

THE **IWVCC** JOURNAL



AUTUMN 2013

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FRONT COVER:

Paul Noctor's 1954 Triumph TR3
after restoration.
Photo by Paul Noctor.

IVCC JOURNAL AUTUMN 2013

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Club Meetings:

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

Venue:

The Spawell Leisure Centre,
Templeogue

Time: 8.00pm

Website:



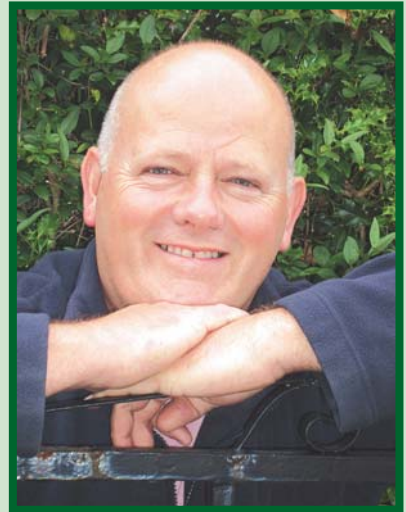
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Photos: All photos, unless otherwise
stated, by Tom Farrell



Dear Fellow Motoring Enthusiasts,

Welcome to the Autumn issue of the IVCC Journal. Our cover photo shows the results of years of hard work, by Paul Noctor, on the restoration of his Triumph TR3. Such dedication will result in this piece of history surviving for future generations. Enthusiasts who restore, who show, who drive and who share their motors are the reason why more people are becoming involved in the old motor scene. We need younger generations to get involved thus securing what we have all worked to preserve. That is the preservation and enjoyment of old motors. It would be an appropriate epitaph to our founder members ideals.



We have had a busy Summer and members enjoyed many an event with the bonus of fine weather. It is great to see more members helping out with these events and it would be nice to see more members become involved. We all pay the same membership, however some members seem to be doing most, if not all the work. Please help your club out.

My thanks to all our contributors for sharing their stories. Thanks also to our advertisers for their support to the Journal. Please support them if you can.

I wish you and your families a Happy Christmas and look forward to seeing you at some event in the future.

Until next time, Happy Motoring,

TOM

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President's Report

Dear Members

The evenings have well and truly drawn in at the end of November and it's a great time to get out and kick the leaves!!

Following our very successful Christmas Dinner on the 22nd November in the Red Cow Moran's Hotel, with an excellent attendance of 212 people, and the Christmas Quiz night on 2nd December at which 82 people put their heads together to answer some very testing questions, it is now time to finalise event plans for 2014.

At the moment some significant diary dates for 2014 will be 10th-11th May with an overnight in the Hodson Bay Hotel in Athlone, commemorating the first rally in 1964; the IVVCC International Gordon Bennett Rally on 6th-8th June, again based at Killashee House Hotel and the Powerscourt Picnic on Sunday, 17th August. Other significant events are in the final planning stages for 2014 and we will publish the information as soon as the dates are confirmed.

The ARM (Active Retired Members) have already published their monthly outings for 2014 for members of this group and at their recent annual meeting made a most deserving presentation to Jim Cullen, one of the founding members of this very sociable group, in recognition of his 18 years of commitment to the group.

This has been a significant year in the life of the IVVCC, celebrating 50 years since a group of like-minded people came together and started a club whose mutual interest is historic cars and their preservation. During these 50 years strong friendships were formed, continuing to the present day. Currently membership of the club stands at 584 for 2013, which is the highest membership recorded and it is heartening to note that the spread is throughout the twenty-six counties and Northern Ireland, with members also in the United Kingdom, France, Germany, Greece, Bermuda and the USA. Truly an international organisation in which we should all be proud to be members.

It is hoped that in the next 50 years successive Boards will strive to maintain and develop the aspirations of the first members of the club and continue the preservation and enjoyment of our historic vehicles for future generations.

I would like to take this opportunity to wish all our members and their families the compliments of the festive season and a happy, healthy and peaceful new year to everyone.

**BERNADETTE WYER
PRESIDENT**



IVVCC AND AXA CLUB INSURANCE SCHEME

Myles O'Reilly from AXA, has been in contact with the club to confirm that the very successful scheme with the IVVCC that provides PI and EI insurance cover for affiliated clubs continues into 2014.

This scheme is exclusively available only to clubs that are currently affiliated to the IVVCC.

For 2014, AXA will have additional resources to support the product, with Aoife Kenna from AXA providing specialist knowledge for this type of cover.

Any club secretary who wishes to find out more, should contact Aoife at aofie.kenna@axa.ie or Myles at myles.o'reilly@axa.ie

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Secretary's Report

POWERSCOURT 2013

Sunday 18th August was the 36th Annual Powerscourt Estate Picnic Event and the best to date. This year we had 165 Cars which was a "full house" as all available space was utilised. The weather was perfect which brought out a large number of visitors. We were entertained, once again, by Sean Boland to the enjoyment of everyone.

The event was organised by Bernadette Wyer who put a huge amount of time and energy into getting the show on the road so successfully. On the day we had Bernadette checking in the cars and "The Boss" John Boland making sure everything was in order. Our thanks to all who erected the Arch, organised the car parking and helped in any way to make the day such a success.

BEALIEU 2013

For the second year we had our Club tent at Beaulieu and once more it was a great success. As in 2012 it was staffed by Club members who manned by rota. Once again there was a great interest from overseas visitors who were keen to learn more about Ireland and the old car movement.

We had an American visit the stand, who is bringing a group with old cars on a grand tour of Ireland in August 2014 and has requested we change the date for Powerscourt so they could join us and that would be the cream on the cake for them. I met a man from Northern Ireland who would like to join our group as he would like to enter our events as he had heard we run great events and would be a change from Northern runs. I gave him all the details, he acquired a copy of the journal and an application for Membership Form.

This year we had no trailer to bring the supplies, burco boiler, journals, etc, so it was over to Paul Noctor, who duly obliged. Our thanks to Paul for looking after everything.

Our sincere thanks to all who manned the stand, too many to mention, as without them the event wouldn't have been such a great success.

