

THE **IUVCC** JOURNAL



AUTUMN 2012

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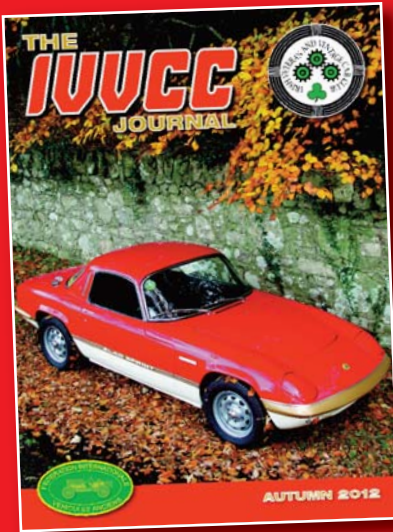
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FRONT COVER:

Barry Burkes 1971 Lotus Elan Sprint taken at Knockrose.
Photo by Tom Farrell

IVVCC JOURNAL AUTUMN 2012

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Time: 8.00pm

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Photos: All photos, unless otherwise stated, by Tom Farrell



Dear Fellow Motoring Enthusiasts,

Looking at Barry Burke's Lotus Elan, it is hard to believe that the design is fifty years old! In their early years Lotus were of the 'seat of the pants' manufacturing school. Regarded as fragile it is surprising the number that survive. Barry has experienced the Lots O Trouble Usually Serious aspects of ownership but he endured and enjoys a piece of the history of Lotus in the form of the Elan.

John Larkin is also a Lotus aficionado and has travelled across Europe in his Elan. Perhaps a more daunting experience for him was the decision to put the Lotus in for an NCT test. Read his article and find out.

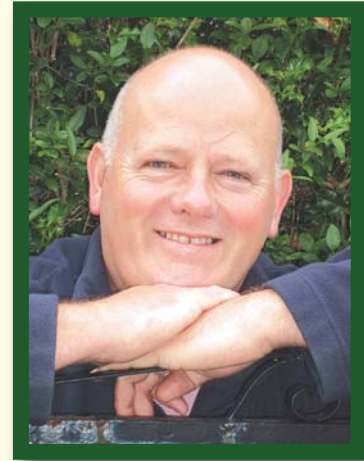
The RIAC Classic Car Show is looming and promises to be a biggie. Please do try to get along and tell your friends.

We had a lot of activity this year and despite the awful weather we had fun. I would ask all organisers of events to either nominate someone to write about the event or record the relevant information so I can do it. This means that an event will be remembered as will the organisers.

My thanks to all the organisers, the contributors to the Journal articles and to you the members for your support.

I wish you all the best for the festive season and hope see you sometime in the future!

Until next time, happy motoring!



TOM

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President's *Report*



“Who’s afraid of the NCT?” asks John Larkin. As the owner of an older everyday car, I am. My twenty year diesel 4X4 has to go in annually to be tested and I have to leave the building. Because as a diesel it has strict emissions tests which involve revving the daylight out of it. A friend of mine was congratulated for his diesel car having passed the test but was advised to call a tow truck as the engine blew up! Because he signed a form allowing such testing he had no comeback.

In the UK this way of testing is not done anymore because of this result. As a motorist I feel powerless to initiate change. In the world of old motors, we have all heard of the possibility of NCTs for our vehicles. The Board wrote to the RSA a few years ago to offer expertise before it would become law. That way we could guide the testing body of what would be appropriate to testing of old vehicles. This testing requirement is driven by the EU and not our own government. We recognise that we enjoy, perhaps the most flexible conditions in the use of old vehicles on public roads here in Ireland. Testing will come sometime and we must put in place a format that is appropriate to our needs or the EU will impose something we may not like. John Larkin, our Legislation Representative has been in constant contact with the RSA on our behalf. In this issue he has submitted his Lotus Elan for testing. The points on which it initially failed were discussed and the RSA’s rulebook was altered. The car then passed. This mature interaction is important, if we’re to be taken seriously by the authorities and the IVVCC as the umbrella organisation is taken seriously. While none of us wants to contemplate testing, it will come sometime. In the UK vehicles up to 1960 are not subject to testing now. This has caused concern amongst the owners of these motors. Will this result in these vehicles having restrictions placed on their use on public roads as they will not have been tested?

I thank John Larkin for his work in this area on our behalf.

We had a busy Summer and Autumn of activities. Notwithstanding the weather and budget we had great events. The IJDC Classic and Vintage Show is recognised as the biggest of its type in the country. Approximately 1200 vehicles of all types attend. This year the IVVCC had eighty nine cars on display. There was a stand dedicated to the Evolution of the Motor Car. This was organised by Tommy Sheridan and Don Larkin and featured many members cars in this potted history of the car, featuring amongst others, IK 52, the Benz Velo owned by Motor Distributors. While the enthusiasts were attending in force, the poor weather conditions resulted a fall in visitors and this will have an impact on the charities who would receive the proceeds. We can only hope for better days ahead.

Our Fiftieth Anniversary book has been selling well and only about two hundred and twenty books remain. My thanks to all the sellers.

Our Autumn Rally was well attended with over eighty vehicles turning up. A full report will appear in the next Journal. Our Christmas Dinner was a great success with some one hundred and sixty odd attending. Again a report will be in the next Journal. Remember our Golden 50 Tour places are getting scarce.

My thanks to all organisers and helpers at events and contributors to the Journal and finally may I wish you all a Happy Christmas and a great New Year.

TOM FARRELL, PRESIDENT

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Secretary's *Report*

The Autumn Rally organised by Paul Noctor, Tom Sheridan and Don Larkin was a great days outing, with perfect weather and an excellent route. The route was on the northside of the capital, an area I didn't know too much about as I am a southsider! I saw beautiful countryside I didn't know existed. The check-in was the Applegreen Motorway Services on M1 Motorway where we had tea/coffee before heading on our journey. The route took us firstly to Laytown/Bettystown, a lovely seaside area and onward through beautiful county Dublin/Meath countryside to Slane. Heading towards Navan we turned left for another lovely run to our final destination the Pillo Hotel in Ashbourne. 140 adults and 16 children sat down to dinner after which we had prizegiving and trophy awards. There was also a raffle for St Vincent de Paul which raised €620. There were 85 entries and on the day there was 2 withdrawals, 1 no show and 1 breakdown with 82 cars completing the course. Congratulations to Paul, Tom and Don for a great event. We look forward to more of this in 2013 after such great Spring and Autumn Rallies this year.

On Monday 22nd October the IVVCC 50th Anniversary Book "*Historic Motoring in Ireland*" was launched in MDL, Naas Road, Dublin. Dennis Dowdall opened the proceedings followed by speeches from Stephen Byrne C.E. MDL, Tom Farrell, President IVVCC and Anslem Aherne, Editor of the book. Nigel O'Flaherty, Chairman MDL was presented with a copy of the book by Tom Farrell. Approx 200 people attended the function making it a very successful evening. Our sales team on the evening was John Boland, Tom Sheridan, Paul Noctor and Paul O'Brien. They sold 370 books, an excellent result. Well done lads!

The annual Autojumble in Toghers was held on Sunday 28th October, organised by Mike and Maire Jones. It was a very wet day but it didn't deter our friends turning up



for the annual bargain hunt. Despite the bad weather there was a large turnout. It was decided to continue the launch of the Club 50th Anniversary book and Bernadette Wyer and I were the sales team, with help from Tom Farrell. We sold 118 books. Another successful day. On behalf of the club I would like to extend our sincere thanks to Mike and Maire for all the work they put into organising this event every year.

In September we moved from Kilyys, Mt Merrion to D'Arcy McGees, Spawell for our First Monday meetings without a hitch. The Directors meetings had been held in Spawell for a couple of months to see was it suitable and it was agreed we should make the move. The benefit

is it being close to the M50 for members travelling from North city and all other areas. We launched our September meeting with a presentation on air safety presented by club member Ted McCourt. The October presentation was on the planet Mars presented by Kevin Nolan, Head of Physics I.T. Tallaght and Co-ordinator for Ireland in the Planetary Society of Ireland. Both presentations were non-car and were excellent presentations.

In November we had our own Fred Lewis on the history of the MG from the early days to the last British car assembled before assembly moved to China. This again was an excellent presentation.

December will be our Annual Christmas Quiz. Quiz master will be our own Robin McCullagh, who provides an excellent mix of questions to suit all category of competitor. Always a very popular night.

It's that time of the year again "Christmas". On behalf of the Board of Directors I wish you and your families a very "happy Christmas" and "happy motoring" in 2013.

MICHAEL DUFF
HON. SECRETARY



This view is of the junction of Sandymount Road and Seafort Avenue (on the extreme left by the Heelan's Lounge) in Dublin. In the distance can be seen the railings and trees of Sandymount Green.

