

# THE **IWVCC** JOURNAL



**WINTER 2014**

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# EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the much belated Winter edition of the IVVCC Journal. I sincerely apologise for the delay in producing this edition of the Journal. A variety of reasons held it up. With a bit of luck we will soon be free of the dreaded ice and snow and the motor season can start in earnest.



With events for Antique and Veteran motors, such as the RIAC Pioneer Run, The IVVCC Brass Brigade Run and The IVVCC International Gordon Bennett Rally, the early motors seem well catered for. The Classic motors also seem to be well catered for with the Spring and Autumn Rally, Terenure, Trim and Powerscourt, to name but a few and not to mention all those great events organised by our Affiliated Clubs.

The one era I feel is overlooked is the Post War era. This was surely a period of great advancement in design such as Art Deco and streamlining. This was the time when some motors were considered more than just modes of transport, think of Figoni et Falaschi bodies on Delahayes or Talbots, think of the sublime Bugatti Type 57 or the SS100 Jaguar Sports, even the Ford Model Y had style. Then there are the motorcycles and commercials. Buses in this period, especially single deck coaches had a beauty all their own. We have many members with motors from 1931 to

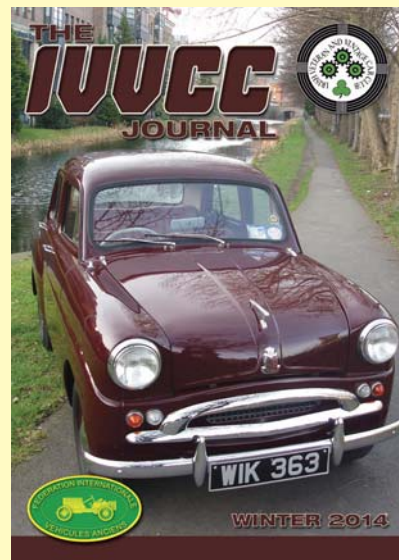
say 1950/55. It would be uplifting to see an event organised exclusively for this period. What do you think?

I was saddened to learn of the passing of Joe Kearney. Joe saved many a motor from destruction including the 1930 MG M Type that I was lucky enough to own at some stage. Joe was a real MG enthusiast. Always dapper, Joe and his wife, Myra were regulars at the First Mondays and other events. My sincere condolences to Myra and family on the passing of a lovely man. I would also like to offer my condolences to the family of Paschal Boland who also passed away recently.

I'm sure you will join me in wishing Harry Noctor well and also Richard SeEVERS and Jack Walton and indeed any member who has been unwell recently. We wish you a speedy recovery and hope to see you out and about in the near future. I would also like to wish Esther Behan (who makes the Journal look as well as it does) a steady recovery following recent surgery.

Until then, happy motoring.

**TOM**



### FRONT COVER:

The Kane-O'Brien 1956 family Standard 10 on the Grand Canal across from Percy Place, Dublin.  
Photo taken by Tom Farrell

## IVVCC JOURNAL WINTER 2015

### President:

BERNADETTE WYER

Tel: 087 2220770. E: wyerb@eircom.net

### Honorary Secretary:

MICHAEL DUFF

58 St James Road, Greenhills,  
Dublin 12. Tel: 087 2578785.

### Editor:

TOM FARRELL

Knockrose, The Scalp, Kiltarnan,  
Dublin 18. E: editor@ivvcc.ie

### Membership Secretary:

JEAN MORTON

Rockwood Cottage, Mount Venus Road  
Woodtown, Dublin 16  
Tel: 01-4931794/087 2565211  
E: rockwoodcottage@hotmail.com

### Club Meetings:

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

### Venue:

West County Hotel, Chapelizod, Dublin

**Time:** 8.00pm

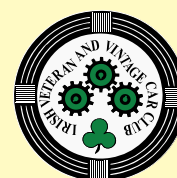
### Website:



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

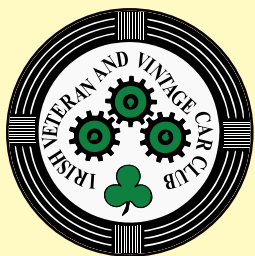
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All photos, unless otherwise stated,  
by Tom Farrell



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A MESSAGE FROM THE

# President

*Dear Members*

I trust that the lengthening evenings are encouraging many of you to take the dust covers off your cars and plan your evening calendar for the coming months.

Our January First Monday meeting at our new venue – West County Hotel, Chapelizod – was very well attended and many thanks to our long-standing Director and a Past President, Reg Plunkett, it was a very interesting and entertaining night. Many members reminded me that the club had held meetings in the West County in earlier years and we look forward to meeting many you at some of the First Mondays during the year.

We will hold our Annual General Meeting at 8pm on Monday, April 13th at our First Monday Meeting in the West County Hotel. We suggested at our 2014 AGM that we would consider holding the AGM on a First Monday rather than ask people to give up a Sunday, so we will experiment this year and see how it goes!! Relevant paperwork for the meeting will be issued to members in March.