AUTUMN RALLY 2013

The Autumn Rally was a lovely run around North County Dublin and into Co Meath. There were 66 cars on the day. On the first portion of the event we covered Lusk, Rush,



Skerries, Balbriggan, and on to Naul where we had a very welcome tea/coffee stop at the Seamus Ennis Centre. During the break Jim O'Sullivan, our North Dublin Historian, gave a talk on the history of the Naul area which was much appreciated by the group. We moved on to the lovely Meath countryside to the Philo Hotel for dinner and prizegiving. A good day was had by all.

The winners were:

Brendan McGonnell's

1920 Humber

Daithi O'Connell's

1934 Bentley

Colm O'Neill's 1963 Peugeot

Our sincere thanks to Paul Noctor, Tom Sheridan and Don Larkin for their hard work in once

again organising this successful event.

AUTOJUMBLE AT TOGHERS

The annual Autojumble at Toghers was held on Sunday 27th October and again was a great success. From early morning there was a large attendance which continued to early afternoon. As this was the last time Mike and Marie Jones will be organising this event, the Directors and members sincerely thank them for all the hard work they put into organising it for the past years. From next year the Events committee will organise this event.

CHRISTMAS

It's that time of the year when we reflect on the events of the past year. It was possibly the most successful year for events with perfect weather for most except one 'The Picnic in the Park' which was a wash-out. Well done to all who organised events. We will now look forward to another good year in 2014. See Website for programme of events starting the year with our 'Meet and Greet' in Spawell on Sunday 29th December 2013 which replaces the New Year's Day Meet.

At this time of the year we remember our members Clive Mew and Mike Dennehy who passed away this year. May they rest in peace.

Wishing all members and your families a very happy Christmas.

**MICHAEL DUFF
HON. SECRETARY**

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'The Brighton'

By: **KENNETH CRANN**

1. First car home on the London to Brighton 2013 is Allan White's 1902 Darracq.
2. The famous 1904 Darracq, made famous in the 1953 film 'Genevieve' arrives in Brighton with perhaps the youngest driver on the rally!
3. Two of the wonderful Gordon Bennett Napiers arrive
4. Nick Mason of Pink Floyd fame arrives in Brighton in a 1901 Panhard et Levassor
5. The first of the Irish entries home to Brighton, Brian King, Naas in his beautiful 1903 Sunbeam Tonneau, with Sean O'Gorman navigating!
6. Regular Gordon Bennett competitor and great friend to the Irish old car movement, Johnny Thomas arrives in the 1904 Clement Talbot (a car which was restored and resided in Ireland for many years, in the ownership of Roland Frayne).
7. A car well known to this rally, William Bennett, arrives in the 1901 De Dion Bouton.
8. DI 54, 1903 Gladiator, another well-known veteran on the Irish veteran circuit, arriving in Brighton and driven by Seamus Flood.
9. Car No. 26, the very rare single cylinder 1899 Marshall from the Ward Collection.





Sunday, November 3rd 2013, that time of year again, yes, the annual London to Brighton veteran car run or 'The Brighton', as it is more commonly known in the old car movement had come around again. As is customary with this rally, which, incidentally is the oldest motoring event in the world, the run is held on the first Sunday in November. This year, we made our way to the Sussex Coastal city of Brighton to await the arrival of this wonderful spectacle of four hundred plus veteran cars. Even with the entry for the 2013 event reportedly down somewhat on the previous year, this rally attracted entries from all over the UK, Germany, the USA, Holland, Australia and of course, as always, Ireland.

This year there were six entries for Ireland and as always it is great to see the old car movement in Ireland represented so well. 10 o'clock was to be the due time for the first of the competitors from London. The first of the cars, as is tradition, departs Serpentine Avenue, Hyde Park at seven on the Sunday morning. At least this

year it was dry because by all accounts, 2012 was an arduous affair, so the contrast on the previous year could not have been greater. As we waited in anticipation on Madeira Drive on the Brighton seafront, we heard tales from the previous year of participants having to traverse the sixty mile route from the capital to Brighton in torrential downpours!

It was not only exciting, but a privilege to be there waiting on the arrival of such a vast number of pre-1905 cars. These old vehicles were veritably the pioneers of the motoring age. Yes you heard it! Pre-1905 cars. Cars have to be pre-1905 for eligibility to the London to Brighton. However, as is customary every year, a limited number of participants are accorded "grandfather rights", which effectively means that if their car is 1905, they may be permitted to participate. Not only that but there are so many diverse makes of car, some of which will be familiar to us today, many of which are obscured in another age. I cite such makes of car as Daimler, Renault, Benz and Oldsmobile to rarer makes like Napoleon, New Orleans, English Mechanic, Knox and Gamage. As

previously mentioned, this is of course the oldest motoring event in the world. So what of its genesis? Well, the veteran car run commemorates the Emancipation Run of November 1896 when cars were permitted to travel 14mph as opposed to the original 4mph where there was the need for a man to walk in front of the vehicle with a red flag. The run was first re-enacted in 1927 and has taken place every year since then, save the war years 1939-45 and 1948 owing to petrol rationing. As they did back in 1896, the cars start at Hyde park in London from 7am and make their way to Madeira Drive in Brighton. There is a scheduled stop just over half way on the High Street in Crawley.

The 2013 event is unique for two main reasons. The first of these is that it saw the introduction of the first ever regularity section on the event. This regularity took place for part of the route only, between Crawley and a well-known milestone on the rally, Burgess Hill. This brought a competitive element to the rally for the first time ever and by all accounts, it was well received by drivers and navigators alike.

continued ➤

'The Brighton'

contd...

