

# THE **IVVCC** JOURNAL



**WINTER 2012**



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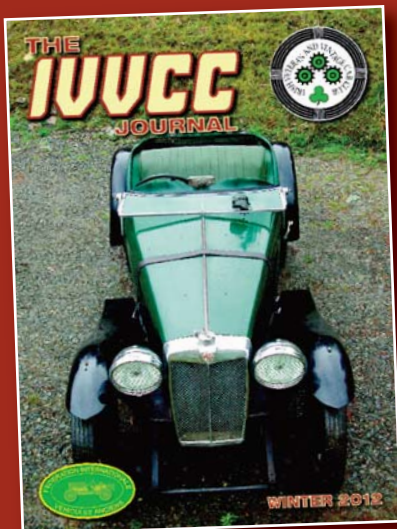
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**FRONT COVER:**

Norman Williams 1933 MG L2 Magna.  
Photo by Tom Farrell

**IVVCC JOURNAL WINTER 2012**

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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](http://www.ivvcc.ie)

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



*Dear Fellow Motoring Enthusiasts,*

**W**elcome to the Winter edition of the IVVCC Journal. The cover car in this issue belongs to member Norman Williams. Both he and the car are 80 years old and I thank Judy, Mark and Simon Williams, Julian McGuire, Brendan McCoy and Stephen Gillis for helping to produce this article.

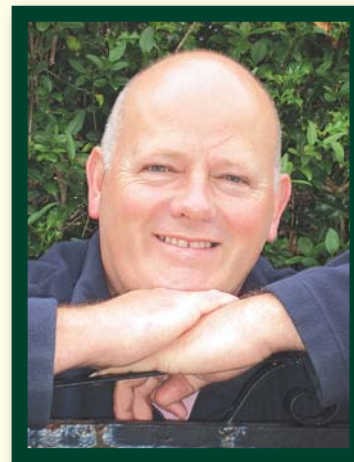
Barry Bourke has written a piece on winter maintenance, worth checking out as it seems that we are getting four seasons in an afternoon these days! The nights can be quite cold, so check you have antifreeze in your motor.

My thanks also to Anselm Aherne, who after 14 years, is hanging up his crossword pencil. I'm immensely grateful to Anselm for his generosity in doing both the crossword and providing the prizes!

As always I'm grateful to the contributors of articles to the journal. I know it takes time and there are some among you that feel you wouldn't be able to do it right. I would be happy to help in any way. Remember a story told is a story remembered.

I wish you all the best for 2013 and hope for at least a summer!

*Until next time, happy motoring!*



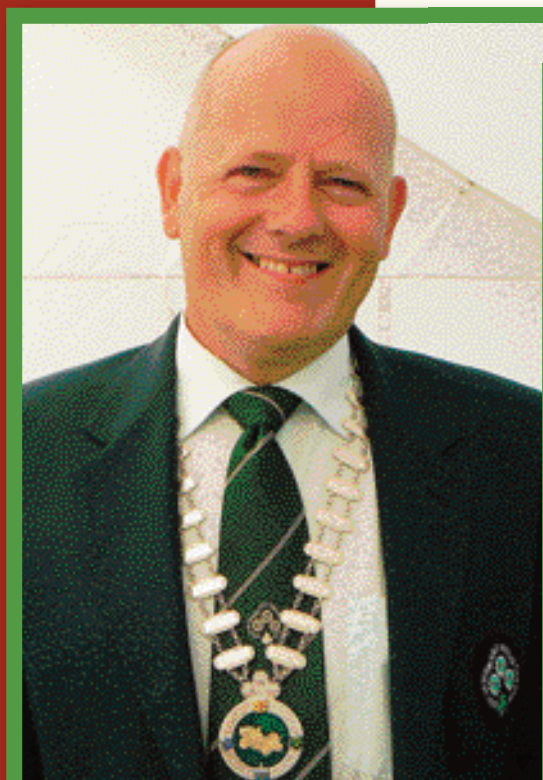
**TOM**

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# President's *Report*



**2**012 has been a busy year for the IVVCC. Many of our events have attracted record numbers and I thank the organisers and indeed the members who support these events. At the end of the year we were able to present the Laura Lynn Foundation with a cheque for €410 raised jointly at our Christmas dinner and Christmas Quiz. Thank you for your generosity. My thanks also to Robin McCullagh for yet again producing a fiendishly difficult quiz. Our membership has reached a new high of 592 paid up members and 50 Affiliated Clubs. Many of you paid online promptly and thank you for doing so.

The RIAC Classic Car Show is taking place on the 9th and 10th of February in the RDS, Dublin and promises to be a huge success. Many clubs are involved and there will be free parking for over 250 pre-1980 cars outside the hall. Our members have been working hard to produce a show-stopper stand which will be just inside the main entrance. Please come along if you can.

The IVVCC Golden Tour is just about full. If you want to squeeze in, you may be lucky. Contact Bernadette Wyer, 087-2220770 or email: [wyerb@eircom.net](mailto:wyerb@eircom.net)

You may recall that the board had decided to change the accounting year-end from 31 December to 30 September each year, so that the AGM could occur in January, and the AGM would set the scene for the roll-out of the events for the year ahead. It was not possible to achieve this for this year so the arrangements for the AGM this year will be similar to previous years. The AGM will take place a little later than usual this year as the Honorary Treasurer has experienced some practical difficulties in completing the draft accounts for the auditor as quickly as previous years. These difficulties are being addressed and hopefully the statutory audit will commence shortly. The board will advise the membership on the date of the audit as soon as the statutory audit is completed.

I was sorry to hear of the death of Capt Richie Conroy. I knew Richie for about 29 years in the FCA and Army. He was a hands-on man, immensely practical and always generous with his expertise. He had been a regular attendee of the Gordon Bennett Rally and was a club member for many years. To his wife, family and indeed many friends I offer my condolences on behalf of the IVVCC.

Albert Collier is recovering from an operation, Michael Duff has been in hospital and Mike Dennehy has been in hospital for tests. I know you'll join me in wishing them well. If you know of any member who is unwell, please be sure to let us know and if a member is unable to drive to an event maybe you could advise us and we'll see if we can organise a lift for them.

2013 will be an even busier year for the IVVCC. I hope you all have a great year and that there will be better times for us all.

**TOM FARRELL  
PRESIDENT**



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# Secretary's Report

**O**ur second Annual Dinner was held in the Red Cow Conference Centre on Friday 23rd November 2012. Once again it was a very successful evening with 165 guests, including members from the following affiliated clubs...Blessington Car Club, MG Enthusiasts, Clonmel Club, Munster Club, Tipperary Veteran and Vintage Car Club, IVVCC Sports Section and the Irish Jaguar & Daimler Club.

There were eight members cars on display and a large selection of prizes in the draw, one of which was presented by The Garden of Ireland Club.

The entertainment was provided by Sean Boland with his Frank Sinatra songs and got the dancers on the floor. A great night was enjoyed by all. The success of this event is down to John Boland for all the hard work he has put into running the event.

## ARM

2012 saw the ARM (Active Retired Members) celebrate its 15th year of great outings. Jim Cullen, one of the original organisers, was my boss in the ESB. Before he retired I promised him, when I retired, I would join the IVVCC. Three months before I retired a letter arrived on my desk and I recognised the writing on the envelope. When I opened it enclosed was a note from Jim which said to sign the attached form, enclose a cheque and you're in! The first thing I did was join the ARM group and for the past 12 years, I have enjoyed great outings from Belfast to Cork. It is one of the most successful branches of the club, at no expense



to the club as the members organise each event at a cost which covers the outing.

Thanks to Jim, Tony Hill and Chris Furlong who organised the first outing to Johnstown Inn for lunch and 21 members attended. After lunch they drove to the K Club for tea/coffee. That was the beginning of the ARM. Now we can have an average of 60 to 92 members attending an event.

