

# THE **IVVCC** JOURNAL



IVVCC INTERNATIONAL  
GORDON BENNETT RALLY  
Commemorating the 111th Anniversary  
of the 1903 Gordon Bennett Race  
8th - 8th June 2014



INCORPORATING  
THE 2014 IVVCC  
INTERNATIONAL  
GORDON BENNETT  
RALLY PROGRAMME



## SPRING 2014



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#### FRONT COVER:

Shane Houlihan's 1906 Berliet Open Drive  
Limousine, 40hp  
Photo taken by Tom Farrell

### IVVCC JOURNAL WINTER 2014

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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:



www.ivvcc.ie

#### Photos:

All photos, unless otherwise stated,  
by Tom Farrell



## EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the spring issue of the IVVCC Journal. Our cover this issue features a rare Edwardian survivor belonging to Shane Houlihan. Our sightings of these motors are sadly becoming more infrequent due to a variety of reasons. One of the events that you will see such machines at is the RIAC Pioneer Run, where motors of one hundred years and older participate in this growing event. Another opportunity will present itself later when the IVVCC Brass Brigade Run will be held on Sept 20th & 21st 2014. See [www.ivvcc.ie](http://www.ivvcc.ie) for details. Also happening soon is the International Gordon Bennett Rally and the rally programme is contained within this Journal. A special treat this year will be the 11 or so antique motors attending. If you have never witnessed the diverse collection of motors from the dawn of motoring history up until the end of 1930, I would suggest that you pay a visit over the event. See [ivvcc.ie](http://ivvcc.ie) for details.

The IVVCC is the FIVA Representative for the Republic of Ireland and Past President, Peadar Ward is our rep. You will see a notice encouraging you to complete the FIVA Owners Survey. This takes between 10 and 12 minutes. FIVA is lobbying on our behalf in Europe, so please support this survey request.

Since we last went to press, we've learnt of the passing of some of our members. Brendan McGonnell, Ken Johnson and Norman Williams. To their families and friends, we would like to offer our condolences. Charles and Suzette Byrne's daughter-in-law, Audrey passed away too. Our deepest condolences to Charles, Suzette and husband Peter and their daughters Hannah and Corrie. Coming up shortly is the Picnic in the Park. This year it is hoped to create a record for the most open cars attending an event in Ireland. Please see the notice within this Journal. The Powerscourt Picnic Event 2014 will be a pre-entry only event, with a maximum of 150 spaces. This is due to the overcrowding at last year's event. It is not an expensive event to attend so please get your entry in early.

There are many wonderful events up and down the country so I hope you have a great season. Hope to see you at one or two.

*Until then, happy motoring.*

**TOM**



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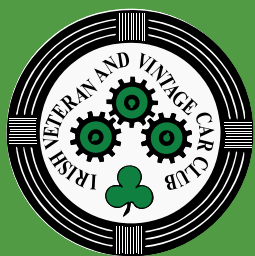
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2014 IVVCC

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A MESSAGE FROM THE

# President

*Dear Members*

**S**urprisingly, we are just halfway through 2014 already, having had a very successful Spring Rally on 10th-11th May and with the IVVCC International Gordon Bennett Rally being held on the weekend of 6th-8th June, the board and members involved in organising these two events have been extremely busy since our last Journal.

The Annual General Meeting which was held on 27th April, attended by 90 members, was an amicable event. I am, yet again, honoured to have been unanimously re-elected by my fellow board members at a meeting prior to the AGM to be President for a second term and I appreciate their support and confidence in me to hold the chain of office for another year. As there were no additional nominations for the five board positions, the five board members offering themselves for re-election at the 51st AGM were returned to office. As the weather on 27th April was extremely good, I posed the question "should we consider holding our AGMs as part of our First Monday evenings, rather than ask people to give up a Sunday afternoon?" and the feedback I have received to date is definitely in favour of a change of day. We will revisit this for 2015 and consider some alternative suggestions.

The RIAC Classic Car Show in the RDS in March was another very successful venture and we are very happy to be associated with this event. It was, yet again, an opportunity to meet with many of our affiliate clubs and to marvel at the excellent cars exhibited at the show. Great credit is due to the RIAC for undertaking this event and we can look forward to another spectacular show in 2016.

Now that the eventing year is well underway, there are many opportunities to take part in runs and static shows in the coming months. The RIAC/IVVCC Picnic in the Marley Park is on Wednesday, 11th June and a special effort is being made this year to set a record for the most open topped cars in one place at one time! This is a very worthy event as the proceeds are designated for the Lauralynn Hospice Foundation.

There is a very special event in Ballybrit in aid of the Help Emma Beat It fund on 28th-29th June and we would encourage as many of our members and affiliate members to take part in this event if at all possible.

The Terenure Classic Car Show organised by the Irish Jaguar and Daimler Club is being held on Sunday 6th July and the IVVCC Powerscourt Picnic Event is on Sunday 17th August. Details of a very special IVVCC Brass Brigade event in Dungarvan on 21st-22nd September are available on the website and there is currently great interest in this event. Early entry for all these events is a great help to the organisers.

I look forward to seeing many of our members out and about in our wonderful cars over the coming months.

**BERNADETTE WYER**



## LETTER TO THE EDITOR

*Dear Editor,*

I have an old photo (see right) of a village in Ireland which I am trying to date. I think it was taken about 1919 and can also be seen online at

<https://www.flickr.com/photos/21729974@N08/4176951554/>

There is a vintage car in the photo with the number plate reading 'D 1084'. Do you know where I could find out the date of issue of the plate and the original owner's name?

**TOM SMITH**

**E: [moguemogue@hotmail.com](mailto:moguemogue@hotmail.com)**





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# SECRETARY'S REPORT

## RIAC EVENT 2014

Following a very successful inaugural show last year, the RIAC National Classic Car Show was once again held in the RDS on 1st-2nd March with an increase in area and an autojumble. IVVCC PRO, John Boland organised the stand and a rota of members to man it over the two days. See report inside journal.

## ARM APRIL OUTING

Our April outing was to Airfield to celebrate the re-opening. The visit started with tea/coffee and scones followed by a tour, starting with the garage where Reg Plunkett gave a talk on the three Overend cars and proved he had a great knowledge of the cars and the family. The tour continued visiting the Woodland Walk and Farm, the Horticultural Gardens, House Tour and Ornamental Gardens followed by lunch. After lunch a presentation of a painting of Letitia Overend's 1926 Rolls-Royce 20, painted by Jim Cullen, was presented by him to Airfield. It will now

hang in the Boardroom.

The Overend sisters, Letitia and Naomi and the IVVCC go back to the early days, as both sisters were members of the Club.

The day was organised by Denis Dowdall and Michael Tynan and it was a very successful day.

## SPRING RALLY 2014

This years Spring Rally was held on 10th-11th May, commemorating the 50th anniversary of the clubs inaugural rally to Athlone in 1964. In that rally there was 45 cars entered from 1901 to 1928 and this year there was 104 cars, dating from 1926 to 1983. Two members who were on the inaugural event were at the dinner on Sunday - Jim Boland and Maurice Cassidy. There were two start points. Route 1 started from Springfield Hotel, Leixlip via Grand Canal tow paths to Moate, and Route 2 started in Moate, via Grand Canal tow paths to Hodson Bay Hotel, Athlone. After a lunch break Route 1 took the

same route as route 2 to Athlone.

The evening was most enjoyable with a cheese and wine demonstration, follow by wine tasting before dinner, which was most enjoyable. At the end of the meal raffle tickets were sold in aid of Irish Vintage Scene's Tom Heavey's, daughter Emma, who has a very rare form of liver cancer. This was very well supported. Jim Cullen presented a painting of the 1934 Lea Francis Tourer, which took part in the first rally in 1964, to be raffled for Emma.

On Sunday morning after breakfast there was an Ecumenical Service before departing for another scenic drive around Lough Ree to our farewell lunch and prizegiving in Glasson Country House Hotel and Golf Club.

***The Smiths Self Motoring Perpetual Trophy  
for Overall Rally Winner:***

**Aoife Mills, 1967 Riley Elf MK 3**

***The Finbarr Corry Cup for best ZV reg:***

**Peter Kennedy, 1954 Bristol 403**

There were other novelty awards all voted for by members.

Despite the heavy showers on both days everyone enjoyed the weekend.

Apart from our members we were joined by members of Midland Car Club, Blessington Car Club, North East Car Club, Connaught Car Club and MG Car Club. We enjoyed their company over the weekend.

Our sincere thanks to all who helped on the day and especially Rally Secretary Val Mills, Clerk of the Course Camillus Ryan, Deputy Clerk of the Course Colm Hegarty, Co-ordinator Hodson Bay Start Pat Keenan, and our President Bernadette Wyer who put a lot of background work in getting the show on the road.

As we are now entering the busy time of the year for Events it is also time to have our cars waxed and serviced for trouble-free motoring at Events and static shows for the next few months. Looking forward to meeting you at many of the shows as they are great social outlets for our members.

**MICHAEL DUFF**

The IVVCC Journal





## Memory Lane...

**T**his view is of Merrion Road, Ballsbridge, Dublin outside the entrance to the RDS grounds. The houses nearest the camera are at the end of Serpentine Avenue where it meets Merrion Road. The occasion was the Dublin Horse Show of 1912. The picture was taken and published in *The Motor News* because the editor sensed the irony of the almost complete absence of horse-drawn vehicles amongst the traffic of visitors to an event devoted to horses. The times, they were a-changing!

Indeed, according to Bob Montgomery, the curator of the RIAC Archive, in the very early days of Irish motoring, the motor car was not considered quite respectable enough for formal occasions. And it was only when the Earl of Dudley, the Lord Lieutenant of Ireland from 1902 to 1905, who, although given to pomp and ceremony, he travelled by car to events at the RDS, that the taboo was broken, and Irish high society of the time felt it could follow suit.