Nearest the camera is a Hillman Hunter with a late 1970 registration 7329 YI. This car was still quite new then and would have been assembled by Chrysler Ireland at the former Buckley Motors assembly plant in Santry. In front of this car by viewing through its window looks like the upper outline of a Ford Cortina Mk. III, with a vinyl roof suggesting one of the top-of-the-range GXL models.

Again, nearest the camera but on the other side of the road is a Mini Mk. I, to judge by the smaller taillight, and with one of those go-faster stripes once so fashionable. Behind it is a 1970 Cortina Mk. II,

2-door, probably a 1300 Deluxe with the Dublin registration 3358 IK. Beyond that is a light coloured Peugeot 504 with the early protruding door handles. Although launched in France in 1969, these were not on sale here until 1971.

Looking further beyond the bus stop space is a 1970 Ford Escort Mk.I, probably an entry level model to judge by its round, rather than rectangular headlamps and skinny tyres. The number plate is unclear but it looks like another mid-1970 IK registration. Behind the Escort lurks the bulk of a Mercedes W108, possibly a 250SE or a 280SE. In fact some of these were assembled by Motor Distributors. Behind the Mercedes is a Renault 4 van, once so popular, especially with the postal service.

Over at the railings of the Green is an Austin or Morris 1100 with the

early type grille. Behind that is a late-Sixties Hillman Minx Estate with the Arrow (Hillman Hunter-type) body style, and beyond that in the shadows is a dark coloured Mk. II Cortina 4 door saloon.

This picture is likely to have been taken in early to mid-1971 going by the age of the cars and the state of foliage. There is also a sign for the Royal Bank, one of the banks absorbed into the AIB and indeed today there is an AIB branch on this site. Very little is known about why this picture was taken but it was one of a set of images of Dublin which were found mounted on backing boards and may have been used as part of a display stand at a trade exhibition. Although I know of no copyright in this image, I would be happy to acknowledge the copyright owner should the party concerned contact me through the editor.



By COLM O'NEILL

MEMORY LANE



By
TOM FARRELL





TIME FOR 'T'?



A customer of Aston Martin once famously demanded that David Brown sell him a car at what it cost to make. Imagine his horror when he was presented with a bill greater than the then retail price? However, below cost selling was more widespread than you think. For instance, due to a miscalculation, every Mini made incurred a loss for BMC while at the other end of the spectrum, Rolls Royce had not made a profit on any of its cars for the first sixty one years of its existence! All that changed in the Autumn of 1965 with the introduction of the Silver Shadow and equivalent Bentley T Series.

The new model, which was designed 'in house' by Rolls Royce chief stylist, John Blatchley, was completely different from the preceding models; the Silver Cloud III and Bentley S3. For a start it was the first monocoque body constructed by RR. It was also 8 inches shorter, 5 inches lower and 3 inches narrower. The most obvious change was the shape. Gone were the flowing lines to be replaced by a three box design. Gone also were the drum brakes including the servo designed by Sir Henry Royce in 1909 and in came all round discs and a dual circuit system. The suspension system was a Citroen design built under license by RR, which had a height control and a self-levelling mode when the load was increased. Other features included electric windows all round, electrically adjusted front seats, air conditioning, picnic tables to the rear of the front seats, etc, etc. The 6230cc V8 engine and four-speed General Motors Hydramatic gearbox were carried over from the Silver Cloud, but the spark plugs were positioned above the exhaust manifold for ease of access.

continued next page →



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

The models consisted of the Silver Shadow and Bentley T Series saloon initially. They were joined within 6 months by a new 2 door model in 1966 called the Mulliner Park Ward (or MPW) 2 door saloon. In 1967 the MPW convertible was introduced along with 10 prototype long wheelbase saloons. By 1969 the LWB cars went into production and featured a glass division between driver and passengers and an everflex roof (vinyl to you and me). With a complete range of well-designed cars being designed and built in house, there was less opportunity for coachbuilders to create anything different enough to tempt buyers. By the time the Silver Shadow and Bentley T were introduced, the only independent coachbuilder left was James Young of Bromley in Kent. They built 52 examples of a 2 door saloon of which 15 were Bentleys. This was to be James Young's swansong as they closed in 1967. In 1970 the engine size was increased to 6.750cc and the GM400, 3-speed gearbox was introduced as was a restyled safety dash with a centre console. The picnic tables were dropped as standard fittings. Compliant suspension came in 1972 and in 1974 flared arches were introduced. In

Update on RIAC Classic Car Show

The display space has all been allocated, since mid-October, and I think we've managed to get a very good representation of the Classic Car Clubs in Ireland both geographically and by marque.

Clubs represented include: Blessington, Dunboyne, Munster/West Cork, Celtic, Clonmel, North East, Connacht pre-war Enthusiasts and of course, the IVVCC.

Single marque clubs include: Irish Cortina Owners, Citroen Club, The Ferrari Club, Mercedes Club - Leinster Branch, Alfa Romeo Owners, Lancia Owners, MG Enthusiasts, Irish Kit Car Club, Imp Club, Escort Club, Fiat X1/9 Club, Irish Mini Owners and the Irish Jaguar & Daimler Club.

As well as Motorsport Ireland, the RIAC and AXA, there will be stands from MSL/VW, Ford and AOVNCI.

Feature stands will include Historic Irish Racing Cars - a collection of mainly pre-war significant Irish racing cars; Cars from the Jim Boland Collection; the Mercedes Collection and the Frank Keane Collection. A highlight will be the cars on the feature stand 'Organisers Choice' - a very eclectic collection of cars ranging from an Austin 7 to David Baileys fabulous 1946 Delahaye.

There will be a dynamic trade area featuring many of the services used by classic car enthusiasts for restoration and everyday use.

Outside will be the pre-1980 car park - free to the first 250 pre-1980 cars to arrive each day and strictly first come, first served! Providing the weather is not against us this should be an attraction in itself.

There will be several other feature cars that will cause quite a stir and which we will be releasing details of after Christmas.

There will also be much for the family over the two days including face-painting for children, The Mellowchords prizewinning barber-shop group, R/C model car racing and much much more.

So, things are looking good for the Show and we're now in the final countdown to February 9th and 10th.



In 1975 a completely new model was introduced, the Camargue. It was styled by Pininfarina and was the first car in the world to have split level air conditioning, only one Bentley version was made. The MPW drophead and 2 door models became known as Corniche.

In 1977 the range was overhauled and became known as the RR Silver Shadow II and Bentley T2. The long wheelbase versions were known as the RR Silver Wraith II and the Bentley T2 LWB. Many changes were made. On the outside the most obvious were the larger impact bumpers with the foglights now placed below them to give a cleaner less cluttered look. The interior got a makeover too. The dash was tidied up and all minor instruments were incorporated into two main dials with a bank of warning lights to the right. The steering wheel was smaller and the radio stereo was moved into the dash. The split level air conditioning was standard. Also new was the rack and pinion steering. Various changes took place up until the end of production in 1980 when the range was superseded by a new model.

Total production of RR Silver Shadow variants from 1965 until end of production was 37,971. Number of Bentley's produced in the same period; 2,585 of which 1,712 were T1 saloons and 558 were T2 saloons. The rest were a combination of coachbuilt versions. Many felt at this time the Bentley name would disappear as so few were made (and only made because of demand for them. Happily the marque's sales have picked up and Bentley now outsell RR 5 to 1).

It is 32 years since the RR Silver Shadow and Bentley T went out of production. Their shape is probably more highly regarded now than when introduced and certainly have more elegance than some aspects of their successors.

If you are ever contemplating buying one of them, be careful. Many were neglected and bought for the prestige. They may have been stored outside or in damp conditions which would wreak havoc with body, interior and mechanics. A service history is vital. Condition of bodywork is important, check sills, wheel arches and the area at the base of the back window. The doors, bonnet and boot are aluminium. The seats and woodwork would cost a lot to restore so check carefully. Engines and gearboxes are reliable but check colour of fluids and listen to it running. The brakes are complicated and are known to stick. Check the levels before and with the car running. After a run feel the wheels for heat. Look at the way the car sits, it should be straight. Also check that the electrics work, windows etc. Overall trust your instinct!

The Bentley T is considered rare and consequently has a higher value than the Shadow. As time went on in production, less were produced. The RR badge started to appear on the engine rocker covers, then the brake pedal then the dash instruments. You could tell that interest was waning in producing it and perhaps they were the lowest point in Bentley's illustrious history, but they were the link from the thrilling past to the vibrant present.

Buy and enjoy!

35th POWERSCOURT PICNIC

By
TOM FARRELL

The 35th Powerscourt Picnic was one of the best attended, so far, with 165 vehicles entering this popular event. The 'A' team had the area secured and prepared for the arrival of the masses. As many had pre-registered, entry was a smooth affair and the entry numbers also showed the vehicles details as well as the owners.

