dealers in surplus machinery and vehicles.

Under the Hurlock brothers the design of the cars improved in appearance but remained sporting

with two and four seater coupes, dropheads and four door saloons being produced with the six cylinder engine and from single carb to triple carb and the rare Arnott blower in 1938.

The Hurlock's were enthusiastic drivers and competed in many events in AC cars, which had a loyal following including, the Earl of March (of Goodwood fame), who in 1934 designed a range of cars with special coachwork, which many regard as the most stylish of the range. The Earl (later Duke of Richmond and Gordon) also designed and flew his own aeroplane.

During the World War 2, AC produced fire appliances, guns, undercarriages, etc for the war effort.

Post-war a completely different car was produced. Using the same mechanicals, AC chose to streamline production to one basic type of car, a two door saloon and a four seater drophead coupe (basically the same car). The first saloon left the factory in 1947. A sports version called the Buckland Sports Tourer was also produced. The factory also produced everything from the 'Bag Boy' golf trolley to invalid carriages to electric trains.

In 1954 the AC Ace went into production using either the 2 litre AC unit or the 2 litre Bristol engine. It was shortly joined by a coupe version called the Aceca. This could also be



had with a Ford 2.6, six cylinder engine. In 1959 a Greyhound coupe was introduced but was not a big seller (80). In 1963 the AC Cobra was introduced (basically an ACE with a V8 engine installed). Gone was the refinement of the six cylinder and replaced by the rumble of a Ford 4727cc V8. In 1965 the Cobra was joined by a 'big brother' in the '427', a 6997cc monster that unsurprisingly, held the Guinness Book of Record for fastest accelerating car in the world. Carroll Shelby (whose idea it was to shoehorn the V8 into the ACE) when demonstrating the car, was known to place a \$100 bill on the dash and invite an unprepared passenger to try and take it. Shelby would then mash the throttle to the floor, pinning the hapless passenger to the seat. None was thought to get the \$100!

In 1966 a refined version appeared, it was called the '427 and 428' and came in convertible and fastback versions. The oil crisis in the seventies spelt the end of the gas guzzlers and AC sales fell too, so a smaller engine car was designed, the ME 3000 - it was not a success and only 82 were made.

ACs demise came in 1984 when the Hurlock brothers, who owned the company for fifty four years decided to pull the plug on AC and it was sold to Ford and Autokraft who jointly owned the name of 'AC' and 'Cobra'.

A sad end to a marque that many described as a throughbred...

TOM FARRELL

AMOC Tour of Ireland



There are relatively few classic Aston Martins in Ireland and the few that are here rarely make public appearances. Being an avid enthusiast of the marque I was obviously delighted to hear that the Aston Martin Owners Club (AMOC) were planning a tour of the country.

The tour, organised by AMOC member Jane Nicholls was scheduled to run for days from June 1st until June 12th 2014. Unfortunately due to other commitments I was only able to attend one leg of it.

On day two of the tour we met Irish, English and German members at the Powerscourt Hotel where the rally was stationed for two nights. After meeting up with old friends we hit the road and enjoyed a decent blast through Co. Wicklow with a coffee stop in Glendalough

at St. Kevins Visitor Centre. Fully refreshed we set off again bound for Hunters Hotel in Rathnew where an excellent lunch was waiting for us.

After lunch and in the late afternoon we said our goodbyes and headed back in the direction of Enniskerry to conclude day two for the visitors.

I would like to thank Jane Nicholls for the huge amount of effort she put into the organisation of the tour and for making the day so enjoyable and also to the staff of Hunters Hotel in Rathnew for the excellent lunch and hospitality they showed us.

It was a fantastic spectacle to see almost 30 Aston Martins gathered in Ireland, who knows when the next time will be!







By
JIM O'SULLIVAN

THE PANHARD

I think it was in 1967 that I first visited France, a long time ago! We were camping with a couple of friends, sadly both now departed from this life. A strange looking car was plentiful on the French roads at the time. It was noticeable because of its large semi-circular aluminium bumpers at either end. The car was long, had plenty of space and it looked well proportioned. During our three week tour of southern France I developed a liking for the car which of course was a Panhard. It is true to say that the Panhard is very French and it possesses many unusual design features. So if you are still interested then follow me as I take you through some aspects of this very unorthodox car that I have owned for the past 17 years.

The story started back in 1997 in our kitchen when my wife and I were having our morning tea break. A copy of one of the motoring magazines was on the table and I was flicking through it. The page opened on a

section offering old cars for sale. One in particular caught my eye, a Panhard, model PL17BT Relmax for sale. For those who don't know, PL17 is the model, B is Bertone the design, T is Tiger the sport model and Relmax means it has reclining seats.

I had been after a Panhard before and had thought about it for a little too long and someone else bought it so I wasn't going to hang around too long this time. I was on the plane to Britain the next day I think and went to see the car. I was brought to a car showroom where the Panhard was on view along with some modern cars. I had gone to Britain by air so I was dressed in casual cloths and a heavier jacket and I had a brief case. The car did not belong to the garage but was only housed there for viewing by people like me, so a number of garage people were standing around as I arrived with the car owner.

I could see them watching me as I opened the brief case and took from it a set of white overalls and proceeded to put them on. I was the centre of attraction at that point. Now I thought the car looked too good to be true so

I lay down on the floor and crawled under it looking for the usual signs but I could find no evidence of rust or repair. I did notice that the car had been repainted and I asked why? only to be told that was because of Sun damage. Now that was a new one on me but I was shown some evidence of this on the inside trim. The car had Spanish number plates and road tax details on the windscreen (they are still there). The Panhard was in London just to be sold. Fair enough, I bought the car.

The journey home was a drive to Holyhead and the boat to Dublin. However on leaving the place where the car was I touched something with the exhaust box and the noise level increased considerably. The noise became louder as I continued my journey but I had to keep going.