The car nearest the camera, and which seems to be turning in to park, displays the Dublin City registration RI 475, with the plate mounted on the forward edge of the roof. The circular radiator suggests the French-made Gladiator or the Dutch marque Spyker. I would welcome any suggestions about the make from our readers. Behind that car is a Daimler registered IK 74, the first digit being hidden by the starting handle. Registered in Co. Dublin, this car would have been probably imported by the then Daimler agents, Hutton's of Summerhill. As the other cars behind cannot be identified, if we focus on the cars on the other side of the road, the second car from the viewer is possibly an Alldays and Onions, to judge by the radiator design. Behind that is what looks like a Swift 15/18 hp, going by the radiator and its general proportions.

Of note too is that some of the cars are fitted with white rubber tyres. Many of the earliest pneumatic tyres were made of rubber which contained zinc oxide. This compound was added to the natural rubber to improve traction but gave the rubber a white appearance. Apart from being harder to keep clean-looking, the white rubber began to perish fairly soon. Carbon black was then introduced in tyre manufacture as it made the rubber far more durable but it gave the resulting rubber compound its black colour.



By  
**COLM O'NEILL**

*Reproduced with thanks to the RIAC Archive.*



# BERLIET

*'The French Mercedes'*



By  
TOM FARRELL

## COVER STORY



If you were to ask people what they would associate the name Berliet with they would probably say trucks and buses. I would have been one of them, for I first came across the name in the early seventies, the Army bought a few triple-axe Berliet recovery vehicles at enormous expense. But once upon a time they also made cars...

Marius Berliet was a simple, self-taught mechanic who began work in the silk-weaving industry before joining his father in his business making accessories for the clothing trade. After attending engineering night classes he built his first car as early as 1894 but it was not a success. After a decade of sailing close to the wind, financially, he obtained backing from Alfred Giraud and he set up his own small factory in Lyons. In 1901, assisted by engineer Pierre Desgouttes, he designed a quite successful and well-engineered, four cylinder, 22hp car of which it is thought about 100 examples were



built. Further expansion saw a wider range of models in production by 1904, his larger models being largely influenced by Mercedes.

In 1905 he sold a licence to build Berliet-designed cars to Albert J. Pitkin of the American Locomotive Co., at the same time agreeing to supply major chassis components. The 1906 40hp Berliet was superbly engineered and expensive and the buyers of these cars would be wealthy people who could afford the most exquisite coachwork, the interior reflecting in no small way the extravagance and creature comforts of contemporary first class railway carriages. Production was steady with a wide range of models topped by the 9500cc six cylinder, special order 60CV leviathan.

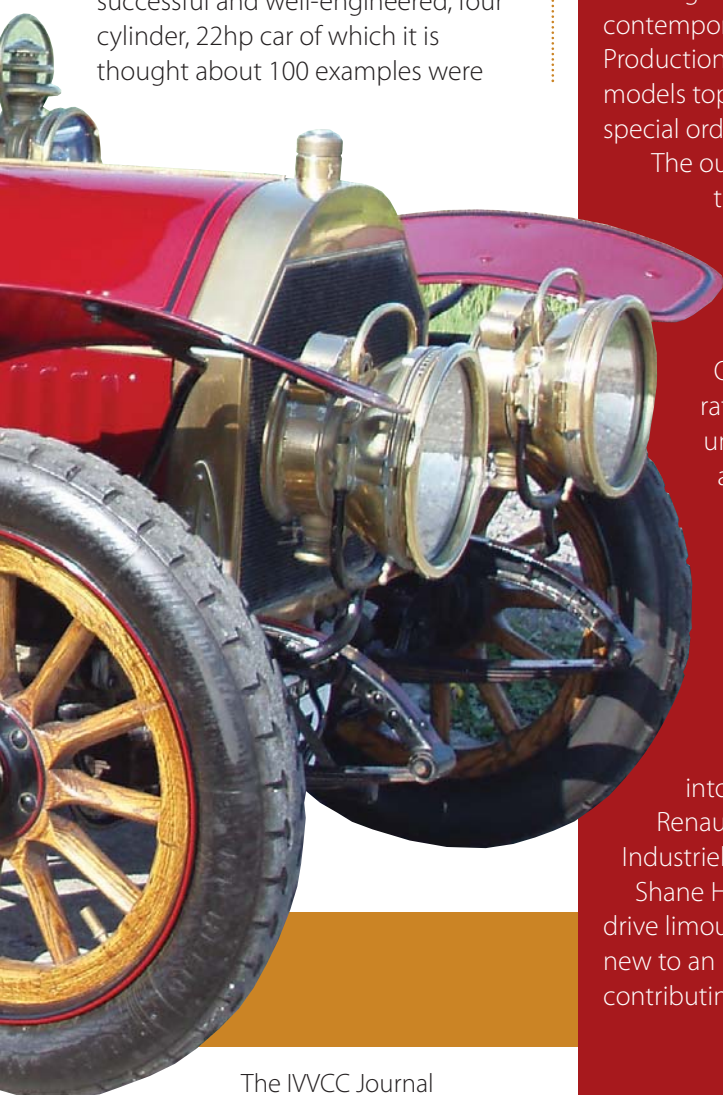
The outbreak of the First World War saw the company focus on truck production, which continued until 1919 when car production commenced with one model, the Berliet Type VB.

Quality issues and the one car rationalisation put the company under pressure as sales dropped and the company went into judicial administration. In time it recovered and went on to produce a full range of cars of four and six cylinder sizes. As the thirties progressed the range was reduced to four cylinder models while some of the trucks got diesel engines.

Car production ceased in 1939 and never resumed.

The Berliet company continued in business until it was subsumed into Citroën in 1966. The Berliet name finally disappeared in 1978 when Renault merged the name with Saviem to form Renault Vehicules Industriels.

Shane Houlihan's magnificent 1906 6.3litre 40hp, four cylinder, double chain drive limousine is a rare survivor from the golden period of Berliet. Delivered new to an Italian noble family, who kept it for several years, which no doubt contributing to its originality. It was sold by Patrizia Reggiani of Milan in 1982







Passenger comforts include buttoned black leather front seats with cloth to the rear, trimmed with lace. Bevelled glass windows to the rear drop down railway carriage-style, sliding grab slings provide further comforts, two occasional fold-away rear seats give that extra passenger capacity, two roof lights are a rare luxury in such an early car and the foot-warmer is an essential accessory for the colder day. The roof luggage rack provides for the longer journey. The dashboard is superbly equipped

with accessories including Systeme Berliet Dubrulle oilers, O.S. speedometer/mileometer, S. Smith & Sons Motor Aneroid Barometer, A Doxa 8-day clock and Berliet petrol pressure gauge. So plenty of toys to occupy the chauffeur apart from driving! I had the pleasure of being driven in this car and despite being the size of a building it is well able to keep up with modern traffic.

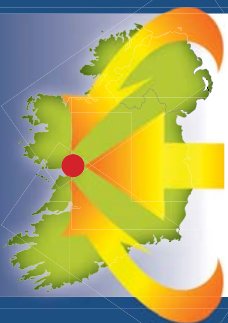
I think Marius Berliet would have been justifiably proud that his name lives on in such a magnificent motor...

and went through the hands of a few collectors who oversaw the sympathetic restoration which ensured the originality was not lost before being bought by Shane. It is an impressive motor to behold, presented in maroon livery with black mouldings and varnished wooden artillery wheels. It is extravagantly equipped, driving accessories including Phare Ducellier acetylene headlamps and oil side lamps, matching Duco rear view mirrors, chauffeur's speaking tube, Oldfield Dependence oil rear lamps and a two-piece opening windscreen.

*Shane & Zusanna Houlihan enjoying the Berliet*







# IRELAND HEADS WEST FOR EMMA

BALLYBRIT RACECOURSE, GALWAY - 28TH & 29TH JUNE 2014



Galway teenager  
Emma Naughton-Heavey,  
is battling a very rare liver cancer  
called Fibrolamellar.

Due to the rarity of this cancer Emma  
has to make regular trips to the USA  
to meet doctors who specialise in this  
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**in Ballybrit Racecourse, Galway**  
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**Saturday:**

**3pm - 9pm**

**Sunday:**

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# IMPORTANT NOTICE



## FIVA Owners Survey

**N**owadays most of the legislation affecting the ownership and use of historic vehicles is based on decisions by the European Union. This is one of the reasons the IVVCC is a member of FIVA, the international federation for historic vehicles. Since 1966 FIVA has successfully lobbied for your interests as a historic vehicle owner behind the scenes of the EU institutions such as the European Parliament.

FIVA is asking all historic vehicle enthusiasts to participate in a survey that will be rolled out simultaneously in fifteen countries. This survey, together with surveys aimed at historic vehicle clubs and at the historic vehicle business sector, will help FIVA gather the data they require to continue successful lobbying

work in Brussels.

The online FIVA survey commenced on March 26th collecting data from owners of old vehicles. The closing date of this survey has now been extended to June 16th. While there has been a good response by many members we need to ensure maximum participation in order to collect full and accurate data.

The data collected will be used by FIVA to ensure continued successful lobbying of EU institutions. The survey covers the entire old vehicle movement so regardless of your vehicle type this is your chance to influence how future directives and legislation may affect you.

PLEASE GO TO...

**[www.ivvcc.ie/php/site.php?page=fivasurvey1](http://www.ivvcc.ie/php/site.php?page=fivasurvey1) and complete the Survey NOW!!**

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## PICNIC *in the* PARK

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IN AID OF



### LauraLynn

IRELAND'S CHILDREN'S HOSPICE

**All motors are welcome but this  
year it is hoped to set an Irish  
record for the number of open  
topped cars assembled in one  
place. So if you have an open  
topped car, bring it along and  
help make history!**

**Join our  
record  
attempt!**

The Picnic in the Park is jointly organised by the IVVCC and RIAC. The Event Committee are: Pat Meehan, Bernadette Wyer, Pat O'Brien, Robin McCullagh and Bob Montgomery.