2012 events were as good as previous years with trips to...*January* - Ordnance Survey, Farmleigh House; *February* - Glasnevin Cemetery Museum; *March* - TG4 Studios and Craft Centre Spiddal; *April* - Four day trip to South Wales; *May* - Kildevin

House Street Co. Westmeath; *June* - Enniscorthy Castle; *July* - Scenic drive through Wicklow; *August* - Baldonnell Aerodrome and Castletown House; *September* - Titanic Exhibition, Belfast; *October* - Tiglin, near Ashford and *November* - AGM/National Yatch Club, Dun Laoghaire.

## NEW YEAR RUN

This year we held the run on Sunday 30th<sup>h</sup> December instead of New Years Day, and, as usual, it was a success. It was called Meet and Greet and the Venue was Spawell. There was a short run to Bohernabreena and a long run over Sally Gap. Sixty-three adults enjoyed soup and sandwiches and four children enjoyed burger and chips which was perfect after the Christmas eating. To finish there was a prize for the two oldest cars and a raffle. Thanks to Paul O'Brien who organised the event and Bernadette Wyer and John Boland who helped out on the day.

**MICHAEL DUFF, HON. SECRETARY**



**When I assumed the role of President of the IVVCC, I spoke to a number of the Past Presidents on the subject of a lunch to honour them. I am grateful to Past President Jim Cullen for liaising with the surviving Past Presidents and organising the venue, Elm Park Golf Club where we met in May 2012. Many subjects were covered and we observed a minutes silence for those Past Presidents that have passed away.**

**TOM FARRELL**

*Back, l-r: Denis Dowdall, Laurence Roe, Peadar Ward, Jim Boland, and Robin McCullagh.  
Front, l-r: Reg Plunkett, Eric Byrne, Tom Farrell, Jim Cullen and Cedric Bailey.*

NOTE NEW DATES

# THE RIAC NATIONAL CLASSIC CAR SHOW

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# RIAC NATIONAL



By **JOHN BOLAND**  
**IVCC PRO**



## 1899 Cleveland Sperry Electric

Electric cars have been with us since the dawn of motoring and among the pioneers developing this mode of transport was Elmer A Sperry who designed this amazing car which sports a 48 volt electric motor. The car carries eight traction batteries which give it a top speed of 10 mph with a range of 30 miles and is a prime example of why early cars were referred to as 'horseless carriages'.

**W**ith only a matter of days to go to one of the most exciting events of the year, all the hard work is starting to feel worthwhile – a lot of energy and time has gone into getting our stand ready and we're sure our members won't be disappointed with the final result. Originally there were going to be two stands associated with the IVCC, our club stand and a special feature stand of the Jim Boland collection, however, thanks to the hard work of Bob Montgomery, we were able to create one supersized stand with both collections together. Once confirmation was received, it was a matter of choosing the cars and no matter which ones were chosen, it would be impossible to keep everybody happy.

With so many fantastic vehicles available we decided to show a selection of late 20's 'Supercars' as well as some that have never been seen together, while also including cars that show the very broad range of our members interests – we hope you approve of our offering and we look forward to welcoming you all at the stand over the two days. We will have a special feature both days at 12 noon and 3pm when the owners of the cars on display will all be on the stand to talk about their vehicles and answer any questions that you may have.



## 1904 Speedwell

This is the only Speedwell known to exist in Ireland and is powered by a 6hp single cylinder De Dion-Bouton engine with a two speed gearbox - having been discovered in a state of complete dismantle, the engine fired for the first time in 80 years on September 7th, 2008, during a full restoration of the vehicle. Since completion, this beautiful little car has represented Ireland and the IVCC at several London to Brighton Runs.

## 1963 Wolseley 1500

The Wolseley 1500 appeared in 1957 alongside its mechanically similar Riley 1.5 sister, both cars being the result of a plan to find a replacement for the Morris Minor. The 1500 used the Minor floor pan and torsion bar suspension layout which helped the cars chassis dynamics and road-holding ability. This beautiful car which coincidentally shares its 50th birthday with the club is a prime example of how the IVCC reaches out to the owners of all makes and era of cars from the dawn of motoring, right up to 1984 and has been extensively rallied since it was purchased.





# Classic Car Show

9TH-10TH FEBRUARY • RDS SIMMONSCOURT



## 1928 Bentley 6 1/2 Litre

(Speed Six specification) similar to the car driven by Barnato to victory in the 1930 Le Mans race - described as WO's favourite car even though most people feel the Blower Bentley is the car to have, WO himself felt that this model was his greatest achievement due to its smooth performance and capability of reaching over 100mph – quite an achievement in 1928! Part of the Jim Boland collection, this car has been in his ownership for forty three years.



## 1928 Mercedes 6.8 Litre Supercharged 'S' Type

Referred to as 'The Car of Kings' and one of only 144 built. Similar to the car raced by Caracciola in Le Mans and the Mille Miglia - this pristine example carries open sports tourer coachwork by German premium body builder Emann and Rossi and although ordered by the Mercedes dealer in Berlin, the car ended up being exported to the USA where it was delivered to the New York dealer.

## 1929 Lancia Dilambda Chassis

Possibly the rarest exhibit at the show - the chassis shown here is exactly how you would have purchased your new Lancia Dilambda apart from a bonnet which would also have been supplied. You would then have ordered the coach work, built to your design by one of the many coachbuilders of the time.



This vehicle started life as a Mulliner Sports Saloon and was rallied extensively in the 1950's and even raced in Northern Ireland at that time.



## 1913 Daimler 6.3 Litre

Daimler cars were the choice of royalty and this car adds a touch of Indian mystique to our stand - fitted with a most unusual fully folding formal cabriolet coachwork by the most elite bespoke coach builders of the period, Salmons & Sons of Newport Pagnall - this magnificent Daimler was exported new to India where it's original owner was no less than a Maharajah.

## 1930 Alfa 6C 1750

In motor racing legend, few names rank higher than that of Enzo Ferrari, the former racing driver and mechanic who after establishing himself as the sole dealer for Alfa Romeo in the Emilia-Romagna and Marche regions of Italy, at the end of 1929 joined with three wealthy motor racing enthusiasts, plus Alfa Romeo and Pirelli, to establish a racing stable. The first race in which the Scuderia Ferrari competed in was the 1930 Mille Miglia racing three Alfa Romeo 6C's with team member Nuvolari taking first place.



## 1969 MGC Roadster

This is an original Irish car which was restored to concours standard by it's owner, club member Robert Kinsella in a record breaking four months - don't be fooled by the short time span of this overhaul as the standard of the car has to be seen to be believed. This car sports a 2912cc in line six ohv engine and its factory performance was listed at 0-60mph in 10 seconds, with a top speed of 120 mph.







**By  
TOM FARRELL**

# BRIGHTON BEGINNER

**A**s a lifelong motor enthusiast my taste in cars was dictated by cars I saw when I was growing up. The earliest were those from the thirties with the majority from the forties, fifties and early sixties. Motors that varied in size from Heinkel Bubble cars to American cars used locally for weddings, funerals etc. I never saw an antique car until I saw the film 'Genevieve'. The way bits fell off the cars in the film didn't inspire my confidence in them and I felt no urge to rush out and buy one. But over the years I saw the film a few times and decided one day I would like to drive in the London to Brighton Veteran Car Run.



Fast forward to 2010 when I had a visit from motor enthusiasts Patrick Hemphill, Keith Patchett and Colm O'Neill. The subject of the London to Brighton came up and Patrick offered to allow me to drive his Oldsmobile in the 2011 event. I was thrilled and a little apprehensive as I'd never driven a motorcar so old. It was agreed that I would travel to the UK the day before the event for a crash course in driving the Curved Dash.

Patrick bought the Oldsmobile in late 1999 and had it running (just) on New Year's Eve in time for the new millennium. His entry in the 2000 LBVCR ended in disaster 100 yards outside Hyde Park when the crankshaft broke. He and Keith had to make two new cranks (one spare), new bits for the gearbox, a new petrol tank (to original pattern), repaired the water tank, renewed the flywheel and other sundry parts sufficient to make a successful attempt at the London to Brighton in 2006.