At home in Dublin I examined the exhaust system. It is comprised of a cylindrical box located across the back of the car and a single pipe from the engine along the centre to the rear. The connection from the pipe to the box had separated where it formed a Tee junction. But I found a piece of

rubber hose at that junction and I reasoned somebody had been interfering. So I remade the joint using steel and felt that the job was now ok.

Some months passed and I was talking with a person I know who had some experience with Panhards. We were discussing my car and I was telling him about the exhaust problem and he said "and was there a big piece of rubber hose on it"? Yes I said there was and I removed it. No said he, it is supposed to be there. And I thought who ever thought of an exhaust pipe made of rubber. Then he told me that the exhaust box is so far away from the engine that it never gets hot and because of that a steel box will last about 1 to 2 years and he suggested that I get a stainless steel box if I intended keeping the car. Suffice to say I took his advice.

When I obtain an old car that is usable I like to do a complete service on it. So I decided to check the spark plugs. A simple job you might think and there are only two of them. Well, not so simple because there are two alloy posts in the way and a special plug spanner is required and then it is simple. Those posts are for the valve springs. The valve springs! Yes the engine uses torsion bar valve springs. The theory is that as the valves open and close, the closing valve assists the other valve to open. Well I don't know for sure but the mechanism is most unusual.

To get back to the earlier situation of the exhaust box catching something on the ground, I thought the back of the car was too low so I

THERE ARE A FEW OTHER UNUSUAL FEATURES ABOUT THIS CAR. IT HAS NO ELECTRICAL FUSES AND IT IS 12 VOLT. BUT IT DOES HAVE SOMETHING ELSE...A BATTERY DISCONNECT SWITCH MOUNTED BESIDE THE DRIVER.

had a look at the rear suspension. It is a torsion bar system but not a normal type as used on other cars where the wheelbase then is different, left to right side. But there is very little that is 'normal' on this Panhard. Each rear wheel is supported on a set of three torsion bars each about 25cm long and connected as follows; the upper rod has one end connected to the body. Its other end has a small gear wheel that meshes with a similar gear wheel on the adjacent end of the middle rod. The other end of the mid-shaft has a similar gearwheel and it meshes with a gear wheel on the end of the lower rod. The final end of the lower rod is connected to the wheel swing axle by means of a splined centre. I apologise if this is getting too complicated but the final result is that the three short rods are linked together in such a way that they are equivalent to a single long shaft. However the mechanism takes up little space and the wheelbase is equal on both sides of the car.

There are a few other unusual features about this car. It has no electrical fuses and it is 12 volt. But it does have something else...a battery disconnect switch mounted beside the driver. Many people now fit similar

switches to their old cars but this Panhard had one on the dashboard back in the 60's.

The Panhard PL17 Tiger has an 850cc two cylinder, air-cooled, horizontally opposed engine, front mounted, and driving the front wheels. The bearings, main and big-end operate on roller bearing and the engine does not use an oil filter. The air cooling fan mounted on the front of the crankshaft is driven through a slipping clutch that makes more power available to the wheels under hard acceleration. Cylinder-head gaskets will never give trouble on the PL17 as they are not used. Each cylinder and cylinder-head is made as one piece. So these are just a sample of the unusual design features of this car. It is a great pity that most of the great names like Panhard, DKW, Citroën, NSU and many others are no longer available to us. All have been consumed into much larger motor companies and have now joined the ranks that daily strive to produce cars that look very similar and the main distinguishing symbol is the maker's logo badge. It is true that modern cars are more reliable and cheaper to run than cars of yesterday but they have little character.

ARM OUTING FEBRUARY 2014

BY
MICHAEL DUFF

Our February outing was organised by Bernadette Wyer and myself which started in the RIAC in Dawson Street, for tea/coffee and scones. While we were eating Alex Sinclair, RIAC and Motorsport Ireland, gave the group an overview of the history of the RIAC from the beginning to date. He also offered all members of the Club, on production of up-to-date membership card, to call into the restaurant and avail of the facilities.

After an enjoyable session we moved half the group around the corner to The Little Museum of Dublin

on St. Stephens Green where we were met by the curator Simon O'Connor. The first group started their tour of the house. At 11.30 the second group started with an exhibition...Dublin in 1961: The Cushman Collection... bringing bygone Dublin back to life in vivid technicolour exhibited here for the first time.

The first part of our tour was presented by Simon O'Connor, whilst the second part was presented by Trevor White...both of them were excellent.

The Little Museum tells the story of Dublin in the 20th Century. The

museum was launched in 2011 with a public appeal for historic objects. As a result of the appeal and the generosity of the Irish people there are over 5,000 artefacts in the collection.

The collection includes art, photography, advertising, letters, postcards, objects and ephemera relating to cultural, social and political life in Dublin between the years 1900 and 2000.

After our visit to the Little Museum we had a short walk to the Mount Clare Hotel, Clare Street, for an enjoyable four course lunch and chat before heading home.



Julian McGuire, Judy Williams, Bridget Greeves and Bernadette Wyer with the Powerscourt Perpetual Trophy won by Judy with her late father Norman's MG L2 Magna

**Photos by
TOM FARRELL
& DAVE BELL**



Best Dressed Lady Denis Brannock and Bridget Greeves



ANNUAL POWERSCOURT PICNIC



Derek Hayes, winner, Jim Fitzgerald Trophy for Best Ford and Bernadette Wyer





Morbid Curiosity! Eamonn Dunne's Ford Model T hearse has its fans



2014

and for the 37th time, the members of the IVCC and its Affiliated Clubs descended on the world famous, Powerscourt House and Estate for the 37th Powerscourt Picnic Event. Organised for years by Jim Fitzgerald and then his son John and other members of the Fitzgerald family, this event has grown in popularity year on year. So much so, that last year saw the space allocated to us, jammed with too many vehicles, causing a potential health and safety problem. This came about with the fine weather and members coming along without booking in taking the space of those that took the trouble to book in and pay in advance.

This year it was decided to limit the number of vehicles to 150 on a first come first served basis. A small number of visitors that had not booked in and could not get in, then abused the marshals on duty. This was uncalled for, these marshals are members too and give their time in service to the club and its members.