A new voting system was introduced whereby the members chose the winners in each section.

Music was by the popular Sean Boland which added to the relaxed atmosphere. Also many owners dressed up in period clothing to reflect their mode of transport.

Best dressed man went to Kevin Halloran with his Austin 12/4 Clifton and best dressed lady went to Denise Brannlck travelling with Dave Bell in his 1968 Mercedes 280SL. The Jim Fitzgerald best Ford award went to John O'Neill's 1913 Ford Model T. The award for best pre-war tourer went to Shane Houlihan for his 1930 Invicta S Type 4.5 litre low chassis.

Gerard Newman's 1936 Lanchester D18 took the best pre-war saloon award whilst in the post-war section, the best tourer went to Laurence Swan's 1956 Jaguar XK 140 and the best post-war saloon went to Patrick Crosbie's 1959 Jaguar Mk IX.

Laurence Swan's Jaguar XK also won the Powerscourt Pepetual Trophy as chosen by Bridget Greaves, assisted by Justin and Mary from Powerscourt.

One of our younger members, Christina O'Brien was conducting a raffle to raise funds for her trip to Lourdes with the Dublin Diocesan Pilgrimage for the Sick where she was to be a helper and people were generous. Christina will write a report for our next issue.

My thanks to the Powerscourt Estate, the 'A' team, the Events Committee and all who assisted in making yet another memorable Powerscourt Picnic event.



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PHOTO CAPTIONS

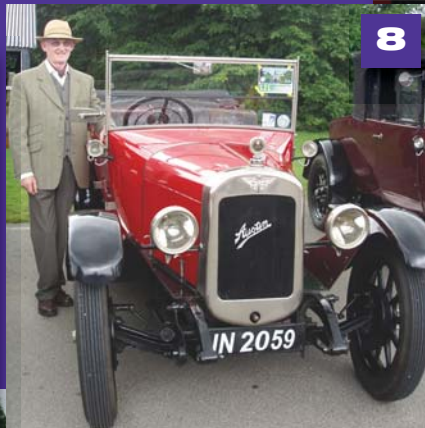
- 1 Brendan, Tom and Maura O'Sullivan with Tom's Austin 3000 Mk1 and 1949 MG TC.
- 2 Bridget Greaves, Justin Doonan and Mary Feeny from Powerscourt with Laurence Swan's Jaguar XK 140.
- 3 Gerry and Margaret Pinkster with their 1975 RR Silver Shadow.
- 4 Karen O'Sullivan and Una Murphy with Shane Houlihan's 1930 Invicta S Type.
- 5 Aidan and Maeve Geraghty and Susi Glienke with Aidan's 1974 MGB Roadster.
- 6 Marie Farrell, Monica Renwick and Sheila Kirwan with Tom Farrell's 1977 Bentley T2.
- 7 Dave Bell and Denise Brannick with Dave's 1968 Mercedes 280SL.
- 8 Kevin Halloran with his Austin 12/4 Clifton Tourer.
- 9 Is lunch ready yet?



Above: Clive and Marie Mew enjoying Powerscourt this year.



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AXA Insurance display rare model

A Matchless Model J Motorcycle, first registered in Dublin, in 1923 will be one of the highlights of event sponsor AXA's display at the RIAC national classic car show in the RDS, next February 9th and 10th. Amongst other fine vehicles expected on the AXA stand, the Matchless, pictured above, with previous owner Maurice Bryan, is a very important piece of Irish motoring history. This will reflect a theme of the show, showcasing iconic Irish cars, from the Gordon Bennett era, Presidential transport, motor sport and more.

The show will be a delight for families and enthusiasts with attractive displays, feature stands, classic supercars, trade stands, and much much more.

AXA look forward to welcoming visitors to their stand, which will be located just inside the main entrance to the RDS Simonscourt.

AXA Concours is Ireland's leading provider of Classic



Car Insurance, and supporter of clubs and enthusiasts all over Ireland. They are delighted to be the main sponsor of the RIAC National Classic Car Show, with *Irish Vintage Scene* magazine, and the Irish Veteran and Vintage Car Club (IVVCC).



NOW FOR THE RESULTS:

CLASS A: CARS BEFORE 1 JAN 1956

Penalty Points

1 st	Tony Dowling and Stephen Boden (1931 Austin 7)	17.7
2 nd	Stephen Brennan and the family (1937 41/4 Bentley)	20.5
3 rd	Brian Cassidy and girlfriend (1954 MGF)	20.9

CLASS B: CARS BEFORE 1 JAN 1980

Penalty Points

1 st & overall	Greg O'Hara and stranger (1980 Scimitar GTC)	14.8
---------------------------	--	------

Penalty Points

2 nd	John Drake and the 'late!!' wife (1977 Alfa Spider)	20.8
3 rd	Brendan McCoy and friend (1970 E Type Jaguar)	29.1

First Sports Section Reliability Trial

On a bright sunny morning in the middle of June, hundreds, nigh thousands of people are visiting The Phoenix Park; the OPW has closed of part of the main road and it was in this setting the Sports Section Reliability Trial was to start.

Even with all the congestion there was tea, coffee and buns for all the competitors (*with thanks to Paul McNaughton and Linda Andrews*) before all twenty-two cars departed – with a slight adjustment to their Tulip Diagram Road Book.

After checking all paperwork and issuing envelopes to all, my wife Barbara thought all her work was done – but no, one competitor had no navigator (essential..!) so off she went with a 'strange man' in a 'strange car'!

Paul and Linda packed up their camper and headed to the lunch stop at the County Club in Dunshaughlin to check-in the competitors as they arrived. As I was the 'sweeper', I set off on the route to follow the last car and make sure that the Marshal's knew we had allowed enough time for all cars to pass so they too could head for lunch.

To my surprise after six miles, I came across the said 'strange' car with its clutch cable broken. As the 'strange man' had already phoned the AA rescue and said he was fine – I got my original navigator and hard-working secretary back! We decided to do the Regularities (just for the practice you know!) but

half-way through the second one we came across another car at the side of the road!! Another clutch gone! This time it was a mini – a towrope was quickly attached and brought to a boyfriend's house that just happened to be en route for the lunch stop!

After lunch the start was three miles away, we managed to lose one competitor on the way – to this day he cannot explain! The remaining cars started this time with a marked ½" Ordinance Survey Map and a sealed envelope with the details of the finish (only to be opened if badly lost which then resulted in a loss of ten points). Only one person had to open theirs!

With Marshals checking approach and departure at various junctions, we continued to 'sweep' through the East Meath countryside allowing said Marshals to proceed to PuddenHill, the 'secret finish'. The total mileage was

fifty-five miles.

It was good to see our famous lady rally driver, Rosemary Smith supporting the Sports Section.

The prizegiving eventually took place (bring computer next time!) and there were some surprising results like...the overall winner had never done anything like this before *and* had no navigator until that morning when a complete stranger sat in with them (thanks Eddie!). Thanks also to competitors, Dunboyne Motor Club, Gina Burke and Ed Cassidy for making our first Reliability Trial happen!

The general view from the competitors was that they were in favour of the dual format '*making the day more interesting*' and reassuringly asking '*when is the next one taking place?*' Well...Hot off the press it is the **21st July 2013** – please mark it in to your diaries!!



By DAVE MILLER
Photos by
GREG O'HARA & DAVE MILLER



SOME FIVA NEWS

There are various moves afoot at EU level to ease the burden on motorists when purchasing a secondhand car in another EU state. The proposal as presently drafted is set out below.

OPPORTUNITIES FOR DIALOGUE EUROPEAN COMMISSION PROPOSES A NEW VEHICLE REGISTRATION REGULATION

In April the European Commission proposed a new vehicle registration Regulation designed to reduce the administrative burden caused by the need to re-register a vehicle if it/or the owner moves to another member state. The proposal states that re-registration for citizens who work in another EU countries using a car registered by their employer will not need to re-register it and the administrative formalities for the re-registration within the EU of cars, vans, buses and trucks will be greatly simplified for those moving residence from one EU country to another and when purchasing a secondhand car from another EU country. It will also become impossible to register a stolen car in another EU country.

The impact of the proposed Regulation will be that:

- Citizens who buy or sell a secondhand car in another EU country will not have to face additional technical controls and administrative problems.
- Citizens who spend part of the year in a holiday residence in another EU country will not have to re-register their car there.
- Citizens who move permanently to another EU country will have 6 months to re-register their car there.
- Citizens who work in another EU country and use a car registered by their employer there will no longer have to register it in their home country.
- Car rental companies will be able to transfer cars to another EU country during the holiday periods without re-registration.
- For companies: cars, buses, vans and trucks should be registered in the EU country where the main office is established – other EU countries must accept this.
- It will become impossible to register a stolen car in another EU country as registration authorities will increasingly co-operate with each other.
- Many controls will be abolished altogether, with authorities getting any technical information they need about the car directly from their colleagues in the country where it is already registered.

