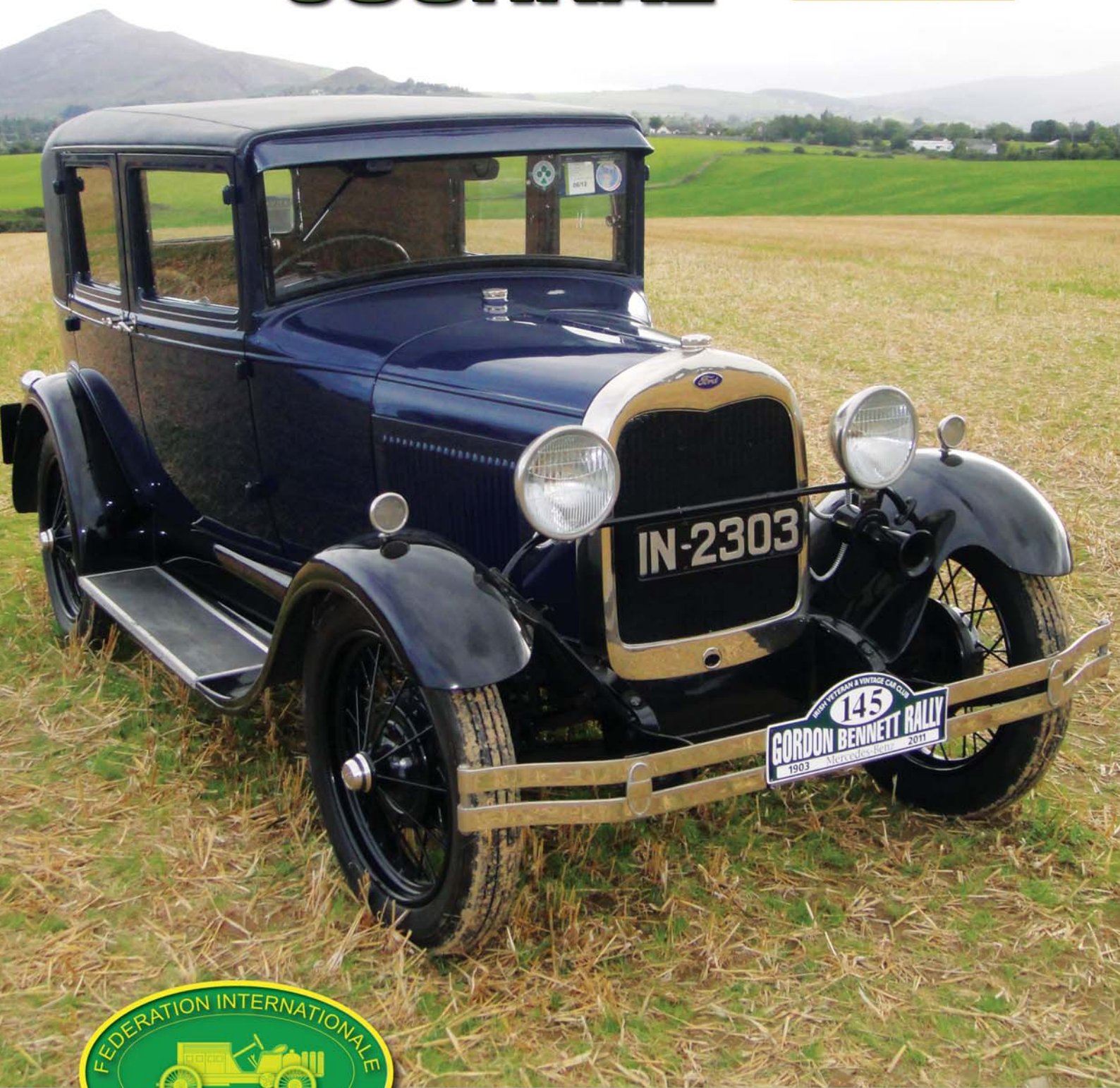


# THE **IUVCC** JOURNAL



**SPRING 2013**

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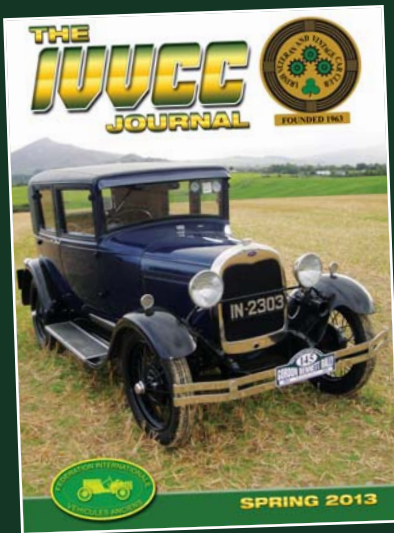
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**FRONT COVER:**

The late Bill Pegum's 1929 Ford Model 'A' (Bluebird) enjoying a day out.  
Photo by Tom Farrell

**IVCC JOURNAL SPRING 2013**

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

**Venue:**

The Spawell Leisure Centre,  
Templeogue

**Time: 8.00pm**

**Website:**



www.ivcc.ie

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



Dear Fellow Motoring Enthusiasts,

Welcome to the belated Spring edition of the IVCC Journal. My sincere apologies for its late production, the last number of months has been hectic and left me little spare time to devote to my hobbies so to speak. I intend to produce the Summer issue quite soon.

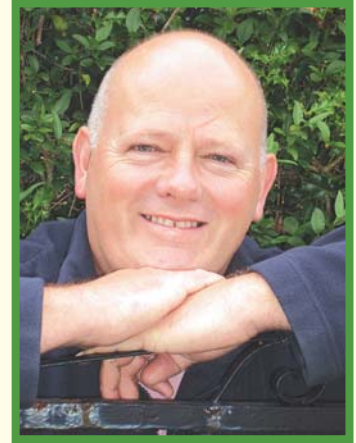
The cover photo for this edition sees the late Bill Pegum's beloved Model 'A' Ford. This car belonged to his mother from new and the family name for it was 'Bluebird'. Bill left this car and his home to the IVCC in his will. He was a true enthusiast who actively encouraged others to get involved and indeed sourced old motors whilst on his travels around the country passing on their locations to eager enthusiasts. Bill's car must be unique in that it belonged to one family from new. It was a regular attender at events in the past and we hope it will be again.

Our members travel worldwide in their motors and Jim, Bernie and Cian O'Sullivan are a go anywhere family. In this issue Jim reports on a marathon run across Europe in his NSU which he did in 2010.

It has been a busy year so far and some of these events are covered in this issue. I'm grateful as always for those that submit reports, particularly those that organise events and then report on them too.

I wish you well during what has been a real summer and look forward to seeing you over the season.

*Until next time, happy motoring!*



**TOM**

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# President's *Report*



**2**013 sees the IVVCC celebrate 50 years. In that time the club has emerged as probably the most significant in the country. The ideas formed by its members resulted in the successful lobbying of Government and Revenue officials resulting for example, in the landmark recognition of all old motors of thirty years and older as historic and thereby attracting a lower rate of road tax and import duty. The club was also responsible for the introduction of the ZV registration series. It is also the National Representative of the worldwide preservation organisation, FIVA which has over 1.5 million members across the globe. The role of the IVVCC in the growth of motor clubs in Ireland should never be underestimated and all enthusiasts in Ireland enjoy perhaps the most flexible rules in relation to the use of old motors on the public highways. We should never take this for granted and always endeavour to drive safely and be courteous to other road users even if they don't appreciate our old vehicles. As enthusiasts we are the link between the past and the future. Our care of our motors will see them survive for the next generation and our continued use of them will encourage younger people to get involved and take the torch from us when the time comes.

We have known many great enthusiasts over the years and should remember them. Since I last wrote to you, we heard of the sudden passing of one of our most enthusiastic and long-serving members, Clive Mew. Clive helped many a member who needed his engineering expertise. Many of our historic motors have had the 'Clive Mew touch' and are all the better of it. His Austin Somerset was well-known as a regular attender at events and lately he purchased a vintage Vauxhall which was featured in a TV advert

earning him the nickname Clive 'New'! We will miss his reassuring presence at our events. To his wife Marie, daughter Jacqui, relations and many friends, may I offer my deepest condolences. I have also just learned with great sadness the passing of long-term member, Mike Dennehy. Mike will always be remembered as a smiling friendly man who would start a conversation with a "did I ever tell you..." He served the club in many ways as a Director, a member of the FIVA team, a member of the Events Committee, etc. He lit up any gathering with his presence and even through his illness his sense of humour shone through. He will be sorely missed by all who were privileged to know him. To his wife Damhnait and daughters Fiona and Alison, grandchildren, relations and many, many friends may I offer my deepest condolences

In recent times some of you may have received unsolicited emails from an unidentified group calling itself the 'concerned members'. I regret that you got these emails which proposed that an unelected group would elect a President for the IVVCC by a majority vote whereas the Board, whose responsibility it is to elect the President, have to abide by the rules and choose a new President by unanimous vote. Even the Pope only needs a majority to be elected. This failure to elect a new President resulted in the delay in convening the AGM prior to which the President must be elected.

Following the AGM, the Board will address the issue of appointing a Chairperson as promised at the AGM and will overhaul the constitution of the Club. The resultant changes to the constitution will require Revenue approval, following which the new constitution can be put to the members for approval in an EGM.

It is a pity that in our 50th year that we have no President for the immediate future and an even greater pity that politics has infiltrated our hobby. We are a motor club and do what we do for fun. Let us keep it that way.

I would like to thank the Board and all of you for your friendship and support over the two years of my presidency and I wish all of you well.

**TOM FARRELL**

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# Secretary's Report



## THE RIAC NATIONAL CLASSIC CAR SHOW

**T**he First National Car Show since the 1986 IVVCC Century of Motoring was held in the RDS on 9th and 10th February 2013 and was a great success. There was a large representation of Clubs North and South visiting the show with 150 Cars on display. The IVVCC stand was manned for the two days by a large number of club members, too many to mention individually, who did our Club proud in the professional way they engaged with our visitors. My thanks go to all of them and in particular to John Boland, our PRO who was the driving force behind the weekend and Geoff Seymour who built the display case to house tv screens and the Gordon Bennett Trophy.

Please see full report in this issue.

## VALENTINES RUN

The Valentines Run was held on Sunday 17th February which turned out to be a lovely dry day after all the wet weather we had on previous weeks. The route which started and finished at the Glenview Hotel was a very pleasant run and my thanks to Richard Seever for putting a lot of hard work into organising it.

## ST PATRICK'S DAY PARADE

The St Patrick's Day Parade in Maynooth was well represented by IVVCC with 14 cars on the day. The weather was terrible with snow and rain which didn't make a very pleasant day but which didn't deter our members. We all went back to the Spa Hotel for an enjoyable lunch. All thanks to Paul O'Brien for organising this event every year.