# IVVCC INTERNATIONAL GORDON BENNETT RALLY

*Commemorating the 111th Anniversary  
of the 1903 Gordon Bennett Race*

6TH – 8TH JUNE 2014



in association with

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# The Irish Veteran and Vintage Car Club

**T**he Irish Veteran and Vintage Car Club Limited was formed in 1963 to cater for owners and non-owner enthusiasts of veteran, vintage and classic motor vehicles. The IVCC is the Irish representative of the Federation Internationale des Vehicules Anciens (FIVA), the Paris-based governing body for historic vehicles throughout the world. Some fifty Irish-based car clubs are affiliated to the IVCC.

The club has been responsible for negotiating the reduced rates of road tax and VRT on old vehicles as well as the introduction of the ZV number plate system. The IVCC also works with FIVA in helping to protect our motoring heritage and lobbying government to prevent our old vehicles from being legislated off the road.

Members of the club participate in events countrywide, as well as flying the IVCC flag at world-renowned events – The London to Brighton, Mille Miglia and Peking to Paris runs among others.

Club meetings are held monthly and present a programme of illustrated talks, film shows and a members' forum. These meetings also provide an opportunity for exchanging information and for general social contacts between members.

The club publishes a quarterly journal giving information on upcoming events, vehicles for sale, vehicle restoration and articles of general interest to old car enthusiasts.

Our website [www.ivvcc.ie](http://www.ivvcc.ie) has up-to-date information on all aspects of the old car movement throughout Ireland.

Historic vehicles are divided into the following classes:

**ANTIQUE:** Pre 1905

**VETERAN:** 1905 - 1918

**VINTAGE:** 1919 - 1930

**POST-VINTAGE:** 1931 - 1945

**CLASSIC:** 1946 – 25 years old

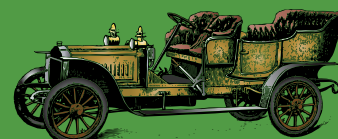
Further information regarding club membership and activities may also be obtained by contacting the Membership Secretary Jean Morton at (087) 2565211 / (01) 4931794, email: [membership@ivvcc.ie](mailto:membership@ivvcc.ie) or by visiting the club website: [www.ivvcc.ie](http://www.ivvcc.ie).

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# President's Welcome

*Dear Gordon Bennett participants*

It is a great privilege for me to be addressing you with two hats this year, that of President of the IVCC and also Organising Secretary of this prestigious event.

I would like to extend a very warm welcome to all participants in the **IVCC 2014 International Gordon Bennett Rally** which is celebrating the 111th Anniversary of the first Gordon Bennett event and trust it will be an opportunity to renew friendships and make new ones.

As many of you who have regularly attended the event over the years know, this is the premier event of the Irish Veteran and Vintage Car Club. It is a testament to the excellent work undertaken by previous committees that it continues to be highly regarded today, both nationally and internationally.

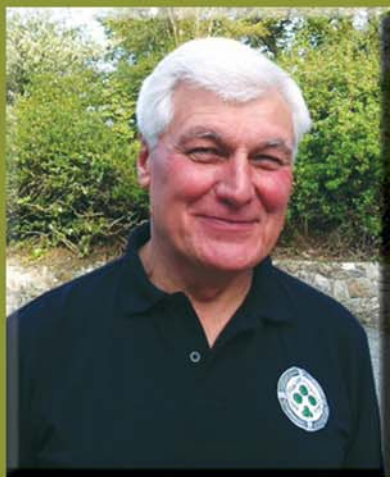
My thanks to the Clerk of the Course and assistants, the organising committee, marshals, timekeepers, the Gardaí, and all those who have contributed in any way to the 2014 rally. I would also like to thank **Bonhams** for their continued support for this event which is appreciated.

Finally, but most importantly, thank you for taking part in the 2014 IVCC Gordon Bennett event and I hope you have a most enjoyable weekend and will have great memories of this very special weekend.

**BERNADETTE WYER, President**



## A message from the Clerk of the Course



### ***To all competitors and spectators***

2014 marks one hundred and eleven years since the running of the first Gordon Bennett event in Ireland. At that time motor cars, and especially high powered versions, were very rare indeed. The public at that time were justifiably amazed at the speeds and capabilities of the entrants and their cars.

Today we are all well use to motoring of all kinds and high speed cars are no exception now. But the running of this Gordon Bennett commemorative event, which limits entries to those manufactured before the end of 1930, brings into focus the amazing array of what was available to those lucky enough to be able to afford them at the time.

Last year's event saw the introduction of electronic timing for the first time over prescribed regularity tests. This year we have increased the number of tests to six for cars in Classes B, C and D while cars in Class A will travel over a shorter route which includes four regularity tests.

This year will also see the introduction of timing over the entire course making it important, for those with an eye on the prestigious Gordon Bennett trophy, to concentrate much harder than before with no let-up from start to finish. The timing points, which are out on the course, will be marked by a sign positioned 100 metres before each timing point where the cars will only be allowed to stop at the actual timing point in order to record their individual times.

Please respect all of the marshals at the timing points, road crossings and start and finish areas, as all of these volunteers are essential to the running of this historic event.

Finally, may I personally thank all of the volunteers, both from within the IVCC and also supporting clubs, who give their time freely so that the Gordon Bennett International Rally can continue to be run at the established high standard of organisation.

**GEOFFREY SEYMOUR**

# GORDON BENNETT RALLY 2014 OFFICERS

## OFFICERS OF THE IRISH VETERAN AND VINTAGE CAR CLUB:

<b>President:</b>	Bernadette Wyer
<b>Hon. Secretary:</b>	Michael Duff
<b>Hon. Treasurer:</b>	Paul O'Brien

## GORDON BENNETT RALLY OFFICIALS:

<b>Rally Secretary:</b>	Bernadette Wyer
<b>Clerk of the Course:</b>	Geoffrey Seymour
<b>Chief Marshal:</b>	Paul O'Brien
<b>Chief Scrutineer:</b>	David Miller
<b>Commentator:</b>	Dougie Hughes
<b>Assistant Clerk of the Course:</b>	Fred Lewis

## EVENT CONTACT:

Bernadette Wyer  
80 Pinewood Park, Ballyroan,  
Rathfarnham, Dublin 14.

# 2013 WINNER OF THE GORDON BENNETT TROPHY

**Brendan Fox  
and Katie Ryan**

**1930 Vauxhall  
T80 Golfer's  
Coupe**



**Who will  
be the  
winner  
in  
2014?**

*Wishing all our entrants and navigators the best of luck and thank you all for coming with your marvellous cars and making this yet again a memorable Gordon Bennett Rally.*

# THE BEST PLACES TO VIEW

## LOCATION

**Monasterevin**

**Baltinglass**

**High Cross Inn**

**Stradbally**

**Motte of Ardscoil**

**Killashee House Hotel**

## MORNING

10:30 to 12:45

11:00 to 12:15

10:40 to 12:00

11:10 to 12:25

## AFTERNOON

14:20 to 15:35

14:40 to 15:55

13:50 to 15:05

14:20 to 15:35

12:00 to 14:45 (lunch stop)

16:30 to 18:00 (finish)