We have decided to bring forward the dates of our Spring Rally and have now agreed on Saturday April 18th and Sunday April 19th for our 2015 event, so please note the change of date. Plans are being finalised at the moment and details will be available on both the website and by information to our members as soon as our negotiations are fully completed.

I would like to thank the many members who have already renewed their 2015 club membership which, as we go to press, has achieved a record number of renewals to date, both in terms of online renewals and numbers. I would like to encourage members to renew their membership by March 31st in order to continue to receive our Journal and maintain their current membership number!

Entries for the 2015 IVVCC International Gordon Bennett event are well ahead for this time of year, which is most encouraging. This is a special four day event, celebrating 40 years of being organised by the IVVCC and early entry is recommended. We hope to make this a special ruby anniversary for all concerned.

I am happy to confirm that we will hold a Brass Brigade event on September 19th and 20th and look forward to once again seeing the very special spectacle of such wonderful cars in one place as we did last year. Full details and entry forms will be available in due course, but in the meantime this is an important date to put in the diary!

In addition to our main events, our affiliate clubs are busy planning their own calendar and we would ask their Secretaries/PROs to let us have the information for our website as soon as the dates are agreed. We do hope many of our members will take the opportunity to support the affiliate clubs and their very worthwhile causes.

The Active Retired Members have all their dates arranged for the coming year and I would ask the various organisers to arrange to take pictures and send in a report of their events for the Journal. Indeed, the organisers of all events should put pen to paper and let our hardworking Editor have chapter and verse on all our activities. My best wishes to you for the coming year and I look forward to meeting up with you on many of our events in 2015.



**BERNADETTE WYER**

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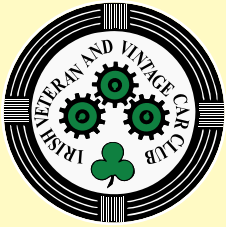
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# SECRETARY'S *REPORT*

## CHRISTMAS DINNER

Once again we had our annual Christmas Dinner in the Red Cow Hotel on Friday 21st November and this year we were in the refurbished ballroom. As in previous years we had a large turnout which included members of our Affiliated clubs.

The music was provided by Sean Boland and got plenty of dancers on the floor. For the dancers and the non-dancers a good night was had by all.

The President's Award Trophy was awarded to Willie Bryans.

The 4 cars on display were supplied by Noel Willis; 1960 Austin Healy Sprite, Joe Byrne's 1968 Fiat 600, Jimmy Boland's 1937 Packard Straight Six and Bobby Kinsella's partially restored 1959 MGA which was in its barn find condition last year, which put the final touch to the evening as a lot of time was put into waxing them to make them look their best

on the night.

Our sincere thanks, once again, to John Boland who works so hard making this event such a success. Well done John!

## 2015 FIRST MONDAY

On January 5th we moved from Spawell to our new venue, the West County Hotel, Chapelizod, for our first Monday meetings. We had a large attendance to get the year off to a good start.

Reg Plunkett was our presenter giving the history of his beloved 1898 Sperry Cleveland electric car. He presented slides of the car when he first inherited it, showing the condition it was in. Then we got a video which started by showing it been loaded onto a trailer en route to Bolton Street College of Technology and the fun as they unloaded it and pushed into the workshop. It then showed work in progress until it was finished.

His presentation finished with Reg being interviewed for a TV Show with TV chef Lorraine Pascale sitting beside him in the Sperry. Well done Reg...this was a fun presentation and our thanks to Barry Burke for operating the video which got the year off to a great start for 2015.

As Winter is over we now have a new season of events to look forward to. As a lot of background work is put into organising these events we are always looking for that extra pair of hands especially at our two static shows Terenure and Powerscourt, Gordon Bennett, Spring and Autumn Rally's.

Looking forward to meeting as many as possible in 2015 and hopefully the weather will be kind to us.

**MICHAEL DUFF**

## BLESSINGTON VINTAGE CAR AND MOTORCYCLE CLUB

We would like to congratulate the Blessington Club on reaching its 30th Anniversary this year and we also thank the Committee for changing the date of its Autumn Rally to facilitate the IVVCC Brass Brigade Run.

The Blessington Club Autumn Run will

now take place on Sunday September 13th with the 30th Anniversary Spring Rally on Sunday May 17th May and the 30th Anniversary Event on July 19th.

We would encourage our members to support the Blessington club and attend these noteworthy events.



By  
**COLM O'NEILL**

**T**his view dates from 1954 and the location is Lahinch Golf Club in Co. Clare. Founded in 1892, it was regarded by Tom Morris, a noted Scottish golfer, who was brought in to design the course, as "the finest natural course" he had ever seen. The course has been described as the St. Andrew's of Ireland and is ranked among the top-twenty links courses in Europe. The clubhouse in the picture was built in the Forties and was extended some twenty years later.