## SPRING

Now that Spring has arrived Summer is only around the corner with Events and Static shows for us to show off our old cars. This year is our 50th Birthday and what better way to celebrate by bringing out our old cars to as many events as possible as the old car movement is getting stronger countrywide and the way we keep it alive it to show off our cars. Have a good Summer.

**MICHAEL DUFF**  
**HON. SECRETARY**

## LIAISON OFFICERS

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

<b>Antique:</b> .....	John Boland .....	087-2671821 (after 7)
<b>Veteran:</b> .....	Shane Houlihan .....	087-2520787
<b>Vintage:</b> .....	Tommy Sheridan.....	087-6444233
<b>Post-Vintage:</b> .....	Paul Noctor.....	087-9518017
<b>Classic:</b> .....	Barry Bourke .....	087-2395770
<b>Sports:</b> .....	Fred Lewis .....	01-2956183

# Implications of new statutory off road declaration regulations for historic vehicle owners

**T**he new regulations introduced on 1st July 2013 to allow vehicle owners to declare in advance that their vehicle is going to be kept off road for periods from three to twelve months, are intended to prevent fraud by some owners declaring retrospectively that the vehicle was off the road since the last tax disc expired, to avoid paying arrears when applying for a new disc.

The old system whereby a motorist could call to his local Garda station and have his retrospective declaration of non-use witnessed and stamped on the end of the RF100A motor tax renewal form, is being phased out over the transition period from 1st July to 30th September. After that date, only declarations in advance can be made.

There are serious implications for owners of historic vehicles and I would recommend that owners consult the motor tax website [www.motortax.ie](http://www.motortax.ie) and click on "New procedures for declaring vehicle off road." There is a lot of helpful information in this section including a series of questions and answers. However, of particular note was the wording of the answer to Question 16:

**Q.16 I have an old vehicle in the garage that hasn't been used for years. Do I need to declare it off the road?**

**A.16** If you think that, at any stage in the future, the car might be put back on the road then, yes you will need to make a declaration during the transition period from 01.07.2013 to 30.09.2013 to avoid having to pay arrears, back to the expiry date of the last motor tax licence, when the vehicle is being put back on the road. If you are absolutely certain that the vehicle will never go back on the road, then you need to do nothing.

The first sentence of the answer needs to be read very closely to catch the meaning exactly.

In my case I have a vehicle which is undergoing restoration and I had last taxed it about seven years ago. I don't foresee it going back on the road for about another two years. I completed the new forward declaration form RF150 for the 12 months from 1st July and presented it at a motor tax office. I was told that I needed to complete an RF100A form for the period of disuse since the last disc expired. When I said that I would take the form to my local station for witnessing and stamping, I was told by the official that it would suffice if I had it done at the station across the street from the motor tax office. I returned with the form duly completed and stamped, to the motor tax office. The office then issued me with a yellow docket recording the Statutory Off Road Declaration noting the registration number, the start and end dates of the declaration and my name and address. There is no charge for making the declaration but the new regulations provide for the possibility of imposing a charge at some future date.

In short, the implications of this new forward declaration system are that if,

- a) you need or intend to keep a vehicle laid up for an extended period, you have to remember to keep renewing the off road declaration as it expires. Otherwise, you are going to have to pay arrears for any months between the expiry of one declaration and the start of another.
- b) anybody with a vehicle off road untaxed for a long period, and registered in his or her name, needs to avail of the last chance up to the end of September for making retrospective off road declarations. If you fail to act before then, whenever you attempt to re-tax the car in future, the arrears will have to be paid too.

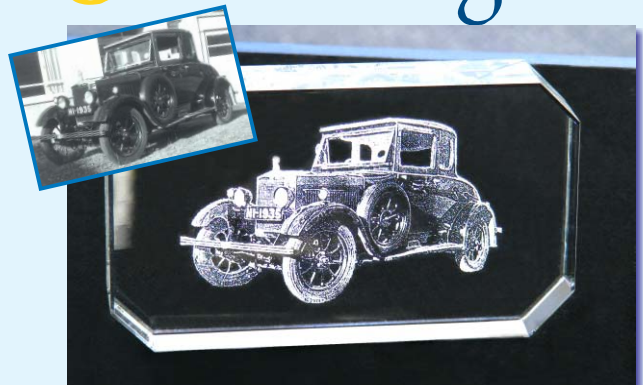
The other practices about road tax arrears appear to be unchanged. For example, anybody selling a vehicle which has been untaxed and disused for some months at least, still seems to escape paying arrears and understandably the next owner is not responsible for arrears occurring before the ownership change date.

**COLM O'NEILL**

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# 1930 AUSTIN 16/6 LIGHT



**T**his car was bought new in March 1930 by John F. Hamill from Swords, Co. Dublin. He first used it as a hackney car for about 9 months. This is documented on the old brown tax book. He then taxed it as private up to 1939. His son John still lives in Swords, and when I enquired about the history of the car, he told me that it was taken off the road in 1939 due to the scarcity and cost of petrol. It was parked in a hay barn for many years, where bits and pieces were removed, such as the front axle, which was used to make a hay bogey. John told me about how he used to play in the car for many years as a young boy. It was then sold to somebody in Rush, Co. Dublin, but this part of the car's history is unknown.

## By TOM MAHER

In 1978, a man called Austin Kearns from Crumlin, Co. Dublin bought the car as part of a retirement project, but sadly Austin died suddenly a year before he was to retire. Fortunately for me, he had the engine fully rebuilt. Austin served his apprenticeship in Booth Poole as a mechanic and worked there for a further 9 years. He decided to immigrate to Rhodesia (now Zimbabwe) with his wife, and settled in Harare from 1957-1960. He returned home and got a job as a plant manager for G.T. Crampton until 1992. I'd like to thank his son Peter for this information. Before he died, Austin had sourced a lot of the cars missing parts like seats, lights, and head cloths. He even picked the paint

that he was going to use.

The car lay in Austin's shed up until 2009, when I was told about it by a friend of mine, who also told me about a 1930 MG M-Type, which I am now the proud owner of. But this project was completely different, as the 'car' came to me in boxes in the back of a van (see photos). This was the start of my passion for old cars. When I got the Austin home, my wife and family said that I should be committed. I joined the Austin club in England, and got as much information on the 16/6 as I could. Some information I got from the club were invaluable, such as exploded diagrams in the parts book, which greatly helped me in putting the car back together, as it was completely stripped when I got it. I must thank Bob James from Wales, and George Fulton from Northern Ireland who were both very helpful during the restoration of the car.

My background is working as a fitter, and I have a lot of experience in





# BURHAM BODY



fabrication. I started first with the chassis, which I sandblasted and coated it. I then worked the front and back axles, blasting and powder coating them. The wheels were also blasted and powdered in semi-gloss black, and fitted with new tyres. Next was the body and the doors, which were already in good order. The outer body, shell and doors are made from aluminium. The inner floor, under the back seat, and the front and back wings needed major work to get them back in order. Rubbing down the body and doors back to aluminium was very slow. The wood in the roof needed very little attention. The body was painted in British racing green and black. Steering was rebuilt, painted and fitted. I then fitted the body, only to realise that the engine had to be fitted before the body was. New petrol tank I made from 5mm plate was sealed with tank sealer and fitted. The vacuum tank was rebuilt and a filter fitted. I spent an hour or so before she finally got running, with the help of my uncle Paddy Wright who also has the car-bug! Next was the roof cloth which was tacked to the timbers on the roof to hold it in

position. Then I fitted a cloth called Calicoe to the outer frame of the roof, stretching and tacking it in position with small brads. Next was the outer leather which needed to be put on when the shed was very hot. So I had to hire two gas blow heaters, which allowed the leather to stretch with the heat. I tacked all around the outside then fitted an aluminium strip to act as a gutter, and it also covers the small tacks. All the glass was new, which I cut, and had toughened in Firstglass in Dublin. Next was the upholstery on the seats, and I had new carpet made and fitted.

**Total hours worked on this car was 2700 hours.  
Cost of parts €4200.  
This car was supplied by Ferguson of Dublin.  
4 forward gears and reverse.  
Original engine, gearbox, all numbers matching.**



# By Road To

# GERMANY

**T**he Treffen, to which NSU followers frequently refer, is an annual international static car rally confined to NSU vehicles, both cars and bikes.

The event is held in a different country or area each year and during 2009 it was held in a little town in northern Germany called Mohenson from June 4-7th. This town is about 30km east of Hamburg in pleasant and flat countryside. Late in 2008 following our Treffen visit to Maidstone, we decided to drive to the event and also combine our trip with a European holiday. Earlier in 2009 we made suitable plans and bookings accordingly.

The month of May is generally very busy for people like us as we have a fine collection of young grandchildren. With Holy Communion and Confirmations taking place, mostly at weekends, care is required not to upset family commitments. This year we had four dates to watch and so the soonest we could leave Ireland was May 24th.

Having examined the various ways of crossing the water to mainland Europe we settled on a new ferry service operated by LD Ferries from Rosslare to Le Havre in France. Their ship was scheduled to sail from Rosslare at 01.00 on May 24th and dock at Le Havre at 22.00 on the 24th also. This was ideal for us but the late arrival meant we had to advance book a hotel at Le Havre. We then planned to drive north through Northern France, Belgium, Holland and Germany to arrive at a pre-booked house at Hechthausen on Wednesday evening May 27th. We booked this house for eight days and planned to leave on the morning of Thursday June 4th to drive the 90km to the Treffen site. At Mohenson we had pre-booked a hotel

## 2009 NSU TREFFEN MOHENSON

BY JIM O'SULLIVAN

for three nights while attending the Treffen. We planned to leave the Treffen at the general closure on Sunday 7th June and make our way down through Germany, Luxemburg and across France to arrive at Le Havre on June 12th for our return trip to Rosslare on the LD Ferries ship.

So that was our plan for a journey of three weeks and one day, door to door. Many kms and traversing five countries but we have done this sort of travelling many times over the years. We take our time and generally avoid motorways, as there is nothing nice to see but much stress mainly from trucks. By the way our mode of transport would be a 1972 NSU 1200 TT that I rebuilt from a rusty neglected car some years ago.

So if you are still interested read on and see how we made out on the journey and how the actual compared to plan.

All plans were complete and all bookings were made well in advance of the travel date and all I had to do was finish some last minute preparations on the car. I put on three new tyres and went for a few long journeys to make sure everything was functioning correctly. About a week before departure I was out for a spin in the country on the bike when my phone rang. Hello! This is LD Ferries; the sailing time for the boat has been changed. It is now sailing at 16.45 on Sat 23rd and not at 01.00 on Sun 24th, we hope that is ok. For me, initial panic, I discussed this with my cycling colleague and I thought – the Saturday Confirmation – the following drive to Rosslare – too many unknowns – it was

too tight for time. On the other side we would arrive in Le Havre in the early afternoon and that would be more suitable and we would not need the hotel now. My wife Bernie and I discussed this situation over the next few days and we reached the conclusion that we could not attend our granddaughter's service. That was a great disappointment to us but these services can drag on for a time and we could not take the risk. We went out to see her early that morning and then headed off for Rosslare at 11.30am.