It is still early days for this proposal and if passed by the European Parliament it will be a matter for the Irish Government to enact amending legislation to bring the changes into effect in Ireland. However we live in hope! It is however good to know that FIVA are keeping a close watch on all developments at EU level which are likely to have an effect on our enjoyment of our historic vehicles.

PEADAR WARD
FIVA Representative

CHURCHTOWN / RATHGAR SCHOOLS OF MOTORING



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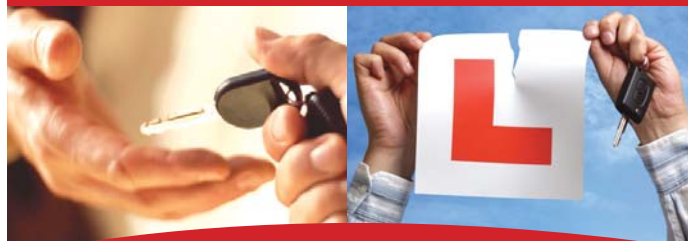
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By
BARRY BURKE

LOTUS ELAN SPRINT

2012 marks the 50th anniversary of the introduction of the Lotus Elan. Its design was the collaboration between Colin Chapman and Ron Hickman. Colin was basically the genius on the mechanical side while Ron designed the shape. Ron's other claim to fame is that he invented the Workmate having cut through a dining room chain while doing some DIY. He used Elan wishbones to help design it. The basic idea for the Elan was to design and make a fibre glass body for lightness and put a Ford 1400cc engine in it, independent suspension and disc brakes all round. However the standard Ford engine was not powerful enough so it was bored out to 1558cc and mated to a lightweight (Lotus/Colin Chapman designed) aluminium twincam head and fed by either Twin Strombergs, D'ellertos or Weber carburettors. The one shown here is a 1971 model with a Big Valve head and Twin Webers.

In the era of the SSIA's (Irish Government backed saving scheme) I decided to invest in a new classic car. Being a Lotus fanatic since I was 5 I decided to bite the bullet and buy one. The intention was to buy an Elan +2 130 as a good one could be bought for less than £9000. Searching through many magazines over a few months I found one in Bedford in England, it looked good and was the right money £6995. A phone call was made and an appointment arranged to go and view. This was done, but to my horror when I got there the car had been sold. The dealer however had an Elan Sprint (for a lot more money, more than twice the price) and thought this was the car I had come to see. I could not take it for a test drive as it

had a fuel leak. But that big window was beckoning; the shiny paintwork, the low mileage and only two owners from new helped to make my mind up. A phone call was made home to inform my better half what I was going to do. After a lot of haggling I bought it. The dealer promised me it would be serviced, fuel leak fixed and it would have a new MoT.

Two weeks later I went back with my wife, Niamh to pick up the car, fully serviced, no fuel leak and a new MoT. We set off for Holyhead in torrential rain, the first problem was the leaking windscreen, well I did see the perished rubber, nothing to worry about and easy fix. As we got closer to the port I noticed the brake pedal was going closer and closer to the floor, second problem, but then at 70mph on the outside lane of the Meni Bridge it cut out dead, third problem,





RECOMMENDED LUBRICANT		SHELL	CASTROL	BP	MOBIL
ENGINE	ABOVE 32°F OR 0°C	SUPER MOTOR OIL	CASTROL SET	MOBIL SUPER	MOBIL SUPER
	BELOW 32°F OR 0°C	SUPER MOTOR OIL	CASTROLITE	MOBIL SUPER	MOBIL SUPER
GEARBOX		SPRAX 80 EP	CASTROL HYPO LIGHT	MOBIL SHC 90	MOBIL SHC 90
DIFFERENTIAL		SPRAX 80 EP	CASTROL HYPO LIGHT	MOBIL SHC 90	MOBIL SHC 90
WHEEL HUB & CHASSIS GREASING		REHMAR 4	CASTROL M2 GREASE	MOBIL SHC 90	MOBIL SHC 90



and very scary indeed. After a while with no obvious fault found it started up and we set off again. What I then noticed was the rev counter needle fluctuating which lead me to think I had an electrical problem. It cut out a few more times before we got to Holyhead but I was prepared. As we got off the ferry there was a strong smell of petrol, fourth problem – oh dear! I was beginning to believe the old saying that LOTUS stands for Lots Of Trouble Usually Serious and also remember the old saying ‘buyer beware’. We finally got home with little or no brakes and a very dangerous fuel leak just missing the coil.

The following day I went out to check my pride and joy. Was I in for a shock? Over the next few days I discovered that I would have to replace the following...the ignition system, the solenoid, the carbs, the fuel line, the fuel tank, the discs and pads all round, the wheel bearings all round and the rear half shafts etc, etc, etc. New earths had to be made up as being a fibre glass body anything bolted to the body has to be earthed. The coil was one of these items, which might help to explain the cutting out on the drive home. It had not been serviced as was promised as there were three different makes of spark plug and the wrong ones for the engine, the same oil no doubt as the same oil and air filters from its last service in 1978 were still in place. I now know how easy it was to get an MoT – a little backhander I suppose. Anyway after a sizable sum of money spent on parts and many man hours over nearly two years it was sorted out and it would now appear I have a car worth much more than what I paid and a somewhat unique one to boot. Personally I think LOTUS stands for Lots Of Terrific Unreal Sportiness once it is sorted.

WHAT I DISCOVERED ABOUT THIS PARTICULAR CAR WAS:

- It was first registered in June 1971.
- I am its third owner.
- It was the tenth one made (Lotus did not keep good records of numbers made) out of about 120 manufactured in that colour – gold leaf Team Lotus F1 colours.
- It has a genuine 28,000 miles on the clock covering just 1600 miles between 1974 and 1979.
- It has a full service history to December 1978 with the receipts from the last service.
- It spent from 1979 to 2006 in a private collection and did nominal mileage on a private estate.

contd next page →

PERFORMANCE FIGURES:

These figures differ from source to source so below is an average:

Top speed	122mph
0- 60mph	6.7 secs
0 – 100 mph	19 secs
Fuel Consump.	23 mpg

ENGINE SPECIFICATION:

4 cylinders
1558cc
126 BHP @ 6500
113 lbs ft Torque @ 5500



Key dates with regard to Lotus and Colin Chapman:

- 1928 Anthony Colin Bruce Chapman was born on the 19th May in Surrey.
- 1944 Chapman meets his future wife Hazel Williams.
- 1946 Chapman starts up a secondhand car business but ceases trading in 1947.
- 1947 When he ceased selling secondhand cars there was an Austin 7 left unsold which had been obtained at an auction and it still had its sticker on it. This sticker read **Lot u-s** referring to **Lot unsold** or **Lot unserviceable** this is where it is said the name **Lotus** came from.
- 1948 Gains a degree in Structural Engineering. He then joins the RAF as a pilot and he also builds his first Austin based 'Special' (using the unsold Austin mentioned above) later called the Lotus Mk 1.
- 1950 Chapman leaves the RAF and joins the British Aluminium Co.
- 1952 Sets up Lotus Engineering with his future wife Hazel and begins building cars for sale with the Lotus Mk V1. Marries Hazel, resigns from the British Aluminium Co. to become a full-time car-maker.
- 1957 Previews the Lotus Elite using a Coventry Climax engine, the one that was used as a water pump on the Green Goddesses' for putting out fires during the Blitz and he also announces the Mk 7 and shows off his first single-seater.
- 1958 Lotus enters its first Formula 1 Grand Prix.
- 1959 Lotus moves to a new factory in Cheshunt Nr. London.
- 1960 First Formula 1 victory with Stirling Moss driving a Rob Walker owned car.
- 1962 Lotus reveals its first 'own-brand' engine the Lotus-Ford Twin Cam and introduces the Elan and forges strong links with Ford.
- 1963 Races at Indianapolis for the first time with a Ford

engined (Cosworth) Lotus 29. Jim Clark becomes World Champion. The Ford Lotus Cortina is announced.