# CLASS A – Antique Cars

PRE 31/12/1904



## 1899 SPERRY CLEVELAND ELECTRIC



**Entrant:** REG W.B. PLUNKETT  
IRELAND

## 1903 CLEMENT 14 REAR ENTRANCE TONNEAU



**Entrant:**  
JOHNNY THOMAS  
WALES

## 1903 DELAHAYE 16HP



**Entrant:**  
JOHN ROWLEY  
IRELAND

## 1903 PANHARD LEVASSOR 7HP



**Entrant:**  
ROBIN POSKITT  
ENGLAND

## 1903 PANHARD ET LEVASSOR PHAETON, 24HP



**Entrant:**  
WILLIAM (BILL) WRATHER  
ENGLAND

## 1903 OLDSMOBILE CURVED DASH 5HP



**Entrant:**  
BRENDAN MCGONNELL  
IRELAND

## 1903 SUNBEAM 10/12 12HP



**Entrant:**  
BRIAN KING  
IRELAND

## 1903 RENAULT PARIS-VIENNA RACER



**Entrant:**  
SHANE HOULIHAN  
IRELAND

## 1904 SPEEDWELL 2 SEATER, 6HP



**Entrant:**  
TOM SHERIDAN  
IRELAND

## 1904 MERCEDES REAR ENTRANCE TONNEAU 32HP



**Entrant:**  
SHANE HOULIHAN  
IRELAND

## 1904 DARRACQ 12HP



**Entrant:**  
LAWRIE SMITH  
UNITED KINGDOM



**CLASS B**  
**Veteran Cars**  
1/1/1905 – 31/12/1918

## 1909 MORS TOURER 20HP



**Entrant:**  
TIM CLARK  
NORTHERN IRELAND

## 1909 FORD MODEL T



**Entrant:**  
MARTIN FLEMING  
IRELAND

## 1910 CADILLAC TOURER 20HP



**Entrant:**  
EUGENE LARKIN  
IRELAND

## 1911 WHITE GA 30HP



**Entrant:**  
DAVID GROVES  
UNITED KINGDOM





# CLASS B – Veteran Cars

1/1/1905 – 31/12/1918

## 1911 FORD MODEL T



**Entrant:**  
EAMON DUNNE  
IRELAND

## 1911 ROLLS ROYCE SILVER GHOST 50/60HP



**Entrant:**  
MAURICE CASSIDY  
IRELAND

## 1911 CHALMERS 30 TOURER 30HP



**Entrant:**  
SEAMUS BOHAN  
IRELAND

## 1912 FORD MODEL T



**Entrant:**  
KENNETH CRANN  
IRELAND

## 1913 DE DION BOUTON DX TOURING, 12HP



**Entrant:**  
JOHN BOLAND  
IRELAND

## 1913 FORD MODEL T



**Entrant:**  
JOHN O'NEILL  
IRELAND

## 1913 KRIT K TOURER 25HP



**Entrant:**  
KEITH PEARSON  
IRELAND

## 1914 ROLLS ROYCE 40/50 BARKER



**Entrant:**  
CHRISTOPHER JOHN BENTLEY  
ENGLAND

## 1914 ROVER 12HP



**Entrant:**  
ROSA ROE  
IRELAND

## 1914 FORD MODEL T



**Entrant:**  
LIAM KELLY  
IRELAND

## 1914 RENAULT EF



**Entrant:**  
PAT & DENISE McCOOLE  
IRELAND

## 1914 FORD MODEL T 20HP



**Entrant:**  
PAT O'DONOVAN  
IRELAND

## 1914 SWIFT TOURER 10HP



**Entrant:**  
FRANK DUNNE  
IRELAND

## 1915 FORD MODEL T



**Entrant:**  
JOE CRANN  
IRELAND

## 1915 OVERLAND 83



**Entrant:**  
DEREK O'BRIEN  
IRELAND

## 1916 FORD T INDI RACER



**Entrant:**  
JEREMY HASSALL GIBSON  
ENGLAND



# CLASS C - Vintage Cars

1/1/1919 – 31/12/1926



## 1917 DODGE TOURING CAR



**Entrant:**  
MARY NOONAN  
IRELAND

## 1918 STUTZ BEARCAT



**Entrant:**  
CLIVE MILLER  
UNITED KINGDOM



**CLASS C**  
**Vintage Cars**  
1/1/1919– 31/12/1926

## 1920 FORD T RACER



**Entrant:**  
ROBERT HASSALL GIBSON  
ENGLAND

## 1920 BUICK TOURER



**Entrant:**  
MICHAEL NOLAN  
IRELAND

## 1921 HUMBER SALOON 15.9HP



**Entrant:**  
BRENDAN MCGONNELL  
IRELAND

## 1921 FIAT 501 11.9HP



**Entrant:**  
MARK KAVANAGH  
IRELAND

## 1921 VAUXHALL 30/98



**Entrant:**  
ERIC KAVANAGH  
IRELAND

## 1921 DODGE TOURING CAR



**Entrant:**  
RICHARD NOONAN  
IRELAND

## 1922 OVERLAND FOUR 18HP



**Entrant:**  
DAMIAN WALSH  
IRELAND

## 1922 VAUXHALL D TYPE 25HP



**Entrant:**  
CYRIL DUNNE  
IRELAND

## 1923 STANDARD SLO 4 14HP



**Entrant:**  
PADDY WHITTY  
IRELAND

## 1923 SUNBEAM 16/40



**Entrant:**  
DAITHI O'CEALLAIGH  
IRELAND

## 1924 VAUXHALL 30/98



**Entrant:**  
TOM CALLANAN  
IRELAND

## 1924 VAUXHALL 23-60



**Entrant:**  
DAVID H COOPER  
IRELAND

## 1924 BENTLEY 3/4.5 LITRE



**Entrant:**  
MARTYN HUDSON  
UNITED KINGDOM





# CLASS C - Vintage Cars

1/1/1919 – 31/12/1926

## 1924 HUMBER TOURER



**Entrant:**  
PHILIP TIVY  
IRELAND

## 1924 ROLLS ROYCE HOOPER TOURER



**Entrant:**  
ERIC BYRNE  
IRELAND

## 1924 AUSTIN SEVEN



**Entrant:**  
RONAN BYRNE  
IRELAND

## 1925 CITROEN 12/24



**Entrant:**  
GINA & SHANNON ROWLEY  
IRELAND

## 1925 SUNBEAM 20/60 20HP



**Entrant:**  
ANDREW O'DONOHUE  
IRELAND

## 1925 HUDSON ESSEX SUPER SIX 18HP



**Entrant:**  
PATRICK BOLGER  
IRELAND

## 1925 ROLLS ROYCE 20 20HP



**Entrant:**  
SEAN GALVIN  
IRELAND

## 1925 HUMBER 12/25



**Entrant:**  
BRIAN DEMPSEY  
IRELAND

## 1925 RENAULT NN



**Entrant:**  
OWEN MULLINS  
IRELAND

## 1925 LANCIA LAMBDA



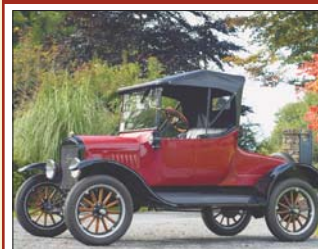
**Entrant:**  
ROLAND FRAYNE  
IRELAND

## 1925 VAUXHALL 14/40 14HP



**Entrant:**  
MICHAEL FRAYNE  
IRELAND

## 1925 FORD MODEL T 20HP



**Entrant:**  
JOHN FRANCES BRADY  
IRELAND

## 1925 VULCAN TOURER



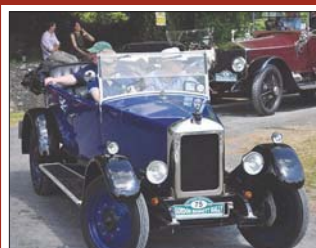
**Entrant:**  
PAUL NUGENT  
IRELAND

## 1925 HUMBER 12/25



**Entrant:**  
HENRY COLE  
IRELAND

## 1926 ARMSTRONG SIDDELEY 14, 14HP



**Entrant:**  
GERRY GRIFFIN  
IRELAND

## 1926 VAUXHALL 14/40 IM



**Entrant:**  
NOEL HUGHES  
IRELAND



# CLASS C - Vintage Cars

1/1/1919 – 31/12/1926



## 1926 ROLLS ROYCE 20 20HP



**Entrant:**  
DICK SMYTH  
IRELAND

## 1926 WILLYS KNIGHT 70HP



**Entrant:**  
PATRICK JOSEPH KILLEEN  
IRELAND

## 1926 CHEVROLET LANDAU



**Entrant:**  
COLIN DUNNE  
IRELAND

## 1926 ARMSTRONG SIDDELEY SUNSHINE COUPE



**Entrant:**  
ANTHONY ROBERTS  
ENGLAND

## 1926 DODGE BROTHERS TOURER



**Entrant:**  
MICHAEL D'ARCY  
IRELAND

## 1926 ROLLS ROYCE 20 20HP



**Entrant:**  
MARGARET O'GORMAN  
IRELAND

## 1926 MORRIS COWLEY



**Entrant:**  
COLM HEGARTY  
IRELAND

## 1926 SUNBEAM SUPER SPORT 120HP



**Entrant:**  
SARA BATTYE  
ENGLAND

## 1926 PONTIAC SIX



**Entrant:**  
CAMILLUS RYAN  
IRELAND

## 1926 FORD MODEL T



**Entrant:**  
KIERAN REID  
IRELAND

**CLASS D**  
**Vintage Cars**  
1/1/1927 – 31/12/1930

## 1927 ROLLS ROYCE CABRIOLET, 20HP



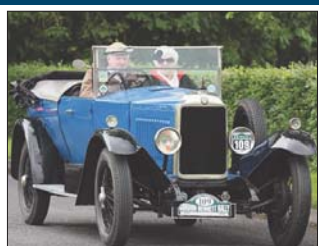
**Entrant:**  
ADRIAN HUGHES  
WALES

## 1927 AUSTIN 12/4 CLIFTON TOURER



**Entrant:**  
KEVIN HALLORAN  
IRELAND

## 1927 VAUXHALL 14/40



**Entrant:**  
MICHAEL TYNAN  
IRELAND

## 1927 CROSSLEY 20.9HP



**Entrant:**  
BRIAN McARDLE  
ENGLAND

## 1927 AC ACEDES



**Entrant:**  
WILL GABBETT  
IRELAND





# CLASS D – Vintage Cars

1/1/1927 – 31/12/1930

## 1927 AUSTIN 12 WINDSOR



**Entrant:**  
MARCUS MOLLOY  
IRELAND

## 1928 FORD MODEL A



**Entrant:**  
MARK WILKINSON  
IRELAND

## 1928 VAUXHALL 20/60 R TYPE



**Entrant:**  
DAVID JC CONNELL  
ENGLAND

## 1928 BENTLEY 4.5



**Entrant:**  
JOHN KAVANAGH  
IRELAND

## 1928 SUNBEAM 20.9HP



**Entrant:**  
GERARD NEWMAN  
IRELAND

## 1928 ROLLS ROYCE 20HP



**Entrant:**  
DENIS DOWDALL  
IRELAND

## 1928 CROSSLEY 20.9HP



**Entrant:**  
PETER CLARK  
ENGLAND

## 1928 AUSTIN 16 LT6



**Entrant:**  
GERARD BOURKE  
IRELAND

## 1928 MERCEDES S-TYPE TOURER



**Entrant:**  
SHANE HOULIHAN  
IRELAND

## 1929 ROLLS ROYCE 20/25



**Entrant:**  
JOHN CHARLES WEBBER  
WALES

## 1929 FRANKLIN 130 SEDAN, 40HP



**Entrant:**  
WILLIE BRYANS  
IRELAND

## 1929 CHEVROLET INTERNATIONAL



**Entrant:**  
TOM & JULIE BRETT  
IRELAND

## 1929 CHRYSLER 66 ROADSTER



**Entrant:**  
ROBIN LAW  
IRELAND

## 1929 ROVER RIVIERA 10.25HP



**Entrant:**  
BRENDAN MCGONNELL  
IRELAND

## 1929 FORD A CABRIOLET



**Entrant:**  
HUGH WARWICK  
NORTHERN IRELAND

## 1929 RILEY 9 SPECIAL 9HP



**Entrant:**  
PAUL WEBB  