As we crossed the city and headed south I should explain that there were four of us in the car. There was myself, my wife Bernie, our son Cian who needs no introduction as everyone seems to know him. Then there was our good friend Mary. Now Mary likes to sit up on the dashboard where she can get a good look at the road. Some years ago she had an affair going with a fellow called Maurice Motorway but the affair was broken by the attentions of Terry Tollgate. Now there is no love lost between Mary and Terry and Mary won't go anywhere near a tollbooth. However she still has a regard for Maurice and always will go for motorways hoping she will meet Maurice.

We had no delays on the way to Rosslare and we reached the port in 2.75 hours leaving us time to spare. We had a picnic as the weather was fine and sunny. We were killing time and decided to see if we could check-in early. I handed in our letter with the booking details to the woman in the kiosk. Oh! You are sailing with LD



Ferries, well that boat is cancelled but if you hurry across to the LD Office they might get you on the earlier Irish Ferries boat. From my part there was shock, again, then silence, then a mad dash across to the main building and the office. The girl was helpful but there had been some accident and the boat had not left France the day before. She did get us on the Irish Ferries boat, the Oscar Wilde and we were one of the last to get that boat before it sailed at 16.30. However it was going to Roscoff and we wanted to go to Le Havre because we were going north. That little incident put another 450km on to our journey.

We reached Roscoff on Sunday morning at 10.30 and it was 11.00 when we disembarked. Mary was told where we wanted to go and so we headed north on the motorway in direction Le Havre. We had our first picnic in France at Dinan on the N176 after 161 km. The weather was now very good, it was warm and sunny. There is not much to see on motorways except traffic but we were following the coastline along Northern France as we headed north towards Belgium. By the evening we were still short of Le Havre after covering 353 km. That evening we stayed at a local Campanile Hotel in Caen.

### MONDAY 25TH MAY

This was to be our first full day of travel but as we awoke we were in for a surprise as we witnessed the end of a night storm with thunder, lightning and very heavy rain. We left the hotel at 08.30 and after filling up with petrol at a self-service we continued north. A very spectacular bridge lay in our path and after paying the toll of €5 we crossed the Pont de Normandy. A big disappointment here was that we could not stop for photographs as there was

no provision for parking. We were now heading in direction Amiens and after about 200km we were fed-up with motorways and decided to stop for a picnic lunch. After lunch we stayed off the motorway for some time and travelled along quiet country roads. It was during this period that we came across a couple cycling along on a tandem. A local French man and woman, in period clothing, out for a spin in the country lanes. Now when was the last time you saw people on a tandem. We had to go back on the motorway to make up time and we met very heavy traffic with many trucks. That evening we crossed into Belgium. Nowadays it is difficult to notice when you go from one country to another as there are no customs posts and nothing but a small sign that is easy to miss as you travel along. The weather was now very warm and you could boil an egg in the engine compartment, if you had an egg. I remember leaving a spanner in the engine bay and when I picked it up I dropped it quickly as it was too hot to hold. The car was running very well and the engine did not mind the heat.

We did not forward book nightly accommodation. Our requirement was for one family room and that was generally not difficult to find. At about 16.30 each day we would terminate our travelling and look for a hotel. That process was helped by our friend Mary, on the dashboard. Care is necessary with this approach as later on she brought us to a hotel that was closed. It is therefore important to locate accommodation before it gets too late.

Today we stopped at a small town called Waregem and stayed at a nice place called the Ambassade Hotel.

### TUESDAY 26TH MAY

That morning I awoke to a sound that used to be common place in

Ireland in the past. The Cock was crowing and it was a lovely sound and it was a lovely start to the day. There was another heat storm last night with lightning, thunder and rain and the weather was cooler as we came down to breakfast.

We left the hotel at about 8.30 and headed north by motorway and drove through Belgium and into Holland. In Holland we tried to abandon the motorway and we were making nice progress on lovely country roads. We then came across roadworks and our road was blocked and there were no diversion signs. For a short while we thought we were at home. We had to revert to motorways again to continue our journey. We found that Mary continually tried to direct us onto motorways and the only avoidance possible was toll roads.

We then crossed into Germany and left the motorway at Horstal. We travelled to Ostenwalde and found a very nice hotel called Landhotel Alltman.

### WEDNESDAY 27TH MAY

The hotel was in the countryside and when we awoke there was no wind, the sun was shining and the sky was blue. It was a beautiful morning as we arose at 7.00 to the sound of singing birds the local church bell ringing and we felt great and it was good to be alive. A local building site started work at 6.00; well it is Germany you know. The hotel was a family run house and the lady of the house was very friendly. We had a relatively short run planned for that day so we were not in a great hurry. We chatted for a while and the hotel lady gave us a free picnic lunch to have on our journey. But things were going too well and very soon things were going to change.

contd →



Having said our goodbyes we went to the car. All in and ready to go but the engine turned over very feebly and would not start. I tried the usual things but no good, not enough power in the battery. One very good thing about air cooled NSU cars is that they are easy to push start. And so it was a little push in reverse on a slight downward incline and the engine burst into life. Then travelled a few km to the local town for petrol. That should have put some life into the battery but it did not, so a new battery was required. That we obtained at a local motor factors but it cost us €105 and the problem was solved.

The battery incident had cost us about two hours and as we continued on our way I remembered the very high temperatures of the earlier days. The battery of the car is normally contained in a box located behind the rear seat-back. However this is a very awkward location if, as I do, you change batteries from one car to another on a regular basis. Therefore I had relocated the battery in the engine compartment for ease of access. In Ireland the hottest day would not cause a battery problem but the day of the hot spanner incident, mentioned earlier, the battery had been too hot to hold a hand on. Maybe the battery had been "cooked" then.

It was fortunate that we had planned a short journey for that day. Our destination was our holiday house for the next eight days. It was located at Hechthausen, Klint in Northern Germany about 100km west of Hamburg. We reached the location in the early afternoon and after five days continuous travelling we were looking forward to a rest for the next week or so.

#### **THURSDAY 28TH MAY**

We were finished with driving for a while and we started to explore our surroundings. As we arose that morning the sun was shining and it was warm. Our house was an A-shaped



building made from timber. It was located on a private site of perhaps fifteen or twenty acres with wooden houses dotted irregularly about the site between areas of mature forestry. There was a nice restaurant and a building where clothes could be washed etc. there was also a site swimming pool and a large pond for wild-life. It was a pleasant and peaceful place with some nice walks among the trees and houses. When we were there the place was not very busy and I suspect the German recession was taking effect.

The nearby small town of Klint was about four km away and was our shopping location. There was a supermarket for food and a garage for petrol and we needed little else. During our first shopping trip to Klint on the morning after we arrived I noticed a repeating bump coming from the car at about 50kph. At speeds above that it was not felt. I had a quick look at the wheels but could not see anything unusual. We finished our shopping and returned to the house. Then I started to examine the wheels in more detail. I jacked up each wheel in turn but could find nothing wrong with the first three and I thought? It must be in the fourth one. Initial examination showed nothing but then I was standing back bemused when I thought the thread shape looked unusual. I removed the wheel and there it was the tyre tread was distorted and the case was obviously damaged. There were no damage marks on the outside of the casing. That was a new tyre I had put on the car in Dublin. I suspect the pot hole I hit was between Dublin and Rosslare. I could not get a new tyre locally where we were in Germany. We were not there long enough to have it ordered so the damaged tyre went into the spare compartment until we got back to Dublin.

We were coming up to a weekend with a public holiday on the Monday.



We noticed that many of the houses were now occupied and there was a great buzz about the place. We were directly across the water area from a large group of German people and eventually two of them came over to see us. Their curiosity about our car had been too much for them and they wanted to know about the TT and where we had come from. There was no indication on the car as I had forgotten to fit an IRL sticker. Every time we left the site there was great interest in the TT. Whenever we went shopping somebody would come over to see the car and tell us about the NSU they had years ago. The people were all friendly but as we did not speak German conversation was very difficult.

We were now enjoying lovely sunny weather and it was often too hot to go out in the car during the day. We usually went for walks at evening time when it was cooler. The general area was nice and very clean with no refuse and very peaceful. The local countryside was very flat and without even small hills. During our walking trips we learned that the interface between water and land was generally dyked and it was possible to walk along the top of the Dyke. Close by our house a blackbird family were busy feeding their young. The three young birds hopped about the ground while the parents arrived in relay with food. There was no filling those young birds. However we observed a kestrel hovering about overhead but the many bushes gave the blackbirds plenty of cover. We were to stay at Hechthausen for eight very peaceful days. Finally our time came to move on and tomorrow, Thursday we leave here to go to the Treffen. We decided to eat in the site restaurant on our last night, Wednesday and we had a very nice meal.

#### **THURSDAY 4TH JUNE**

Left our house at Hechthausen at

9.30 this morning in showery weather and drove the short 73km across to the other side of Hamburg to our Treffen site at Mohenson. As usual we were helped by Mary, sitting up on the dashboard. We arrived in the early afternoon and checked into the Gasthof Holtig. This hotel was arranged by Joe Ward and it was a very good hotel, thanks Joe. Later we went to the Treffen and met up with other members of our group, Joe Ward, Michael Casey, Sean McCormack and Benny Maxwell. We also met up with Rob Smith from the Ro80 Club and our English member Paul Burges and his wife. We had a good evening meal and then retired for the night.

### FRIDAY 5TH JUNE

This was our first full day at the Treffen. As our Club group was staying at the same hotel we all met up for breakfast. We had our TT and Joe and the boys had a car hired for the few days. I have always enjoyed driving on to the Treffen site in a car I have driven all the way from Dublin. The time goes quickly when you are meeting and talking with friends you have not seen for a long time.

Viewing the spectacular cars and bikes, with each one more interesting than the last one. If rebuilding a car, as I was, then there is detailed study and photographing of a similar model then there is always a list of spare parts to fill. A rare bargain can often be had if you keep your eyes open. In my case the reversing light from my Spider was missing. This would be a very hard part to find. I saw a light on a stand that looked correct. I asked what it was from and I was told a Subaru and he wanted just a few euro for it. I asked to borrow it for a while, and he said go ahead. With the light I made a beeline for the nearest Spider. Was I pleased to find the lights were exactly the same, both made by Hella? I gladly paid the few euro and departed with a proper reversing light for my Spider. A rare bargain indeed.

That evening we went out for an evening meal with the group. Our Irish group was increased by the arrival of Pat O'Callaghan, Pat Moriarty and Martin Murray. On the way home from our evening I noticed the lights of the TT were not as bright as they usually are, also the generator light was glowing a little. However I gave it no further thought that night.