1. John Dennis, OBE, driving the car actually manufactured by his grandfather - the 1902 Dennis - arriving in Brighton.
2. Andrew Boland from Wexford, driving his 1904 Mercedes, complete with tricolour, leading some of the cars to the finish.
3. Jonathan Bewley from Dublin makes it home on the 1899 Clement tricycle.
4. One of the sponsors of the event, Sir Ray Tindle of Tindle Newspapers, arrives at the finish in his 1904 Speedwell Dogcart (complete with brandy in hand!) This was his fiftieth Brighton run.
5. A rare make was this 1904 Gamage single cylinder.
6. A particularly nice veteran was this 15 Hp 1902 Mors Tonneau.
7. The author pictured with a beautifully restored Panhard Levassor of 1902.
8. Even kermit got into the spirit of the rally! A beautiful 1904 De Dion Bouton on Madeira Drive.

Speaking of hills, these are probably the most difficult obstacles on this rally, apart from inclement weather and mechanical failure. A very large number of the entries are single cylinder cars so hills are a big consideration for driver and passenger(s) alike! Between London and Brighton there are numerous hills to negotiate but some of the more challenging are Hammer Hill, Clayton Hill and Burgess Hill. They really test these wonderful old machines.

The second reason that the 2013 is so unique, particularly from an Irish perspective, is the fact that not one, not two, but three Napiers, with connection to the original Gordon Bennett race series, took part in the run and actually led the veterans into Brighton. This is an exceptional event by any standards. Even though the Napiers have participated individually in the run down through the years, never



This was truly a momentous occasion in motorsport, with all present acknowledging the great privilege to be there in the midst of such history.

before have they been present together. The actual winning 1902 Napier, (Y 19) which was the reason the 1903 Gordon Bennett was held in Ireland along with the 1903 Napier (DW 214), (No.5) which was driven by Charles Jarrott in Ireland in the 1903 event (and which crashed near Stradbally), along with the 1903 100HP Napier (No.6) from the Louwman collection and which participated in the 1904 Gordon Bennett, all resplendent in green,

rumbled under the finish gate at 10.20 to rapturous applause. This was truly a momentous occasion in motorsport, with all present acknowledging the great privilege to be there in the midst of such history. Being here, I am reminded of the wonderful work done every year since 1974 by the IVCC in commemorating such an important date in Irish motorsport. We, as old car enthusiasts, are indeed extremely fortunate to have such a well organised event of its calibre in Ireland every June.

From the first car, which came in at 10, right through to 4 o'clock, four hundred cars passed under the Finish gate and duly took their place along the Brighton seafront. Noteworthy this year was the fact that by far, the most numerous make was the French manufactured De Dion Bouton of which a total of sixty five took part. It was nice to see Ireland represented once again by amongst others, MI 1,





the 1900 De Dion Bouton entered by William Bennett, a car that has been no stranger to this rally in the past with the late Ozzie Bennett at the tiller. Speaking of regular competitors in this rally, one of the sponsors of this event, Sir Ray Tindle of Tindle newspapers completed his fiftieth London to Brighton run in 2013. Now that is some amount of rallying for sure and must be a record.

So as the curtain comes down on yet another enjoyable Brighton, it is only fitting to acknowledge the great work in the preservation of such historic vehicles and the running of an internationally acclaimed veteran car run.

Here's to 2014!

Photos by: **KENNETH CRANN**



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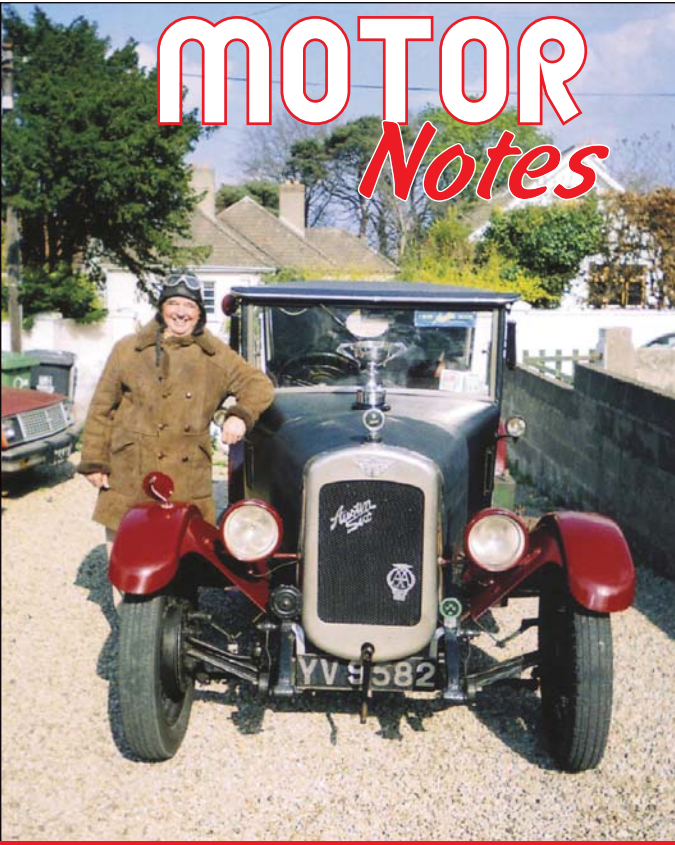
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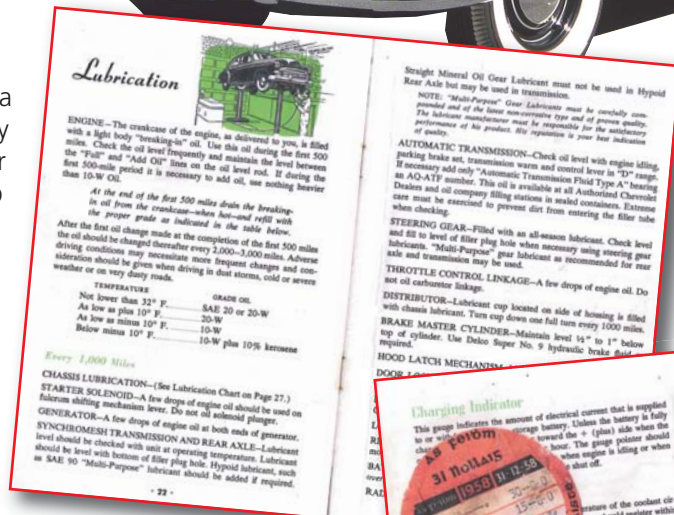
By ALAN DONALDSON

THE ONES THAT GOT AWAY

There are two types of motor car; the ones that get away and the ones that come to stay. The first of the former, in my experience, was a 1950 Chevrolet, ZL3641, bought new by my father at McCairns Motors, Santry, to help him recover from the measles which I picked-up from a girl down the road and passed on to him with almost fatal results. On a seven year old boy it made a lasting impression, with its shiny black paint and blood red leather interior. "Body By Fisher!" as Bob Hope remarked as a "Doll" passed by...anyhow it was the car that instilled in me "the love that dared not say its name" in the old car movement here, not so long ago, that is: American Automobiles of the 40's-50's period. I can understand that the over-the-top design features, all that chrome and wild tail fins, not to mention the Dollar Grin radiator grills, were not to every ones taste and perhaps the engineering was not cutting edge.