In 2009 it died again when the connecting rod broke off at the gudgeon pin, bending it into an 's' shape but luckily not damaging anything else. This was renewed in time for the 2010 event which was the wettest





Patrick had experienced, even Stirling Moss gave up at Crawley and went home!

The weekend of the 2011 event promised to be good and I found myself in Patrick's garage on the day before the rally. Looking at the Oldsmobile, I was conscious of its horse drawn carriage beginnings. The four wheels were exposed, a simple wooden body perched on the axles with two seats and a sleigh like curved dash, which

gave the car its name, the Oldsmobile Curved Dash. Its official designation is a Type R and it was manufactured in 1903. It has a single cylinder engine of 1563cc chain driven via a two speed epicyclic gearbox. Steering was operated by a long tiller sprouting from the floor. It was designed and built by Ransom Eli Olds as an alternative to horses, whose smell he couldn't abide. The little Oldsmobile was to become America's first successful mass

**Opposite page:**  
**Top left: Getting ready for the off.**

**Left: Tom Farrell and Patrick Hemphill.**

**This page:**  
**Top: Relief at the finish on Madeira Drive, Brighton.**

**Above: The carnival atmosphere at the start of the Rally.**

production car which was so popular that songs were written about it. That it was durable is beyond doubt as there are many survivors today attending events around the world.

I took it for a quick spin on Saturday and it was nerve wracking especially when you're told that the brakes are largely useless. Patrick told me in an emergency throw the car into reverse!

Early Sunday morning we left Partick's home in Glemsford, Surrey for the long trek to Hyde Park, London. Travelling with us was Keith Patchett and Graham Murfitt, who were to act as breakdown and backup. They would have to shadow the rally by an alternative route, so as not to clog up the rally route.

The start of the rally has all the atmosphere of a carnival, with some dressed up in period costume which is all very well until it rains and it does often! There was a large Irish contingent present with fifteen cars starting the event. Getting through London was a class of nightmare, the traffic was heavy and at one point there was a shooting incident and the cars were redirected through a residential area causing some of the entrant's cars to expire because of the heavy traffic. Patrick drove as far as Crawley, where the official coffee break was, when I was to take over.

You would need the services of a clairvoyant to keep an eye on all other road users, especially when one is mindful of the limited braking of the Oldsmobile. It was a slow starter and built up speed slowly but was a pleasant car to drive. You had to approach hills at full speed and many times we reached the top at a walking pace. Going downhill provided a different type of excitement and you hoped that no one was foolish enough to step out in front of you. Many car clubs gathered along the route to show their support, which was nice.

We stopped at the Black Lion Pub at Patcham to refuel, top up the water tank and oil and grease up the various points on the car. There we met up with Keith and Graham and Graham and Glynis Leaney who supplied us with most welcome hot soup and sandwiches, then it was on to Preston Park to have our route card stamped. We received heartfelt congratulations from the Marshals who had stamped many a card before we came along. And it was an achievement to leave one of the biggest and busiest cities in the world in a one hundred and eight year old car and travel sixty three miles through traffic and up hills and down dales and to finish the run unassisted and within the time allotted. After such a run one feels close to the makers and original owners of these mobile pieces of history.

The LBVCR is the longest running motoring event in the world. It is an event that you should attend and take part in if ever you get the chance. Long may it continue...

**"The start of the rally has all the atmosphere of a carnival, with some dressed up in period costume which is all very well until it rains and it does often!"**

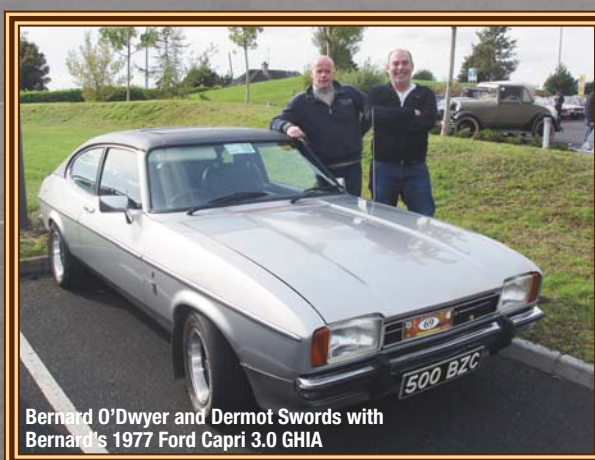


# AUTUMN

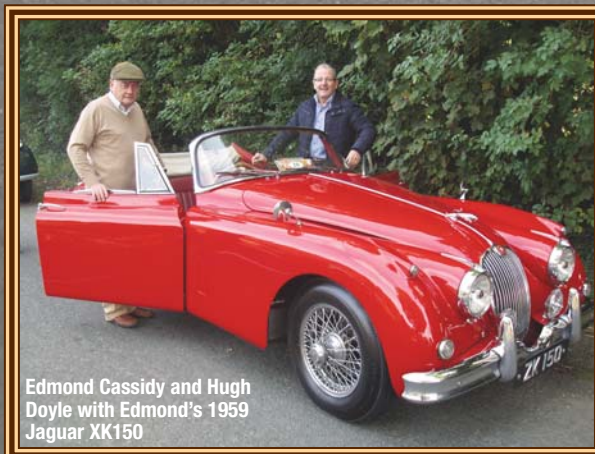
*Rally 2012*



Brendan Wall with his 1973  
Triumph 2500 PI Estate



Bernard O'Dwyer and Dermot Swords with  
Bernard's 1977 Ford Capri 3.0 GHIA



Edmond Cassidy and Hugh  
Doyle with Edmond's 1959  
Jaguar XK150

The Autumn Run took place on Sunday 7th October starting in the Applegreen Service Station on the M1, north of Swords. Participants were treated to refreshments and when leaving they were presented with goody bags, compliments of **Fingal Motor Factors** who also sponsored our rally numbers for the event.

Participants then departed on a leisurely drive on beautiful scenic quiet country roads and villages of north county Dublin, Louth and Meath. Cars were stopped en route and were given a goody bag, containing many gifts, supplied by our many sponsors.

85 cars took part in the event with cars ranging in year from 1920 to 1984. We had 10 pre-1930 cars taking part and 19 cars from 1931 to 1955. It was great to see old and new friends out on the run.

We would like to welcome new members Robbie McGlynn and Bernard O'Dwyer on their first event.

The weather was very kind to us on the day with the sun shining so the soft tops got an airing.

Lady drivers were encouraged to take part with a prize for the best lady driver. Eight ladies took part and Orla Cassidy was the overall winner.

We also had a childrens' quiz and 16 children took part.

The run finished in the Pillo hotel, Ashbourne, with a lovely lunch and prizegiving.

We hope you enjoyed the event and we look forward to seeing you on events in 2013.