To the left and closest to the camera is a Rover P4, neither a 75 or a 60, but a 90, which could be distinguished by the small badge on the side of the bonnet. These models were assembled and distributed by Lincoln & Nolan in Dublin at this period. Beyond the Rover is a four-door Morris Minor, a post-1951 model, being four-door. In front of the Minor and closer to

1949-53 version of this essentially pre-war design. Next again is a Ford Zephyr which represented a big change in Ford design, relative to the Prefect alongside. This example must be quite new as it has the side chrome mouldings and more substantial bumpers introduced for 1954. In the distance in front of the Zephyr is a figure standing near a Standard Vanguard Phase I. The narrower rear window suggests a pre-1952 model. MacEntaggart Brothers in Crumlin, Dublin handled the assembly and distribution of these and other Standard cars but few Vanguards remained in Ireland, as most were exported as recent used cars to Britain.

Continuing to the right is another Morris Minor, then a Fiat Topolino which may have a Co. Waterford KI registration. F.M. Summerfield was the agent for Fiat and had some success in selling these little cars in Ireland in the early post-war period. Next is another Morris Minor, the black centre bracket on the rear bumper indicating a 1948-51 low lamp model.

Moving further right is another Minx and finally a Vauxhall Model L. As the wheels seem to be painted to match the body, it is probably the Wyvern with the four-cylinder engine rather than the six-cylinder Velox. Although it has the local Co. Clare IE registration, the numbers are too indistinct, but it could date from early 1952. In the distance are three further cars, the one to the left with the divided rear window is probably an Austin 12 or 16 of the late Forties, another Ford Prefect and standing a little bit away, a Triumph Mayflower of the early Fifties, again another model marketed in Ireland by MacEntaggart Brothers.

## Memory Lane

the clubhouse is a Hillman Minx MkIII, IV or V, introduced in 1948, this style of Minx looked rather plain in comparison to the facelifted versions which evolved from 1953 to 1957.

Moving further right is a pale-coloured VW 1200, one of the first of the oval rear window models launched in 1953. It seems to have a three letter registration, so if it is an Irish car, it must date from after May 1954 when the first three-letters series were issued in Dublin. Next is another Hillman Minx. To its right is a Ford Prefect, the bumper overrides suggesting the

*Reproduced with kind permission of  
Lahinch Golf Club*





# A family affair



**COVER  
STORY**

By  
**TOM FARRELL**





**John Kane spent his working life in the service of the ESB, where amongst others he got to know Fred Lewis, Michael Duff and Jim Cullen. A trained electrician, he was based in Leopardstown Road, Dublin as the Service Repair Supervisor. John had a love for all things mechanical and often machined his own parts and provided both expertise and items to those that needed them.**

When he retired from the ESB in 1990, he was looking for a fresh challenge. This came in the form of a low mileage 1967 MG 1100 saloon from the home of a friend in Dalkey. Although it only had some 16,000 miles recorded, it needed a full restoration and John being a man not to cut corners rolled up his sleeves and got stuck in.

One of the first things he did was join the IVCC where he was to become an active member. He was a regular attender of First Mondays and various IVCC events and became an integral part of the 'A Team', where he was to be seen along with Harry

Noctor, Albert Collier, Tom Cahill, Jim Fitzpatrick, Mick Duff and Charlie Byrne setting up and clearing away at events. He was a regular attender at Beaulieu and looked forward to the ARM runs also.

John's MG was imported by its owner and was painted a rare colour of metallic silver/grey. It had been garaged for many years but had suffered bodily. The restoration that John carried out was so good that his car became a national winner in concours competitions in the UK, indeed I remember seeing the photo of the MG in Thoroughbred and Classic Car magazine on



*John with his grandson Jamie at the Spring Rally in 2008*

one occasion.

A couple of seasons later and John got itchy feet again. He started looking for a fresh challenge and bought a Ford Popular and let it on, then he bought two Standard 10 motor cars with the intention of restoring one.

The one he chose was a 1956 Standard 10, assembled in Percy Place, Dublin. It was an original car from Dalkey, with good seats, but it needed the usual work: carpets, bodywork, mechanical

work, etc and again the sleeves were rolled up and John got stuck in. A full nut and bolt restoration followed and the car was finished in 1988.

John passed away in Oct 2010 and the Standard came into the possession of his daughter Antoinette and her husband, Paul O'Brien in 2014 and following a full check over by Tommy Sheridan was declared fit for the road.

Paul and Antoinette have been active members of the

*contd. next page*



*The 'A Team' at Mosney in 2005*

# A family affair contd.



IVVCC for a number of years. Paul and John used to assist in marshalling at the IVVCC Gordon Bennett in the 1990s. Paul regularly organises and assists in events and can be seen helping to set up at shows with the 'A Team', John Boland and Paul Noctor along with the O'Brien/Noctor children. Paul has been an IVVCC Director since 2011 and has been Chief Marshal of the Gordon Bennett Rally since 2013.

Although Paul and Antoinette originally used to travel to motor shows with John, when the children started to come along, they decided to buy their own car, a 1962 Wolseley 1500. Their children, Christina (21), Philip (17) and Jamie (10, who attended his first IVVCC event at just two weeks old), all grew up attending IVVCC events and became close friends with the Noctor children...Eimear, Conor and Aishling, all of whom we can be sure will be helping out at any event they are at.