- 1965 Lotus and Jim Clark win the Indianapolis as well as the Formula 1 championship.
- 1966 Lotus moves to Hethel Airfield near Norwich and launches the Europa – its first mid-engined car.
- 1967 Lotus introduces the F1 Cosworth-Ford Type 49 which goes on to be a world-beater.
- 1968 Lotus is floated on the Stock Exchange and Chapman becomes a millionaire.
- 1972 Lotus buys Moonraker Boats Ltd. Delivers its first 16-valve engines to Jensen.
- 1974 Launches the new 16-valve mid-engined Elite.
- 1977 Introduces the first ground-effect F1 car.
- 1978 Lotus wins the F1 Championship with the Lotus 79 and Mario Andretti. Gets involved with DeLorean and diverts government money for his own purposes.
- 1980 Lotus designs its first light aircraft power unit.
- 1980–82 Finishes work with DeLorean and forges link with Toyota.
- 1982 DeLorean goes into liquidation and is later accused of fraud – Chapman is also implicated.
- 1982 16th December – Chapman dies suddenly of a heart attack and Lotus enters a long period of financial unease.
- 1986 Lotus is taken over by General Motors and changes hands several times thereafter.



At present Lotus appear to be on the crest of a wave with their name involved with two F1 Gran Prix teams, Indianapolis team and various new road models on the cards. However they will be changing their name to Caterham which was the company name of the firm that bought the rights from Colin Chapman to continue making the Lotus Seven back in the sixties.



Restoration of...

VAUXHALL FB VX40/90

By CRIOSTÓIR Ó MÓRDHA



When I heard about a Vauxhall that was destined for the crusher, I had to see if it was worth saving. It turned out to be a 1962 FB VX4/90, a car hard enough to find. My background is in Vauxhalls and I decided to grasp the nettle. It turned out to be a two and a half year pet project for me.

The car started off as a restoration project 20 years ago by its previous owner who then lost interest in it. The car had been totally dismantled and left abandoned.

When I went to load the car I discovered there was a lot missing, i.e. the boot lid, front seats, exhaust system, front grilles and its panels; the bumpers were twisted, lights were broken and as for the motor all I could find was the cylinder head and distributor. Many other small items were also gone.

I sourced a panel beater/painter to do the bodywork, which was not an easy task! The car was sand blasted which exposed some old repairs (fibre glass) and then I replaced all four wings and a sill. Both "A" posts were repaired. I also located a good used boot lid.

The inside of the car was fitted with a new head cloth and seat belts and I managed to locate front seats in a matching colour and had them resprung and installed.

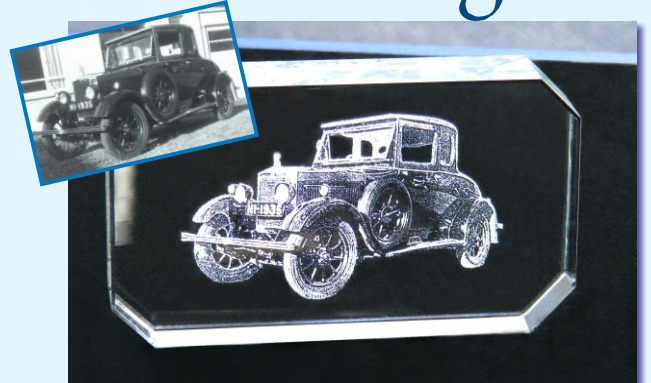
The bumpers were replaced with good used ones but it was a difficult job sourcing clips for the chrome strips as they had been removed and lost. with a new exhaust system, tyres and a new paint job, it wasn't long before I was ready for the road!

The final touch was changing the polarity to negative earth to facilitate a radio/cassette as I love my rock 'n' roll music as I cruise the country roads and motorways!

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CLASSIC CAR LIVE



Mondello 2012

By
TOM FARRELL



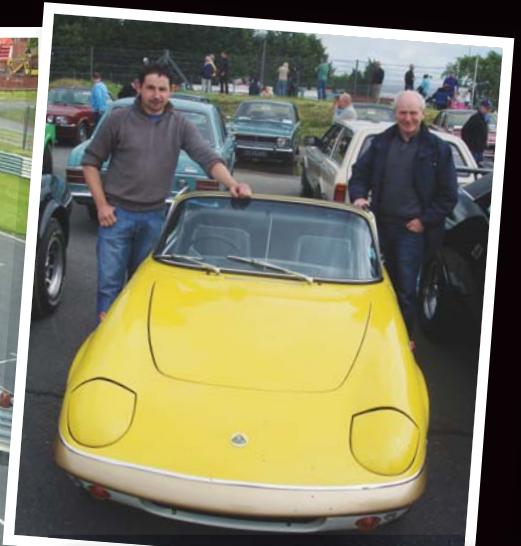
Classic Car Live was introduced as a completely new event in 2008. Since that time it has grown and grown.

Motorcycle racing was added to the already successful historic car racing bringing a new set of enthusiasts to the event. The heady aroma of hot oil, hot tyres and the manifold sounds echoing around the track all add to the atmosphere of this 'live' event.

This year there were over 800 cars present. For some it is their first time and for others it has been a must attend event on their calendar. The IVCC are privileged to be part of this growing event. We have the use of a great hospitality suite where all enthusiasts are welcome. If you have never been, I would suggest you pay a visit and make it part of your 'must attend events'!

My thanks to John Morris and his friendly and attentive team and to Paul O'Brien for organising this year. Thanks also to all who helped out and to all who attended.

See you next year!



IVVCC FLAG REACHES NEW HEIGHTS

One of our youngest members Kevin Boland (17) travelled to Africa on a charity climb and record-breaking attempt to get the largest group of students to the top of Mount Kilimanjaro. Kevin carried an IVVCC flag with him as a 'thank you' to all our members who supported him so generously in his fundraising for Our Lady's Children's Hospital and the Adi Roche's Chernobyl Children's charity.

After six days climbing in hostile conditions the exhausted group reached the summit and set a new world record.

The IVVCC flag may not have quite reached the top of the world but at 5,895m it got very close! (Mount Everest is only 3,000 metres higher).



Association of Active Retired Members

A.R.M.

By JIM O'SULLIVAN



TIGLIN Co. Wicklow

The man said he was 36 years old and since he was 16 years he had spent most of his life in prison. Yes! 20 years in prison and he did not know of any other form of life. He said he was a drug addict and a drunk and had broken all the rules in the book. Yet he was a very pleasant, and warm-hearted man and a fascination to listen to. His name was Paul and he was one of the guides on our recent visit to the Tiglin Centre for Rehabilitation. The occasion was the October outing of the ARM which was organised by Rosa Roe. What a wonderful outing.

The Tiglin Centre was established about four years ago by a group of enthusiastic volunteers who wanted to help those in our society who suffered with alcohol and drug problems. The Centre was established from voluntary contributions and all the staff who worked there gave their services free.

Our day started in the usual way for an ARM outing, nothing extraordinary. We headed in on the coast road from Sutton, where we live. We were travelling in our 1972 NSU 1200 TT. We collected our friend Ann McMahon who lives in Clontarf and continued across the East Link Bridge and onto the N11. This road is now part motorway



with many of the small towns along the way now by-passed. We were heading for Ashford in Co Wicklow where we were to take the second exit at the only roundabout in the town. That exit brought us off at right-angles to the old N11 and we were then heading towards the hills. Very shortly the road forks and the right fork leads upward and eventually reaches Roundwood. However we had been instructed to take the left fork that also climbs upward through the Devils Glen area and soon, after some serious climbing, reached Tiglin.

My previous knowledge of Tiglin came from my own children, all having now fled the nest, who knew it as an adventure centre where young people went for hill-walking weekends etc. So I was unprepared for what we found there. The complex is located in a wooded area and approached by a long dirt lane from the small main road. We parked in the Centre forecourt alongside many other

old cars, all belonging to members of our party. There were several young men all looking at our cars with great interest and I did not know what was going on. Our people were formed into small groups and each group was led by a Tiglin resident and we were taken on a tour of the complex. I say resident because there are no locks in this place and everyone is free to leave if they so wish. This is how we came into contact with Paul as he was one of the guides and so the story unfolds.

All the residents of the centre are there by choice and they all come from similar backgrounds, drugs, alcohol, prison etc and some knew others from their earlier prison life. Paul spoke freely of his past life and blamed nobody only himself. He said his mother signed him into the place as he, at the time, was not capable of doing so. He was apprehensive about the place but met someone he knew from outside and was very impressed by the change to that man. So much so that he felt that there must be something good in the place and he decided to give it a go. Now eight months later he is a different man and has no intention of ever going back to his former life.