Our Chevy had the Stove Bolt 6 engine, designed in 1929, wonderfully named 'The Blue Flame'. They were built to last and were idiot proof which really appealed to me. Once given oil and water and fuel of course they would go on for ever!

In Ireland, and particularly in England at that time, it had



the impact of a space ship. I would pretend to be 'Dan Dare Pilot of the Future' as I sat on the huge plush red seat as my dad took delight at leaving Ford 8s, Morris's, Austins etc. for dead at the traffic lights.

"Son, there are 21 horses out there pulling her along!" In my mind's eye I could see them, five times more than Ben Hur!

Many years later when I was about 20 and being a spoilt brat, I was given "the old Chevy" to convey me to my place of employment, the sales office of Roadstone on the Naas Road at Bluebell. Although ageing a little she still cut a bit of a dash. The company reps were given Volkswagen Beetles as was the Sales Manager (later to be replaced by the new Cortina), still my Chevy was the only car in the car park a similar size to the Bentley of the Managing Director.

One day a rep asked me to push-start his Beetle with my car. I expressed concern that the bumpers were not really in line but he was very insistent and was a rep whilst I was but a lowly clerk so I reluctantly succumbed to his wishes. Well I don't need to describe what happened when, without giving the prearranged signal, he let in his clutch...CRUNCH! His engine compartment was somewhat rearranged. He had to do all the explaining.

Presently I left the job to enter the music profession and continued to enjoy the car as personal transport. It still impressed the girls and the huge bench seat along with the column gear change was most commodious. When later I formed my own band I used the Chevy as the band wagon along with a somewhat dodgy trailer to carry the equipment.

Having observed the latter cornering on one wheel it was decided we needed a van which was duly sourced as previously mentioned from the ESB. The Chevy stood for some time on Taney Road during a cold spell and, to my shame, the block cracked. It had to go. I thought it a write-off. I really didn't value it as I should have. It was 20 years old and I didn't see it as an 'old car'. I sold it for the princely sum of 12 pounds to one Jerry Hesley, a gentleman some of the readers may well remember, who had taken great pains to point out all its defects, greatly demoralising me. Some days later he pulled up outside my house, the car all polished and shipshape. He had fixed the crack with a smear of body filler and with a bit of a spring remedied a gear change difficulty which had defeated me! It hurt to see him drive away laughing triumphantly. It still hurts to this day! I heard years later, that she had come to an ignominious end in the stock car races, then held in of all places, Santry! I still have a hand book, set of keys and the gas cap to remind me of days long gone.

I subsequently acquired a '54 Chevy, wonderful but not the same!



Please don't hide your talents...

It is anticipated that TWO significant vacancies are coming up for renewal within the IVCC during 2014.

EDITOR

HON. TREASURER

Both these positions are significant to the continuing development of the Club. If any current members have relevant experience and would be willing to make a commitment to undertaking either of these roles for a period of time, please contact:

Bernadette Wyer on 087-2220770

or Email: wyerb@eircom.net for further information.

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 Boland087-2671821 (after 7)
Veteran:Shane Houlihan.....087-2520787
Vintage:Tommy Sheridan087-6444233
Post-Vintage:.....Paul Noctor087-9518017
Classic:.....Barry Bourke.....087-2395770
Sports:Fred Lewis01-2956183

Classic Car & Bike Live 2013



**Photos by
BARRY BURKE
& TOM FARRELL**

By TOM FARRELL

Father's Day 16th June 2013 was the date of this year's Classic Car live, now incorporating classic bike racing. Board member, Paul O'Brien has been coordinating this event on behalf of the IVVCC over the last few years. It was his job to organise the rota of mainly Board members to act as hosts to visitors to the IVVCC hospitality suite. All were welcome to enjoy tea, coffee and a wide selection of cakes and biscuits while resting from their labours.

As usual there was a great selection of cars, bikes and an auto jumble area in which to spend your money on that elusive part. As normal there was the excitement of racing cars and the roar of racing motorcycles to be enjoyed whether at the trackside, grandstand or while having lunch in the restaurant. At intervals there was the opportunity of bringing your motor onto the track for a few laps and many took the opportunity, so there was a constant flow of cars in and out of the paddock. There is also the Mondello racing museum which has a mouth-watering selection of exhibits on view.

This event has been supported by a core of enthusiasts since it started and it deserves to flourish. Mondello is unique as our only dedicated race track and the event has the potential to grow and perhaps become Ireland's version of the Goodwood Revival Festival. Please get involved if you can.

My thanks to Mondello MD, John Morris and his dedicated team for their generosity and to Paul O'Brien and the volunteers who manned the hospitality suite and all the IVVCC members and Affiliated members who visited us there.

See you next year!







Above: The car when purchased and at home.

Below left: Inner sill fitted and A & B post repaired floor pan installed.

Centre: Floor removed bulkhead ready for repair, panel inner sill and A&B post for repair.

Right: New chassis ready for assembly.