Paul recently bought a 1972 MGB GT with the

help of Tommy Sheridan. It was sourced in Wales as Paul couldn't locate one in Ireland. He uses this on events while Antoinette regularly uses the Standard at shows such as Terenure, Trim, Powerscourt and the Autumn Rally, etc.

Thanks to the love that John had for the cars he restored, we not only have the Standard 10, a now rare piece of Irish social history preserved, but through the enthusiasm of his daughter Antoinette, son-in-law, Paul and their children, we know that it has a future too...

***My thanks to Paul O'Brien for the help in producing this article***



# All about the STANDARD 10

Standard Motor Company was created in 1903 by R.W. Maudsley. They initially produced small cars but by 1906 produced the first inexpensive six cylinder motor in Britain.

The firm specialised in medium range type cars but by the 1920s produced a car, the Standard 9, which carried the Company through the financial ruin that many companies faced in the late 1920s and the Great Depression.

Capt John Black (later Sir John) joined the company in 1929. It was Black that guided the Company through a period of resurgence in the 1930s, when it built a reputation for well-built, keenly priced, reliable and comfortable cars.

Standard also began supplying other companies, such as William Lyons SS Cars, with engines. Although never at the forefront of fashion, an attempt was made in the mid-thirties to make them more aerodynamic with cars such as the Flying Eight, Nine, Ten, Twelve, Fourteen, Sixteen, Twenty, Flying V8 and the rare Avons.

In 1945 Standard acquired Triumph and post-war produced initially the



pre-war Eight and Twelve/Fourteen until in 1948, they introduced the successful Standard Vanguard Phase 1. It looked like an American car and was blessed with the tough 2.1 litre four cylinder engine that was subsequently used in the Triumph TR 2, 3 and 4 models.

In 1954 the Standard Vanguard Phase 2 diesel was produced. It was to be Britain's first catalogued

diesel car, this time with a 2092cc four cylinder engine. The Vanguards became Ensigs and the top of the range Luxury Six. Some models were styled by Michelotti, but with very little investment sales were falling. Standard really only had a two car range. The other model was the 8 and 10 range. These were essentially competitors for the Morris Minor and Austin A35 cars.

The 8 had an 803cc OHV

engine and it was basic, with no external boot door, only sliding windows and very little in the way of bright work.

The 10 had a 948cc engine, external boot opening, proper opening windows and some chrome.

There was an estate model called the Companion (initially the Good Companion). And the deluxe Pennant with longer wings, fins and two-tone paint, which went out of production in 1959.

The 8 and 10 went out of production in 1960, the Companion in 1961.

The Standard 8 and 10 were imported into Ireland CKD (complete knocked down) and assembled in Cashel Road, Crumlin and Percy Place along the Grand Canal near Baggot Street, Dublin.

The Kane/O'Brien family Standard 10 likely came from Percy Place.

Financial difficulties by the late 1950s meant that the company was swallowed by Leyland in 1960 and the name of Standard quietly disappeared.

**TOM FARRELL**





# AUSTIN TEN DRIVERS CLUB NATIONALS



with driving pre-war cars will tell you how slow they appear on English motorways compared to other road users...cars traveling at 75mph+ are on top of you before they even realise you are only travelling at half their speed!

We drove through the evening in lovely Summer sun passing by Stoke-On-Trent, Uttoxeter, Burton upon Trent and reached our destination of Market Harborough in Leicestershire at approximately 11pm.

## DAY 2 – SATURDAY

Saturday morning started out very wet but dried up into a great day. After registering at the rally headquarters you had the choice of entering either a scatter run or a scenic run, whichever we fancied. We opted for the scatter run. These brought you through various surrounding towns and villages and took us through some very scenic parts, including the battlefields of Northamptonshire and the Welland valley in Leicestershire. The four towns visited on the scatter run were Naseby, Rothwell, Geddington and Broughton.

Like most vintage rallies there was a visual quiz on local landmarks etc.

Whilst wandering around the Beaulieu Autojumble in September 2013, I came upon the Austin Ten Drivers Club stand. This club caters for all pre-war Austins 10-28hp. My father, Joe, is a lifelong Austin enthusiast having owned lots of Austins over the years including an Austin Six Goodwood (ZC3874 where are you now?) so I thought joining him up as a member would be a nice present for him.

The ATDC is an fantastic club for all things pre-war Austin. They send out a very informative monthly gazette to its members containing show reports, regional news, spares listings etc.

Their main event of the year is in July, the Summer Nationals, held in 2014 on the borders of

Northamptonshire and Leicestershire in Market Harborough.

The National moves every year but it is usually held in a central location to all members.

My father was keen to attend this rally, particularly for something different to do so we decided to enter.