Noel & Christine Hughes  
with their Rolls Royce 20/25



Maria and Michelle  
Callanan with their  
1954 Triumph TR2



Stephen and Alex Brennan  
in their Morris Oxford



**By PAUL NOCTOR**  
**Photos by: CONOR NOCTOR**  
**and TOM FARRELL**



Robert and Philip Lambert  
 with their 1970 Lancia Flavia



Orna Cassidy and  
 Brian Geraghty with  
 Orla's 1964 Morris Mini Cooper



Joe and Mary Geoghegan  
 with their Triumph Herald Coupe

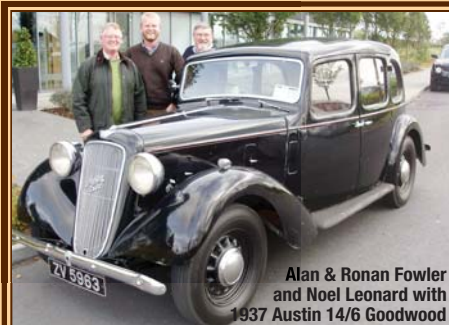


Noel and Etna Willis  
 with their MG Midget

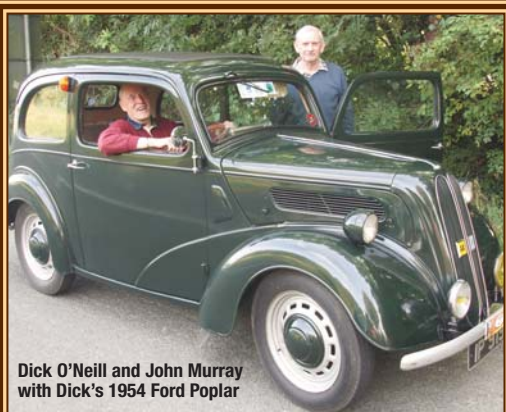


# AUTUMN

## *Rally 2012*



Alan & Ronan Fowler  
and Noel Leonard with  
1937 Austin 14/6 Goodwood



Dick O'Neill and John Murray  
with Dick's 1954 Ford Poplar



Maurice and Carmel Cassidy with their 1973 Jaguar V12 E Type.



Helen Rutledge and Andrew O'Donohoe  
with Andrew's 1925 Sunbeam 20/60  
Tourer - winner of the President's Cup



# My Trip to Lourdes



**O**n a dull morning early in September 2012 I set off from Dublin airport to travel to Lourdes on the Annual Dublin Diocesan Pilgrimage for the sick. I had volunteered with six other girls from my school, Mount Sackville. I wore a uniform consisting of a blue t-shirt and navy trousers with my name tag identifying me as a handmaid.

I was assigned as a ward support to the St. Bernadette A ward in the Accueil. The Accueil was the hospital the pilgrims stayed in and means "welcome" in French. In my room there were six pilgrims whom I got to know very well over the few days.

I was up and present in the Accueil very early in the morning and didn't leave until late but I can honestly say that every minute spent caring for the pilgrims was time well spent. We would pull our pilgrims around in little blue rickshaws called "voitures" and would spend the time in between services chatting with a cup of tea under the shade of the tree. There was a great atmosphere between everyone and you also knew that all you had to do was ask for help and you would readily receive it.

The days passed by too quickly and Lourdes has been such an unforgettable experience that I plan to go again next year. I can't put into words what a wonderful trip this pilgrimage is and that it teaches you quite a few lessons in life. I met a fantastic woman called Nancy whom I still keep in touch with regularly.

I would like to take this opportunity to thank the club for allowing me to hold a raffle in aid of this worthy cause at the Powerscourt Picnic event last August and to everyone who bought tickets, I am very grateful. Special thanks to John Boland for providing additional spot prizes.

**CHRISTINA O'BRIEN**

## First all ladies Garden of Ireland Run



**T**he first all ladies Garden of Ireland Run was held on Saturday June 2nd, 2012. Ladies from the GOIVCC were joined by ladies from local club The Wicklow Vintage Club.

The run took in some of the many beautiful parts of Co. Wicklow before stopping at the Glendalough Hotel for lunch and a long chat. The run continued in the afternoon back to the Grove bar for refreshments.

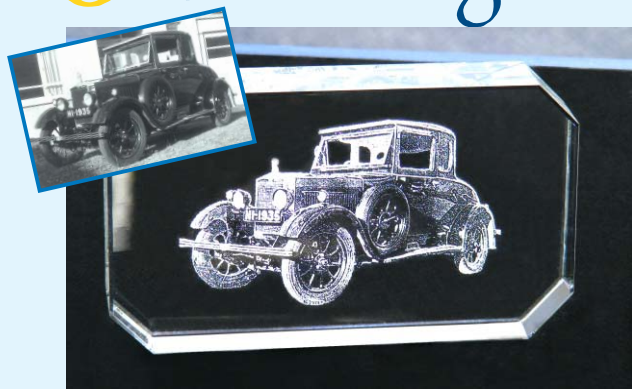
All had a great time and the club intends to make this an annual event. The ladies wish to thank the guys from the GOIVCC for their support on the day. One of the ladies said "This is a great club to be a member of, everyone is so friendly and we have such a good time at all our events."

You can follow the upcoming events of the GOIVCC on facebook... **GOIVC Club** or email: [goivcc@gmail.com](mailto:goivcc@gmail.com). You can also contact their Secretary Eileen on 087-8329235 or PRO Sheelagh.

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*Meet the member...*

# NORMAN WILLIAMS

**N**orman Williams was born in Belfast in December 1932 and brought up in Newry. His father Norman, who was a doctor, and mother Norah, had a succession of exciting motorcars including WO Bentleys. He had one sibling, his sister Daphne, who was two years older. He was educated at Castle Park School, Dublin and Rossall School, Fleetwood, Lancashire, the latter during the second World War. As a result of the war he only got home occasionally.

He then went to Trinity College and travelled up and down, from Newry, in his mother's 1933 MG Magna. He was an active member of the DUMC&LCC - he was on the committee and helped organise some of the hill climbs and social events.

After he graduated from Trinity with a BA and BComm in 1956, he married his sweetheart Jean Campbell and they went on to have four children - Mark, Susan, Simon and Judy.

He went to work for Gorman Brothers in Rathmines and then on to a partnership in Cathcarts Garages, with branches in Rathmines and Kiltarnan.

**Top:**  
Norman with his daughter Judy  
*(Photo courtesy of Independent Newspapers)*

## COVER STORY





He then became Leasing Manager for Michael Orr Garages before setting up his own business, Vehicle Management Control, which was a member of VLAI. Norman joined the RIAC in 1970 where he was involved in the racing and hill climbing side of motorsport. He was a member of a number of committees and acted many times as an event steward or as Clerk of the Course. Jean was also involved in motorsport, helping out with timekeeping and organising social events. For over half a century Norman has played a major and continuous part in motorsport in Ireland, including his input in reviving hill climbs in Ireland in the late 80s after an insurance crisis. He participated in innumerable hill climbs around the country and events at the Phoenix Park and Mondello Park to name but a few. He joined the IVVCC in more recent times and has been a regular attendee at events along with his daughter Judy.

Norman raced everything from a Berkeley to a Formula Ford 2000, including Golf GTI, Ford Capri 3000 and 3100. He was known for entering unusual cars in races and rallies, none more so than a Bentley Mk VI in the 1973 Circuit of Galway. He has won scores of trophies but more than that, he has won the respect of anyone who has had the good fortune to meet him. He has been through some difficult times recently, recovering from cancer, and being diagnosed with Parkinson's Disease. His lovely wife, Jean, passed away in April 2010 and his sister, Daphne, passed away in December. He is lovingly cared for by his daughter Judy, and he enjoys meeting friends and going to motoring events when possible.

This softly spoken man is a true gentleman who lived a full life with Jean, his children and grandchildren whilst enjoying his golf and his motorsport. Indeed a life well lived.



#### PHOTOS...

- A. Jean, Norman and Daphne (Norman's sister) at Norman's graduation in 1956.
- B. Norman, Judy and Simon.
- C. Norman participating in the 1973 Circuit of Galway in the Bentley Mk VI.
- D. Norman in GTi Golf.
- E. Norman on a Bultaco.
- F. Norman racing the Berkeley.
- G. Norman in 'Black Magic' his favourite Ford Capri.
- H. Jean and Norman in 1986.

contd next page →



# ABOUT THE MG L2 MAGNA



**T**he MG L Type Magna was introduced in 1933 and went out of production in 1934. Only 90 examples of the L2 version were produced with a variety of body styles including Salonette, Continental Coupe, open two seater and open four seater. It was fitted with a 41 BHP straight six cylinder OHC engine displacing 1087cc which was based on the MG Wolseley Hornet unit with cross-flow cylinder head, twin SU carbs and coil ignition and a four-speed crash 'box. It had 12 inch brakes from the J2, centre lock Rudge wheels and was capable of a top speed of 75mph.