By PAUL NOCTOR

RESTORATION OF **A TR3**

Having helped my dad restore his cars some years ago, I decided to look for a car to restore myself. I thought of restoring a sports car and started looking for a suitable restoration project. In early August 2008, I heard about a 1954 TR3 that was coming on the market and decided to go and see it. As can be seen from the photo the car was navy blue and sported fiberglass panels but was mostly complete. The owner had purchased the car 12 years earlier with a half shaft missing and no engine. He had purchased steel rear wings, a boot door and a bonnet. When previously purchased, the car was unregistered

and the owner set about finding some of its history. He obtained a heritage certificate detailing the build history and where it was first sold. When new, it was dispatched to a dealer in Southampton but there is no record of it in the DVLA or registered in Ireland. The owner established that the car had raced, unregistered in Ireland and that it had a race prepared engine. The car needed extensive restoration, the visible signs; - new inner and outer sills and floor pans and the boot floor required repair, but it was what I wanted, a deal was done and arrangements made for the car to be brought home.

Late on a very wet Wednesday night in mid-August, the car arrived and was

pushed into the garage. The next evening it was put up on stands and the seats and carpet removed to allow further inspection. As we were going to Beaulieu on the 7th September, we spent the weekend removing the wings, bonnet, front apron, doors and making lists of what it needed. In Beaulieu we found the TR shop and purchased the new floor panels, inner and outer sills, brake components and pipes to name but some of the parts.

The engine in the car, when I purchased it, was from a standard Vanguard, which is basically the same engine as the TR3 with a different cylinder head. I set about sourcing a TR head to accommodate the twin carbs





Rolling chassis ready for engine

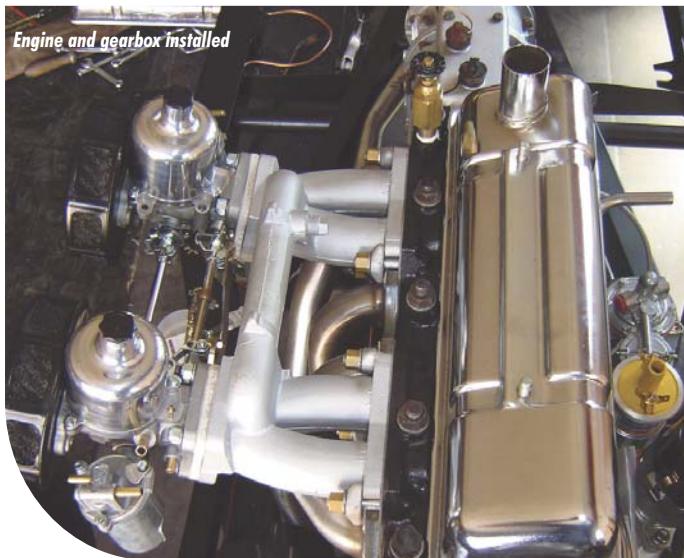
“So having committed to restore the car completely, it was decided to obtain a new TR3 engine.”

and found out that the head studs were of a smaller diameter in the block, (1/4" instead of 9/16") and as they extend 9" into the block, it was not possible to open them out to suit a new head with higher compression. So having committed to restore the car completely, it was decided to obtain a new TR3 engine.

I contacted Craig Malinson of TR Bitz and he came up trumps with a reconditioned engine with 86mm pistons



Body upside down, sealed and painted



Engine and gearbox installed



Fitting the body

RESTORATION OF A TR3

and a stage 2 lead free cylinder head, complete with inlet manifold and alternator conversion.

Not having Mig welded before, some welding training was undertaken and then the restoration started in earnest. Firstly, the outer sills and floor pans were removed and then a frame was inserted to hold the body rigid when the inner sills were removed (one side at a time). At this stage I remembered what a wise man had told me before I started and that was when you inspect a car for restoration, you will only see a third of what is necessary to be done. In my case this was an understatement.

The bottom of both the A and B posts were in a bad state and had to be fabricated and fitted while fitting the inner sills. To fit the sills, the rear quarter panels had to be cut away so they were fully replaced as well. The rear apron had to be removed to allow the fitting of a new boot floor as the original was worse than expected. While this process was going on, dad was restoring and painting the suspension parts. When we were trying to remove the front suspension from the chassis, we discovered that the chassis had been modified, with the lower fulcrum points and spring turrets being cut and lowered which changed the geometry of the car. Some research later we came across a company, CTM engineering near Southampton, that specialised in repairing and straightening TR chassis on a special jig. Arrangements were made to visit them on our return to



Beaulieu in 2009.

Having shown Colin at CTM some photos of my chassis and discussing the possible repair and transport costs to get my chassis to him, repair it and return it to Dublin, the cost was found to be prohibitive. It was cheaper to replace the chassis with a new one, so a new one was ordered and collected in November that year. The rolling chassis was assembled complete with rack and pinion steering and disc brakes.

Work continued on the tub and when all the welding was done, it was trial fitted onto the new chassis. All body mounting points lined up. The tub was then turned upside down and welded, cleaned, seam sealed, stone chip protected and then body coloured. The tub was then inverted and the interior was given the same treatment as the underside. The bolt on panels were then fitted and gapped. They were then primed and rubbed down many times until we got to a paintable surface. Eventually the finish colour was applied. The tub was then finally fitted to the waiting chassis. The freshly painted panels were carefully installed and the wiring loom laid into position and connected up to the recovered dash and instruments, the petrol tank was

fitted and piped up. At this stage we had power and fuel, so the first run of the engine was next in the list. Water and oil were checked, battery charged, carbs primed, pull out the choke and she fired on the first turn and ran nicely. The fit-out of the interior then commenced with the trim panels, carpets and seats. Then the bumpers, lights and windscreen. Finally after 5 years, a test run was in view. New wheels were fitted, tracking checked and we were ready to go. Around the block and on to a 5 mile run, it felt great! The next evening we took it on a 30 mile run with no problems. We were nearly ready for the Terenure show. Tonneau cover and hood were installed and was car cleaned.

This restoration took twice the time thought it would and had a lot more work than I expected but I enjoyed every minute of it. There are still some small jobs to complete and these will be done over the winter ready for the 2014 season. The car has now covered just over 300 miles and is lovely to drive. Just a note of thanks, that without the help and expertise of my dad; Harry, Tom Sheridan and Pat Corr to name but a few, it would have been another 5 years before the car returned to the road!