IRELAND



# CLASS D – Vintage Cars

1/1/1927 – 31/12/1930



**1929  
DONNET C110**



**Entrant:**  
KEVIN HERRON  
IRELAND

**1929 ROLLS ROYCE 20/25  
25HP**



**Entrant:**  
MICHAEL HICKEY  
IRELAND

**1929  
LANCIA LAMBDA**



**Entrant:**  
MICHAEL JACKSON  
IRELAND

**1929 FORD MODEL A  
24HP**



**Entrant:**  
JOHN RYAN  
IRELAND

**1930 FORD MODEL A  
24HP**



**Entrant:**  
PEADAR WARD  
IRELAND

**1930 VAUXHALL  
T80 GOLFER'S COUPE**



**Entrant:**  
BRENDAN FOX  
IRELAND

**1930 HUDSON  
SUPER 8 SALOON**



**Entrant:**  
PATRICK McDONALD  
ENGLAND

**1930  
HUMBER 16/50**



**Entrant:**  
LIAM O'FLANAGAN  
IRELAND

**1930  
FORD MODEL A**



**Entrant:**  
ROSA ROE  
IRELAND

**1930 AUSTIN GORDON  
BODIED SUNSHINE SALOON**



**Entrant:**  
SEAN CAROLAN  
IRELAND

**1930  
CROSSLEY SILVER**



**Entrant:**  
STEPHEN BRENNAN  
IRELAND

**1930  
AUSTIN 12/4**



**Entrant:**  
CECIL LEWIS  
IRELAND

**1930 BUICK TOURER  
50HP**



**Entrant:**  
PATRICK GAVIN  
IRELAND

**1930  
LAGONDA TOURER**



**Entrant:**  
NIGEL ODLUM  
IRELAND

**1930 FORD MODEL A  
CABRIOLET**



**Entrant:**  
MATTHEW GARRIGAN  
IRELAND

**1930 ALVIS SILVER  
EAGLE SPORTS**



**Entrant:**  
NICK BENNETT  
IRELAND





## CLASS D – Vintage Cars

1/1/1927 – 31/12/1930

**1930 FORD MODEL A  
24HP**



**Entrant:**  
NOEL RYAN  
IRELAND

**1930 ALVIS 12/60  
BEETLE BACK**



**Entrant:**  
MICKEY GABBETT  
IRELAND

**1930  
AUSTIN 16/6**



**Entrant:**  
JIM SCOTT  
IRELAND

**1930  
FORD MODEL A**



**Entrant:**  
LIAM SCOTT  
IRELAND



**BOLANDS OF CLONDALKIN**

New Road - Clondalkin - Dublin 22  
Telephone: 01 4593015 or 01 4594617

**FOR OPEL PARTS AND SERVICE**



Wir leben Autos.



# GORDON BENNETT RALLY 2014



## ENTRY LIST

NO.	ENTRANT	YEAR	MAKE/MODEL	REG	ENTRANT FROM
					
1	Reg W.B. Plunkett	1899	Sperry Cleveland Electric	NI 3	Ireland
2	Johnny Thomas	1903	Clement Rear Entrance Tonneau, 14HP	DL 74	Wales
3	John Rowley	1903	Delahaye, 16HP	Z 75	Ireland
4	Robin Poskitt	1903	Panhard LeVassor Rear Entrance Tonneau, 7HP	OYM 340A	England
5	William (Bill) Wrather	1903	Panhard ET Levassor Phaeton, 24HP	W 195	England
6	Brendan McGonnell	1903	Oldsmobile Curved Dash, 5HP	03 WW 10071	Ireland
7	Brian King	1903	Sunbeam 10/12, 12HP	JOH 2	Ireland
8	Shane Houlihan	1903	Renault Paris-Vienna Racer	LD6114	Ireland
9	Tom Sheridan	1904	Speedwell 2 Seater, 6HP	IY 15	Ireland
10	Shane Houlihan	1904	Mercedes Rear Entrance Tonneau, 32HP	T 136	Ireland
11	Lawrie Smith	1904	Darracq 12HP	BP 1653	United Kingdom
					
14	Tim Clark	1909	Mors Tourer 20HP	OI318	Northern Ireland
15	Martin Fleming	1909	Ford Model T	ZV 7690	Ireland
16	Billy Mullen	1909	Sirron 4 Cyclinder 10/14	X 4660	England
17	Edmund Cassidy	1909	Cadillac 30, 30HP	BF6018	Ireland
18	Eugene Larkin	1910	Cadillac Tourer, 20HP	ZV2001	Ireland
19	David Groves	1911	White GA, 30hp	DS9367	United Kingdom
20	Maurice Cassidy	1911	Rolls Royce Silver Ghost, 50/60HP	BF 5142	Ireland
21	Eamon Dunne	1911	Ford Model T	ZV 5605	Ireland
22	Seamus Bohan	1911	Chalmers 30 Tourer, 30HP	11 C 20	Ireland
23	Kenneth Crann	1912	Ford Model T	KI-207	Ireland
24	Fergus Cooper	1912	Argyll Tourer, 12HP	AI136	Ireland
25	John Naughton	1912	Flanders 20 Tourer, 20HP	IF 636	Ireland
26	John Boland	1913	De Dion Bouton DX Touring, 12HP	BD2462	Ireland
27	John O'Neill	1913	Ford Model T	ZV 8370	Ireland
28	Keith Pearson	1913	Krit K Tourer, 25HP	LI 221	Ireland
29	Richard McAllister	1913	Sunbeam 12/16	IK 1357	Ireland
30	Christopher John Bentley	1914	Rolls Royce 40/50 Barker	T B A	England
31	Rosa Roe	1914	Rover, 12HP	ZV 7630	Ireland
32	Pat and Denise McCoole	1914	Renault EF	BF 6791	Ireland
33	Liam Kelly	1914	Ford Model T	14 G 20	Ireland
34	Pat O'Donovan	1914	Ford Model T, 20HP	ZV 1126	Ireland
35	Frank Dunne	1914	Swift Tourer, 10HP	EH 1975	Ireland
36	Joe Crann	1915	Ford Model T	DI 115	Ireland
37	Hugh and Maura Clarke	1915	Ford T Lightning, 22HP	IF 1118	Ireland
38	Derek O'Brien	1915	Overland 83	15 WW 11001	Ireland
39	Jeremy Hassall Gibson	1916	Ford T Indi Racer	BF 5102	England
40	Mary Noonan	1917	Dodge Touring Car	ZV 9775	Ireland
41	Clive Miller	1918	Stutz Bearcat	SV8229	United Kingdom
					
42	Robert Hassall Gibson	1920	Ford T Racer	BF 6225	England
43	Michael Nolan	1920	Buick Tourer	20G20	Ireland
44	Brendan McGonnell	1921	Humber Saloon, 15.9HP	21WW11001	Ireland
45	Eric Kavanagh	1921	Vauxhall 30-98	TMH 425	Ireland
46	Mark Kavanagh	1921	Fiat 501, 11.9HP	IO2446	Ireland



# GORDON BENNETT RALLY 2014

## ENTRY LIST

NO.	ENTRANT	YEAR	MAKE/MODEL	REG	ENTRANT FROM
					
47	Richard Noonan	1921	Dodge Touring Car	92 K 84	Ireland
48	Damian Walsh	1922	Overland Four, 18HP	IM 994	Ireland
49	Cyril Dunne	1922	Vauxhall D Type, 25HP	TS 3572	Ireland
50	Pat Goulding	1923	Morris Bullnose Oxford, 13.9HP	XD 4644	Ireland
51	Daithi O'Ceallaigh	1923	Sunbeam 16/40	ZV 816	Ireland
52	Paddy Whitty	1923	Standard SLO 4, 14HP	WI-460	Ireland
53	Pat Keenan	1923	Austin 12/4 Tourer	IK 6057	Ireland
54	Tom Callanan	1924	Vauxhall 30/98	FL 3544	Ireland
55	David H Cooper	1924	Vauxhall 23-60	24D120002	Ireland
56	Martyn Hudson	1924	Bentley 3/4.5 Litre	BO 9239	United Kingdom
57	Philip Tivy	1924	Humber Tourer	XR 5274	Ireland
58	George Luttrell	1924	Alvis 1250 Supersport	FN	Ireland
59	Eric Byrne	1924	Rolls Royce Hooper Tourer	24 D 20	Ireland
60	Ronan Byrne	1924	Austin 7	ND6647	Ireland
61	Gina and Shannon Rowley	1925	Citroen 12-24	IT 398	Ireland
62	Patrick Bolger	1925	Hudson Essex Super Six, 18HP	IP 342	Ireland
63	Andrew O'Donohoe	1925	Sunbeam 20/60, 20HP	XW8856	Ireland
64	Henry Cole	1925	Humber 12/25	25 KE 21	Ireland
65	Sean Galvin	1925	Rolls Royce 20, 20HP	DM 4692	Ireland
66	Pat Denning	1925	Belsize 10/20HP	JK 4074	Ireland
67	Daniel & Catherine Convery	1925	Morris Bullnose Crowley, 8HP	BN 1925	Northern Ireland
68	Brian Dempsey	1925	Humber 12/25	25 KE 16001	Ireland
69	Michael Frayne	1925	Vauxhall 14/40, 14HP	YK 5298	Ireland
70	Roland Frayne	1925	Lancia Lambda	YH 3935	Ireland
71	Owen Mullins	1925	Renault NN	25 KE 20	Ireland
72	John Frances Brady	1925	Ford Model T, 20HP	IY 975	Ireland
73	Camillus Ryan	1926	Pontiac Six	26 KE 22	Ireland
74	Gerry Griffin	1926	Armstrong Siddelly 14, 14HP	IK 9230	Ireland
75	Patrick Joseph Killeen	1926	Willys Knight 70	KI 1177	Ireland
76	Kieran Reid	1926	Ford Model T	ZV 5993	Ireland
77	Dick Smyth	1926	Rolls Royce 20, 20 HP	ZV 5894	Ireland
78	Noel Hughes	1926	Vauxhall 14/40 IM	NI3272	Ireland
79	Bobby Finan	1926	Buick 26/51	ZV 4286	Ireland
80	Geoffrey Bailey	1926	Vauxhall 14/40	NI 2934	Ireland
81	Anthony Roberts	1926	Armstrong Siddeley Sunshine Coupe, 20HP	UX6858	England
82	Michael D'Arcy	1926	Dodge Brothers Tourer	ZV 36784	Ireland
83	Margaret O'Gorman	1926	Rolls Royce 20, 20HP	EMA335	Ireland
84	Jimmy McEvoy	1926	Chevrolet Superior Model K	ZV 42381	Ireland
85	Colm Hegarty	1926	Morris Cowley	MI 1733	Ireland
86	Colin Dunne	1926	Chevrolet Landau, 20HP	26 KE 23	Ireland
87	Jim Boland	1926	Adler 6-25	MA	Ireland
88	Sara Battye	1926	Sunbeam Super Sport, 120 hp	PY 6192	England
147	Pat Buckeridge	1924	Chrysler Six	LE 7431	Ireland
148	Paul Nugent	1925	Vulcan Tourer	UC1534	Ireland
149	Camillus Walsh	1925	Sunbeam 14/40, 14HP	FL 4306	Ireland
152	Diarmaid Boland	1925	Vauxhall 14/40	DS 8141	Ireland
					