This 1933 MG L2 has been in the Williams family since 1951, when Dr Norman E Williams of Newry, Co. Down bought it for his wife, Norah. However, the car caught the attention of their son, also named Norman, and so began a 60 year adventure. The car was regularly driven from Newry to Trinity College in Dublin until it suffered a small engine fire one day in 1955 in Blanchardstown. The quick actions of a passing bus driver with a fire extinguisher prevented major damage. Although repairs were started soon after, the car spent most of the next 45 years or so under wraps in various locations around Dublin.

The car is currently undergoing a sympathetic refurbishment, including overhaul of the engine (new white metal bearings), gearbox, brakes and back axle. Work to be completed includes overhaul of the fuel pumps and the electrical system and chrome work. It is a very original car and a rare survivor.





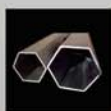
# Manufacturers of the original PROTEX range of instant shelters

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MARQUEES



INFLATABLES



FLAGS



DISPLAYS



TABLES



ACCESSORIES







# Christmas Party



Shane Houlihan's 1907 Berliet

**W**ith attendance well up on last year and with members of eight affiliated clubs joining in, there was a great night's fun had by everyone. Club President Tom Farrell was on hand at the door with a personal welcome and after having their photograph taken, guests had the chance to enjoy a glass of champagne while browsing through the many cars on display.

Among those cars present were this year's pre '55 historic racing champion the 1922 'Syd Lawrence Special' Bentley, the beautifully restored MGC of Robbie Kinsella and Willie Bryans Franklin, which thanks to Dublin Crystal, was the lucky winner of a beautiful piece



Detlef Heyer 1922 Syd Laurence Special Bentley



of crystal, laser engraved with an illustration of this imposing car.

As the guests arrived in the wonderful Pavilion Hall at the Moran Red Cow Hotel, they were welcomed by the sight of Derek Wilson's 1902 Bolide which was mounted on a turntable, complete with Santa Claus and Rudolf - this wonderful little De Dion engined car had just returned after a very successful trip to Brighton. Other cars in the room were a Wolseley 1500, an Oldsmobile, also back from the London to Brighton, a Wolseley Hornet and a magnificent chain drive 1907 Berliet. After dinner, Tom Heavey of *Irish Vintage Scene* (IVS) was welcomed as a guest and said some very kind words about the club, after which Tom Farrell spoke about many things including how the club is working for our members and how we

Jude Connellan's 1903 Oldsmobile



are looking forward to the many events planned for this our Golden Jubilee year.

Just before the music kicked off there was a special game of 'Heads or Tails' played by representatives of our affiliated clubs to win a quarter page advert in IVS, generously donated by Tom Heavey - the honours were taken by the Munster Club and we look forward to seeing their advert. After a 'Christmas morning' raffle (all the prizes were wrapped and so everything was a surprise), Sean Boland entertained the room with his wonderful voice while guests danced into the early hours of Saturday.



Willie Bryans 1929 Franklin 130



# Memory Lane

**A**s we enter the IVVCC's fiftieth year, I have decided to mark the occasion with a double Memory Lane feature, by looking at two images of the same location but almost 20 years apart.

The first image (below) is of the original Butt Bridge on Dublin's Quays in 1930, shortly before it was demolished, to make way for a new wider bridge which survives to this day. The original structure was completed in 1879 with a swivelling centre section. When it was being planned, there was a requirement to keep the river navigable and the centre section could be rotated through 90° by power supplied by a steam engine on the quay. Oddly, this feature was never used again after 1888 but as motorised traffic began using the bridge more

frequently in the early twentieth century, the narrowness of the roadway and the approach gradients were demonstrating the bridges unsuitability for changing needs.

In this view the car approaching the camera is a "Bullnose" Morris Oxford or Cowley and although it is indistinct, the registration number seems to have the letters NI, indicating a Co. Wicklow issue. Behind it is a truck of about 1 to 2 tons capacity, possibly a Leyland, as the radiator looks like the Leyland's aluminium framed design with the name badge across the top. Behind the truck is a Ford Model A to judge by the radiator style and the number plate mounted between the headlamps. In fact the double rail front bumper confirms the identification.

Moving away from the camera the

nearest vehicle with its landaulet hood and the front number plate mounted at the forward edge of the roof, suggests an Austin 12/4 taxi. Although Austin's taxi was introduced in the mid-Twenties, the tall landaulet style was getting old-fashioned even then. There is one other car in the distance; it is a dark coloured saloon, possibly with a rear mounted spare wheel, maybe a Ford Model T saloon but its tall narrow lines might also suggest a Singer or a Trojan.

My thanks go to Sean Cassells for lending me a print of this picture. It may have been taken to record the bridges appearance before it was demolished. If anybody has more information on the copyright, I am happy to acknowledge same as early as possible in a future IVVCC Journal.







**H**ere is the same location just 18 years later, with the re-designed bridge affording a 40' wide roadway. To replace the old bridge the Dublin Ports and Docks Board had to be given special powers under The Dublin Port & Docks (Bridges) Act 1929 to do all that was necessary to build the new bridge. This new structure was completed in 1932 and it was the first cantilever and counterweight bridge to be made of reinforced concrete in Britain or Ireland at that time.

While the buildings on Eden Quay, including the Butt Bar are largely unchanged from the previous picture, the vehicles are very different. In the foreground on the right is an Austin 10-based van in the ESB livery of the time. Some readers will recall that in this era ESB vehicles were painted bright red and the company logo had a "lightening flash" through it, as can be seen on this van. Behind the Austin is a Ford V8 truck of the late Thirties with the familiar shield shaped grille of the period. Behind the Ford truck is a Vauxhall 10 of the late Thirties or very early post-war era with its sunroof partly open. Following that is possibly a Diamond T truck with a wooden stake load body. It has a registration



**By COLM O'NEILL**

Z 82??, dating it to the late Thirties. Further back among the mass of cars and cyclists can be seen the front of a Ford V8 Super Deluxe of the early post-war period.

On the left side of the road moving away from the viewer is a Hillman Minx, the pre-1939 model with the flat boot lid. In front of that, and apparently heading for an imaginary lane right up the centre of the roadway, is a Ford V8 Saloon of about 1938. It has a Co. Dublin Z registration

but the numbers are indistinct. On its inside left can be glimpsed the roof of a Ford 5 cwt van which could either be pre-war or post-war. To its left is a large saloon with split rear window and exposed bootlid hinges, maybe Packard of the late Thirties. In front of the little Ford van is its larger stable mate, the Ford or Fordson 10 cwt van, registered Z-9216, dating it to 1939. It is following another Vauxhall, this time a 12 or a 14 with a spare wheel well in the bootlid. It is registered in Co. Louth as IY-4781 or 4761, dating it to about 1938/9. In front of that is what may be a pre-war Morris 8 with a rear mounted spare wheel, but it appears to have some bags or cloths tied on the back so it is difficult to be certain. Most of the vehicles in this scene are pre-war models and would have been laid up from about 1940 when petrol rationing became so severe, that civilian motoring was confined to clergymen, doctors and veterinary surgeons.

This picture was taken as part of a series by the RIAC in studying rush hour traffic patterns and I am grateful to Alec Sinclair of Motorsport Ireland for providing a print and granting permission to me several years ago, to use it in our journal.



# Old Registration Number Survey

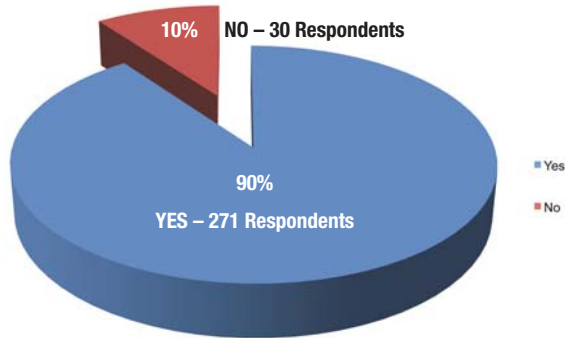
In autumn 2012 I did a survey to find out the level of support for availability of choice of registration number for pre-1987 that have been imported to Ireland. I asked six questions. There were 310 respondents to the survey. Some respondents did not answer all questions. I have shown the results of the first five questions below.