The first show



Motor Museums in Wales

On a recent visit to Wales I got the opportunity to visit some of the Motor Museums in that lovely Country (thanks to a patient but non-car interested wife). Some of these venues have already been visited by those IVVCC members who were on the ARM outings to Wales – but, none of them saw fit to share their experiences with the rest of us. Hint, hint!

**Tacla Taid, Ynys Mon,
Anglesey's Transport Museum,
Newborough, Anglesey, LL61 6TN.
www.angleseytransportmuseum.co.uk**

Housed in several modern well-lit buildings are cars ranging from the 1920's to the 1980's. One of the buildings contained the 'Engine Room' where there were several interesting items, including the largest engine that I have ever seen (14 ton Crossley), and no, it wasn't running. Also in this building was the area where the maintenance/restoration was carried out, and I took the opportunity of talking to a man working there. He told me that the museum owner had a liking for Vauxhall's, and this was obvious by the number of fine examples of the marque on display, including one of the 177mph Vauxhall Lotus Carlton's. There is also a great amount of memorabilia, along with some tractors and motorbikes. Outside there is a display of Military Vehicles, some of them huge and quite frightening really. This Museum is interesting and well worth a visit.

We drove to Betsy-Coed, Conyn, only to find that the Motor Museum there had closed in recent weeks, as the owner could no longer afford the high cost of insurance.

**Llangollen Motor Museum,
Pentrefelin, Llangollen, North
Wales, LL20 8EE.**

Email: owenann@tiscali.co.uk

From Bugatti to Austin 7 and Landrover to MG Midget across the board range of cars, alongside memorabilia, models, and more. They claim that the collection is 'presented with a quirky twist' and they are not wrong about that. All housed in part of what looked like a giant Nissan hut.



By ROBIN McCULLAGH

There was also a 'sales' area selling car parts, etc. I purchased a book by P.D. Matthews (British Cars 1896-1914), and a MG tea towel (just hope I'm not called upon to use it!)

We visited Castle Combe Race Circuit in Chippenham, and watched the Racing School Instructors putting their pupils through their paces.

**Pembrokeshire Motor Museum,
Keeston Hill, Haverfordwest,
Pembrokeshire SA62 6AG
Email**

Michael.richards35@btinternet.com

50+ cars and motorcycles, a licensed café, a radio shop, gifts and souvenirs, with what is claimed to be the largest collection of miniatures in Wales. This model display was unfortunately completely spoilt by the fact that there were so many artefacts stacked in front of the display cabinets that one couldn't get close enough to properly view the models.

There is a good range of cars representing all ages. On the day of the visit some of the display cars were out on loan to a local Motor Club on a 'Run'. In fairness it was a Sunday.

The website and indeed the notice board outside the building said that the Pendine Sands Motor Museum was

open every day, but, when we got there a small typed notice on the door said that the Museum was closed on Mondays. Fortunately the purpose built structure has 'Babs' (the main attraction) sitting just inside the windows, so much of the hurt of not gaining access was taken away. Apart from Babs (the speed record car whose driver – Parry Thomas - was killed and the car buried in the Pendine Sands for many years) and a couple of elderly motorbikes, there did not appear to be much else to see. Although there were mugs showing Babs for sale in the internal shop, which would have been a useful addition to my 'car mug' collection if the facility had have been open.

Both the Atwell-Wilson Motor Museum in Calne, and the Haynes International Motor Museum in Yeovil were not that far off our route, but I felt that visiting them might just be pushing my luck!

England and Wales are very fortunate in the number of Transport Museums they have (both publicly and privately run) and it seems amazing that they can all survive (or most of them anyway). Makes one question what we here in Ireland are doing wrong?



ANNUAL **POWERSCOURT** PICNIC

By
JOHN BOLAND

Photos by
TOM FARRELL



Mike Ryan with his Daimler Majestic Major Limousine



Aoife Ward about to take flight in Stephen Heffernan's Ford Consul Taxi.



Laura, Mark and Amy Fitzgerald with their late father Tony's Ford E493A Prefect.

Another fantastic day weather wise for the 36th annual running of this great event which saw an entry of 164 vehicles ranging from a Curved Dash Oldsmobile to a Ferrari with even a Model T hearse in the mix. This event has become our best attended event in the last number of years and the attendees at this year's event weren't disappointed as Sean Boland sang the afternoon away as a relaxing summer's afternoon picnic was enjoyed by all. With the large number of cars in attendance, our space was full to the brim and there was something to suit everybody's taste whether your passion was for brass or classic – they were all there!

As part of the event, voting slips were passed out to all entrants and these gave the opportunity to vote for the cars that they would most like to take home and this year we had some worthy winners:

Pre-war Open Tourer

Pat Denning's 1936 Mercedes

Post-war Tourer

Paul Noctor's 1954 Triumph TR3

Pre-war Saloon

Leslie Girvin's 1938 Jaguar SS

Post war saloon

Brendan Coyle's 1965 Goggomobile

Above right: Val Mills with his 1928 Rolls Royce 20HP Windovers Saloon

Right: Leslie and Iris with their 1938 SS 1.5 Litre Saloon, winner of Best Pre-War Saloon



There were also a number of prizes chosen by a panel of judges which included – **Jim Fitzgerald Trophy** for best Ford on the day which was awarded to Vincent Kelly in his 1914 Model T Ford, **The Slazenger Trophy** for a car as chosen by Powerscourt as their favourite on the day - Gary King 's 1959 Borgward Isabelle Coupe and finally best dressed in costume to suit the period of their cars Trish Farrell and Peadar Ward.

The club are extremely grateful to everybody in Powerscourt House and Gardens for welcoming us yet again to this wonderful location and we look forward to returning next year.

Peadar Ward being presented with Best Dressed Man prize by Membership Secretary Jean Morton.



Trish Farrell being presented with Best Dressed Woman by Bridget Greaves of Powerscourt under the watchful eye of John Boland and Michael Duff.



Tom O'Sullivan with his Jaguar XK 140SE DHC.