89	Brian McArdle	1927	Crossley, 20.9HP	WL 2550	England
90	Adrien Hughes	1927	Rolls Royce Cabriolet, 20HP	YV 4738	Wales
91	Michael Tynan	1927	Vauxhall 14/40	CI 2731	Ireland



# GORDON BENNETT RALLY 2014

## ENTRY LIST

NO.	ENTRANT	YEAR	MAKE/MODEL	REG	ENTRANT FROM
92	Marcus Molloy	1927	Austin 12 Windsor, 12HP	FU7421	Ireland
93	Kevin Halloran	1927	Austin 12/4 Clifton Tourer	IN2059	Ireland
94	Will Gabbett	1927	AC Acedes	ZI 348	Ireland
95	Paul Williams	1927	Humber 14/40	F 2898	Wales
96	William Dick	1927	Wliiys Knight 70/70A, 2.9HP	ZV36718	Ireland
97	Cian Finan	1927	Hillman Fourteen	ZI 2627	Ireland
98	Larry Roe	1928	Vauxhall 14/40	ZV 6387	Ireland
99	Shane Houlihan	1928	Mercedes S Type Tourer	68 S	Ireland
100	Mark Wilkinson	1928	Ford Model A	BF5236	Ireland
101	David J.C. Connell	1928	Vauxhall 20/60 R Type	DS 8677	England
102	John Kavanagh	1928	Bentley 4.5	UL 1248	Ireland
103	Denis Dowdall	1928	Rolls Royce, 20HP	28 WW 21	Ireland
104	Gerard Newman	1928	Sunbeam, 20.9HP	28 D1	Ireland
105	Peter Clark	1928	Crossley, 20.9HP	DS 9947	England
106	Gerard Bourke	1928	Austin 16 LT6, 16 Hp	IU1700	Ireland
107	Pat Denning	1928	Lagonda Low Chassis T2	ZV 2219	Ireland
108	Michael Hickey	1929	Rolls Royce 20/25, 25HP	518 FIZ	Ireland
109	Albert Collier	1929	De Soto Tourer, 21.6HP	29 D 22	Ireland
110	John Charles Webber	1929	Rolls Royce 20/25	DS 7153	Wales
111	Tom and Julie Brett	1929	Chevrolet International	ZV1612	Ireland
112	Willie Bryans	1929	Franklin 130 Sedan, 40 hp	29D24	Ireland
113	Robin Law	1929	Chrysler 66 Roadster	SV 9750	Ireland
114	Brendan McGonnell	1929	Rover Riviera, 10.25HP	29 WW 11001	Ireland
115	Hugh Warwick	1929	Ford A Cabriolette	SV 6890	Northern Ireland
116	Paul Webb	1929	Riley 9 Special, 9HP	UW 2441	Ireland
117	Kevin Herron	1929	Donnet CI 10	795AM58	Ireland
118	John Eagers	1929	Ford Model A	IV 7681	Ireland
119	Michael Jackson	1929	Lancia Lambda	IC1254	Ireland
120	James Elliott	1929	Chevrolet	ZV 307	Ireland
121	John Ryan	1929	Ford Model A, 24HP	ZI 6458	Ireland
122	Dermot Roberts	1929	Essex 1, 10HP	N/A	Ireland
123	Peadar Ward	1930	Ford Model A, 24HP	ZV6204	Ireland
124	Alan Collins	1930	Austin Burnham, 15.7HP	CP 8416	Ireland
125	Patrick McDonald	1930	Hudson Super 8 Saloon	296 XUA	England
126	Brendan Fox	1930	Vauxhall T80 Golfer's Coupe	HX 7547	Ireland
127	Liam O'Flanagan	1930	Humber 16/50	30 WH 20	Ireland
128	Rosa Roe	1930	Ford A	IF 8034	Ireland
129	Rosa Roe	1930	Ford A	ZV 5890	Ireland
130	Sean Carolan	1930	Austin Gordon Bodied Sunshine Saloon	Z3661	Ireland
131	Paul Donnelly	1930	Lagonda Tourer		Ireland
132	Cecil Lewis	1930	Austin 12/4	30 LS 21	Ireland
133	Patrick Gavin	1930	Buick Tourer, 50HP	ZV37239	Ireland
134	Brian Murphy	1930	Rolls Royce 20/25	GK 2166	Ireland
135	Nigel Odlum	1930	Lagonda Tourer	ZV 2456	Ireland
136	Matthew Garrigan	1930	Ford Model A Cabriolet, 24HP	ZV 5858	Ireland
137	Marcus Frieder	1930	Alvis 12/50	DG1671	England
138	Nick Bennett	1930	Alvis Silver Eagle Sports	30 KK 20	Ireland
139	Susan Switzer	1930	Ford A	30D120002	Ireland
140	Stephen Brennan	1930	Crossley Silver	HT 1180	Ireland
141	Noel Ryan	1930	Ford Model A, 24 hp	ZV 2440	Ireland
142	Mickey Gabbett	1930	Alvis 12/60 Beetle back	31 KK 20	Ireland
143	Jim Scott	1930	Austin 16/6	RG 2347	Ireland
144	Bernard O'Gorman	1930	Ford Model A, 24HP	EL 1443	Ireland
145	Liam Scott	1930	Ford Model A, 24HP	30 D 23	Ireland
146	Anthony Boland	1930	Vauxhall 23/60, 23HP	SP 7953	Ireland
150	Ken Whelan	1930	Austin 7 Chummy, 7HP	IM3901	Ireland
151	John Brennan	1927	MG Midget M Type Boatail	Z 3850	Ireland
153	Don Larkin	1929	Sunbeam, 16.9HP	IY 2602	Ireland
154	Anthony Neville	1929	Bentley Blower	TBA	Ireland

# Bonhams



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## 1917 MODEL T FORD



### FOR SALE

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

**€15,000 ono.**

### PHONE:

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

**johnnybinks.thomas@virgin.net**

## BUGATTI REPLICA



### FOR SALE

Volkswagen based.  
Looks and goes very well.

**€10,000 ono.**

### PHONE:

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

**johnnybinks.thomas@virgin.net**

## 1931 AUSTIN 12/4 ETON



### FOR SALE

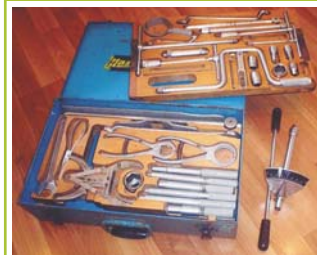
Exceptional car. Well cared  
for. In excellent condition  
throughout. Extremely rare  
model with interesting  
history. Yearly long trips  
abroad. Any examination  
welcome.

**€18,000**

### PHONE:

**086-2582878  
Email: rutha@iol.ie**

## WANTED



### 1950'S / 1960'S HAZET TOOLS

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

**Contact: John on  
087-2261720 or**

**Email:  
GmeJOS@gmail.com**

## 1976 MERCEDES BENZ 350SL



### FOR SALE

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.

**€3,950 ono**

**PHONE: 087-2243383**

**EMAIL: con.costello@gmail.com**

## SPARE PARTS FOR SALE

### TRIUMPH SPARES

Crown wheel and pinion,  
new in box.  
Fits TR2, 3, 4, 5 & 6  
up to No 52867. **€210 ono.**  
Speedo cable, new for TR4A,  
**€18.**

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

### Armstrong Siddeley

**Whitley fan heater unit.**  
Offers?

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

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Walter make, German  
manufacturer.

Brand new, in box,  
surplus to requirements.  
Sell at bargain €99 or very  
near offer. Co. Westmeath.

### Phone:

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**E: lpoflanagan@gmail.com**

## 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**

## 1922 CALCOTT



### FOR SALE

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

**Price: €12,000 ono.**

**PHONE: KEN FLEMING**

**01-2858567 or 086-8391839**

## 1933 AUSTIN 10/4



### FOR SALE

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

**Price: €7,000 ono.**

**PHONE: KEN FLEMING**

**01-2858567 or 086-8391839**

## GARAGE TO RENT

### STEPASIDE AREA.

Secure and dry.

For further details

**PHONE: OLIVER FORDE  
01-2884254  
OR 087-2569411**

## 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**

## WANTED

### LANDROVER

Diesel model,  
must be pre-1980.  
Hard top or safari.

**PHONE: 01-4935893  
IN THE EVENINGS**



**By  
JIM O'SULLIVAN**

**Photos: Top, left to right:  
The RR badges; The Austin; Rolls Royce  
and Peugeot**

O

n Thursday 24 April we headed down the M50 in our very little NSU Prinz 2, Bernie and I in the front and Ann McMahon in the back where she had the whole back seat to herself. We certainly were the smallest car on the road and we got there without incident.

Now we have been to Airfield many times in the past for the start of rallies etc. Firstly we found the entrance is not where it used to be and when we got inside we found the place was completely changed. The old house being the only landmark we recognised.

The Overend Farm is now managed by a Trust they have spent many millions of Euro on the upgrading and decoration of the old farm. The estate (about 38 acres) is now open to the public and there are many walk ways, picnic areas, animal farm, cultivated gardens, water features, a shop and a restaurant. I understand the taxpayer did not have to contribute to the upgrading. This would have been in keeping with the wishes of the Overend sisters, Naomi and Laetitia. It is now a place where families with children can go and enjoy a lovely day in country surroundings.

The visitor can also view the old family cars and they are remarkable in their own right, all bought new, many years ago and all in use up to the passing of the owners:

A 1923 Peugeot "Quadrilette" Type 161, registration IK-5747, owned by Lily, the mother of the sisters.