The sixth question was an invitation to comment, and the variation of suggestions was so wide as to defy easy summarising other than to say that they reflected the overall support. I appreciate the time taken by all respondents to complete the survey, and for the overwhelmingly constructive comments offered.

There is strong support – 90% – for the principle.

JOHN LARKIN

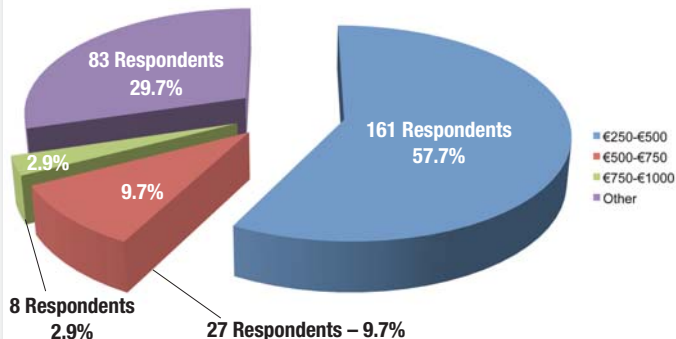
## QUESTION 1



Would you be willing to pay to have a choice of registration number on your pre-1987 vehicle?

Yes	90.0%	271
No	10.0%	30
Answered question:	301	
Skipped question:	9	

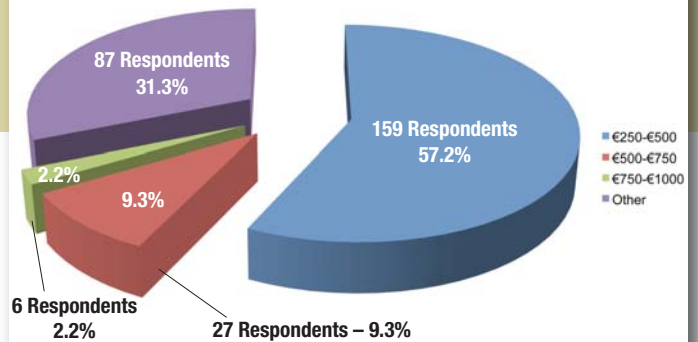
## QUESTION 2



What is the maximum amount you would pay to be allowed to retain a UK registration number on a pre-1987 vehicle imported to Ireland? The retained registration would NOT BE TRANSFERABLE to any other vehicle.

€250 to €500	57.7%	161
€500 to €750	9.7%	27
€750 to €1000	2.9%	8
Other	29.7%	83

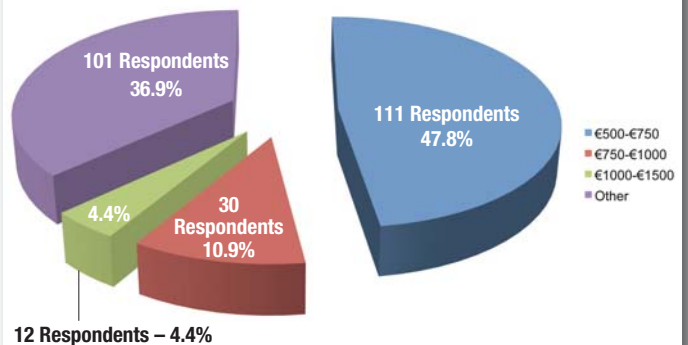
## QUESTION 3



What is the maximum amount you would pay to obtain a RANDOMLY SELECTED age-related Irish (old style pre-1987) registration number for a pre-1987 vehicle imported to Ireland? The registration would NOT BE TRANSFERABLE to any other vehicle.

€250 to €500	57.2%	159
€500 to €750	9.3%	26
€750 to €1000	2.2%	6
Other	31.3%	87

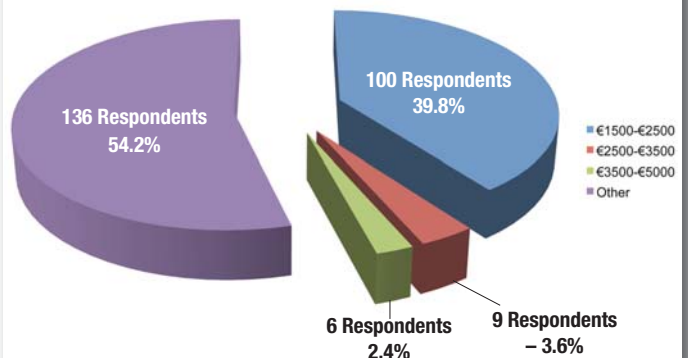
## QUESTION 4



What is the maximum amount you would pay to SELECT FROM A LIST an age-related Irish (old style pre-1987) registration number for a pre-1987 vehicle imported to Ireland? The registration would NOT BE TRANSFERABLE to any other vehicle.

€500 to €750	47.8%	131
€750 to €1000	10.9%	30
€1000 to €1500	4.4%	12
Other	36.9%	101

## QUESTION 5



What is the maximum amount you would pay to SELECT ANY AVAILABLE pre-1987 Irish registration number for a pre-1987 vehicle imported to Ireland AND where that registration number COULD BE TRANSFERRED to another pre-1987 vehicle if you wished to do so?

€1500 to €2500	39.8%	100
€2500 to €3500	3.6%	9
€3500 to €5000	2.4%	6
Other	54.2%	136