Declan and Fergus Collins with Declan's Ferrari 400i.



Brendan Coyle with his 1965 Goggomobile Coupe, Best Post War Saloon.

IVCC ANNUAL **POWERSCOURT** PICNIC



Above left: Winner of Powerscourt Perpetual Trophy, Gary King's 1959 Borgward Isabella Coupe.

Above right: Conor Noctor, Jamie O'Brien, Ashling Noctor and Philip O'Brien with Quintus who is in training as a Guide Dog. The O'Brien family have been a host family for guide dogs in training for years.



Left: Paul Noctor being presented with Post War Open Tourer Trophy by Jean Morton.

Right: Pat Denning with his 1936 Mercedes 290 Cabriolet, winner of Best Pre War Open Tourer.



Left: Margaret & Patrick O'Kane with Margaret's 1972 Fiat 500L.

Right: Joseph McMahon with his 1946 Morris 10/4.

Below left: Jennifer Jennings in Dave Bell's 1968 Mercedes Benz 280SL. Centre: Bernadette Wyer & Rosa Roe with Rosa's Jaguar Mk 2. Right: Winner of the Jim Fitzgerald Trophy for best Ford; Vincent Kelly's 1914 Ford Model T Tourer. Jack Walton, Dick O'Neill and Vincent.



Noticeboard/Dates for your Diary

SOME SIGNIFICANT DATES FOR THE IVCC DIARY

Sunday, 29th December
Social gathering, Spawell Venue.

Saturday/Sunday, 10th-11th May
IVCC Spring Rally

Friday/Saturday/Sunday 6-8th June
IVCC International Gordon Bennett Rally

Sunday, 17th August
Powerscourt Picnic event

Full details will appear on the IVCC website in the Events section, however, if you do not have access to the website, please contact 087-2220770 for information.

RIAC CLASSIC CAR SHOW 2014

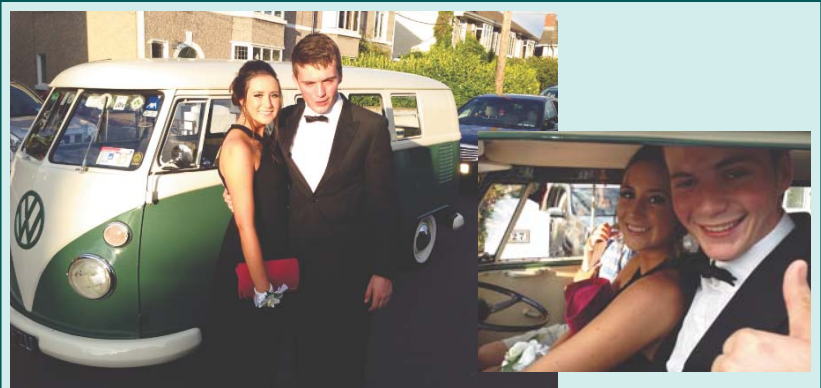
The IVCC are delighted to have been invited once again by the RIAC to be part of next year's show and we have already started planning to see how we can surpass last year's stand. We are also delighted that so many of our affiliated clubs have been invited and we would encourage everybody to participate as this really is a great venue to not only promote our hobby but also to raise awareness of our clubs.

2014 Fougères Rally, France

May 23rd-26th 2014
www.rallye-fougeres.org

Ray Cowan has received the regs for this Fougères Rally and was wondering if you would be interested in forming an IVCC delegation to have another tour of Brittany, whilst taking in this Rally. As time is of the essence, as they say, please spread the word and let him whether you would like to become involved in taking part and organising this event, as soon as possible. As it is the 20th anniversary it promises to be special. Contact Ray on +353 (0) 1 2844786/Fax: +353 (0) 1 2844664 or email: cowan@staveleyandpartners.ie

AXA TO THE RESCUE



One of our youngest members, Kevin Boland, who has an interest in VW buses graduated from CBC Monkstown this year and as a surprise, Myles O'Reilly turned up on the night in the AXA VW Bus to take Kevin and his girlfriend, Johanna O'Dowd to the event. The couple was totally shocked and want to thank Myles for making this particular dream happen.



Letters to the Editor

Dear Editor,

I live in England and I am trying to trace a car, on behalf of a friend in the US. I have found it is still registered in the Dublin area, although not taxed. I wondered if anyone in your club knows of this car.

The details are...1933 Rolls Royce 20/25, Parkward body, Chassis no. GHA 7, last known registration ZV 860.

I would be most grateful for any help you could offer.

DAVID PARKER
Noideer@btinternet.com

Dear Editor,

Maureen McCartney of Hitchin, 38 Burford Way, Hitchin, Herts, SG5 2UZ, England had owned a 1933 Austin 7 between 1952 and 1957 before she went to England. She thinks the reg was VL 4883. Apparently she sold it but 10 years ago a niece found that a man had bought it in parts and rebuilt it in Llandidrod Wells and she went down to see it. However it then seems to have been sold to a doctor who shipped it to Ireland for his wife!

She is planning a trip to Ireland and wondered if it would be possible to trace the car and see it.

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

Irish Classic and Vintage Motor Show 2013

By
JOHN BOLAND





T

he Irish Jaguar and Daimler Club mounted another fantastic event this year and all credit must go to the organising committee for all their hard work in bringing together such a wonderful event.

The IVVCC's weekend started early on the Saturday morning when the 'A' team descended on Terenure College and set about turning our corner into an oasis of motoring in preparation for Sunday. The 'A' team are a group of members who set up our stand at shows so that the rest of our members can simply turn up and enjoy the event and their work is truly appreciated by the club.

Early on Sunday it became very obvious that we were going to have a record number of vehicles on our stand as car after car turned up - in fact we had expected approximately 80 cars on the day but ended up with an amazing 121 on display! And what a display they made with large numbers of all types of makes and models with an almost exact split between pre and post war models.

This year we decided to have a special display of Bentleys and had 14 very fine cars from early Derby models all the way up to a matching pair of '06 Silver Spurs – a great way to see the evolution of the marque. The show itself was a wonderful meeting place and we got to meet up with lots of our affiliated club friends throughout the day.