We were once again blessed with good weather, music was provided by Sean Boland. A number dressed up for the period of their motors adding to the enjoyment of all.

We are grateful to the Slazenger Family and the Powerscourt Estate for their support and hospitality and thank in particular Powerscourt's Bridget Greeves who assisted by Justin selected the car for the Slazenger Perpetual Trophy.

THE WINNERS ON THE DAY WERE:

Best Pre-War Tourer: Albert Collier's 1929 Desoto Six Tourer

Best Pre-War Saloon: Leslie Girvan's 1939 AC Ace Saloon

Best Post-War Tourer: Thomas O'Sullivan's 1954 Jaguar XK140 SE

Best Post-War Saloon: Harry Noctor's 1970 Morris Minor Traveller.

Jim Fitzgerald Trophy for the best Ford:

Derek Hayes' 1950 Ford V8 Customline

Slazenger Trophy: Judy Williams's 1933 MG L2 Magna

Best Dressed Woman: Denise Brannock

Congratulations to all the winners and grateful thanks to all who helped make this event as successful and popular as it is.



The proud Pinksters and their iconic Porsche 911 Turbo enjoy the sun!

continued next page

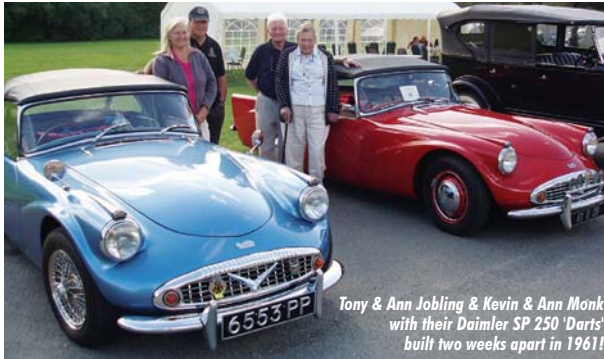
ANNUAL POWERSCOURT PICNIC



Leslie Girvan, winner Best Pre-War Saloon



Thomas O'Sullivan, winner of Best Post-War Tourer



Tony & Ann Jobling & Kevin & Ann Monk with their Daimler SP 250 'Darts' built two weeks apart in 1961!



Harry Noctor, winner of Best Post-War Saloon



Denis Brannock and 'Chauffeur' Julian McGuire with Bernadette Wyer



Jack Walton was honoured as he is one of the few remaining members who were at the first Powerscourt Picnic Run



Albert Collier who won the Best Pre-War Tour Trophy



Letters to the Editor

HELP TRACE A CAR

Dear Editor,

I hope you can help me trace a car I once owned many moons ago? I went to the USA for a summer as a medical student and left my badly-maintained MGA 1960 in the yard of my parents home. My dad, who did not think much of my old car sold it!

The address where it was sold to was IngleWood, Tullynagardy, Newtownards, Co Down. It was white (old English white) and the reg began with RZ. I am afraid I do not have any more details. My name would be on the tax book.

Maybe it has been broken up but if anyone knows of its whereabouts I would be over the moon and very grateful to hear from you.

I look forward to receiving your journal. Congratulations on the very professional layout and content.

Thanks in anticipation of your help.

JAMES COLVILLE

Email: jccolville@eircom.net

BRASS BRIGADE RUN

Dear Editor,

Binks and I have just returned from the IVCC 'Brass Brigade Run' organised by Shane Houlihan and Bernadette Wyer. There were cars out on this run which I had either never seen, or I had not seen for a very long time. This run was for pre-1919 cars - I was only too pleased to be one of

the 50 plus entries.

As a very proud Past President of the VCC of Great Britain it was lovely to see so many VCC eligible cars taking part.

Shane is a very well-known and popular competitor and did a super job getting everybody together, the other thing was VALUE! From what I gathered it was meant to be 50 cars, 50 miles, 50 euros, etc. It WAS very good value! (Thank you Shane!).

**JOHNNY THOMAS DL
TIRDAIL, NANTGAREDIG
CARMARTHEN SA 32 7NH**

VAT / VRT

Dear Editor,

The following, I believe, could be of interest to your readers/members especially as you already print such a useful and helpful guide within your excellent publication.

VRT costs on privately imported historic cars, from the EU, are understood but are your readers also aware that VAT can also be levied should your cars odometer read less than 6,000kms or equivalent on its importation.

Quote: "If you are importing a new car from another EU country you have to pay VAT (Value Added Tax), usually when registering the car. A new car means a car that has been in service for 6 months or less, or has been driven for 6,000kms or

less. The VAT is payable even where you have paid VAT in the other country."

I appreciate that this applies to nearly new cars but in my understanding and experiences such is the loose wording of the current VAT legislation i.e. or, or...that it can clearly be applied to any age of car showing less than 6,000kms on its odometer. Think too of the possible scenarios here of say a new speedo fitted, no speedo ever fitted, round the clock, zeroed by a dealer, broken speedo or even a desirable truly low mileage classic or older car.

What in my mind makes this situation even worse is that NCTS appointed centres can use their discretion as to any mileage figure so reported following inspection. This now is where matters, could in my mind, get even worse for if an inaccurate mileage is duly recorded in a system then it could become historically available to the public via online motor check for example.

A selling owner may now one day find himself accused of clocking his vehicle etc. etc.

Any system that relies on fudging must be a bad or flawed one and its wording in need of urgent clarification.

Your initial view and understanding please.

JOHN S VAHEY

Email: jsvahey@gmail.com

Tel: 026 44992

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

HAVE YOU SEEN THIS CAR?

STOLEN RILEY

This 1952 Riley RMB 2½ Saloon, Reg No MXT 450, green with black wings, running boards and black fabric roof was stolen from Riley Club member in Ballynahinch, Co. Down area on 27th September, 2014. If you have any information on



the car, or if you have been offered Riley parts from an unusual source please contact: Camillus Ryan on 087-252 2741 / 01-2892983 or if in Northern Ireland... Frank McKee on 07831-661 601.