### SATURDAY 6TH JUNE

Car would not start. The battery seemed to be short of power. Yet the battery was new, bought a few days previously. Tried all the usual things but no use. Most of our group were there at that point so we push started the car and it fired immediately. Then a strange burning smell was detected and I switched off the engine. I put my hand in to feel the alternator but it was not hot. When withdrawing my hand it touched the heater hose and that was hot. The heater hose in my TT is a bellows type material with a continuous wire wound around in the bottom of the Bellows. This wire had broken and was touching a live part of the alternator. The wire was acting like a heater hence the hot hose and the lack of battery power. The complete hose was removed and the engine started without difficulty. The side grill was then removed and a piece of the hose was attached to the heater and the other end let out through the grill hole. This prevented the engine compartment becoming too hot from the open heater. The car remained like that until we reached Dublin about a week later and it gave no further trouble.

We lost much time with that problem and when we got to the Treffen site we were late for the group photograph. The annoying part about that was in many years going to the Treffen that picture was the very best I had seen and I missed it.

### SUNDAY 7TH JUNE

It was a wet Sunday morning as we prepared to leave the Treffen site. We said our goodbyes to our colleagues and headed south down the centre of Germany. We stayed away from motorways and over quiet country roads. Our destination was a small town called Lautenthal. In 2000 Bernie, Cian and myself were in this part of the country and we wandered into

Lautenthal. It was such a nice place in a valley between hills that we stayed there for a week. We were looking forward to seeing the place again. Firstly we called to our old hotel; it was closed and looked as if it had been closed for a while. We booked into the only other hotel we could see, a place called the Berliner Bar. It was an overrated, overpriced dump of a place and we didn't stay a week this time. The little town looked lonely and deserted and did not show the same buzz of life that was there on our previous visit. We were glad to leave the next morning.

### MONDAY 8TH JUNE

Continued on our journey through Germany. Mary brought us back on the motorway again. I am convinced that it is not possible to avoid motorways if using sat nav for travel. After lunch got onto the B55 and found a nice hotel Laarmann at Lennestadt-Kirchveschede. This was a lovely small town clean and tidy with plenty of flowers. As we entered the hotel car-park I heard some accordion music playing nearby. After we had checked in I investigated and found a number of box players playing tunes in a Chalet, behind the hotel. I collected my box from the car and joined them for a while. They played there every Monday.



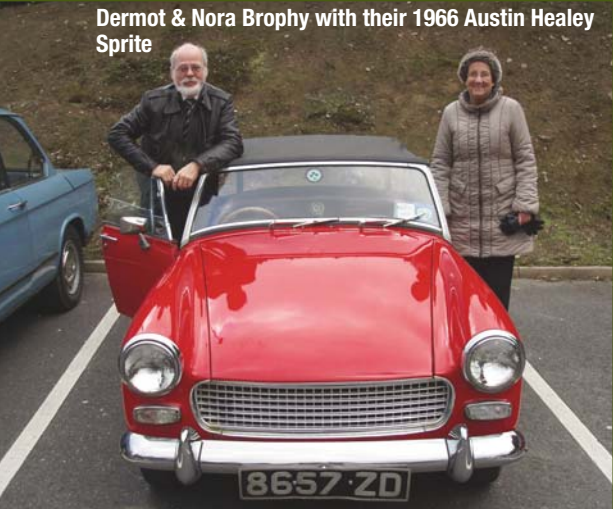
### TUESDAY 9TH JUNE

A little rain this morning. Our plan was to enter Luxembourg today. This is not a big country. Shortly after entering we came up behind a tractor, nothing unusual in that but the registration number was ZH 9132, for a moment I thought I was home.

We had a long drive through the Luxembourg countryside. The impression we had was that it was very French. We drove through many forestry areas and open countryside. The weather was very showery that day, particularly in the afternoon.

contd on page 21. →

Dermot & Nora Brophy with their 1966 Austin Healey Sprite



# Valentine's Day Run

By **RICHARD SEEVER**  
Photos: **TOM FARRELL**

**SUNDAY 17TH FEBRUARY**

**B**ecause the weather had been so bad in the preceding weeks, the bookings were really slow and on the Monday we only had 31 adults and that was the closing date for entry but we decided to run with it till Thursday and hope for a few more. Anyway by Thursday we had just passed the 40 mark and we decided to run with it, hoping that by Sunday we might get a few more if we got a dry day. By Saturday the numbers had passed the 50 mark and thankfully Sunday dawned dry and bright and we ended up with 72 adults, 2 children and 47 cars including 7 entries from the Garden of Ireland Club so all is well that ends well, however it was a nerve wracking week.

The route planned included Kilpeddar, Newcastle, Rathdrum, Ashford, Roundwood and Enniskerry and I was delighted and grateful to accept the help of my friends Tony Murtagh and Clive Evans in the planning of it and the quiz on which there were many favourable comments.

During the week I had a phone call from the late Clive Mew to know if he just turned up on Sunday morning would it be okay. I said that we would be delighted if he could make it but it all depended on if he could get away but he was very anxious to come. Anyway late on Saturday night he phoned to say that he would be able to come and I was delighted when he turned up on the day and glad to say he had a lovely day being able to have a good old chat with his



Jean & Alex Morton with their 1979 Ferrari 308 GTS.

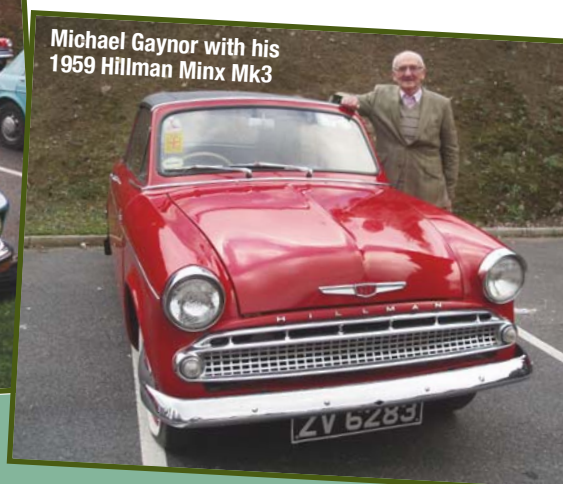
friend Eamonn Dunne. Sadly as I am sure you all know it was to be his last old car run as he passed away very shortly afterwards - may the Good Lord rest his sweet soul - he will be sadly missed by all who knew him. He was a really lovely man and always ready to help a fellow enthusiast with his vast store of knowledge of old cars.

After a very pleasant run through lovely Wicklow scenery we sat down to an excellent lunch in the lovely garden room of the Glenview hotel. We decided with the blessing of the club to hold a raffle to aid the autistic unit of the National school in Newtown. To this end my daughter Marie Claire and I went round some of the restaurants in the area for help with the fundraising, and I must say that everyone we

Shielagh D'Eathe with her 1978 BMW 520.



Michael Gaynor with his 1959 Hillman Minx Mk3

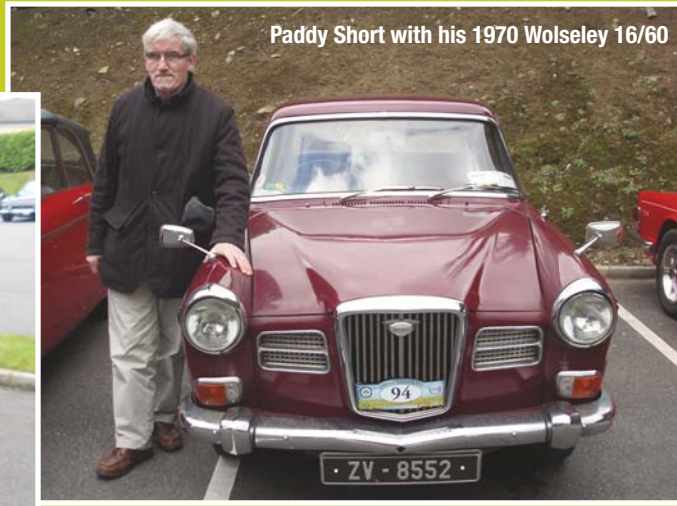


Harry Noctor's Riley RME and Michael Duff's Wolseley 1500





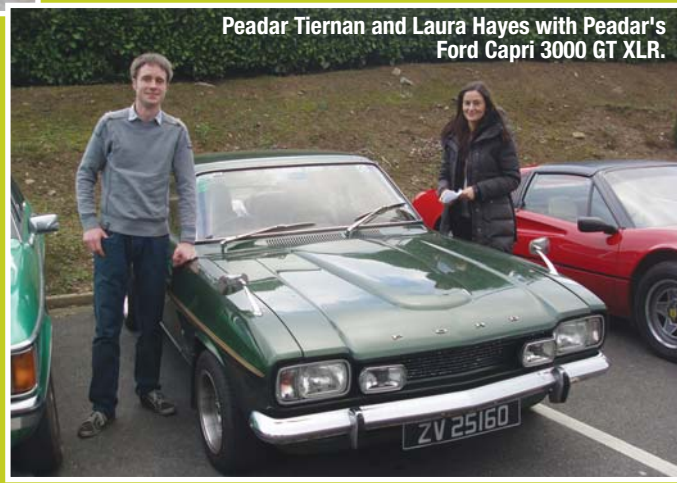
Clive Mew & Eamonn Dunne with Clive's Austin Somerset.



Paddy Short with his 1970 Wolseley 16/60



John Lawlor with his 1971 Triumph TR6



Peadar Tiernan and Laura Hayes with Peadar's Ford Capri 3000 GT XLR.



Edward Conally with his Opel Commodore B Coupe

approached was very generous. Our sincere thanks to the following: The Glenview Hotel, Druids Glen Hotel, The Hungry Monk Restaurant, Botchellis Restaurant, Charlesland Golf Club 4 ball, Brooke and Shoals Hampers, Bomar Sally Millar hamper, Clive and June Evans and Marie Claire Lennon. Thanks to the generosity of all who were present, we had a very successful draw raising over €400 and thanks to some late donations from some friends who could not make it on the day we reached a grand total of €550. So we purchased a new iPad 4 with protective cover which my grandson Sam presented to the Principal of the school in the name of the club. On behalf of the school sincere thanks to all who helped. The iPad will be a great help in the autistic unit.

Happy and safe motoring to all.



Lancia Flaminia 3C GT Coupe



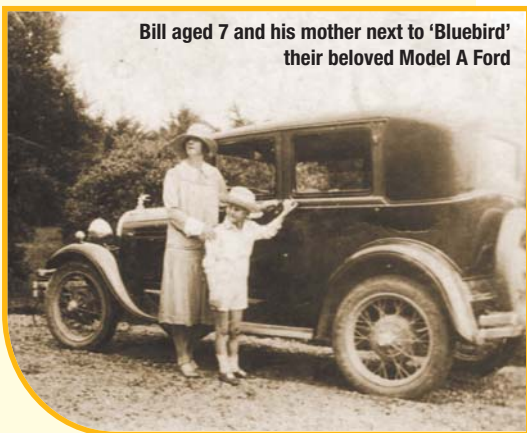
DeLorean flies in from another time zone..