# IVVCC AND AFFILIATE CLUBS CALENDAR OF EVENTS 2013

## IVVCC Provisional Event Calendar for 2013

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

<b>FEBRUARY</b>		<b>JULY</b>	
2	IVVCC - First Monday Meeting, Liam Clare presentation on Historical Dublin of the 50s, 60s, 70s, D'Arcy McGees, Spawell 8.30pm.	1	IVVC - First Monday Meeting, Evening Run, TBA.
9-10	National Classic Car Show, RDS Simmonscourt, John Boland 087-2671821, after 7pm.	7	IVVCC - attending IJDC Terenure Show, Terenure College.
18	IVVCC Valentine's Run, Richard Seaver 087-2835011.	7	Donegal Vintage & Classic Club Run, Eunan Kelly 087-2366924/Donal McGettigan 087-9370679
<b>MARCH</b>		14	Tipperary Light Car & Motorcycle Club Ltd V&V Section, Dungarvan Veteran and Vintage Fun Run. COC Peggy Moloney 058-42979/087-6950829
4	IVVCC - First Monday Meeting, D'Arcy McGees, Spawell 8.30pm	20	Munster Vintage Motorcycle & Car Club 58th Cork Veteran Run, Dick O'Brien 086-1255709, E: mvmccc1@gmail.com
29-31	Mallow Veteran Vintage & Classic Car Club, Inaugural Pre-1940 event, Mallow Racing Festival Weekend.	21	Trim Classic Show
<b>APRIL</b>		26-28	Western Veteran & Vintage Motor Club Galway - West Run, contact - Victor Andrews 087-9881036
8	IVVCC First Monday Meeting, D'Arcy McGees, Spawell 8.30pm	<b>AUGUST</b>	
28	Western Veteran & Vintage Motor Club Galway - Pre 1955 Car Run - Contact Victor Andrews 087-9881036.	4	Tipperary Light Car & Motorcycle Club Ltd V&V Section, Carrick-on-Suir. COC Tina Norris & Franko Bove 051-640382/087-2691160
<b>MAY</b>		12	IVVCC - First Monday Meeting, Evening Run, TBA.
12	Donegal Vintage & Classic Club Annual Club Show, Clanree Hotel, Letterkenny Eunan Kelly 087-2366924/Donal McGettigan 087-9370679	18	IVVCC - 36th Powerscourt Picnic Event, Bernadette Wyer, 087-2220770, E: wyerb@eircom.net
13	IVVCC - First Monday Meeting, D'Arcy McGees, Spawell 8.30pm.	28-1 Sep	VCC Main Event, Jude Connellan
5	VCC Minor Event, Derek Wilson	<b>SEPTEMBER</b>	
17-21	IVVCC - 50TH GOLDEN TOUR, incorporating Historic Car Day, Bernadette Wyer, 087-2220770, E: wyerb@eircom.net	2	IVVC - First Monday Meeting, D'Arcy McGees, Spawell 8.30pm
19	Tipperary Light Car & Motorcycle Club Ltd V&V Section, Dungarvan Veteran and Vintage Charity Run.	7-8	IVVCC - attending Beaulieu Autojumble
25-26	RIAC Pioneer Run	28	Tipperary Light Car & Motorcycle Club Ltd V&V Section, Foyle V&V Memorial Run. COC Emily Foyle 086-8807749 or 051-644961, E: emily.foyle@gmail.com
<b>JUNE</b>		<b>OCTOBER</b>	
2	Garden of Ireland Vintage Car Club, supporting the Annual Grove Fun Run for St Catherine's Special School.	6	IVVCC - Autumn Rally
7-9	IVVCC - International Gordon Bennett Rally, Bernadette Wyer, 087-2220770, E: wyerb@eircom.net	7	IVVC - First Monday Meeting, D'Arcy McGees, Spawell 8.30pm
10	IVVCC - First Monday Meeting, Evening Run, TBA.	7	Donegal Veteran & Classic Car Club AGM, Jackson's Ballybofey - Leo O'Connor 074-9151633/Eunan Kelly 087-2366924
12	IVVCC/RIAC Picnic in the Marley Park	13	Connacht Veteran & Vintage Motor Club, Pre-War Run, Keith 086 8523782.
15-16	Tipperary Light Car & Motorcycle Club Ltd V&V Section, COC Richard & Paul Slattery 087-2367919/086-8247129.	<b>NOVEMBER</b>	
28-30	Connacht Veteran & Vintage Motor Club, CVVMC Annual Rally, Abbey Hotel, Roscommon	4	IVVCC - First Monday Meeting, D'Arcy McGees, Spawell 8.30pm.
23	Munster Vintage Motor Cycle & Car Club, 75th Anniversary of 1938 Cork Grand Prix. Commemorative Event, open to pre-1950 Race and Sports Cars. See www.corkgrandprix.com or email corkgrandprix@gmail.com	TBA	IVVCC Christmas Party
		<b>DECEMBER</b>	
		2	IVVCC - Christmas Quiz Night, D'Arcy McGees, Spawell 8.30pm
		7	Donegal Veteran & Classic Car Club Dinner Dance - Leo O'Connor 074-9151633/Eunan Kelly 087-2366924



## 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**

## 1967 BMW 2000CS



### FOR SALE

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

**€12,750**

**PHONE: 087-3638139**

(CO. KILDARE)

## 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**

## 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**

## 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)

## 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**

## 1930 AJS MODEL 9



### FOR SALE

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

4-door fabric saloon.

**Price: €10,500 ono.**

**PHONE: KEN FLEMING**

**01-2858567 or 086-8391839**

## 1933 AUSTIN 10/4



### FOR SALE

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

**Price: €11,000 ono.**

**PHONE: KEN FLEMING**  
**01-2858567 or 086-8391839**

## CITROEN 2CV PROJECT

### FOR SALE

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

North County Wicklow

**PH: 087-4133710**

OR EMAIL:

**glendarraghstudio@eircom.net**

## 1933 MORRIS ISIS SPORTS SPECIAL COUPE

### FOR SALE

Mostly restored with all parts to finish.

**CONTACT:**

**PAUL AT**

**moseley440@btinternet.com**

## 1965 TRIUMPH TR4A SPORTS CAR



### FOR SALE

With independent rear suspension (IRS) and wire wheels.

This car is a UK model imported in 2004 when a new mohair hood, carpets and new clutch were fitted.

Kept in dehumidified garage - no rust (to my knowledge).

Body and paint very good.

Leather seats.

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

**€16,500.**

**Email: lpoflanagan@gmail.com**

## 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.**

## 1964 MERCEDES 190C FINTAIL



### FOR SALE

In good condition, full providence and service history.

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

## WANTED

### FOR 1932 FORD MODEL B.

Steering box and pedal box or complete car for restoration.

**Call 087-2420688**

or email: **dboland@wexfordcarcentre.com**

## WANTED

### MG 1953 ENGINE 1250CC FOR 1953 TD

for reconditioning may suit.

**Ph: 021-4870004 after 6pm**  
**or 086-3260145**



# CLUB SHOP



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

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

## 1. RADIATOR BADGE

€34.00

Plus P+P



## 2. GORDON BENNETT BADGE

€40.00

Plus P+P



## 3. KEY RING

€5.00

Plus P+P



## 4. LAPEL PIN BADGE

€4.00

Plus P+P



## 5. WINDSCREEN STICKER

€2.00



## WHEN ORDERING

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

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

# IVVCC CLUB APPAREL

## Blazer with IVVCC Badge - €140.

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

## Classic soft-shell jacket - €48.

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

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

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

## Beanie Hat - €10.

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

## Baseball Cap - €10.

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

## Hard Wearing Polo - €20.

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

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

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

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

## IVVCC Golf Umbrella - €30.

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

## GARAGE TO RENT

### STEPASIDE AREA.

Secure and dry.

For further details

PHONE: OLIVER FORDE

01-2884254

OR 087-2569411

## 1961 ROLLS ROYCE SILVER CLOUD II



### FOR SALE

Velvet green (very dark green), looks black in certain light) with tan hide, repainted 20 years ago (photos available).

Excellent driver and very good condition throughout.

Electric window and stainless steel exhaust.

Full toolkit, original handbook, workshop manual and factory build sheets.

Just completed South of Ireland rally without missing a beat.

PHONE: PATRICK  
087-9789730

## WANTED

### RECONDITIONED/ SECONDHAND ENGINE

for

### 12-48 WOLSELEY SERIES 3

Any information regarding the above would be greatly appreciated.

Please Contact:

matthewocon@gmail.com

## RESTORATION WORK UNDERTAKEN

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

## 1931 AUSTIN 12/4 ETON



### FOR SALE

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

€20,000

PHONE:

086-2582878

Email: rutha@iol.ie

## 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.



# A Special

**W**ay down in the south of France, just outside the picturesque town of Aix en Provence, is a small family-run camping site by the name of "Arc en Ciel". Since 1993 we have holidayed there during the month of July - a must! What many people do not know is that hidden on the site is a little collection of some superb classic and vintage cars. Over the years I have been privileged to work on them and on the odd occasion to drive these superb cars.

The campsite was started in 1950 by the present owner's father (Robert Carlier and his wife Ria) and is now run jointly by their daughter Corinne (whose collection the cars are) and their granddaughter Cecile. Robert used to work for Talbot/Lago before the war and shortly after, before starting the campsite. Robert was also a rally driver and handmade small single seater racing cars for Corinne and her brother.



Over the years Robert has bought some of these cars for Corinne and Corinne has also bought some herself. Each car has been meticulously rebuilt from ground up. I, unfortunately, had to visit the garage where the work was

carried out as I had to drive her 1964 Triumph Spitfire, which had been rear ended at a roundabout.

The collection is mainly English classics and vintage cars to be worked on, and what was being worked on was



# in the South of





By  
**BARRY BURKE**



mouth-watering. The Spitfire was exchanged for a 1956 Triumph TR3 British racing green and lives with a 1964 Austin Healy Sprite, the same colour, a blue 1969 Triumph GT6 Mk11 and an olive green 1954 Renault 4CV which is owned by Corinne's husband Rene. One very special car in this little collection is Ria's silver 1970 Fiat 124 Sport 1600 which has only covered 40,000 kms from new.