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Johnny Greene and crew -
1914 Buick C25 Tourer



Wesley Lamont's 1912 Austin

BRASS BRIGADE *Run*

Dungarvan, County Waterford had a chance to forget about water meters and remember a time when fetching water from the well was a daily chore, with the arrival of fifty two veteran cars for the IVVCC Brass Brigade Run. It is a rare treat to see so many early cars in one place and we were delighted to have had a number of our friends from Northern Ireland join us for the event and there was a great atmosphere from the very minute cars started to arrive on Saturday afternoon.

Event organiser Shane Houlihan had taken on the task of running the IVVCC's first veteran car only event in thirty years, meeting the challenge with great enthusiasm and leaving no stone unturned in providing a fantastic event. For nearly a year he has been encouraging the owners of early cars to bring them along and as car after car arrived you could see that there was huge support for the event from early car enthusiasts and as no veteran car event in Ireland would be complete without Johnny Thomas from Wales attending, we weren't disappointed as he brought along

his newly acquired 1904 Darracq Flying 15.

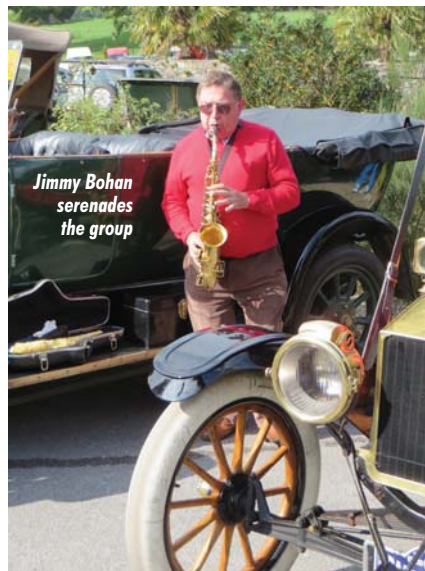
After the cars were unloaded at the hotel on Saturday afternoon (due to age, the majority of these cars are trailered to events), the trailers were moved to a secure area to make space for an amazing spectacle as these cars, some of which haven't been seen on events since the eighties, lined up in the car park. The event itself started with a drinks reception in the hotel followed by a relaxed dinner where everybody had the chance to mingle and discuss the business of the weekend before heading to bed for the not too early start in the morning of 10.30am.



Diarmuid Boland's 1912 Hubmobile



George Fulton's Austin



Jimmy Bohan serenades the group



The car park was electric on Sunday morning and that wasn't just because of our oldest entry, Reg Plunkett's 1899 Sperry electric car but because there was a huge anticipation about the day ahead. Most noticeable was the amount of light-hearted banter and laughter as the cars were waved off by Club President Bernadette Wyer after she presented each driver with a souvenir Brass Brigade Banie.

The first part of the run led us towards Cappoquin before turning right and bringing the cars across part of the Vee where the views can only be described as breathtaking as we descended back down into Lismore for a tea break under the historic castle.

The village was the perfect backdrop to view such amazing cars which included Daniel Crawley's 1908 Lorraine Deitrich, Brian King's 1905 Argyle, George Fulton's impeccably restored 1907 Austin

18/24 and Shane Houlihan's 1904 Mercedes which was on its debut run. Another debut on the day was Kevin Boland who piloted his dad's 1913 DeDion Bouton around the course to complete his first ever rally and making him the first third generation Boland to compete in a veteran car event and reminding everyone of the need to get young people involved in older motoring.

THE CAR PARK WAS ELECTRIC ON SUNDAY MORNING AND THAT WASN'T JUST BECAUSE OF OUR OLDEST ENTRY, REG PLUNKETT'S 1899 SPERRY ELECTRIC CAR BUT BECAUSE THERE WAS A HUGE ANTICIPATION ABOUT THE DAY AHEAD



Anthony Neville all excited in 1913 Hispano Suiza Alfonso



Shane Houlihan's 1904 Mercedes

BRASS BRIGADE RALLY contd....



Kevin Boland, first time to drive a Rally

No run of this caliber would be complete without the entry of the world's first mass produced car. The Ford Model T and fans of this marque were not disappointed as the car was well represented with no less than fourteen taking part! As the drivers returned to their cars after the break, Jimmy Bohan produced his saxophone and played a few numbers serenading the drivers into a different time as they restarted their motors.



The next part of the run took in Dromana drive, through Villerstown before returning for the farewell lunch along roads which again reminded the drivers of a time when these cars were the everyday mode of transport.

After lunch we had a few words from Bob Montgomery of the RIAC who spoke about next year's Pioneer Run and Eric Kavanagh of the VCC Irish Section who spoke about their events next year and his ambition to have the largest number of Irish cars on the London to Brighton to celebrate the fiftieth anniversary of the first Irish entry driven by his dad, Johnny Kavanagh.

The club would like to thank Shane Houlihan for organising such a wonderful event, the volunteer marshals from the Clonmel, Yesteryear and Connacht clubs, The Greene family and we would also like to thank the Park Hotel in Dungarvan for making us so welcome.