## DAY 1 – FRIDAY 18TH JULY

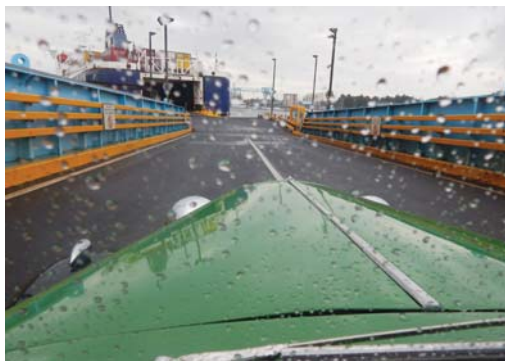
We were booked on the 9am ferry to Liverpool. The rain that morning leaving Dublin was torrential!

The ferry journey was very pleasant. We were well catered for but it was quite long!

We docked a little after 5pm and disembarked soon after and were straight into rush hour traffic in the centre of Liverpool.

Once out of the city, the 1937 Austin 12/4 New Ascot clicked along very well at 45mph. We chose to avoid motorways as anybody familiar





**BY  
KEVIN HERRON**



On Saturday evening there was a very enjoyable dinner reception in the Rugby Club. This was followed by big band entertainment and 1940's style dancing!

**DAY 3 – SUNDAY**

Sunday is the competitive day with a concours competition and driving tests.

A huge number of pre-war Austins were on the showfield from early morning with all models and bodystyles on display.

The majority of these cars were driven to the event from as far away as Holland and of course from all parts of England. The prize for furthest distance travelled was

After a bit of slugging at the dinner on the Saturday night from the driving test co-ordinator Mike Playfoot, I decided to enter the driving test.

It was a timed affair around a course with a series of slaloms and obstacles that involved you jumping in and out of your own car several times to collect and drop off objects!

It was great fun and out of a huge number of entries, I came first! I had no idea I had won until my name was called out during the prizegiving later that afternoon. I received a very nice perpetual trophy from the club.

*“By the time we got back to Dublin we had covered 364 miles. Despite bringing lots of spares with us, the Austin never missed a beat!”*



When the prizegiving was finished in the late afternoon cars started to hit the road.

We said our ‘goodbyes’ and left around 4pm to give us plenty of time to get back to Liverpool. We got to Liverpool docks around 10.30pm and had to wait until 3am for our ferry sailing!

By the time we got back to Dublin we had covered 364 miles. Despite

awarded to a man and his wife that drove a 10/4 all the way from Cumbria! A distance of approximately 270 miles to get to the rally!

The standard of the cars at the event was very high but with there being a huge number of spares still available and alot of companies solely catering for Austins combined with their own fantastic reliability its relatively easy to keep them on the road.

bringing lots of spares with us, the Austin never missed a beat!

2015 is the ATDC 50th Anniversary, the Nationals are going to be held in Wroxall Abbey in Warrickshire. Being a big anniversary for a large club with so many members this is bound to be an event not to be missed.



# A BRIGHT IDEA!

## *Change to an* **ALTERNATOR**

**T**he other evening I was driving home in my Lotus. It was cold, dark and raining, so what's new? The heater was on as were the lights and wipers. However when applying the brakes and/or turning on the indicators the wipers would slow down or stop all together. Obviously the dynamo was not capable of keeping up with the drain on the battery. Nothing for it but to fit an alternator.

Now I know you can get an alternator in a dynamo casing but times are hard so with a spare dynamo from a scrapped car sitting in the garage and a fitting kit purchased online it was time for the changeover. I know what you are thinking "what about the originality of the car?" Well that's easy I have changed the air filter, plugs a few times, got rid of the points and condenser for electronic ignition etc. So one more change will not hurt, anyway health and safety don't you know.

### **SO HOW IS IT DONE?**

I know many cars in the club are positive earth so they should be changed to negative earth first.

If, like me your car is fibreglass anything not bolted to the chassis will need to be earthed.

1. Swap the battery terminals around by turning the battery around or fitting new cables.
2. Reverse the wires on the ignition coil.

3. The ignition parts, starter motor, wiper motor and overdrive solenoid can be left alone.
4. You might have to reverse the connections on the heater blower depending on type of motor used.
5. If you have an electric fan it may also spin backwards and will to have its connections reversed.
6. Reverse the connections on your ammeter if one is fitted.
7. The other gauges can be left alone.
8. If you have an electronic tachometer fitted you either have to replace it with a negative earth type or have it converted internally.
9. If you have an electric fuel pump you may have to experiment but many pumps are not sensitive to polarity. Only touch the supply wire off the terminal very briefly, to avoid a short circuit. If it works, okay, if not reverse the connections especially if it is bolted to a fibreglass shell. If it is bolted to a steel chassis it may need to be replaced with negative-earth type.
10. Finally the dynamo. Remove the smaller of the two wires (DF or field connection). Use a stout wire to briefly connect it to the positive side of the battery. Repeat this a couple of times then reconnect the wire on to the dynamo. Job done, hopefully.

**Remember to take the usual precautions, no naked flames or smoking etc.**



**By**  
**BARRY BOURKE**

## CHANGING TO AN ALTERNATOR

1. Remove the dynamo and bolt on your alternator securely checking the tension of your fan belt, you may need a different type.
2. Push the thick wire, big spade connector, on to the large spade connector usually marked with an 'S' or a + symbol. The small wire goes to the terminal marked 'IND' or 'WL'.