THE IVCC CROSSWORD PUZZLE - NO. 46

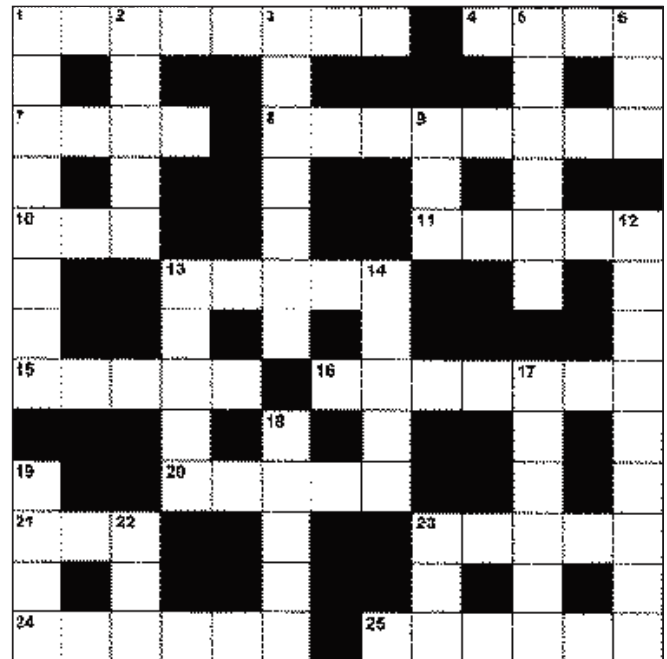


A bottle of wine goes to the first correct entry out of the hat! Post your solution (a photocopy is fine) to: **ANSELM AHERNE**, 63 Granitefield, Dun Laoghaire, Co. Dublin, or email answers (with contact details) to: **anselm@eircom.net** - subject line: IVCC CROSSWORD.

Name:

Address:

Phone: Mobile:



ACROSS

1. This is all about swings & roundabouts (8)
4. Early bird – just out for a bit of fun? (4)
7. Solution for this answer? Not one! (4)
8. Premises for an authorised drug dealer (8)
10. Initially this may look like a flying saucer (3)
11. Truck & trailer, sounds like for cold goods? (5)
13. A load of goods - for truck, ship or plane (5)
15. Need this solution? Just postpone (5)
16. Drop this into the bank, for a start (7)
20. Practice to stay on track (5)
21. Set of parts - for a football team? (3)
23. Strict word found at the back of a ship (5)
24. First name the film star duck (6)
25. Legal expert, could help you in court (6)

DOWN

1. A bit mixed-up, this solution! (8)
2. Ring...oh, it's one of the Beatles (5)
3. Steamy, these emissions (7)
5. Changes, to suit this solution (6)
6. This may unlock the puzzle (3)
9. Road Haulage Association, initially (3)
12. 13 Across might be found inside this (9)
13. Freewheel - down to the shoreline? (5)
14. Great watery mass - in dismantled canoe (5)
17. This first, we're always told (6)
18. Speedy - in a rocky river descent? (5)
19. Slip or slide - tired out perhaps? (4)
22. Imperial weight, not in reverse! (3)
23. 14 Down might also be all at this (3)

SOLUTION TO CROSSWORD No. 45 – Summer 2012 issue

ACROSS:

- | | |
|-------------|-------------|
| 1. SHIPMENT | 15. EASEL |
| 4. RAIL | 16. SAMURAI |
| 7. ROAD | 20. STOCK |
| 8. EMBRACED | 21. IVY |
| 10. RUE | 23. AUDIT |
| 11. STORE | 24. MANAGE |
| 13. GOODS | 25. CAREER |

DOWN:

- | | |
|---------------|------------|
| 1. SURPRISE | 13. GUESS |
| 2. IMAGE | 14. SPARK |
| 3. EYEBROW | 17. RIDDLE |
| 5. ANCHOR | 18. FORGE |
| 6. LED | 19. FIRM |
| 9. RDS | 22. YEN |
| 12. EXHIBITOR | 23. AGA |

Winner Crossword Competition No. 45 is SUZETTE BYRNE, Deansgrange, Co Dublin



How does this place work? There are many rules, and discipline seems to be strict, but there is no force or lockup involved. Everyone is signed in by choice and can leave if they so like but they don't. They want to be there so they keep the rules. They refer to each other as brothers and they help each other in any way they can. A stay at the centre can continue for over a year.

Smoking and drinking are forbidden as is television and lights out is at 21.00 hours. Mobile phones are also not allowed. Phone calls are limited to two per week and call duration is limited to 10 minutes per call. Calls must be booked and logged and the receiving number must be given on the log.

Hot water for heating and general use is provided from a large solid fuel boiler. Timber for the boiler is donated twice a year by Coilte. The large tree lengths provided are cut and split by the residents. Other timber is donated by local sources in the form of pallets and timber packing cases. The large boiler is loaded and fired, also by the residents.

There is also a large vegetable plot where gardening skills are taught and in the timber workshop carpentry skills can be learned. The restaurant is interesting as residents all eat together and they are not allowed to enter wearing dirty footwear or working cloths. The meal times are an important part of community living and residents must dress properly for the occasion. There is also a nice comfortable common room for discussion. All furniture had been donated. A popular topic here was the Bible.

Recently a unit for women had been opened on the site, women who had experience of the same difficult life-style as the men. That unit is just across the small car park from the men's unit. However men and women do not mix and they are not allowed to talk to each other. Any unauthorised talk means a request to leave the centre.

When we first met Paul he talked openly about his past and present life and how he had found a different life at Tiglin. He also said that he had found God there. Having observed and listened for several hours I would agree with Paul, God surely exists there as one of the helpers with the women and men at Tiglin.

As we left the centre to go to lunch I pointed the NSU downhill and it had a much easier journey but I was thinking of what I had learned. At lunch I thought I detected a somewhat subdued atmosphere throughout our party. I guess many people were somewhat surprised and gladdened by what they had learned also. For that we have to thank Rosa, our event organiser. Well done, it was one of the best outings we have taken part in for a long time.

Who's afraid of the NCT?

By
JOHN LARKIN

All motor vehicles in the UK, even cars from the Victorian period, had to undergo the MOT until November 2012 when pre-1960 vehicles were exempted. There has not been a prevailing sense of unfairness about testing in the UK, and in fact many old car owners felt uneasy about exempting pre-1960 vehicles – their concern being that this move might be the beginning of limitations being placed on use of such vehicles.

This got me thinking. I imagine that I am going to upset many old vehicle owners by saying that I believe in the principle of testing of road vehicles. After all the MOT passed thousands of cars every year that were made between 1890 and 1960. What is there to fear from testing a well-maintained vehicle to make sure it's safe? There should be nothing to fear if the testing procedure is appropriate for the age of the car.

I decided to put the NCT to the test with my exempt 1967 Lotus Elan. I read the NCT tester's manual thoroughly, and I found two issues that were potential failure points – my front registration, and the lack of safety markings on the passenger door glass. Each item could result in a refusal to issue a NCT certificate based on the wording used in the manual. I checked this out by visiting my local NCT centre and discussing the test with the supervisor, who confirmed that both issues were problematical.

LET ME EXPLAIN...

My car registration consists of white plastic characters as in this photo. My car was first registered in the UK in 1967, and later in Ireland. This type of front registration was fitted to Lotus Elan cars from new in 1962, and complied with legal requirements prevailing at that time. The registration consists of white plastic characters fixed to a black surface (a black wire mesh in this case) filling the air intake for the radiator. Everything behind the mesh is painted black. The registration consists



of white characters on a black surface as required by law at that time. It is not a plate, and for good reason – a plate would impede the flow of air to the radiator, causing overheating and resultant damage to the engine.

The NCT manual (2012 edition, page 8, Test Item 1, Notes 3 and 4) repeatedly uses the term "registration plates". Furthermore, Note 7 refers to specific dimensions for registration plates, letters and numbers. There on page 8 lay the first problem. The NCT supervisor with whom I spoke before bringing the car for testing was firm on the NCT position that the registration had to be on a "plate". I understood from him that this had been made clear to NCT testers by senior management when queried in the past. I pointed out that the wording used in the NCT manual did not accurately reflect the legal requirements of the 1958 legislation that applied to my 1967 car, but he said that he had no discretion on the matter, and that I would have to resolve the dispute with the authors of the manual.

He also advised me that the lack of safety markings on the passenger door glass would fail the car.

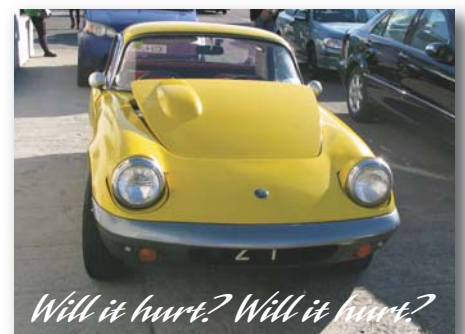
I wrote to the RSA, which is the legal authority for the NCT. The RSA was receptive to my arguments. There followed several weeks of correspondence leading up to the test,

prior to which the RSA accepted that my front registration is legal, and would not be a reason for failure. They also accepted that my car's year of manufacture pre-dated the legislation requiring safety marking on glass, and that my passenger door glass was also legal, and would not be a reason for failure. My driver's door glass and the front and rear screens have markings, but they are replacements installed over the years since I acquired the car in 1974. The RSA has agreed to amend the NCT tester's manual in respect of the safety glass markings, and I am awaiting their decision about amending the manual in respect of registrations.