IRISH CLASSIC AND VINTAGE MOTOR SHOW

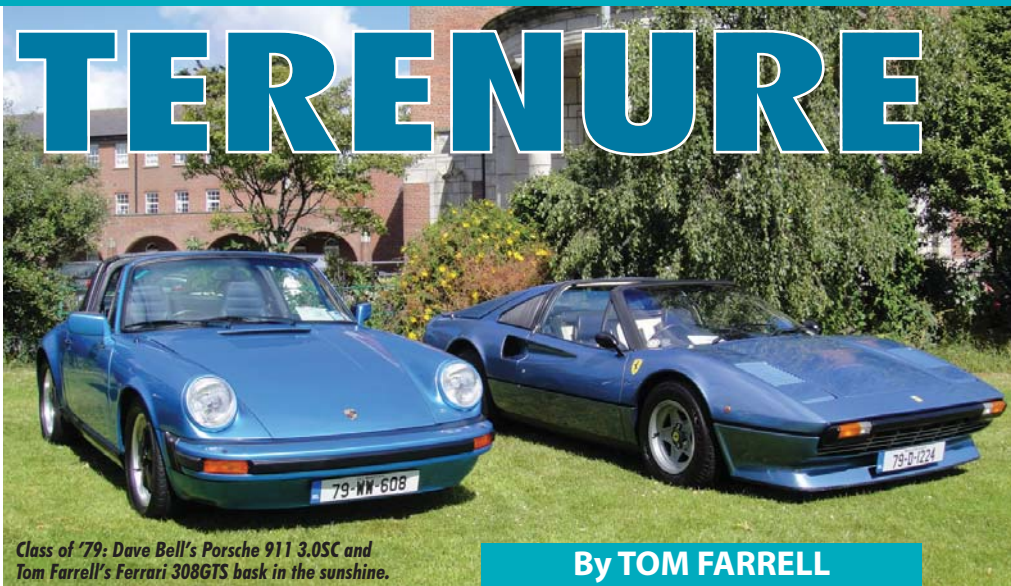
On Sunday 6th July, the Irish Classic & Vintage Motor Show, known as the Terenure Show took place. Now recognised as Ireland's biggest motor show, it attracts not only enthusiasts from the four corners of Ireland but from abroad as well.

This year some 1,262 classic motors were displayed and were appreciated by the thousands of members of the public that attended. The charities that benefited from the proceeds of this year's show was the National Maternity Hospital Foundation and the Migraine Association of Ireland.

The IVVCC Stand featured more than 130 wonderfully diverse cars, among them perhaps one of the most beautiful motor cars ever made, Shane Houlihan's 1939 Mercedes Benz 540K Special Roadster. Originally owned by a Maharaja, this beautiful car could be viewed close up by the many adoring enthusiasts that saw it. We are indeed privileged to see in the flesh, such motors and this 540K Special Roadster is probably the only one in Ireland.

Also on the IVVCC Stand was a remarkable selection of 32 Riley motors from the four corners of Ireland and the UK.

TERENURE



Class of '79: Dave Bell's Porsche 911 3.0SC and Tom Farrell's Ferrari 308GTS bask in the sunshine.

By TOM FARRELL

Many thanks to all those that made the effort to bring their motor to the show and to the A Team, to the IJDC and Isabelle McCann and Jim McGuirk for all their hard work and, finally, all of you that supported this great show.

See you next year!



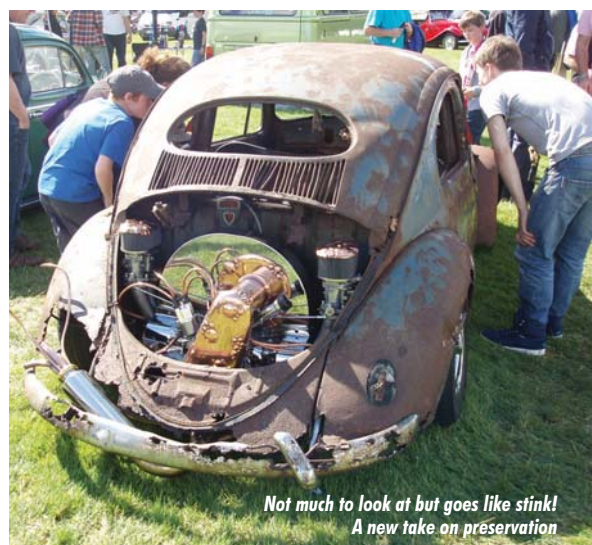
Interior of Leyland 'boneshaker' single decker bus



Original 1979 Rolls Royce Silver Shadow



Shane Houlihan's 1939 Mercedes Benz 540K Special Roadster



*Not much to look at but goes like stink!
A new take on preservation*

IVCC at Terenure

By
COLM HEGARTY
Photos by
ROBIN CAMERON



John Porter and Victor Riley in 1930 Riley Brooklands

FROM A RILEY POINT OF VIEW

The Irish Jaguar and Daimler Club annual Classic Car Show was held on July 6th in the grounds of Terenure College. This year, the IVCC decided to feature the Riley marquee on the club stand. Of the 130 cars on display, 32 were Rileys, 10 of which joined us from the Ulster Riley Club. The URC members travelled to Dublin on Saturday, stayed overnight Saturday and Sunday before travelling back home on Monday following a visit to view club member Jim Boland's collection of cars in Naas.

Following discussions with Frank McKee of the Ulster Riley Club and initial enquiries about how many Rileys might attend it was decided to invite Victor Riley to attend the first significant gathering of Rileys indigenous to the island of Ireland. Victor's grandfather founded the original Riley bicycle manufacturing company in 1899 which went on to manufacture Riley cars. When the company went into receivership in 1938 Victor's father, also named Victor, was managing director of the company. The Riley brand continued under the Nuffield umbrella until they ceased to use the marque in the late 1960's. Victor Senior's four brothers were also directors of the company, each of whom brought their own area of expertise to the business. Rileys celebrated another significant anniversary this weekend also. In 1934 six of the first thirteen cars to finish at LeMans were Rileys which included an Ulster Imp driven by Dorothy Champney, Victor's mother.

On display were 32 Rileys comprising of 15 pre-war and 17 post-war cars which included examples of saloons, open cars, competition cars and specials. The oldest car was a 1928 Nine Drophead Coupe owned by Rodney Shortell. The saloons were represented by a David Rainey's Kestrel Nine, Martin Whitehead's Monaco and Camillus Ryan's Blue Streak Kestrel. The open road cars featured Bertie Carleton's Imp, Robin Cameron's MPH and Colm Hegarty's 1937 Lynx Sprite. The



(Left and right) 1937 Riley Kestrel Big 4 Saloon



Reg Plunkett and Victor Riley and 1939 Riley 16HP Nuffield Saloon



Victor Riley with Robin Camerons 1935 Riley MPH 15.6

racing element was represented by Tony Canning's TT Sprite Replica as well as a number of specials which included Con O'Mahoney's 1929 Nine Boat Tail Special. The display included 11 post-war RM models including various models of RMA, RME, an RMD and an RMC as well as two Elfs and Hugh Doyles Riley 1.5 from the Celtic Club.