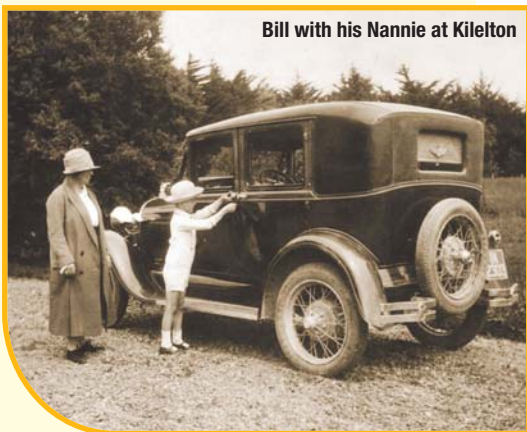
Sam Lennon presenting the new iPad to teacher Carmel Dempsey accompanied by his mother Marie Claire and grandfather Richard Seever.

# COVER STORY

# BILL & VERA PEGUM



Bill aged 7 and his mother next to 'Bluebird' their beloved Model A Ford



Bill with his Nannie at Kilelton



Bill and Ossie Bennett enjoying a chat

To many newer members of the IVVCC, the names Bill and Vera Pegum might not ring any bells but to older members those names are significant.

In the years following World War 2, when economies started to recover across Europe, Ireland was still in an economic slump. This meant that bargains could be had if one had money. Soon a steady wave of overseas money bought up art, lands and even our motoring heritage. Alarmed at the rapid decline of the stock of old motors in Ireland, a group of enthusiasts got together and decided to form a club that would cater for the veteran and vintage enthusiasts, offering support, advice, events and the whereabouts of motors before they were exported. Formed in 1963, this club was named the Irish Veteran and Vintage Car



Bill with his mother and Vera in 1962

Club Ltd and its first Hon Secretary was Bill Pegum.

Bill was born near Castlegregory, County Kerry in around 1922. He came from a well-to-do background, the family living in a fine house called Kilelton, with a nanny to look after him. His mother bought a new Ford Model A 'Fordor' saloon in 1929. This car, nicknamed 'Bluebird' was to remain in his possession for the rest of his life.

Bill served in the British Army for the duration of the Second World War and always attended the Remembrance Services in St Patrick's Cathedral, Dublin. After the war he went into the motor trade as a Traveller. He enjoyed a succession of mainly Ford motor cars as company cars including; Ford Prefect E493A, 1946 Ford Mercury, 1947 Super Deluxe, Ford 100E and Ford Cortina, to name but a few. He met Vera, who worked in the office and before long they got married. Their different religions and Vera's age (20 years older) did not affect their love for one another. They set up home in Goatstown and named it Kilelton after Bill's childhood home. Within a short time Vera suffered horrendous injuries in a works accident, resulting in her leg being amputated. She did get a wooden leg but was so active that not a lot of people knew that.

Bill and Vera worked hard on behalf



By  
**TOM FARRELL**



Vera and Bill on their wedding day

of the club. Journal Editor, Ronnie Mathews would somehow get the typed pages of the Journal from Portarlington to Goatstown, where Bill and Vera would staple them together and stuff them into envelopes (some 208) and post them in whatever post boxes had room in them!

In addition to his busy job as Hon Sec, Bill and Vera also organised events on every level, from picking hotels, to menus, to who would make speeches, etc. They also acted as Membership Secretaries for the club.

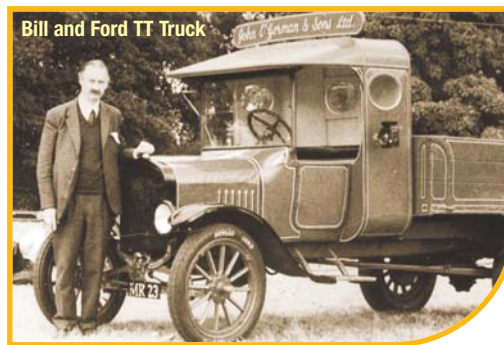
The workload was hefty as Bill spent much time on the road and then worked on behalf of the club in the evenings and weekends while Vera was at it nearly full-time. Sadly Vera suffered a stroke in 1972 and died shortly after. Bill was absolutely distraught and found it very difficult to continue with his work and interests. He suffered a heart attack which severely curtailed his abilities. He died fifteen years later.

It came as a complete shock to the club when it was found that Bill had bequeathed his home and two cars (his beloved 1929 Ford Model A and a Ford Capri) to the club.

Bill Pegum, with his love of old motors, caused many a budding enthusiast to take the plunge and buy. In his travels, he unearthed many a gem which he encouraged others to save and enjoy. He was an enthusiastic enthusiast.

The club has two perpetual trophies named in the honour of Bill and Vera. The Vera Pegum Rose Bowl and The Bill Pegum Trophy, which is awarded annually to the most enthusiastic enthusiast in the club. It is well named.

My thanks to John Barrow for help with this article and Tommy Sheridan for the use of the photos.



Bill and Ford TT Truck



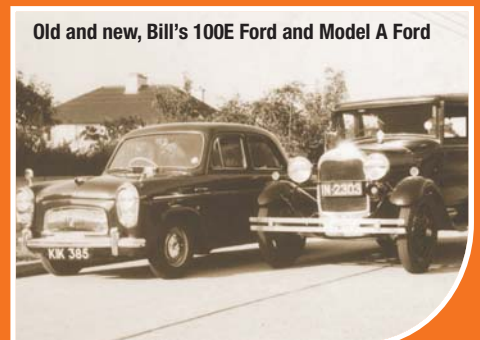
Bill and the family dog posing for the photo. Note the blanket to protect the paintwork!



Bill giving 'Bluebird' a polish at one of the many events they attended.



'Bluebird' when nearly new



Old and new, Bill's 100E Ford and Model A Ford



IN 2303

Bill's Model A Ford at the 1932 Eucharistic Congress held in the Phoenix Park Dublin.

# ABOUT THE MODEL 'A'

**R**eplacing the world's bestselling car was never going to be easy. The replacement had to be reliable, comfortable, practical, economical to run and cheap to buy. It had to have modern features such as an electric starter. Motorists didn't appreciate the thrills that went with starting the Model T, when it had a propensity to jump into gear and try to run over the unfortunate holding the starting handle!

The new car was unveiled to traffic stopping crowds in 1928 and there was a bewildering number of models to choose from, 35 in all, which included; 2 door Roadster, 4 door Phaeton, 2 door Coupe, 2 door Faux DHC, 2 door saloon (known as a Tudor), 4 door Saloon (known as a Fordor), with 4 side windows (known as a blindback) or 6 side windows, Victoria (fastback), a Cabriolet (2 door), a Woodie and a Pick-up to name but a few. It was also offered in more colours than just black!

The engine was a 3285cc 24HP straight four side valve mated to a three speed "crash" gearbox with a dry multi disc clutch. There was a smaller engine version produced specifically for Britain



and Ireland if one didn't want to pay the higher car tax. This model was known as the AF and had a 14.9HP 2043cc engine which was produced in the Ford factory in Cork. This version outsold the bigger version.

The Model A was a tough and reliable car and proved popular with the public. It was not as big a seller as the Model T, but by 1928 people's tastes

had become more refined and the Model A fitted the bill.

Production ended in 1931 with 4,849,340 Model 'A's being produced. It was replaced by the Model B.

Today the Model 'A' Ford is seen regularly at old motor events worldwide, testimony of its simplicity and rugged build. Henry would have justifiably been proud.



## NEW YEAR RUN

By  
PAUL O'BRIEN

**O**ver 30 cars attended the New Years Run on Sunday 30 December 2012. It was great to see some of older cars coming along as the weather forecast for the day was not great. Different from previous years the event started and finished from our new base; Darcy McGee's in the Spawell Complex.

There was a great festive atmosphere at the start of the rally with the option of two routes available. The majority opted for the longer run which involved going over the very scenic Sally Gap. Despite a slight sprinkling of snow on the mountains the roads were clear and

thankfully nobody managed to get lost! In fact, Daithi O'Ceallaigh in his 1934 Bentley Derby initially did the short route via Bohernabreena and deciding that it was too short, proceeded to also take on the longer route over Sally Gap. In the view of the organisers this warranted a special spot prize.

On return to the Spawell, we sat down for soup and sandwiches and held the raffle for the many spot prizes available which finished off the day nicely.

We were very lucky with the weather as it poured rain for the afternoon. The event also finished off what was a very busy year for the Events Committee.

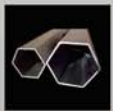
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PAGODAS



MARQUEES



INFLATABLES



FLAGS



DISPLAYS



TABLES



ACCESSORIES





# Letters to the Editor

Dear Editor,

I was just having a read of your excellent book, *Historic Motoring in Ireland* and I could not believe my eyes .

On page 51 in the inset photo I spotted my late father Norrie Carroll playing his tuba, the rest of the band *The City Gents* are out of shot .

What a surprise! It brought a tear to my eye. I am a member of the Triumph Classic Owners Club and drive a TR6 myself, my dad loved old cars too. I think it was a day out in Powerscourt, pity I missed it. We have a Facebook page and I would love to write a short piece about your book and how I spotted my dads photo which I would like to include with your clubs permission if possible?

**DEREK CARROLL**  
derek-carroll@hotmail.com



Dear Tom,

It was great to meet you at the RIAC show recently. Here is the picture of my great grandfather's Delage. It is my grandfather in the photo with his Riley.

With regards to the Delage, I really know nothing about it and only knew about the car when I found the photo. My great great grandfather was Joseph C Egan, a wine and spirit merchant and also a brewer. The Dublin office was on St Stephen's Green. I believe the Delage dealership was there too. The family lived in Baggotrath House on Newbridge Avenue, Dublin.

Hopefully either car is still around and someone might know a little about them.

**DEAN MCCARTHY**  
deanmccarthy@mac.com

Dear Editor,

I am looking for the whereabouts of the following car:

It is a Mark IV Ford Zodiac, with a Louth registration plate, that is to say the reg probably contains ZY. The Ford Zodiac, made between 1966 and 1972 was a rare enough car, and the metallic brown/bronze colour made it even rarer. I can only recall seeing one of them in that colour.

This one may have had darkened window glass, though I cannot be sure about that. I hope that some collector might have snapped it up and restored it.

**KIERAN FAGAN**  
kfagan99@yahoo.com



Dear Editor,

Could you identify the car in the above photo and maybe a guess at the year.