A 1927 Rolls Royce 20 Tourer, registration Z-287, owned by Laetitia and a 1936 Austin 18 HP "Tickford Saloon", registration Z-6786, owned by Naomi

Following our tour of the farm, in glorious sunny weather, we had a nice lunch specially prepared for us. During our lunch a presentation was made by the ARM to the Trust. A painting by Jim Cullen of Laetitia's 1920 Rolls Royce 20 Tourer. Chief Financial Officer of the Trust, John O'Toole accepted the painting on behalf of the Trust.

In his presentation speech Jim Cullen outlined the background to this presentation. He said that when he became aware of the ARM visit to Airfield and, with the approval

# AIRFIELD





of the ARM organisers Michael Tynan and Denis Dowdall, he arranged to take a photograph of the Rolls Royce 20 with the help of Reg Plunkett and Camillus Ryan. From the picture he produced the painting, had it framed and completed just in time. Truly an ARM operation.

The Overend sisters Laetitia and Naomi were members of the IVCC probably joining in the mid-Sixties. They took part in many IVCC rallies using their Rolls Royce and Austin. Laetitia died in 1977 and she had used the Rolls Royce for 50 years and had covered 150000 miles in the car.

Jim continued and told us that in 1975 Laetitia invited the Rolls Royce Silver Ghost Club of Great Britain to visit Ireland. They came and spent a week touring the South of Ireland. All arrangements were made by Laetitia including hotel bookings. The tour finished with a special lunch given by Laetitia at Airfield. On the day 35 Rolls Royce cars were parked at Airfield.

Jim was president of the IVCC at the time and he and his wife Eileen were invited to the lunch and that was their first visit to Airfield.

Finbar Corry in his book "The Automobile Treasury of Ireland" published in 1975, giving details of veteran and vintage cars in Ireland, included details of the three Overend cars. Finbar was very friendly with the sisters since the formation of the IVCC in 1963. He dedicated his book to Laetitia as follows:

"Respectfully dedicated to the memory of the late Miss Laetitia Overend L.L.D. Dame of Justice of the Order of St John, Doyenne of Irish Motoring, Automobilist Extraordinary, who sadly passed away in her nineties in October 1977".

Jim concluded by discussing the three cars. All were registered in Co Dublin and are one owner and this surely must be a part of our motoring history. The Co Dublin registrations are as follows: IK – 1903 to 1927; Z – 1927 to 1939 and ZE- 1939 to Fifties

The IVCC was friendly with the Overends from 1963 until they passed away. In more recent times the IVCC has continued the friendship with the Airfield Trust.

The ARM visit to Airfield on 24th April 2014 was a special event and renews the long connection since 1963.

Our day concluded and as we dispersed in our different directions we owe a 'thank you' to Michael and Ann and also Denis and Gertie for a lovely day.



**Right: John O'Toole of the Trust, Jim Cullen and Clive Evens of ARM.**

**Above: The beautiful painting**





# IVVCC CALENDAR OF EVENTS 2014

## IVVCC PROVISIONAL EVENT CALENDAR FOR 2014

(will be updated on the [IVVCC.ie](http://www.IVVCC.ie) website and in Spring, Summer and Autumn 2014 journals)

### JUNE

Sun 1st	Bray Vintage Car Club, Bray Seafront Show & Picnic, in aid of Bray Cancer Support	Daphne Connolly, T: 086-1650353
Fri 6th-Sun 8th	IVVCC International Gordon Bennett Rally	Bernadette Wyer, T: 087-2220770 E: wyerbx@eircom.net
Fri 6th-Sun 8th	Garden of Ireland Vintage Club attending IVVCC Gordon Bennett Rally, Killashee House, Naas	Bernadette Wyer, T: 087-2220770 E: wyerbx@eircom.net
Sun 8th	NEVCC hosting the "Money Show"	'W': <a href="http://www.nevcc.net">www.nevcc.net</a>
Mon 9th	IVVCC First Monday Meeting	Spaxwell 8.30pm
Wed 9th	IVVCC/RIAC Picnic in the Park, 4-8.30pm, Marley Park	
Sat 21st-Sun 22nd	The Tipperary Light Car & Motorcycle Club V&V Section	Tina Morris, T: 087-2681100
Fri 27th-Sun 29th	Connacht Veteran & Vintage Motor Club, 30th Annual Rally, Breahty House Hotel, Castlebar, Co. Mayo	Derek Kidloy, T: 087-9137594
Sat 28th-Sun 29th	Ireland Heads West for Emma Ballybrit Racecourse, Galway	T: 086-4083011 'W': <a href="mailto:HelpEmmaBeatItFund.ie">HelpEmmaBeatItFund.ie</a>
Sun 29th	NEVCC Classic Car run in aid of Motor Neuron Disease	'W': <a href="http://www.nevcc.net">www.nevcc.net</a>

### JULY

Sun 6th	Irish Jaguar and Daimler Club attending Terenure Show	Terenure College
Mon 7th	IVVCC First Monday Meeting	Spaxwell 8.30pm
Sun 13th	The Tipperary Light Car & Motorcycle Club V&V Section Charity Club Run	Emily Foyle, V&V Secretary, E: <a href="mailto:emilyfoyle@gmail.com">emilyfoyle@gmail.com</a>
Sun 13th	Clare Classic Car Club Summer Run	
Sun 13th	Garden of Ireland Vintage Club Tom Kennedy Memorial Run, Ashford	
Sun 20th	Trim Vintage and Veteran Rally attending Trim Show	Entry form on website
Sun 20th	Garden of Ireland Vintage Club Tom Kennedy Memorial Run, Ashford	
Fri 25th-Sun 27th	Western Veteran & Vintage Motor Club Annual West Run	Details and application form Victor Andrews, T: 087-988108
Sun 26th	The Tipperary Light Car & Motorcycle Club V&V Section The Stonethrowers Motor Bike and Light Car V&V Run	C.O.C. Richard Slattery, E: <a href="mailto:richardslattery@gmail.com">richardslattery@gmail.com</a> T: 086-8247120

### AUGUST

Sun 3rd	Garden of Ireland Vintage Club, Static Show, Bray Seafront	In conjunction with Bray Summerfest - 12 noon
Mon 11th	IVVCC First Monday Meeting	Spaxwell 8.30pm
Sun 17th	IVVCC Powerscourt Picnic	Powerscourt Estate
Sun 17th	Garden of Ireland Vintage Club attending Powerscourt Picnic	Powerscourt Estate
Sun 17th	The Bray Vintage Club attending Powerscourt Picnic	Powerscourt Estate
Fri 22nd-Sun 24th	Midland Vintage & Classic Car Club Ltd. Annual Leisure Weekend and Car Run	
Sun 24th	NEVCC Memorial Classic Car Run in honour of deceased members	'W': <a href="http://www.nevcc.net">www.nevcc.net</a>
Sun 30th	Bray Vintage Car Club, Kilmacanogue Vintage Run in aid of Kilmac Snr Citizens	Daphne Connolly, T: 086-1650353

### SEPTEMBER

Mon 1st	IVVCC First Monday Meeting	Spaxwell 8.30pm
Sat 6th-Sun 7th	Visiting Beaulieu	Beaulieu
Sat 13th-Sun 14th	Original Garden of Ireland Run, 6th Annual Weekend Event, The Woodenbridge Hotel, Avoca, Co. Wicklow - Facebook: Bray Vintage Club or Original Garden of Ireland Run	E: <a href="mailto:gardenofirelandrun@gmail.com">gardenofirelandrun@gmail.com</a>
Sun 14th	Garden of Ireland Vintage Club, Enniskerry Victorian Field Day	Ballyman Road - 10am
Sat 20th-Sun 21st	IVVCC Brass Brigade Run 2014, The Park Hotel, Dunganan	Bernadette Wyer, T: 087-2220770 E: wyerbx@eircom.net
Sun 21st	Blessington Vintage Car & Motorcycle Club Autumn Run	Alice Nugent, T: 087-7467196 E: <a href="mailto:secretary@bvmc.com">secretary@bvmc.com</a> , 'W': <a href="http://www.bvmc.com">www.bvmc.com</a>
Sat 27th	The Tipperary Light Car & Motorcycle Club V&V Section Foyle Veteran & Vintage Memorial Run	Emily Foyle, V&V Secretary, T: 086-8807749 E: <a href="mailto:emilyfoyle@gmail.com">emilyfoyle@gmail.com</a>

### OCTOBER

Sun 5th	IVVCC Autumn Rally	
Sun 5th	Garden of Ireland Vintage Club attending IVVCC Autumn Rally	
Mon 6th	IVVCC First Monday Meeting	Spaxwell 8.30pm
Sat 11-Sun 12th	Garden of Ireland Vintage Club Garden of Ireland Run, Glenview Hotel	Eileen Kennedy T: 087-8325235, E: <a href="mailto:goivcc@gmail.com">goivcc@gmail.com</a> E: <a href="http://www.gardenofirelandvintageclub.ie">www.gardenofirelandvintageclub.ie</a>
Sat 18th-Sun 19th	Kingdom Veteran Vintage and Classic Car Club Autumn Run	Kenmare
Sun 26th	IVVCC Annual Autojumble	Toughers, Naas

### NOVEMBER

Mon 3rd	IVVCC First Monday Meeting	Spaxwell 8.30pm
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### DECEMBER

Mon 1st	IVVCC First Monday Meeting	Spaxwell 8.30pm
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For the Classic Collector



1934 Lagonda M45 T8 Tourer sold in April 2014  
for €151,500



1937 Bentley 3.5 Litre Vanden Plas Drophead  
Coupe sold in October 2013 for €261,700



1923 Marmon Model 34B 2 passenger  
Speedster sold in April 2014 for €66,100

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# 2014 RIAC NATIONAL CLASSIC CAR SHOW



Shane Houlihan's XK 150S Roadster



Geoff Seymour's Riley Elf



Bobby Kinsella's MGA



Rosemary Smith with IVCC President Bernadette Wyer in Brian King's 1903 Sunbeam 10/12 HP



Johnny Bewley's 1927 Morgan Aero



Paul Noctor's Triumph TR3



Photos by  
**MARTIN TAYLOR**



*Rosemary Smith with Brian King*



The following were the cars on show by IVCC members:

- 1903 Sunbeam 10/12 HP – Brian King
- 1911 Rolls Royce Silver Ghost – Maurice Cassidy
- 1924 Vauxhall 30/98 OE – Tom Callanan
- 1954 Triumph TR3 – Paul Noctor
- 1958 Jaguar 150S – Shane Houlihan
- 1959 MG A – Bobby Kinsella
- 1964 Riley Elf – Geoffrey Seymour
- 1979 Porsche 911SC Targa – David Bell

The mystery car was Shane Houlihan's 1968 Ferrari 275 GTB4.