Of particular interest were three examples of the 1939 Nuffield Models. A Twelve Saloon owned by Eamonn Foley, Tim Molloy's Twelve Drophead, and what is believed to be the only Sixteen Saloon in existence which Reg Plunkett has owned for many years. In 1938 the Riley company were producing a very wide range of models with many engine variations. When the Nuffield organisation took over the company, the range was totally rationalised to two engine sizes, 1½ and 2½ litre with a saloon and Drophead option. These cars represent three of the four options available. Reg Plunkett's sixteen saloon is believed to be the only example of this model in existence and there are currently no known

examples of the Sixteen Drophead. To get examples of these three models together in one location is regarded as a very rare moment in Riley circles.

The Judges award for the best Riley went to John Porter for his 1930 Brooklands. This car belonged to John's late father also known to many members as John who raced the car through the late 1960's and into the 1970's. It has recently been recommissioned by John following a lay up for many years. Victor was driven into the arena by John and both were interviewed about the car and its development.

An informal dinner was hosted by the Ulster Riley Club in Finstown House on Sunday evening. Guests from the IVCC included Bernadette Wyr, IVCC President and John Boland, PRO. Bernadette made a presentation to Victor in recognition of his attendance at the event. The following morning, the URC visited club member Jim Boland to view his collection of cars before heading home.

All of the cars on display are resident on the island of Ireland. Many thanks to the Ulster Riley Club members for their attendance and participation in the event. Thanks also goes to everyone who brought cars to display on the stand, especially those clubs who had their own stand at the show and brought their Rileys to display on the IVCC stand. These would not happen without the hard work of the behind the scenes of those who set up the stand and who assisted in getting the cars in place on the day.



Victor Riley and Bernadette Wyr

ROAD SAFETY AUTHORITY VINTAGE VEHICLES CONSULTATION

The Road Safety Authority (RSA) published a consultation document on roadworthiness testing of vintage vehicles in October 2014. The purpose of the document was to put forward a number of options in relation to changing the existing 1980 fixed date for the testing of older motor vehicles.

In July 2014, prior to the publication of the consultation document, the IVCC met with officials of the RSA in relation to their plans to formulate the consultation document. That discussion centred on maintaining the 1980 requirement for testing or back dating the date to include all vehicles registered from 1960 onwards. The IVCC pointed out that a review at this time, to consider testing from 1960 onwards, made no sense when the most recent EU Directive 2014/45EU which came into force in 2014 and has to be implemented by May 2018 defines vintage/historic vehicles as vehicles over 30 years old. We are pleased to see that the consultation paper now includes 4 options including a 30 year rolling provision and a 40 year rolling provision. A fixed date makes little sense and a rolling date represents a much more realistic approach. With a rolling date car club members can look forward to their vehicles becoming exempt from testing in due course.

In the course of the meeting with the RSA two main concerns were raised by their officials. The first was their concern that some cars from the 1960's, 1970's and 1980's were in use as every day transport and that these vehicles were availing of cheap insurance, reduced road tax and were not subject to roadworthiness testing. Their other concern was the use of vintage vehicles for commercial purposes e.g. vintage trucks being used for commercial carriage of goods and vintage cars being used commercially for weddings etc.

The IVCC do not condone the use of vintage vehicles as everyday transport or for commercial purposes and we fully support the roadworthiness testing of all vehicles used for commercial purposes.

Following the publication of the consultation document, the IVCC met with all interested parties with a view to establishing a consensus on how the best interests of the vintage car movement in Ireland could be served. In this regard I would particularly like to acknowledge the involvement of Irish Vintage Scene, Irish Vintage Society, Irish Vintage Engine and Tractor Association, Veteran and Vintage Truck Association, Howth Transport Museum, Martin Burke from Limerick and Myles O'Reilly in a number of meetings to examine the consultation document. The input of Martin Burke, Tom Heavy (Irish Vintage Scene) and Myles O'Reilly are of particular note. A series of meetings were subsequently arranged with clubs and vintage car owners in Charleville, Claremorris and Dublin. These meetings were very well attended and it clearly demonstrated the strength of feeling among vintage vehicle owners on the proposed changes.

Clubs and vehicle owners were strongly encouraged to participate in the consultation process. It is imperative that the RSA and indeed the Minister and legislators are made aware of the feelings of the individuals effected by the proposed changes.

Members will be interested in how the IVCC responded to the consultation document and below you will find a flavour of the Club's response.

One of the questions posed on the RSA response form was:-

"If additional exemptions are introduced for vehicles used for social and domestic purposes based on age, do you think that vehicles which are not roadworthy might be used on public roads leading to increased incidences of road traffic accidents? If yes, please explain why?"

In reply to this question the IVCC stated:-

"We consider this possibility most unlikely primarily because it makes no economic sense to use an older vehicle in place of a modern vehicle for the following reasons:-

- 1. Fuel consumption in older vehicles is far higher than with modern fuel efficient vehicles which often have far smaller engines.*
- 2. The service intervals with modern vehicles is far longer and result in less expenditure on servicing.*
- 3. The cost of parts and indeed the difficulty in sourcing parts of older vehicles is often problematical and a vintage car is often off the road for several weeks or months while a part is being sourced.*
- 4. Older cars are less reliable and more prone to breakdowns.*

There is no evidence that cars over 30 years old are more likely to be involved in road accidents than newer cars. In fact the contrary is the position as is evidenced by the 2010/2011 study carried out in Germany by the Dresden University. Their findings are summarised as follows:-

In comparison to the registration figures Historic Vehicles (over 30 years old) were involved ...

- 9-1 times less regarding accidents with injuries;*
- 4-6 times less regarding accidents with fatalities;*
- 7-7 times less regarding accidents with severe injuries;*
- 9-5 times less regarding accidents with minor injuries;*
- and*
- 8-7 times less regarding accidents with heavy damages than all other cars.*

Cars older than 30 years are representing 0.8% – 0.9% of the total vehicle population, but are involved in road accidents only by 0.1% - 0.2 %.