**GERRY FOX**

## LUCAS LIGHT

Dear Editor,



I found a large intact 'Lucas' light in my garage (Dublin) and was wondering whether any of your members were interested in it. The bulb is gone and it needs a polishing but seems otherwise fine.

I've attached three photos as I am sure you are far more expert than me in judging it's worth.



**STEVEN NESTOR CRUMLIN,**  
DUBLIN 12  
087-6575447

## LANCHESTER

Dear Editor,

Trawling the internet as one does, I happened across a photograph from your website of a c.1935 Lanchester E18, Reg No. 37 D 20. The car is in a black/maroon livery, with 6-light coachwork.

Appreciating as I do, that you can not give out personal details, I wonder if either through the pages of your Club magazine, or by other means of contact within your Club, you could pass on my name and contact details to the owner please? I would love to find out more about this rare and beautiful car. To explain further, I am trying to find out as much as possible about any Lanchester E18, or Daimler E20 built, whether surviving or not.

**O.D. PHILPOT**  
E18/E20 joint-registrar, D&LOC.  
Email: radford1939@hotmail.co.uk

Dear Editor,

Something else for our members perhaps? This photo of a sad Mini was taken by myself recently. It has been sitting in the same spot in Marino, Dublin 3 for over 30 years. Some sort of



barn find so to speak!

I would like to offer my sincere gratitude and appreciation to the following dedicated IVVCC members for the professional help in securing a registration number for my Daimler Majestic Major Limousine that I just imported from Oklahoma USA.



There was a problem with the original UK tax book and documentation as the car was in a private collection in the USA, it was not registered in the UK since 1971, then made its way to the US and remained

there till February this year. Part of this collection was destroyed in a warehouse fire along with many files so this car had no 'birth' certificate any more. The Irish Revenue accepted an official letter from the IVVCC after the car was fully inspected and a new registration plate was issued in June 2013.

My sincere thanks to Reg Plunkett and Mike Dennehy for their mechanical expertise and time. Both of these members were not feeling the best, but they inspected my vehicle and Mike Dennehy wrote a very professional report.

To Peadar Ward and Bernadette Wyer for being instrumental in arranging everything, apologies if I have left anybody out.

To all involved, many many thanks.

**MIKE RYAN, Member**

#### INFO REQUIRED RE AUSTIN 10/12



My name is Wesley Lamont, membership number 1116. I have a friend Geoffrey Livingstone who has purchased a 1913? Austin 10/12 which has been here in Northern Ireland for many years. The details of the car are as follows:-

Austin 10/12 4/5 seater with original Vitesse body by Austin. Reg. No. RI 2923. Eng No. 110611. Chassis No. 10936

Geoffrey is busy re-commissioning the car and intends to use it in its homeland next year as it is now eligible for many events. I have volunteered to research the history of the car and the purpose of this email is to see if you can point me in the right direction either of anyone who knows the car or where I can access records etc. So far I have established that in the 1940s Tommy Moyan, Roscrea, Co Tipperary owned the car. I believe that the car was originally registered in Dublin, possibly from new?

He sold it to William King of Clonmel, Co Tipperary. It was restored and sold to Eric McCleery of Lisburn, Northern Ireland who restored it to the present condition that it is today. It was one of the last Austin 10 cars and was fitted with a Vitesse body which was more upmarket than the standard body it replaced. Very few were produced and as far as we can ascertain it is the only one left with this body style. You can see therefore that it is important to fill the gaps in the history.

I have attached a photo of the car under the previous nickname of Herbie for the car.

Any assistance you can give me would be greatly appreciated.

**Email: wesleylamont@talktalkbusiness.net**

**Ph: 048-9303-8835 or 077-9319-8346**

## By Road to GERMANY contd. from page 11

At one point the rain was so heavy we had to stop the car and wait until the shower was over. We could not find suitable accommodation and had to go on to Belgium where we booked in to the Best Western in Arlux.

### WEDNESDAY 10TH JUNE

When we left our hotel we decided to go back to Luxemburg as we had not seen the city yesterday. Our visit back was brief because we could not find a place to park and with traffic, stopping was not possible. The city was interesting with many nice buildings and with our curiosity satisfied we headed off through Belgium and then into France. Travelling through the Picardy region we saw some war-grave cemeteries. Stopped for the night at a hotel in Soissons. Using Mary to find local hotels is not always the best way as today, the first and second hotel she brought us to were closed.

### THURSDAY 11TH JUNE

We are now well on our way through France and tomorrow will be our last day. Some rain has now cleared as we leave Soissons and we now have lovely sunny weather. Our journey today is short and on country roads so we are not in a great hurry. That is the way we like to travel and to enjoy the lovely countryside. It is so easily done in France. As we passed another cemetery we stopped for a few minutes. Buried there were 1500 French soldiers from the 14-18 war, a few moments for thoughtful reflection. Finally we reach our destination, Le Havre and book into the Novotel for the night. The hotel is very close to our ferry terminal. Our boat with LD Ferries does not sail until 20.00 tomorrow Friday. Because of the trouble we had on our outward journey with the sailing being cancelled we were a little apprehensive about the boat but on checking we were assured that the boat was going to sail as scheduled.

### FRIDAY 12TH JUNE

Last day in France. It was a very warm day and we spent it shopping and generally taking it easy. Hopefully tomorrow we will dock at Rosslare.

### SATURDAY 13TH JUNE

The ferry crossing was good with no rough seas. The boat, though not as large as some of the other boats on the French run, is very comfortable. The restaurant is adequate for the boat size. The staff is very friendly and most helpful. Our cabin was spacious and comfortable. The boat docked at Rosslare at 13.15, making the crossing in 18 hours. The journey to Dublin was uneventful apart for a stop at Jack Whites for a meal, and we arrived home at 17.00.

I have made little comment about our car apart from one or two incidents involving a battery, a tyre and a heater hose. The NSU TT car gave no mechanical trouble.

**JIM CULLEN** has been a member of the IVVCC since 1965. During his years of membership he has served with distinction in many capacities. He served as a Club Director for many years, including the position of Club President in 1975 and 1976. He was a long-time member of the Gordon Bennett Rally Committee. He was the founder of the Club's A.R.M. Group and its first outing organiser in its formative years. The group, which organises eleven outings for its members annually, is now in its 18th year of operation.

Jim has also given generously of his time and talents to organise a variety of club events and activities over the years, including holding the position of Journal Editor for some time.

Jim is also a very accomplished artist and has painted a picture of a scene from the Gordon Bennett Cup Race (which was held in Ireland in 1903) every year from 1984 to 2012. Each of those years, Jim very kindly donated one of those paintings to the IVVCC to be raffled at the club's annual Gordon Bennett Rally dinner, with the proceeds given each year to some deserving charity. Jim's wonderful work has raised in excess of €50,000.

On 11th June this year Jim made another magnificent gesture when he presented Nigel O'Flaherty, the former Chairman of Motor Distributors Limited, the importer of Mercedes-Benz products in Ireland, with a montage of some



*Pictured at the presentation were (l-r): Denis Dowdall, Jim Cullen and Nigel O'Flaherty.*

of his paintings, in personal thanks to Nigel for his support of our club's activities since 1967. That picture now hangs in a prominent position in the Mercedes-Benz museum at the MDL headquarters.

**DENIS P. DOWDALL**



## TENTH ST. PATRICK'S DAY RUN

**T**he windscreen wipers on the Wolseley 1500 struggled to deal with the heavy shower of rain and sleet as I made my way to the Spa Hotel in Lucan for 9.30am on Sunday 17th March. For the last 10 years a number of club members meet in the Spa Hotel car park at 10am to participate in the Maynooth St Patricks Day Parade. On this particular morning, I was surprised to see that three cars were already there. I'd already convinced myself that I was likely to be on my own such was the poor weather. The hardy men of Harry Noctor, Paul Noctor and Tom Cahill collectively checked their watches when I entered. The usual joke!

While chatting over tea and scones another eleven cars arrived which was great. At this stage we had a big group and I got a call to say the parade was going ahead. By some miracle the rain stopped at 10.30am just before we headed off down the road to Maynooth. We



had expected the late Clive Mew and his wife Maire to take up the position of lead car in his Vauxhall as he did last year. We learned that Clive was ill and as we know, he passed away shortly after. Clive always attended the Maynooth Parade and will be very sadly missed.

The route is only half a mile long so it is very much a blink and you miss it parade but we always park

up at the end and watch the rest of the parade come through. Unfortunately the rain started again and the umbrellas came out in force. Wet enough we then headed off in convoy returning to the Spa Hotel for the customary carvery lunch. Despite the weather it's always a very pleasant day to meet and chat. Many thanks to those who braved the weather to attend.



This view dates from 1951, probably from about the middle of that year to judge by the summery attire of some of the pedestrians crossing the street. Viewing the nearest car on the left, a Ford Prefect, the 1939 to 1948 version going by the earlier front wing design with the headlamps mounted on top. Beyond that and parked on the corner is a Standard Vanguard Phase I, registered ZF 2383, dating it to early 1950. It looks to be painted in a dark metallic colour of which there was a limited choice, usually a silver grey, dark green and dark red/purple. Standard and Triumph offered these colours but they were more usually associated with coach-built luxury marques. This Vanguard would have been assembled in Dublin by McEntaggart Bros. Ltd., the assemblers and distributors for Standard, Triumph and Packard at this time.

In front of the Standard is a Ford V8 Super Deluxe. My magnifying glass is not powerful enough to view the number plate, but the narrow chrome strip running along the rear wing would suggest that this is a late model of about 1946/8 era. These Fords were the best selling large American car in Ireland, mainly due to Ford's competitive pricing, with many in service as ministerial transport, and for military and policing use too. In second and third ownership they were popular as taxis and hackney cars. In front of the Ford is a Morris Minor MM partly hidden by a tall clerical gentleman



# MEMORY LANE

By COLM O'NEILL

wearing a hat. Beyond that is another Vanguard, this time possibly a 1948/9 model as the rear wheel arches are without spats. These Standards had a reputation for being well-built, tough and reliable and were much sought after in the Britain of the early Fifties where the waiting lists for new cars could be as long as three years. Consequently, Irish dealers exported many of these and other post-war British cars back there until the Irish government imposed measures to curb this trade.

Moving beyond that second Vanguard is a selection of small 8 and 10 hp Fords, the model with the exposed spare wheel being a Ford 8 Model 7Y of the 1937/9 period. Passing in traffic is possibly a Humber Hawk or Snipe of the late Forties and it may have a GB touring plaque.