Should you ever decide to go camping in the south of France we recommend you stay in Arc en Ciel for a few days and visit the town of Aix. And if you are very polite and friendly and ask to see these cars you might be given permission to look, but no touching.

Please note Corinne is one of our new members.



## GENERAL CHECK-UP

**AIRFILTER** Check it every month. Replace it when it becomes dirty or as part of a tune-up. It is easy to reach, right under the big metal 'lid', in a carburetted engine; or in a rectangular box at the forward end of the air in a duct hose assembly.

**BATTERY** Extreme caution should be taken while handling a battery since it can produce explosive gases. It is advisable not to smoke, create a spark or light a match near a battery. Always wear protective glasses and gloves.

**BELTS** Inspect belts and hoses smoothly. Replace glazed, worn or frayed belts. Replace bulging, rotten or brittle hoses and tighten clamps. If a hose looks bad, or feels too soft or too hard, it should be replaced.

**BRAKE FLUID** Check the brake fluid monthly. First wipe dirt from the brake master cylinder reservoir lid. Pry off the retainer clip and remove the lid or unscrew the plastic lid, depending on which type your vehicle has. If you need fluid, add the improved type and check for possible leaks throughout the system. Do not overfill.

**ENGINE OIL** Check the oil after every fill up. Remove the dipstick, wipe it clean. Insert it fully and remove it again. If it is low, add oil. To maintain peak performance, the oil should be changed every 3,000 miles or 3 months, whichever comes first. Replace the oil filter with every oil change.

**EXHAUST** Look underneath for loose or broken exhaust clamps and supports. Check for holes in muffler or pipes. Replace the rusted or damaged parts. Have the emission checked at once per year for compliance with local laws.

**HOSSES** Inspect the hoses and belts monthly. If a hose looks bad, or feels too soft or too hard, it should be replaced.

**LIGHTS** Make sure that all your lights are clean and working, including the brake lights, turn signals and emergency flashers. Keep spare bulbs and fuses in your vehicle.

**OIL FILTER** To maintain peak performance, change oil every 3 months or 3,000 kms whichever comes first. Replace oil filter with every oil change.

**POWER STEERING FLUID** Check the power steering fluid level once per month. Check it by removing the reservoir dipstick. If the level is down, add fluid and inspect the pump and hoses for leaks.

**SHOCK ABSORBERS** Look for signs of oil seepage on shock absorbers, test shock action by bouncing the car up and down. The car should stop bouncing when you step back. Worn or leaking shocks should be replaced. Always replace shock absorbers in pairs.

**TYRES** Keep tyres inflated to recommended pressure. Check for cuts, bulges and excessive tread wear. Uneven wear indicates tyres are misaligned or out of balance.

**TRANSMISSION FLUID** Check transmission fluid monthly with engine warm and running, and the parking brake on. Shift to drive, then to park. Remove dipstick, wipe dry, insert it and remove it again. Add the approved type fluid, if needed. Never overfill.

**WASHER FLUID** Keep the windshield washer fluid reservoir full. Use some of it to clean off the wiper blades.

**WIPER BLADES** Inspect the windscreen wiper blades whenever you clean your windshield. Do not wait until the rubber is worn or brittle to replace them. They should be replaced at least once per year and more often if smearing occurs.

# NEW YEAR RUN

By  
**PAUL O'BRIEN**

Over 30 cars attended the New Years Run on Sunday, 30th 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.

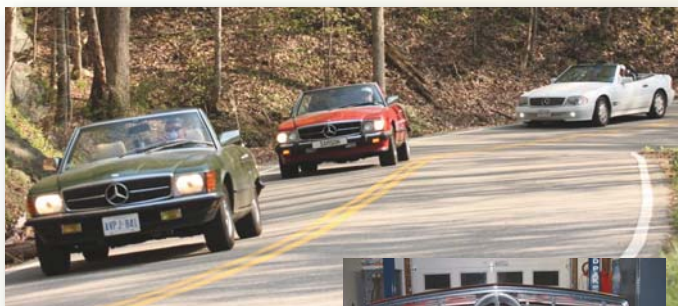
There was a great festive atmosphere at the start of the rally with the option of two routes available. The majority opted for the longer run which involved going over the very scenic Sally Gap. Despite a slight sprinkling of snow on the mountains the roads were clear and thankfully nobody managed to 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 the 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.





# Letters to the Editor



Dear Editor,

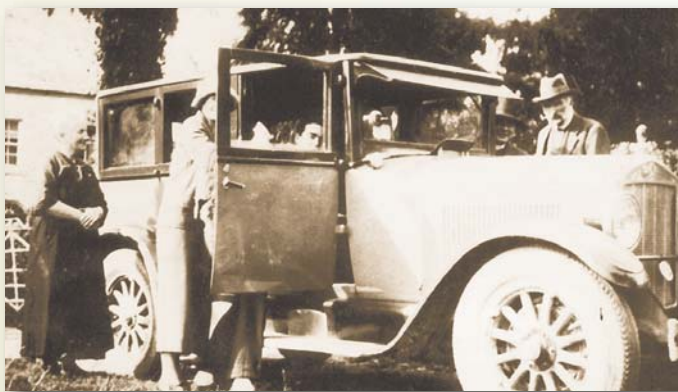
My name is John Roncallo and I am the son-in-law of Dr. Ann McEntee. I am a Mercedes Benz enthusiast particularly the 107 series.

Not quite your vintage automobile but fast getting there. The two cars I currently own are an all stock 1988 560SL and a modified 1986 560SL with an M120 V12 engine installed. You may be interested in reading about the building of the V12 in the link below.

<http://www.peachparts.com/shopforum/performance-paddock/178997-m120-into-560sl-pictures.html>

Hope you enjoy the pictures and if I'm ever in Ireland I hope we can meet up.

**JOHN RONCALLO**



**Subject: THE FAMILY CAR**

Dear Editor,

I wonder if you can help me. I have been trying to establish a date for this photograph. Is it possible to identify the car make, model, year, etc? The bearded gent looking over the bonnet was my grandfather who died in 1929. The photo, with the family, would suggest that he may have just bought the car and had the picture taken to mark the occasion. Thanking you, in anticipation, for any information you or your members can supply.

**MICHAEL POWER**

**E: mkpower1@eircom.net**

**Subject:  
TRYING TO TRACE  
CALTHORPE RI 106**

Dear Editor,

The photos are of a Calthorpe restored by my grandfather Hugh (Harry) Adair, who ran a garage in Ranelagh



opposite Johnson's Pharmacy from the 1930s to about 1958. He acquired this Calthorpe in a dilapidated condition from a shed or barn in Sutton, probably in June 1953. He restored/rebuilt it and entered it in one or more vintage car runs as shown in the photos, with my mother accompanying him, both suitably attired in period costume. The registration shown is RI 106, which I believe is an early Dublin reg. There are slightly conflicting recollections in the family as to what became of the car. It may have been sold to colleagues of my grandfather in Briggs & McCrae Motors in Dublin, or it may have been sold to a UK buyer and shipped out from the docks, probably before 1957.

I would be very interested to know if it is possible to trace it either via a Vintage car club or via the registration number. My contact details are listed below.

Thanks in advance for any help or guidance,

**RAYMOND McEVOY**

**E: raymondmcvoy@eircom.net**

**Tel: 051-870062/Mob: 086-8313105.**

## LIAISON OFFICERS

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

**Antique:**

John Boland

087-2671821 (after 7)

**Veteran:**

Shane Houlihan

087-2520787

**Vintage:**

Tommy Sheridan

087-6444233

**Post-Vintage:**

Paul Noctor

087-9518017

**Classic:**

Barry Bourke

087-2395770

**Sports:**

Fred Lewis, 01-2956183



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