As can be seen from the findings of the Dresden University study the owners of vintage vehicles have a special pride in their vehicles and have often spent hundreds of hours restoring them and indeed thousands of euros. They treat their vehicles with respect and certainly do not drive them in a manner likely to cause accidents.

Finally there is a legal obligation on all vehicle owners to ensure that their vehicles are maintained in a roadworthy condition.

Question 10 in the response form asked:-

"Do you have any comments, data, or analysis that would be beneficial to the RSA in evaluating the costs, benefits and other impacts likely to arise from the proposed Options? If yes, please provide details?"

In reply to this question the IVCC stated:-

- 1. Having read the consultation document we can see no real evidence for the need to include a greater number of cars in the testing regime.*
- 2. No evidence is put forward to suggest that there are more accidents proportionally involving cars over 30*



years old. In fact the contrary is the case as shown by the University of Dresden study and the experience of insurance companies in Ireland. Furthermore AXA Insurance who have the greater share of the vintage car insurance market in Ireland have stated the following in relation to this segment of their business: "As a percentage of the number of policies we have in force, the number of accidents recorded as Road Traffic Accidents, amounts to less than 0.45%. Out of these figures, if you look at the number of RTA incidents arising from defective vehicles, the number would be so low, as to not register on a reliable data query."

3. Not only is there no evidence of a problem with accidents involving vintage cars but absolutely no evidence that mechanical failure is a problem.
4. Based on the number of vehicles likely to come into the net by extending the testing requirement to 1960 which the RSA calculate as 3,500 it is very difficult to understand the logic of pursuing the matter on the grounds of road safety taking all the facts into account.
5. The work involved in compiling technical data and preparing appropriate testing guidelines will far outweigh any possible benefit to be gained from the testing of an additional 3,500 vehicles.
6. The extension of testing will be seen as a draconian measure by dedicated enthusiasts interested in preserving our motoring heritage.
7. There is also a grave danger that vehicles in the 1960 to 1980 period will not be preserved for future generations if this proposal goes ahead. Not only is this likely to have a detrimental effect on vehicles in this period but it could result in a decline in the movement as most people start collecting old cars which they remember their parents driving before going on to collect and restore older vehicles. An entire generation of enthusiasts might be lost to the movement.
8. It is our understanding that the UK authorities who are in the process of considering the implementation of Directive 2014/45/EU are tending towards exempting vehicles over 30 years old from testing. For a neighbouring state to move in the opposite direction makes no sense at this time.
9. In a time when leisure time is increasing due to unemployment, and with people living longer it is important to encourage activities such as the restoration of old vehicles which will engage people in constructive manner. This is particularly important in rural Ireland where isolation can be a major problem.

We understand from the RSA that they have received some 2000 responses to the consultation document. This far exceeds the response to any previous consultation they have undertaken. It will take the RSA somewhat longer to evaluate the responses than previously planned. It is likely that the RSA will present their findings to the Minister early in 2015.

PEADAR WARD, Director and FIVA Representative



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By ALAN DONALDSON

THE ONES THAT GOT AWAY 3

I have mentioned my interest in, and love of 1950's Americana. Well, whilst driving my transit from a gig in Killarney to the Opera House in Cork we rounded a corner to behold a wondrous sight; a country garage by a river and parked beside it a pink 1959 Chevrolet Impala convertible! I just had to stop and rub my eyes!....'59 with those extravagant tail fins and those fabulous oriental shaped rear lights. Now she was a bit rough, the engine was missing the soft top in bits etc., but my what a sight!

We had stumbled upon what was to prove a fascinating discovery; a horde of automobiles owned by a marvellous character by the name of O'Regan whose nickname was, for whatever reason, The Dyker. He proved to be a very friendly man with a great sense of humour once he saw we were not messers and was pleased to show us his collection among which, if my memory serves me well, was a Ford Thunderbird, a Mustang, and a supercharged Studebaker. There was also a Lincoln Continental with black leather upholstery piped in white left behind by Bing Crosby after a golf trip!

Outside scattered about were some old hearses, one being a Dodge of 1948, which he was breaking. Now I had recently acquired a salon of that year, once owned by the Bishop of Cashel, which was badly vandalised and needed a dash. I did a deal on the spot and arranged to return in a



few weeks to collect it. Subsequently while working in 'Joseph and His Amazing Dreamcoat' again in the Opera House, and having travelled down by rail with the company, I prevailed upon a member of the cast who had a car, to bring me out to

visit The Dyker. I really wanted the Chevy but it was too much for me to take on. We had also discussed Bing's Lincoln but it too was sans engine, it having been installed in a speed boat by an Italian ice cream man in Cork city! Noting my preoccupation with flamboyant tail fins The Dyker declared that he had just the thing "up at the house."

So off we set. This proved to be a 1959 Plymouth Belvedere Limousine of elephantine proportions and the fins were as promised "on the button" and ready to drive away. The price coincided with my weeks wages at the time...irresistible!

There were one or two snags which in my enthusiasm I chose to ignore. The windscreen had a nasty hole in the middle of it and on test driving it the steering appeared to have a steady pull to the left but as it was power assisted this seemed easily controlled. I did notice the outside edge of the nearside front tyre was excessively worn and the spare even more so...but more of that later.

The job in "Da Opera House" completed my friend Tony drove me over once more to pick up my American beauty. I was aware of his having some conversation with The Dyker but was too excited to pay much attention. It transpired he now had become bitten by the bug and had bought a '61 Cadillac for even less than I had parted with and had



The Band 'Ready Teddy' with John Malone (with the pork pie hat) on bass; Dave Ryman on drums (flat cap) and Alan Donaldson (teddy boy coat and shades); with Elvis impersonator



persuaded The Dyker to deliver it to Dublin for him! Sure enough I saw it later parked outside Tony's flat on the Rathgar Road with a couple of ominous pools under the engine.