Closest to the camera on the right can be seen the upper portion of a Ford Anglia of the post 1939 era. Outside

Cash's store is a Hillman Minx Mk.IV of about 1949/51. Moving away from the viewer is a Morris 10 of the 1947/8 era, going by the grille design, the last of the pre-war styling before the new MO type Oxford model. Behind that is an Opel Olympia with its distinctive way the bodywork forms a funnel behind the headlamp. Opels were locally assembled by O'Shea's in Cork, so the presence of this late Thirties to late Forties model is unsurprising. Behind the Opel are three more Ford Prefects and a Fordson E83W half-ton van of the same era.

The lack of road markings on Cork's main street seems surprising but it may have been recently retarred. The surface is very uniform with no sign of patched areas after pothole repairs or pipe laying. Perhaps road lining was applied soon after this picture was taken.

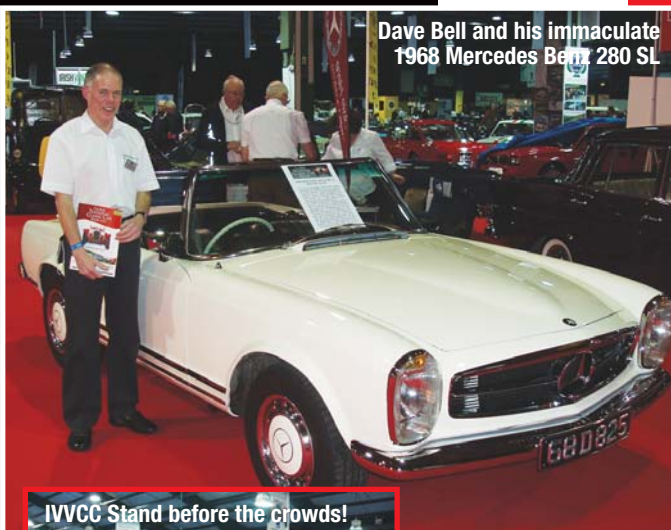
*Bord Failte/Irish Tourist Board photo.*

# RIAC NATIONAL

BY MICHAEL DUFF



Richard Seever & Tom Farrell attempt to increase the value of Reg Plunkett's Sperry Electric!



Dave Bell and his immaculate 1968 Mercedes Benz 280 SL

IVVCC Stand before the crowds!



The First National Car Show in 27 years was held in the RDS on 9th and 10th February and was a great success. On the Saturday morning when the doors opened at 10.00 there was huge influx of people entering the hall and that was the start of a very busy two days. There was a large representation of Clubs, North and South, visiting the show with 150 Cars on show. The IVVCC Stand was manned for the two days by a large number of club members, too many to mention individually, who did our Club proud in the professional way they engaged with our visitors. One person stood out on the stand; Jim Boland who had a permanent audience for the two days as friends from all over the country queued to have a lively discussion with him. To work close to Jim and listen to him reliving the past as only he can do and answer all the queries for which he had the answers made my time on the stand enjoyable.

I have to mention one person who was the driving force who made it all happen; John Boland. It all started on Wednesday 6th when John called a meeting of all who were working on the stand. John had put together a booklet with details of the stand layout, the history of the 9 cars on display, upcoming events, role and working rota of the crew. A dress code was the order of the day which was very successful and looked very well.

On Friday 8th the crew gathered at 10am to assemble the stand. John had a van load of equipment which included a new counter, bars and ropes, display units, display boards for details of cars on display, a two seater couch, accessories for club shop, many leaflets, soft drinks and a box of apples.

Another person deserving mention is Geoffrey Seymour who built the display unit which was the focal point on the stand which housed the Gordon Bennett Trophy, two TV's and a fridge. There were DVD's running all day. Geoffrey also delivered and removed the unit on his trailer. As you can see from the photos without the hard work of John and Geoffrey this stand would not have been built to the high standard it was.

Some of the many members who helped out over the weekend: Peadar Tiernan, Shane Houlihan, Elinne von Monschaw, Martin Taylor, Willie Bryans and John Boland.





# Classic Car Show

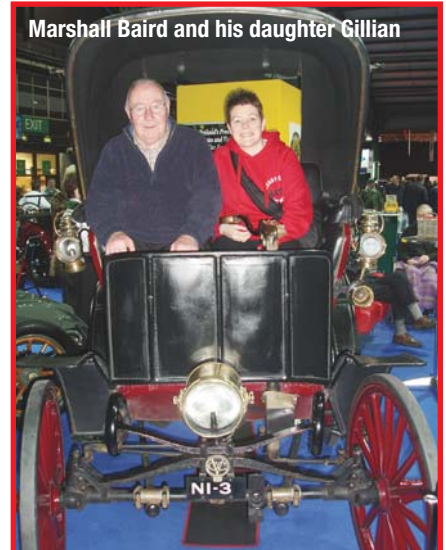
9TH-10TH FEBRUARY • RDS SIMMONSCOURT



Tommy Sheridan and his 1904 Speedwell



Rosemary Smith in Tommy Sheridan's Speedwell



Marshall Baird and his daughter Gillian

**THE CARS ON DISPLAY WERE AS FOLLOWS:**

1899 Cleveland Sperry. IVVCC member Reg Plunkett.

1904 Speedwell. IVVCC member Tommy Sheridan.

1913 Daimler. IVVCC member Jim Boland

1928 Bentley-6.5 Litre. IVVCC member Jim Boland

1928 Mercedes "S" Type. IVVCC member Shane Houlihan

1929 Lancia Dilambda. IVVCC member Jim Boland

1930 Alfa Romeo 6C 1750 IVVCC member Shane Houlihan

1963 Wolseley 1500 Mk11 IVVCC member Paul O'Brien

1969 MGC Roadster IVVCC member Robert Kinsella

Congratulations to Tommy Sheridan who won "Car of the Show".



Unique Irish built Silver Stream

On behalf of the club I would like to thank John for the detail and hours of work he put into organising the weekend and also to everyone who took part in any way over the weekend as without your dedication the show would also not have been the success it was.

**WELL DONE EVERYONE!**



Lancia Fulvia rally car



Hispano Suiza with 1916 history



Tom Farrell, Ellen Bryans, Geoff Seymour and Jean Morton



## 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.

€18,000

PHONE:

086-2582878

Email: rutha@iol.ie

## 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.

€12,000 ono

PHONE: 087-3638139

(CO. KILDARE)

## 1973 MGB-GT 1.8



### FOR SALE

Reg. No. ZV4240.

Perfect condition.

New engine, new tyres and serviced.

Price: €4,200.

PH: Franco Scalici

087-2055028 or 086 8171301

## 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

## 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

## 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

## 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

## 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

## 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)

## 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.

€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.

## 1930 AJS MODEL 9



### FOR SALE

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

4-door fabric saloon.

Price: €7,000 ono.

PHONE: KEN FLEMING

01-2858567 or 086-8391839

## 1933 MORRIS ISIS SPORTS SPECIAL COUPE

### FOR SALE

Mostly restored with all parts to finish.

CONTACT:

PAUL AT

moseley440@btinternet.com

## WANTED

**MG 1953 ENGINE  
1250CC FOR 1953 TD**

for reconditioning may suit.

Ph: 021-4870004 after 6pm

or 086-3260145

## WANTED

**FOR 1932 FORD  
MODEL B.**

Steering box and pedal box or complete car for restoration.

Call 087-2420688

or email: dboland@wexfordcarcentre.com

# 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

### SECURE INDOOR CAR STORAGE

One mile off Exit 5, N7.

€80 / car / month

Reduction for multiples.

Work bench and compressor available.

Phone:

01-4580395

or 087-9804099.

### 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

### 1930 FORD MODEL A TUDOR



#### FOR SALE

L.H.D. Totally restored.

Would part-exchange pre-1931 small saloon e.g. Morris, Austin Seven, Riley, etc.

Price: €13,750 ono.

PH: 053-9164900 (WEXFORD)

Email: davidandlyladvies@eircom.net

### 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

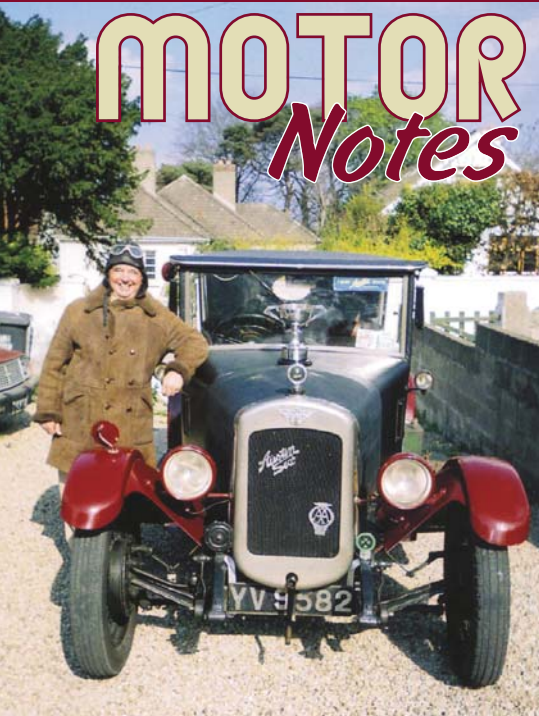
PH: 087-4133710

OR EMAIL:

glendarraghstudio@eircom.net

# 'A failure to proceed'

## MOTOR Notes



By ALAN DONALDSON

**M**any years ago after using my Rolls-Royce, AI 8000 for a friend's wedding, which proved a great success; I was referred to a relation of the bride who requested that I provide a similar service for the forthcoming celebration of his daughter's marriage. Now I have to say weddings are not my cup of tea having, as a musician, experienced the excitement and high expectation engendered on these often fraught occasions. Still, lured by the fee offered to cover my expenses, don't you know, and against my better judgement, I undertook the engagement.

At around this time I must have been somewhat mentally distracted as I also entered into an agreement with a traveller tarmacadam contractor which resulted in his dumping about four tons of hardcore in a pile in front of my garage. He then of course disappeared for some time making it impossible to take out my slumbering Rolls to exercise and prepare it in advance of the great event. I waited and waited till finally the day before the wedding I was forced to take a shovel to flatten the pile sufficiently so as to drive over it which I managed with some difficulty and a great deal of effort, the job taking up most of the allotted preparation time.

This was fairly early on in my ownership but I had become aware that from time to time she displayed an awkward trait in that she was most reluctant to start when hot.

On the big day, as I pulled up outside the house, I was dismayed to experience the engine peter out. Hoping that she might cool down sufficiently while waiting for the bride I nervously approached the hall door. I was eagerly greeted by the father of the bride who immediately pressed the fee into my hand, thanked me most profusely for coming and offered me a drink which I eagerly accepted.

The usual hustle and bustle ensued during which I smiled and said nothing. At last we had the bride and her father ensconced in the back of the car. I pressed the starter button and the engine spun merrily but to no avail! Someone had suggested to me in the past that she lost compression when hot perhaps due to stuck rings or some such and this might be remedied by the pouring of a little oil down the plug holes.