## THE CONTROL BOX

1. Disconnect the single black wire for the 'E' terminal and mask it up as it is not needed anymore.
2. Remove the brown/green wire from the 'F' terminal.
3. Remove the brown/yellow or plain yellow and connect it to the brown/green wire that you removed from the 'F' terminal (solder if possible) and insulate the connection safely.
4. Remove the remaining wires and connect them altogether (solder if possible) and insulate them carefully.

## WHAT YOU HAVE ACCOMPLISHED (HOPEFULLY) IS THIS:

1. The thin wires from 'D' and 'F' now feed the ignition warning light.
2. The black one from 'E' is an earth.
3. The remaining ones from 'AL', 'A', and 'D' all connect together and take the output from the alternator and feed it to the headlight switch and the battery.

As you may have noticed the alternator may have two large spade terminals as mentioned 'S' or '+' these are both the same. You can however improve your system by putting an additional cable between the spare terminal and the starter solenoid. On the solenoid this extra cable should be connected to same terminal as the battery and not the starter feed. Use only thick heavy wire (size 65) for this.

## WHAT DOES THIS DO?

It will make the system more efficient by reducing the voltage drop, especially when the alternator is putting out a lot of amps.

If after doing all this you get interference on your radio a suppresser can be fitted (a 1 UF capacitor) can be connected between the 'S' or '+' terminal to earth.

## PARTS AND TOOLS NEEDED

1. An alternator.
2. Mounting bracket.
3. Possibly a new fan belt.
4. Soldering gun.
5. Heavy duty insulating tape.
6. 65 gauge cable.

Remember to work carefully and never take short cuts.

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By PAUL NOCTOR

Photos: CONOR NOCTOR, BARRY BURKE  
and TOM FARRELL

# AUTUMN RUN 2014



**The Autumn Run took place on Sunday October 5th with participants assembling in the Applegreen Service Station on the M1, north of Swords.**

For the third year in succession Fingal Motor Factors came on board as the main sponsors of the event for which we thank them very much.

On arrival at registration participants were treated to refreshments and at the starting point were presented with goody bags, compliments of Fingal Motor Factors who also sponsored our rally plates for the event. Participants then departed on a leisurely drive on beautiful scenic quiet country roads and villages of north County Dublin, Meath and Kildare taking in Ballyboughal, Oldtown, Garristown and Ardcaith, to name but a few.

They then meandered towards Navan where refreshments were served in Teach Na Teamrach. On departing the refreshment stop participants were presented with not one, but two goody bags, containing many gifts supplied by our many sponsors for which we are very grateful.

The route then headed west into Summerhill village and on to Rathmoylon, then to the Dunboyne road and exiting towards Maynooth, finishing in the Springfield Hotel, Leixlip for a splendid lunch.

73 cars took part in the run, the oldest being John Boland's beautifully restored 1913 De Dion Bouton, driven by John's son Kevin. Incidentally it was Kevin's first time driving in an IVVCC event. We also had another first time driver, Philip Lambert, in his father's MGB Roadster. Hope you enjoyed it lads and we hope to see you out again on many more runs!

We would also like to thank all the members of affiliated clubs for their support in the event.

Finally, we would like to thank again our many sponsors for their continued support and you, the participants, for supporting the event.

# AUTUMN RUN 2014



# FOUR CAR EVENTS

## IN JUNE

**J**une 2015 is proving to be a very interesting time for owners of historic cars, with the opportunity to take part in four events over a 16-day period which should whet the appetite of any enthusiastic historic car owner to take their cars out on the open roads again. It may also appeal to our overseas visitors, coming to the IVVCC International Gordon Bennett event to take part in a number of other excellent historic car events.

The **GORDON BENNETT CLASSIC CAR RUN** from **May 29th to June 1st** is a non-competitive event open to all vintage, veteran and classic cars, motorcycles and commercials registered prior to 1983. See [www.gordonbennettclassic.ie](http://www.gordonbennettclassic.ie) for entry details.

The **IVVCC INTERNATIONAL GORDON BENNETT RALLY** from **June 4th-7th**, based at Johnstown House Hotel, in Enfield, Co Meath, is celebrating both the 112th anniversary of this prestigious rally and the 40th anniversary of the IVVCC organising this event in Ireland. The event is open to Antique, Veteran and Vintage cars registered before 31st December 1930, with routes designed to suit all classes of cars.

See [www.ivvcc.ie](http://www.ivvcc.ie) for full details and entry form.

On Wednesday **June 10th** the RIAC/IVVCC hold a joint **PICNIC IN MARLEY PARK**, Rathfarnham, Dublin 14,

from **4-8.30pm** in aid of the LauraLynn Childrens' Hospice. This event is open to all types of cars and motorcycles from the dawn of motoring with some special marque invitations and an opportunity to beat last year's record of 139 open-topped historic cars in Marley Park. See [www.ivvcc.ie](http://www.ivvcc.ie) for details.