The trip up to Dublin in the Plymouth was great fun. She could take five or six in the back and three in front so I filled her up with hitchhikers, much to their astonishment and delight. The car made a fabulous band wagon accommodating musicians and equipment with ease.

At one stage I attempted to sort out the steering. On close observation matters seemed to be set up in the same direction on both sides i.e. to the left, not as one would expect. So I changed this arrangement to the way I felt it ought to be. I then took the car out for a test drive. As speed built up the nearside front wheel developed a savage wobble at around 50mph. I immediately backed off the accelerator. This course of action seemed to make matters worse. The wheel seemed as if it was attempting to tear itself free of the car! I slowly drove home and put things back the way they were. A Corkonian solution to a mysterious problem.

One dark and wet night coming out of RTE after an appearance on TV we had a close encounter with a small and dapper pedestrian who demonstrated no little agility in gracefully hopping out of the way in anticipation of our approach. "Did you not see him?" exclaimed a band

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member. "I did of course!" I replied. "Did you not see who he was?" he returned "No." said I. "That was the Taoiseach...Charles J. Haughey!"

After some years I had to let her go, I had nowhere to keep such a huge car and she did have her problems. She went to England to be restored so I was told. Another **one that got away** but I still have the memories!

THE MUNSTER VINTAGE MOTOR CYCLE AND CAR CLUB LTD

59TH CORK VETERAN RUN — 19 JULY 2014

Munster Vintage Motor Cycle and Car Club (MVMCCC) are pleased to report that the 59th Cork Veteran Run, held on Saturday 19th July 2014 was a great success. The event started at The Rising Tide in Glounthaune, where entrants logged in, received their route documentation and were supplied with tea, coffee and freshly baked scones! The morning route covered 40 miles, to a lunch break at Springfort Hall Hotel, north of Mallow. The afternoon route was a similar distance, to prizegiving at The Anglers Rest, Carrigrohane. There were 68 starters on the event, 41 cars ranging from a 1910 White to a 1992 Mazda MX5 and 27 motorcycles, from a 1912 Sun to a 1981 Honda. The winners of the awards were as follows:

THE ROSS HINDS SHIELD (for the oldest car)

Paddy Guerin's 1910 White GA

THE CAB CUP (For the best car)

Dermot Crowley's 1953 MG TD

THE SAM HULL CUP (for the oldest motorcycle)

John Quirke's 1912 Sun 3 HP

THE JOE JACKSON CUP (for the best motorcycle)

Greg Kelleher's 1962 BMW R50/2

THE MAYFIELD CUP (for the best unrestored motorcycle)

Noel OSullivan's 1924 BSA L24

THE ALKIN CUP

(for the car that travelled the greatest distance to the event)

Robert Swan's 1975 Morgan 4/4

THE MVMCCC CUP

(for the motorcycle that travelled the greatest distance to the event)

Brian Smyth's 1927 Sunbeam 9

The club website www.munstervintage.com has a link to almost 100 photographs of the event courtesy of Munster Classic CARS Facebook page.

Next year will see the 60th running of the Cork Veteran Run and MVMCCC are already planning the event and will be hoping for a bigger entry than ever to celebrate the occasion.

1981 ROLLS ROYCE SILVER SPIRIT



FOR SALE

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

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

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E: peadar.ward@gmail.com

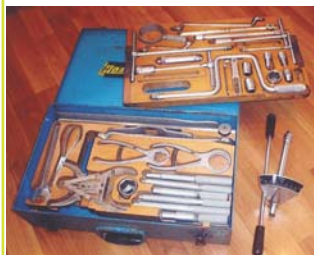
FOR SALE

2 Morris wheels, artillery type, 19", metal complete with front axle (damaged repaired). Also 2 spoke wheels, 17" possibly Ford Model 'Y'. A boxed wheel balancing kit complete with weights. Might be good for old type garage display. GRP nose piece for a Mallock racing car.

Best offer secures.

Phone: Tom Farrell
on 087-2982369.

WANTED



1950'S / 1960'S HAZET TOOLS

(Volkswagen approved), sets, boxes and chests along with any vintage Volkswagen or garage signage.

Contact: John on
087-2261720 or
E: GmeJOS@gmail.com

WANTED

FORD ANGLIA 105E

1965 - 1967

Must be in good condition.

PHONE: 01-8364074
or 086-2396489

WANTED

LANDROVER

Diesel model, must be pre-1980.

Hard top or safari.

PHONE: 01-4935893
IN THE EVENINGS

1917 MODEL T FORD



FOR SALE

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

£15,000 ono.

PHONE:

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

johnnybinks.thomas@virgin.net

1974 JAGUAR XJ6 4.2



FOR SALE

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

Drives very nicely

Must be seen (Enfield)

Price: €3,900.

Ph: PJ Bracken on
087-7652879

1922 CALCOTT



FOR SALE

Irish registration. 2 seater, folding hood. Needs recommissioning after 30 years storage.

Price: €12,000 ono.

PHONE: KEN FLEMING
01-2858567 or 086-8391839

BUGATTI REPLICA



FOR SALE

Volkswagen based. Looks and goes very well.

£10,000 ono.

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SPARE PARTS FOR SALE

TRIUMPH SPARES

Crown wheel and pinion, new in box.

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

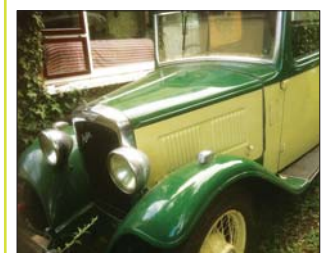
2 rear shock absorbers (lever type), used, very good condition, fit TR4A, 5 or 6. €100 for pair or nearest offer.

Armstrong Siddeley Whitley fan heater unit.

Offers?

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

1933 AUSTIN 10/4



FOR SALE

Chrome rad, Irish registration. Engine turns. In need of restoration. Sliding roof, complete.

Price: €7,000 ono.

PHONE: KEN FLEMING
01-2858567 or 086-8391839

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