One particular car which really caught the eye on the day was Paul Noctor's 1954 Triumph TR3 which he unveiled after a five year total restoration. The level of workmanship on this vehicle had more than one enthusiast drooling at its finish. Well done Paul.

As part of our Golden Jubilee celebrations, we laid on hospitality for our members in the form of a 1984 Sherpa van which has been built as a Ford Model T 'chuck wagon' which kept everybody refreshed with free beverages for the day. Of course no summers day would have been complete without the copious amounts of IVVCC strawberries and cream that our members enjoyed.



“Early on Sunday it became very obvious that we were going to have a record number of vehicles on our stand as car after car turned up.”







FIVA AGM

Split, Croatia

13th-16th November 2013

FIVA (FEDERATION INTERNATIONALE DES VEHICULES ANCIENS)
is the international association for the historic car movement.

TIVA IVA's primary objective is to encourage the safe use of self-propelled, mechanical vehicles, more than thirty years old, on the roads for the benefit of both their owners, dedicated enthusiasts and the general public. FIVA now includes more than 50 countries from all around the world, including Ireland. Each year the AGM takes place in a different member country and the 2013 AGM was held in Croatia. The IVVCC was represented at the meeting by Peadar Ward.

The schedule of meetings includes individual meetings on the various committees and commissions work during the previous 12 months. The meetings include the Legislation Commission which primarily focuses on matters of EU legislation, Motorcycle Commission, Technical Commission which deals with FIVA ID cards, Utilitarian Commission which deals with commercial vehicles and the Culture Commission which deals with and guidelines for vehicle correctness and the Events Commission.

The formal AGM is held on the final day when approval is sought for the following years budgets, new membership applications countries/clubs are considered, auditors are appointed for the following year and elections take place for any vacancies on the board.

The President of FIVA, Horst Bruning, stepped down this year having completed his term and the newly elected President is Patrick Rollet. Patrick is French and has held various positions in FIVA. He was first elected as a director in 2005 and has written a number of books and articles on historic motoring. He has, in the past, been very helpful to the IVVCC when organising rallies to France. We wish him well in his appointment.

Among the issues discussed at the meeting were proposals by the EU to bring forward new roadworthiness regulations. FIVA has engaged in the consideration of the appropriate definition to be used for historic vehicles. Also announced at the meeting were the plans to undertake another international research study similar to the study in 2005/6 which the IVVCC participated in.

Future editions of the club journal will include more details on these and various issues discussed at the meetings.

1976 MERCEDES BENZ 350SL



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Drives perfectly, engine restored. Rear arches have rust and need replacement (new arches included).

Rust inside front arches needs patching. Small rust bubbles on boot. Ideally should be fully stripped, patched and resprayed. Remainder of bodywork in very good condition, mechanically perfect. Available to view in Dublin City Centre weekdays or evenings.

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EMAIL:

con.costello@gmail.com

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€15,000 ono.

PHONE:

Johnny Thomas on
0044 (0) 1267 290215

or Email:

johnnybinks.thomas@virgin.net

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

BUGATTI REPLICA



FOR SALE

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Johnny Thomas on
0044 (0) 1267 290215

or Email:

johnnybinks.thomas@virgin.net

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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 lpo@flanagan@gmail.com
Castlepollard, Co Westmeath.

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

1978 MGB GT



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for sale due to loss of parking space.

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Price: €4,200.

PH: Franco Scalici
087-2055028 or 086 8171301

1922 CALCOTT



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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 FORD MODEL A



FOR SALE

Fixed Head Coupe 24HP, Gordon Bennett eligible, taxed.

ALSO

1929 FRANKLIN

Air cooled, DHC, Dismantled. No time wasters please.

PHONE:

01-4603895

1933 AUSTIN 10/4



FOR SALE

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

Price: €8,000 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

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

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Plus P+P



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Plus P+P



4. LAPEL PIN BADGE
€4.00
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5. WINDSCREEN STICKER
€2.00



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.

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Memory Lane...



By
COLM O'NEILL

This view of Tullamore dates from May 1961, taken at the end of Colmcille Street where it intersects with Patrick Street to the right. The continuation straight ahead is Bridge Street.

In the foreground is a Simca Aronde of the mid to late Fifties era. McCairns Motors assembled and distributed some of the extensive Simca range until about 1963/4. McCairns were also handling Vauxhall, and in the Sixties the newer models from both makers were beginning to conflict, which may explain why the Simca range was dropped. Facing it is a Ford Anglia 100E registered CZA 338, dating it to November 1959, making it one of the last of the side valve three-speed models.

Behind the Anglia is an example of the previous generation of Fords, this one a Prefect E93A, a pre-1949 example, to judge by the headlamp mounted on top of the wing. Beyond the Ford is visible the tail end of a

Wolseley 1500, registered ?ZA 540, so it could date from as early as September 1959 when the AZA registration series began. These cars were assembled by Booth Poole in Islandbridge on the banks of the Liffey. Although not very fast, the nicely appointed interior and the Wolseley name ensured steady demand from a conservative and often professional clientele. Unique to Ireland and in an effort to offer a car with lower road tax, during 1957/8 Booth Poole also built a 1200cc version which even had its own 'Wolseley 1200' badge.

Looking across the street but nearest the camera is another product from the BMC stable, an Austin A55 Cambridge, Mk.II. This was BMC's earliest Pininfarina styled four-door saloon and there were four other badge-engineered variants representing Morris, Wolseley, MG and Riley, introduced from the end of 1958. Past the junction with Patrick Street is parked a Hillman Minx Series III of about 1959 or later. These models were handled by Buckley Motors but the Rootes Group policy of steadily increasing the engine capacity of the Minx made the car more difficult to sell in Ireland, where road tax was based on the old horsepower formula which penalised engines with wider bores. Just in front of it is a Ford Thames 800 van. These vans and their pick-up variants were introduced in 1957 and succeeded by the Transit in 1965.

Photograph from the O'Dea Collection – reproduced with permission of National Library of Ireland.

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