To conclude this special historic fortnight, the RIAC are holding their annual **PIONEER RUN** for historic cars on **Saturday June 13th**, covering cars of the Brighton class manufactured prior to 31st December 1904 and the Centenary class, three and four wheeled vehicles manufactured between 1st January 1905 and 31st December 1918 and motorcycles manufactured before 31st December 1914.

The event includes a BBQ on Saturday evening at 6.30pm which is included in the entry fee.

Full details available on [www.riacpioneerrun.ie](http://www.riacpioneerrun.ie).

## NEW INN & DISTRICT VINTAGE AND CLASSIC CLUB

Affiliated member of IVVCC

### Annual Run

Sunday 10th May, 2015

in aid of  
Local Cancer Care Group.

Enrolment from noon...  
refreshments will be available

Registration: €20.00 per vehicle

### Aoibheann Pink Tie Fun Run

Sunday 21st June, 2015

Leaving Barrons Public House,  
New Inn at 1pm

Stop for a picnic.  
Music and BBQ in the evening.

Registration: €20.00 per vehicle

For further details: Email: [nualaallsey3@gmail.com](mailto:nualaallsey3@gmail.com)

# ARM OUTING NOVEMBER 2014



By  
**JIM O'SULLIVAN**

## *A nice time in* **NEW ROSS**

**I** can hear the rain beating on the window as I try to generate enthusiasm to complete this story. The glorious days of autumn have now passed into memory as the wintry days of November remind us that summer has departed after the swallows and our old cars can now retire for the winter months ahead.

September was usually the month when we enjoyed our annual overnight with our ARM friends. This year it was organised by Denis and Eleanor who brought us to the southeast corner of Ireland on September 24th and 25th for a lovely outing.

Our base was the Brandon Hotel located on the outskirts of New Ross. We travelled in our NSU P1000 and when our friend Ann McMahon arrived at our house the three of us set off in the NSU, down the M50. It was a long journey to New Ross requiring an early start. Our first formal engagement was a river boat trip, with lunch, and the boat had to leave New Ross at the scheduled time. Tidal considerations at New Ross on the 24th dictated that the boat had to leave on time.

The ARM did that boat trip many years ago when we went up river. This time we were taken down river and that was nice to see.

The first time we were on that boat the outing was

organised by Paddy Judge who was the local doctor. I hope he is keeping well? As we arrived at the hotel with ample time we left the car there and walked to the boat as it is located in the centre of town.

After the boat journey we had some time to spare so Bernie and I headed off along the small country lanes to the Kennedy homestead. It was closed but it is well maintained and located in a nice part of the countryside and we enjoyed the drive.

We had dinner in the hotel that night followed by a great bout of storytelling by a local man, Jack Sheehan, who had some great stories for us and the whole evening was very pleasant. There was some sort of entertainment in an

adjacent room after dinner but the disco type music did not appeal to us so we just had a good chinwag before bed.

The following morning we were due to travel on the Waterford & Suir Valley Railway. This starts in the village of Kilmeaden and travels to Waterford and back. The return journey takes about an hour and a quarter and is very pleasant as the train weaves its way through quiet countryside. The section of track is now part of a Community Heritage Project with Charitable Status. There is only one paid position with the Project. The remainder of the work is done by a voluntary group. There is a great feeling of peace and tranquillity as the line travels under old bridges





and along tree-lined slopes that once heard the put-put of full-sized steam engines, alas long since gone. The old line has been modified a little and changed to take narrow gauge rolling stock. That was cleverly done by moving the inner rails of the up and down lines further apart. That meant that the platforms were all still suitable for the narrow gauge trains that now grace the system.

I have a great liking for old maps and I have been known to buy these at jumble sales and other such places. Old maps usually contain information which by modern standards has passed into the realms of history. I found an old road map which shows this railway line as it once was in the days of steam. It was a double line and from Kilmeaden it went east to Waterford. At Waterford there were lines to New Ross, Clonmel, Tramore, Knocktoghger and the main line went on to Wexford and Rosslare Harbour and finally to Dublin. Going



westward from Kilmeaden it went to Dungarvan, Lismore, Fermoy, Mallow and Cork. At Mallow it formed the line that now goes to Killarney. It then went down the westward side of the Ring of Kerry and finished at a place called Knights Town. From there you could communicate by cable with the rest of the world.

We had a kind of web of railways covering much of the country. However most of them were ripped up under the dubious banner

of progress and that there would never be a time in the future when such lines would be a great asset.

The explosion of cycling in recent years has meant that the Greenway in Co. Mayo for walkers and cyclists is a great success in bringing new people into the area and that is built on an old railway line. I understand that the old line from Killarney to Knights Town is now being worked on and I look forward to riding that in the not too distant future.

However the arrival of the Kilmeaden

Express at platform No 1 brought me back to earth and lunch in a local busy pub. That then to be followed by the long drive back to Dublin and the end of another enjoyable overnight ARM outing. It takes a lot of work to organise these and it is a pity more members don't avail of them. Thanks Eleanor and Denis for a nice few days.