Congratulations to Brian King for winning Stand Car of the Show with his 1903 Sunbeam 10/12 HP.

**A**t the end of the very successful inaugural show last year it hadn't been decided if they would wait two years or follow on the success of last year and hold the event in 2014. It was decided to hold it in 2014 but to extend the display area and to include an Autojumble area. On Tuesday 25th February a meeting was arranged for all who had volunteered to work over the weekend. John Boland addressed the meeting arranging A rota for manning our stand on Saturday and Sunday and a work group setting up the stand on Friday. A guide book was issued which outlined the role for staffing the stand. The book also listed the cars which would be on display with details of each car except one which would be a mystery sports car.



*Tom Callanan's Vauxhall 30/98 OE and Maurice Cassidy's Rolls Royce Silver Ghost*

*Rosemary Smith and John Boland*



*David Bell's Porsche 911 SC Targa*





## 2014 RIAC NATIONAL CLASSIC CAR SHOW

CONTINUED

Shane Houlihan's Ferrari 275 GTB



There were 38 stands this year which was an increase on last year.

Celtic Old Vehicle Owners Club won Stand of the Show.

The show was an outstanding success as from the beginning of the show on Saturday morning to the close on Sunday evening there was a steady flow of visitors, all enjoying the event.

Once again our thanks to all who gave of their time over the three days as without you there would be no show. To John Boland our sincere thanks for all the hard work he puts into organising the stand, cars for display, display props and layout and the time dedicated, without John we wouldn't have the great stand we had which was much admired by our visitors



Heinkel Bubble Car



### Derek Wilson is named Irish representative for H&H Classics Limited

**F**ew specialist classic vehicle auctioneers have been operating under the same ownership as long as H&H Classics limited. Founded by Simon Hope, and based in Warrington, Cheshire, H&H is now in its 21st year of trading. The auction house prides itself on offering specialist advice, competitive terms and friendly service to buyer and sellers across Europe. H&H has a unique approach to marketing the cars vendors entrust to them, with its free of charge auction catalogue reaching over 43,000 people worldwide via post, email and e-catalogue. This has the effect of generating high levels of traffic to its website [www.handh.co.uk](http://www.handh.co.uk).

H&H recently exhibited at the RIAC Classic Car show in Dublin and is committed to providing Ireland's collectors with a ready and reliable access to the UK market. Consultant Derek Wilson is based in Cork and is on hand to visit collectors and provide advice on how best to market their car. Head of Sales, Damien Jones advised that 'We are delighted to be able to support the IVCC through the journal and we look forward to reading about the success of another much cherished Gordon Bennett Rally'.



Pictured are Mary Kennedy with Denis English

Nationwide presenter Mary Kennedy visited Clonmel Vintage and Classic Car Club annual show at Powerstown Park recently to film for the popular RTE evening programme.

The event attracts people from all over the country who have an interest in old vehicles dating from as far back as the 1900's up to the 1970's.

Amongst those interviewed for the programme were Vintage Club chairman Mick Lavin and club member Tom Pollard. Also interviewed was local man Denis English who had his Rolls Royce on display at Powerstown Park.

The programme was broadcast on Friday May 30th May at 7pm on RTE One.





By ALAN DONALDSON

## TRACTION AVANT

A car I have always admired greatly is the Citroën Light Fifteen. Ever since the days of black and white television and the wonderfully atmospheric detective series 'Maigret' played by the pipe smoking Rupert Davies. The beautiful and seductive lines have an almost physical effect on me, perhaps awakened by a photograph seen in a magazine showing a black stockinged mademoiselle alighting through the passenger door, it being of the suicide type, that is hinged at the back. The high-heeled shapely legs elegantly arranged in the manner models learn to exit a motor car correctly. Oh Arrete!

So when I saw one advertised in the paper I rather rashly purchased it although there were some tell-tail signs of "molestation" the nature of which I was soon to become aware. I drove it home and all seemed fine. It was a Slough built car being right hand drive, with a wooden dash board and the characteristic pull push gear lever poking out of it. I proudly put it in the garage and stood back to admire it for quite some time. The love affair was not to last!

The next day a friend called by and I excitedly took him out to see my latest passion. I started her up as he eagerly watched and then saw a somewhat astonished expression come over his face. "Should it be doing that!" he exclaimed. I followed his gaze to the rear of the car and the exhaust pipe from which a powerful jet of water was streaming like a fire hose. After a short time the flow stopped, all the while the engine ticked over without missing a beat!

Shocked and disappointed I switched it off. This was a first for me. I'm not sure which one of us was the first to say "HEAD GASKET!" Off came the rocker cover and a spanner applied to the cylinder head studs only to find two adjacent ones revolving freely having snapped off in the block! The affair was over.

Now the removal of snapped studs was an insurmountable mystery to me at that time. I now know how it's done but I've never tried to do it. I was determined to get shut of her as speedily as possible. In went the advert. Describing her as "needing head gasket". I was soon to get an enthusiastic response from a chap who seemed in no way put off by the problem as

# THE ONES THAT GOT AWAY 2

he was a trained mechanic. We arranged for him to view the car the following day.

The next afternoon I thought it a good idea to put the car out on the road for inspection. I opened the garage doors and sat into her and started her up sans water, well I was only going to run her for a very short time. Foot on the clutch, gear lever into reverse would not go! CRUNCH! NON! Clutch was stuck! SACREBLEU! Now this was something I had come across before and had remedied in the time honoured way by putting the car into gear and then starting her while simultaneously banging the



foot hard on the clutch pedal often freeing things up. Well that's the theory any way. This then was my course of action. The outcome was instantaneous. The car shot out the door and across the lane with me pulling wildly in panic on the wheel ending up with the driver's side stuck deeply in a hedge. To make matters worse I had left the suicide door fully open and it was now flat against the rear door up against the hedge. MON DIEU! As I scrambled out the passenger side my heart sank even further as I saw an overalled figure coming around the corner. The perspective purchaser! Surely no deal would follow all this.

I hesitantly began to explain how things had got into this position but he quickly reassured me it didn't matter as he intended to refurbish the car fully. It was just what he wanted and the deal was struck. In all conscience I could not hope to make a profit and was very happy indeed to recoup my outlay."

ALLEZ TRACTION AVANT!"



# NORMAN WILLIAMS

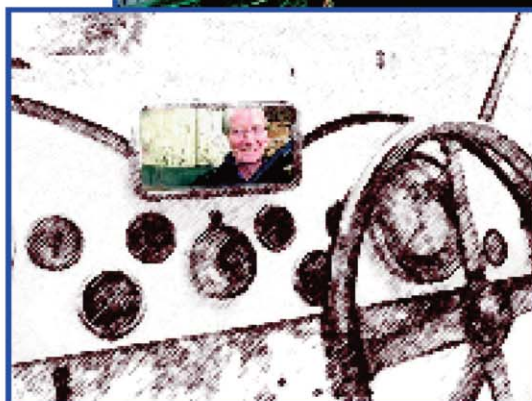
1932 – 2014

**B**orn in Newry in 1932 Norman Williams came from a medical family with an interest in motoring. Leading Northern Irish racing driver Bobbie Baird was a close family friend and Norman's involvement in motorsport came through following the Baird team of Ferraris and Maseratis around Ireland. When he went to Trinity to study business Norman was fortunate to have the use of his mother's MG Magna Sports and he cut quite a dash around the college and on the Belfast road in it. He also began a life-long association with the Dublin University MotorCycle & Light Car Club (the 'DU') and he went to many of the test trials and hillclimbs that the club organised even though his own competition ambitions were curtailed when the MG caught fire in Blanchardstown village one evening.

Working in Cathcarts and then Michael Orr's as a sales manager, Norman and his wife Jean, continued to organise both competitive and social events for the DU during the 60's and 70's.

During these years he made sporadic appearances in trials and rallies, memorably including entering the 1973 Galway International Stages Rally in his father's Mk VI Bentley.

Later Norman made more regular appearances at the DU Craugh Hillclimb in roadgoing Saab Turbos and Ford Escorts in the more relaxed days of the late 70s before entering Production Saloon Cup's and Golf GT's in Mondello, the Phoenix Park and in many hillclimbs. Seeing the racing potential of the first GTi in the country, raced by Larry Mooney, Norman managed to buy one of the first ones to go on sale in the UK. It was shipped to Ireland with only delivery mileage on the Thursday before the Phoenix Park so Jean was dispatched to run it around Wicklow before it was prepared for racing that night. Following the weekend's motorsport, Norman then sold the car to a suitably impressed



marshal in the paddock on the Sunday evening!

During the motorsport insurance crisis which stopped all closed road events in the 1980s Norman was instrumental in reviving hillclimbing by banding together competitors to guarantee entries, introducing new sponsors such as Dunlop and Frank Keane and working to improve safety standards and thus limit the increase in costs. Without his work encouraging, cajoling and supporting organisers, clubs and competitors it is unlikely that

hillclimbing as we now know it in the South would have survived.

Post insurance crisis he partnered the late Cyril Lynch on the hills in a Delta T80 Formula Ford 2000. In the Phoenix Park Norman won the Hawthorn Trophy in a Ford team which included young Formula 1 driver Mike Thackwell, before turning to classics where he raced a Mallock U2 and a 1957 328cc Berkeley, which was a big hit with the ladies and outfoxed the handicapped. Forced to retire from competition through illness, Norman continued to serve on RIAC Committees and enjoyed supervising the restoration of his MG Magna which he brought to the MVCC Maylay and Powerscourt picnics last year.

BRENDAN MCCOY



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