By now, in panic mode, this was the course of action I adopted. I had taken the precaution of bringing a Port Wine bottle of oil for just such a contingency. Out came the plugs, in went the oil (much too much I suspect) back in went the plugs, press the button... yoy...yoy...yoy...still nothing!

Father of the bride suggested her brothers, of whom she seemed to have a disquieting number, should try pushing. Some way down the road she fired and ran roughly.

Now, due to the liberal application of

oil, and the poor condition of the exhaust system, a thick cloud of black smoke rapidly filled the interior. The bride made some comment concerning her vision and, sure enough, looking behind me it was difficult to discern the figures sitting in the back. To make matters worse we came upon a refuse collection and had to stop/start behind this for what seemed like an eternity! The church was in Shankill and we were approaching from the Bray direction so needing to cross the out bound traffic to enter the church yard. The traffic was very heavy and I thought very reluctant to give way; it was a wedding after all! A space came and I went for it only to stall...yoy...yoy...yoy...yoy...Oh God! No Go! A Failure to Proceed!!!

The father was speechless as he and the bride wound their way on foot through the cars, across the yard, and into the ceremony while I pushed the car on to the side of the road. With fresh applications of oil she started and I entered the church yard leaving her on a convenient slope to facilitate things after the happy couple emerged. All the while I was observed by the driver of an Austin Princess hired to carry the bridesmaids and her mother. He wore what I can only describe as a cruel smile. Henceforth, having thoroughly disgraced me, she ran faultlessly all the way to the reception in the La Touché Hotel, Greystones, via Enniskerry and a stop-off to visit a house-bound granny, all the time followed by the Princess, the driver no doubt hoping for further catastrophe. I dared not switch off till successfully reaching our destination!

I was at this point, I'm sure you will

understand, in dire need of a stiff libation which I found I had to pay for myself, being uniformly ignored by all members of the party! Had I not made the day all the more memorable? A Rolls-Royce never breaks down; it merely "Fails to Proceed!"



# CLIVE MEW

## *An appreciation*



I first met Clive at my first event after I joined the club in 2000. One of my favourite cars was the Austin Somerset and when I saw Clive drive in, I went over to have a look at the car. It was the condition of the car that caught my eye, 'mint'. Clive and Marie were in the car and they invited me to inspect it. This was the start of a long friendship at events over the next 12 years.

Over the years Clive and Marie hardly ever missed an event and at large static events such as Terenure and Powerscourt he would enjoy meeting and greeting many old friends and the general discussion was always his great hobby "old cars, their history, previous owners, and their problems."

Clive also had a wonderful workshop which I never saw but I did see one product which came from it and saw the quality of the work he turned out in that workshop. I was down with Kevin Byrne and Clive came in with a radiator mascot for Kevin's Baby Austin but it was no ordinary radiator cap it was a beautiful baby's soother cap. It did show me the skills this man had.

Clive with his grandson were also autojumblers and were regulars at the IVVCC annual Autojumble in Toghers. Every year I would call over to see what goodies he had for sale and at the end of the day I would call back to see how his day had gone. Three years ago when I went back to check on his day he greeted me

with a large cog wheel. He said to me "I made this for a customer and now he doesn't want it and it will suit your car so if you give me €20 it's yours". I did and it is hanging up in my garage.

Clive was also a Gordon Bennett man. Two years ago he arrived in a beautiful car. I said to him I didn't know you owned this car and he replied "I don't own it, I borrowed it from Jim Boland." He bought his own Gordon Bennett car, which I first saw at the Terenure show, a beautiful Vauxhall as seen on TV. While I was admiring the car he said to me "I spent the crown jewels to buy it as it will be my pension."

The last time I spoke to Clive was the March 1st Monday and he said he had a suggestion for a presentation. He had discovered a person who had written a book of his life in a concentration camp and was available at any time to tell his story. In Clive's memory we might pursue this.

The club has lost a very dedicated member who will be sadly missed. On behalf of the IVVCC I would like to extend our deepest sympathy to Marie and all the family at your sad loss. May he rest in peace.

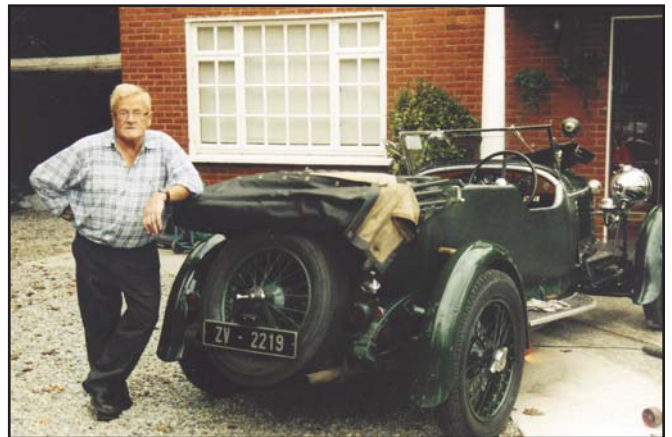
**MICHAEL DUFF**

## Captain Richard (Richie) Conroy 1936 - 2013

Irish motor sport has lost one of its best-known and best loved personalities. Richie Conroy had been involved in all forms of motorsport for most of his life.

He took part in the first Mondello race meeting in 1968 and he raced in Silverstone, Thruston, Mallory Park, Dunboyne and Rathdrum. He was a familiar sight at race meetings with his Buckler or Griffen, and for one season he raced a Lola which belonged to John Watson of Formula 1 fame.

Richie had a small collection of cars which would be the envy of any motor enthusiast. Over the years Richie and Lyla took part in many rallies and runs in his Morgan cars and he was also a very accomplished mechanic and would help anyone who came to him with a car with mechanical problems. Richie and Lyla travelled far and wide in their Morgans including trips to Corsica, Morocco and as far north as Norway.



Richie was very fond of the Gordon Bennett rally and had competed many times with different friends before acquiring his own vintage Lagonda in 2007 in which he and Lyla campaigned from then on in the Gordon Bennett and Wolseley Car Club events, indeed driving it on a rally around Ireland in 2008 covering a thousand miles.

Richie's broad grin, hearty laugh and warm personality made him a delight to be around. He will be sadly missed by motor enthusiasts all over Ireland. All who knew him will be grateful for that wonderful experience.

Our sympathy goes to his wife Lyla, may he rest in peace.

**ERIC BYRNE**

# IVVCC AND AFFILIATE CLUBS CALENDAR OF EVENTS 2013

## IVVCC Provisional Event Calendar for 2013

(will be updated further on the IVVCC.ie website and in Summer and Autumn 2013 journals)

### AUGUST

- 12 **IVVCC First Monday Meeting Mystery Drive**, Spawell 7:30pm, Bernadette Wyer 087-2220770
- 17-18 **HRCA**, Naul Hills, David Miller 086-8461394
- 18 **IVVCC 36th Powerscourt Picnic**
- 18 **Donegal Vintage and Classic Car Club, Killybegs Retro Show**, Killybegs, Albert Kyles 087-2396152; Charlotte Kyles 086-2356468, E: charlottekyles14@hotmail.com
- 18 **Irish Jaguar and Daimler Club**, Visit to the Titanic Experience Belfast
- 24 **Garden of Ireland Vintage Car Club Ladies Run**, The Grove Bar, Delgany, 12noon, Eileen 087-8329235, E: goivcc@gmail.com, www.gardenofirelandvintagecarclub.ie
- 25 **Donegal Vintage and Classic Car Club, Tullaghan Run**, Community Centre, Sean O'Rourke 087-2555701, Donal McGettigan 087-9370679
- 28 Aug- 1 Sep **VCC Main Event**

### SEPTEMBER

- 01 **Donegal Vintage and Classic Car Club, Inishowen Run**, Inishowen Area, Colm McLaughlin 0044-7775632549, Eunan Kelly 087-2366924
- 01 **Irish Jaguar and Daimler Club, Ladies Run**
- 02 **IVVCC First Monday Meeting**, Spawell 8:30pm
- 7-8 **IVVCC Attending Beaulieu Autojumble**
- 08 **Donegal Vintage and Classic Car Club, Harvest Fair**, Glenties Town, Sammy Russell 086-3457980, Eunan Kelly 087-2366924
- 15 **Blessington Vintage Car & Motor Cycle Club, Autumn Run**, Alice Nugent secretary@bvcmc.com, 087-7467196
- 15 **Irish Jaguar and Daimler Club Run to meet with J.E.C Irish Branch**
- 20-21 **Garden of Ireland Vintage Car Club Annual Garden of Ireland Run**, Glenview Hotel, Sat. 10.30am, Eileen 087-8329235, E: goivcc@gmail.com, www.gardenofirelandvintagecarclub.ie
- 28 **Tipperary Light Car & Motorcycle Club Ltd V&V Section, Foyle Veteran & Vintage Memorial Run**, C.O.C. Emily Foyle, 086-8807749 or 051-644961, E: emily.foyle@gmail.com
- 29 **Clare Classic and Vintage Club, Anthony Barry Memorial Run**, Matt Roche 086-8677601, Kevin Downes 087-6354207

### OCTOBER

- 06 **IVVCC Autumn Rally**
- 07 **IVVCC First Monday Meeting**
- 07 **Donegal Vintage and Classic Car Club, A.G.M.**, Jackson's, Ballybofey, Leo O'Connor 074-9151633, Eunan Kelly 087-2366924
- 12-13 **Kingdom Veteran Vintage & Classic Car Club, Autumn Run**, Michael O Connor 087-8565311, E: mikescars@eircom.net
- 12-13 **Irish Jaguar and Daimler Club, Stonleigh Spares Day**
- 13 **Connacht Veteran & Vintage Motor Club, Pre War Run**, Keith 086-8523782, Derek 087-9137594
- 26-27 **Ballinakill Vintage and Classic Owners Club, Monster Indoor Show**, Portlaoise Shopping Centre, Pat Flynn 087-9616754, E: ballinakillvcc.com
- 26-27 **Irish Jaguar and Daimler Club, Attending Monster Indoor Show**, Portlaoise Shopping Centre
- 27 **IVVCC Autojumble**, Toughers, Mick Jones 087-2787044
- 27 **Garden of Ireland Vintage Car Club, Pumpkin Run**, The Grove Bar, Delgany, 11.30 am, Eileen 087-8329235, E: goivcc@gmail.com, www.gardenofirelandvintagecarclub.ie

### NOVEMBER

- 04 **IVVCC First Monday Meeting**, Spawell 8:30pm
- 22 **IVVCC Christmas Dinner**, Red Cow

### DECEMBER

- 02 **IVVCC Christmas Quiz**, Spawell 8:30pm
- 07 **Donegal Vintage and Classic Car Club, December Dinner Dance**, Jackson's, Ballybofey, Leo O'Connor 074-9151633, Eunan Kelly 087-2366924
- 14 **Irish Jaguar and Daimler Club, Christmas Dinner**

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