So on Saturday November 3rd I took my Elan to the NCT in Deansgrange, where I took this photo of it looking alarmed at what lay ahead of it.

WILL IT HURT? WILL IT HURT?

It failed the test because of headlamp aim (too high). I recently had the front



Will it hurt? Will it hurt?



suspension raised to the correct factory settings, and I never thought about re-aligning the headlamps. Mea culpa. It passed on everything else without a problem.

EYES TO HEAVEN!

Despite failing the test I have made my point. The car had a genuine fault with headlamp aiming that I missed, and it sailed through the other test items. This has greatly improved my confidence in the car. I maintain my car well, but I still overlooked something. It was found by the NCT.

I had the headlamp aim corrected, and went back for a re-test on November 10th. The car passed.

I do not believe that there is any justification for annual testing of older cars. The typical annual mileage for our sorts of vehicles is low, and maintenance is generally to a high standard. An EU-wide FIVA survey a few years ago concluded that the average annual usage for cars over thirty years old is less than 1000 kilometres (about 625 miles). I think that testing every six to ten years would be reasonable.

Now why am I making this point? I do not trust the EU not to impose more extensive requirements for car testing. If we bury our heads in the sand here in Ireland over the pre-1980 exemption from testing then we may have unreasonable test requirements imposed on us from Brussels. These would have to be fought, probably in the courts, expensively.

But if we enter into dialogue with the RSA now and establish an agreed testing regime it will cost nothing, and we can have it in place before anything lands from Brussels. We can keep our freedom to drive our old cars on our terms. I think that we can trust the RSA to be reasonable in any such discussions.

I invite your views.

Irish Classic & Vintage Motor Show

Terenure

The 21st Irish Classic & Vintage Show took place on the 8th July in Terenure College. The day graduated between overcast and rain which was a pity as the poor weather keeps the visitors away, thus depriving the charities (this year, the Children's Sunshine Home and the National Maternity Hospital Foundation), of much needed revenue.

There was a great display of vehicles on show among which were the oldest, the 114 year old Benz Velo owned by Motor Distributors Ltd, the super rare Jaguar XJ13 on the Jaguar Enthusiasts Stand and the Irish made Shamrock on the *Irish Vintage Scene* Stand.

The 'A' team spent the Saturday setting up our stand which covered the biggest area. On show day, the IVVCC had 89 cars on display from Derek Wilson's 1902 Bolide to a 1986 Toyota MR2 and everything in between! And when you add the number of members cars on the Evolution of the Car Stand (organised by Tommy Sheridan and Don Larkin) and those that appeared on Affiliated Club stands, we are nearly enough ready for a show of our own!

Members who won prizes were: Car of the show; Shane Houlihan's 1937 Lagonda LG45 Rapide while Willie Bryans won the best pre-war car with his 1929 Franklin 130 and Michael Beale won best classic car with his 1968 Holden Monaro GTS. The best overall club stand went to our affiliated members the Triumph Classic Owners Club.

Well done to all the winners, the 'A' team and the organisers, the IJDC for the mammoth task of producing yet another great show.

Now if only we could organise the weather....!



Don Larkin and Tommy Sheridan organisers of the Evolution of the Car Stand



Michael Beale's 1968 Holden Monaro GTS



Car of the Show winner Shane Houlihan with his 1937 Lagonda LG45 Rapide

1982 AUDI COUPE



FOR SALE

1 owner from new, 135k miles, 1.9CC 5 cyl. engine. Full service records. Needs brakes overhaul and bodywork. Taxed as vintage to 05/13.

€1,200

PHONE: 01-2955132

1973 BMW 2002 CONVERTIBLE



FOR SALE

I have magazine clippings showing that this car is the actual press launch car for the 2002 cabriolet. It has undergone major restoration to include top half engine rebuild (unleaded), new hard and soft tops, new alloys and tyres, wheel bearings, callipers, brakes and more. Interior & bodywork refurbished. This twin carb model sounds and drives superbly.

€9,950

PHONE: 087-3638139

(CO. KILDARE)

1965 TRIUMPH TR4A SPORTS CAR



FOR SALE

With independent rear suspension (IRS) and wire wheels. This car is a UK model imported in 2004 when a new mohair hood, carpets and new clutch were fitted. Kept in dehumidified garage - no rust (to my knowledge). Body and paint very good. Leather seats.

The car has been well maintained with considerable outlay. Has been used in club outings and ready for coming season. Huge history file and receipts going back for about 20 years. Seen in Co. Westmeath. Sale due to new acquisitions and lack of space.

€16,500.

Email: lpoflanagan@gmail.com

1967 BMW 2000CS



FOR SALE

This car was the subject of a complete bare shell restoration by BMW Workshops, London, in the 1990's. One of approximately 25 RHD cars left in existence. I have owned the car for the last 14 years, it has been minded and kept in a dry garage all that time. Recent work includes new clutch master cylinder, brakes, rear exhaust, under-seal, new water pump, thermostat and silicone leads, carbs balanced and full service.

€12,750

PHONE: 087-3638139

(CO. KILDARE)

1961 WOLSELEY 1500



FOR SALE

In very good running order and recently serviced.

All parts are in good order. Minimal amount of body work to be tidied up.

PHONE: STEPHEN GATELY
087-2258519

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.

1922 CALCOTT



FOR SALE

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

Price: €16,000 ono.

PHONE: KEN FLEMING
01-2858567 or 086-8391839

1930 AJS MODEL 9



FOR SALE

Irish registration. Body sad, ripe and ripe for restoration.

4-door fabric saloon.

Price: €10,500 ono.

PHONE: KEN FLEMING
01-2858567 or 086-8391839

1972 FIAT 500L



FOR SALE

In very good running order and recently serviced. All parts are in good order. New tyres. Minimal amount of body work to be tidied up.

PHONE: MARY GATELY
087-2571782

1933 AUSTIN 10/4



FOR SALE

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

Price: €11,000 ono.

PHONE: KEN FLEMING
01-2858567 or 086-8391839

CITROEN 2CV PROJECT

FOR SALE

All the hard work has been done - new chassis, rebuilt engine and gearbox, body shell resprayed. All panels and parts included, just needs final assembly.

North County Wicklow

PH: 087-4133710

OR EMAIL:

glendarraghstudio@eircom.net

1933 MORRIS ISIS SPORTS SPECIAL COUPE

FOR SALE

Mostly restored with all parts to finish.

CONTACT:

PAUL AT

moseley440@btinternet.com

1964 MERCEDES 190C FINTAIL



FOR SALE

In good condition, full providence and service history.

PH: JIM DOLAN for details and price - 087-2405405
jimadolan@gmail.com

WANTED

FOR 1932 FORD MODEL B.

Steering box and pedal box or complete car for restoration.

Call 087-2420688

or email: dboland@wexfordcarcentre.com

WANTED

MG 1953 ENGINE 1250CC FOR 1953 TD

for reconditioning may suit.

PH: 021-4870004 after 6pm
or 086-3260145

CLUB SHOP



Our IVVCC member JOHN BOLAND (above) now looks after the regalia and will take orders at the monthly First Monday Meetings at The Spawell Leisure Centre, Templeogue.

He will also take orders by phone 087-2671821 or you can write to him at: Clermont House, New Road, Dublin 22 or email: irishvcc@gmail.com

1. RADIATOR BADGE

€34.00
Plus P+P



4. LAPEL PIN BADGE

€4.00
Plus P+P



2. GORDON BENNETT BADGE

€40.00
Plus P+P



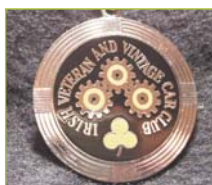
5. WINDSCREEN STICKER

€2.00



3. KEY RING

€5.00
Plus P+P



WHEN ORDERING

A pack containing one each of numbers 1, 3 & 4 may be purchased at a special price of €40.00.

Post & Packing charges will apply at the current rate at time of postage.

IVVCC CLUB APPAREL

Blazer with IVVCC Badge - €140.

Available direct from Business Items Ltd. of Dun Laoghaire (01-2300501 or 086-2536178). Price incl. the Club badge is €140. Orders take approximately 10 days to make ready.

Classic soft-shell jacket - €48.

Soft high stretch fabric. Comfortable active cut. Fashionable shaped longer back panel. YKK full front zip fastening. 2 zip closing side pockets, 1 zip closing chest pocket, 2 large inside pocket and 1 inside phone pocket. Adjustable shockcord hem. Inner storm flap. Decorative front and

back yoke. Waterproof and breathable fabric. IVVCC logo on left breast.

Size: Chest (to fit): S - 38" M - 41" L - 44" XL - 46" 2XL - 48" 3XL - 50"

Beanie Hat - €10.

Knitted Beanie hat available in black or Club green with IVVCC logo on front.

Baseball Cap - €10.

Peaked baseball cap available in black or white with IVVCC logo on front.

Hard Wearing Polo - €20.

Suitable for 60°C domestic wash. Double ripple effect on collar and cuff.

Durable fabric, suitable for hard-wearing environments. 2 button angle edged placket with matching colour buttons.

Available in white, black, blue, red and Club green with IVVCC logo on left breast

Size: Chest (to fit): XS - 34/36" (White Only) S - 36/38" M - 38/40" L - 40/42" XL - 42/44" 2XL - 44/46"

IVVCC Golf Umbrella - €30.

Great quality golf umbrella comes in Club green with logo on four panels.

GARAGE TO RENT

STEPASIDE AREA.

Secure and dry.
For further details

PHONE: OLIVER FORDE
01-2884254
OR 087-2569411

1961 ROLLS ROYCE SILVER CLOUD II



FOR SALE

Velvet green (very dark green), looks black in certain light) with tan hide, repainted 20 years ago (photos available). Excellent driver and very good condition throughout. Electric window and stainless steel exhaust. Full toolkit, original handbook, workshop manual and factory build sheets. Just completed South of Ireland rally without missing a beat.

PHONE: PATRICK
087-9789730

WANTED

RECONDITIONED/ SECONDHAND ENGINE

for

12-48 WOLSELEY SERIES 3

Any information regarding the above would be greatly appreciated.

Please Contact:
matthewocon@gmail.com

RESTORATION WORK UNDERTAKEN

Especially R.R. specialising in re-wires, as original. Please ask or see you on Gordon Bennett.
PHONE: PHIL CORDERY U.K.
01248-717808 EVENINGS

1931 AUSTIN 12/4 ETON



FOR SALE

Exceptional car. Well cared for. In excellent condition throughout. Extremely rare model with interesting history. Yearly long trips abroad. Any examination welcome.

€20,000

PHONE:

086-2582878

Email: rutha@iol.ie

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€80 / car / month

Reduction for multiples.

Work bench and compressor available.

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IVVCC HOSPITALITY AT THE

Beaulieu Jumble



The world famous Beaulieu Autojumble is the largest outdoor event for motor related items in Europe. On the go for 45 years they say "if you can't find it at Beaulieu, it doesn't exist." With over 2000 stands there is something for everyone, from parts to complete vehicles. Bonhams hold an auction on the Saturday while on Sunday two extra fields are given over to 'trunk traders', ordinary punters selling their own bits and pieces. There are areas that are covered by marquees, the biggest being 2000 sq metres.

IVVCC members have been attending and, indeed, taking stands since the event started. With so many stands covering a number of fields, it is advisable to buy what you see, when you see, because you won't remember where you saw it! It also helps if you have an idea what you want, otherwise you'll be like a child in a sweet shop, getting things you really don't want.

Our club PRO, John Boland came up with the idea that we should take a stand at Beaulieu in order to offer hospitality to not only our own members but also to our Affiliated members. Thanks to our relationship with VCC President and IVVCC member, Stewart Skilbeck, we were offered a large stand near the Bonhams Auction tent. This enabled us to interact with the punters as they entered the show grounds.

We set up early on the Saturday morning and our crew consisted of John Boland, Shane Houlihan, Paul O'Brien, Paul Noctor, Harry Noctor, Michael Duff, Charlie Byrne, Albert Collier, Dick O'Neill, Joe Geoghegan, Myles O'Reilly and Tom Heavey, who had his stand in our tent. We opened a visitors book and put on the burco boiler for teas/coffees. Pretty soon we had a steady stream of visitors, many from far flung places around the world. As far as we were concerned





if they experienced Irish hospitality, then maybe they might visit Ireland and experience more of the same. They were offered soft drinks and biscuits as well. We had a few enquiries about joining and indeed signed up some! Over the two days we operated in shifts and had many of our own members call in. A lot of journalists also called in and expressed a desire to visit our events and perhaps write articles about them.

We were also visited by the organisers of the Classic Car Show at the NEC, who after a few visits were favourably disposed to offering the IVVCC a stand at the NEC next year!

On the way home our Affiliated Rep, Shane Houlihan stopped to help out one of our Affiliated members whose car had broken down at the side of the motorway. It was raining cats and dogs and soon he was as soaked as the owner of the hapless car. Fixing it at the roadside was out of the question and Shane towed it to the ferry port, where he just about caught the ferry. You can't say the Affiliated Rep isn't doing something for the Affiliated members!

We enjoyed our weekend, met lots of our members and enjoyed the fine weather. It was great to see our club flags flying at the famous Beaulieu Autojumble.



Roll on the next one. My thanks to all who helped out and gave their time and energy freely.





Letters to the Editor

Dear Editor,

I am making contact as I am struggling to get help locating a motorcycle record and I hope you might be able to suggest a line of enquiry for me.

I have a 1946 Model 18 Norton that was delivered from the factory to Kelly of Dublin, an established motorcycle dealer in June 1946.

I don't have a registration number as the bike has changed hands twice since the long-term owner in Magherafelt died with no record of documents or registration number. His son disposed of the bike and I am the first person to try and track down the info. I understand he had owned it since the 60's.

Is there a register that can be accessed to manually search for the registration using the frame number?

I have searched for any info on "Kelly of Dublin" with no success except a brief reference with regard to a 1927 Norton on a bike site. I know it was a long shot but I had wishfully imagined a dealer record book might have existed!!

Does your club have access to vehicle records or is there a government agency that I can approach?

Any help would be very gratefully appreciated,

GRAHAM MOAG
Dundrum, Northern Ireland
grahammoag@btinternet.com

Dear Editor,

This is a pic of John and Joyce Patterson when I drove them to their 50th wedding anniversary, the importance of which is that my father drove Joyce to her wedding in the same car. I will send a pic of the 'happy couple' on their wedding day in a car which the relatives say was our Jaguar but on closer examination it does not seem to be our Jaguar. What we conclude is that part of the journey after the wedding was in a different car. It is however certain that the our car was used at some stage.



Of interest is that John and Joyce Patterson (who is my cousin) own the garage that is used in the 11811 ad that is now on tv, and another fact is that they are closing the garage at the end of the month after 51 years of trading.

CLIVE EVANS

Dear Editor,

I was browsing the FIVA website in early November and discovered a notice about proposed changes in vehicle testing. In 2010 the European Commission decided to revise the 1996 RWT Directive (Roadworthiness Testing Directive). They have published a draft of their progress so far and I quote the following two extracts:-

"Vehicles of historic interest are supposed to conserve heritage of the epoque they have been built and considered to be hardly used on public roads, it should be left to Member States to extend the period of periodic roadworthiness testing for such vehicles...";

"'Vehicle of historic interest' means any vehicle which fulfils all the following conditions: it was manufactured at least 30 years ago; it is maintained by use of replacement parts which reproduce the historic components of the vehicle; it has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension and it has not been changed in its appearance..."

The above two pieces of text are drafts – they are not yet law. The use of the words "...hardly used on public roads..." worries me. I hope this is not a preliminary move to restrict usage of old vehicles. The introduction of a restriction on changes to vehicles is also a matter for concern; this is another way to drive cars off the road. For example, we cannot use asbestos brake linings anymore, and that is what most cars used in the past. Would modern brake linings constitute a 'change' and so deprive the car of historic status? What about tyres; modern fuel lines to cope with petrol fouled with ethanol; spark plugs; engine oil? (Maybe even the air in the tyres!?) Is a 1920s car that was originally fitted with a saloon body by a coachbuilder, and restored in the 1980s with a tourer body no longer historic? I could go on.

The proposals also want to introduce testing for two-wheeled vehicles and trailers. They propose "common minimum standards for deficiencies" across the EU. Do we really want the type of testing here in Ireland that forces modern lighting, indicators, high-level brake lights, seat belts, etc on our old vehicles in order to use them regularly, or face really restrictive use if we don't?

JOHN LARKIN

LIAISON OFFICERS

IF YOU HAVE ANY CONCERNS ABOUT YOUR PARTICULAR ERA, THEN PLEASE CONTACT YOUR REP AND THEY WILL ENDEAVOUR TO ADDRESS THESE CONCERNS

Antique:	John Boland	087-2671821 (after 7)
Veteran:	Shane Houlihan	087-2520787
Vintage:	Tommy Sheridan	087-6444233
Post-Vintage:	Paul Noctor	087-9518017
Classic:	Barry Bourke	087-2395770
Sports:		Fred Lewis, 01-2956183
Legislation:	John Larkin	E: jflarkin@eircom.net

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