On another note our good friend and long time member, Harry Noctor was ill in hospital and we wish him a speedy recovery and hope to see him out and about soon.



# ARM OUTING JANUARY 2015



**W**eather warnings the likes of which are seldom heard in Ireland greeted those brave ARM members as they prepared to journey to Dublin Castle for what was to be the first outing of 2015.

Nevertheless, on Thursday January 29th members and some guests, numbering sixty four, arrived windblown but cheerful and happy to be directed to the 'Itsa' café within the magnificent surrounds of Dublin Castle.

Considering the weather, sixty four was a good turnout although we had eighty booked, with eleven on a waiting list, both the 'Castle' and lunch venue could not facilitate any

more. This did not please some people. However, as we worked our way through the waiting list there were unavoidable absentees and some members had found alternative things to do. That is how room for some guests happened.

It is a credit to the founder members and to those who now 'volunteer' to run events that there is often a waiting list. It just goes to show that the

original concept which was to keep things simple was a great idea. It is now carried on by a different dedicated team each month, therefore spreading the workload and organising expenses.

We filled the café to capacity and although we didn't think the manager really believed us when warned there would be likely sixty scones needed, the service was both efficient and friendly. Even the regular customers made us feel welcome.

Two tours had been arranged but the organisers seemed only to have one system for paying, that was to collect the money from each individual.

Now as those who were there know, June had already collected all the money, we now had a dilemma on our hands, and stalemate had been reached, however we then learned that one of the young ladies involved in tour organising lived on part of the route used by the Gordon Bennett rally and therefore had a great interest in our club.

We told her that we had the secretary of the event within our ranks, this impressed her!

We traded a 'quick paying method' for an introduction to the 'GB' Secretary but when we went to make the

**By  
CLIVE EVANS**

introductions our President was already making her way at speed up the magnificent stairway, obviously by now used to such extravagant surrounds!

The tour was a joy to behold. Some of us, myself included, have never been there and I now know 'shame on me'. As the tour guides take their party through events that took place in Ireland right back to the arrival of the Vikings and up to the present day, the tour is far from what many would think will be a history lesson. The idea of a 'history lesson' is perhaps what would not encourage many people to organise a visit.

The Dublin Castle experience is a great credit to the OPW and to all who work and are associated within. Also it seems the maintenance and upkeep has not suffered any cutbacks associated with the recent austerity measures.

This is indeed a credit to those responsible as the recent recession is but a passing moment in the life and times of places such as Dublin Castle.



Evidence of this can be seen in the part of the tour that takes us to the actual area where the Vikings actually passed to and fro and we walked on the very same stones.

The time passed quickly on the tour and it was then time to walk north across the Liffey where lunch awaited us at the Morrison hotel. If there was anyone in our group not pleased with the lunch we did not hear about it.

Too late now!

Lunch started with homemade vegetable (would you believe) soup, very welcome on such a

cold day, followed by a choice of fish pie, beautifully presented, or roast beef with all the trimmings. Finishing with delicious homemade apple tart, tea or coffee.

It is important to record that all the staff at the

Morrison hotel, including reception, were outstanding in both efficiency and friendliness.

A big 'thank you' to all ARM members who turned out in such bad weather to make the January outing such a success.

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annual

# Dinner Dance

It's hard to believe how quickly this event comes around and after 2013's spectacular Gala event to celebrate the club's fiftieth anniversary, it was always going to be a difficult task for the committee to follow up but yet again they managed to pull it out of the bag.

With a slight change of venue, the event moved into the recently refurbished Ballroom of the Moran Red Cow Hotel, where we were delighted to welcome many members of our affiliated clubs along with a large number of IVVCC members.

Following a champagne reception in the foyer, the guest moved into the ballroom which was seasonally decorated in white and red to compliment the four cars on display in the room. On display were Noel Willis's 1960 Austin Healey Sprite, Joe Byrne's 1968 Fiat 600 and Jimmy Boland's 1937 Packard Straight Six which all looked amazing with their white paintwork. Our fourth car did not fall into the colour scheme of the night for very good reason as it was lacking its bodywork. This car will be well known to many as it was at last year's party and appeared on our stand in the RDS in barn find condition. The car in question is Bobby Kinsella's 1959 MGA which is half way through an amazing



1968 Fiat 600



1960 Austin Healey Sprite  
— aka Frog Eyed Sprite





Bobby Kinsella's MGA chassis.

restoration and was on display as a rolling chassis – we can't wait to see it when it's finish and will hopefully see it take pride of place at this year's dinner.

The staff of the Red Cow were in top form as usual and provided a fantastic meal with prompt service and plenty of smiles which always help in making this a special night.

After dinner and a few short speeches, we had our raffle which is always so well stocked that there's a prize for nearly everyone in the audience and loads of fun along the way.

The evening was finished with a few hours of dancing as our resident crooner Sean Boland kept us all entertained until the small hours.

Our thanks to the organising committee and our members for turning up in such great numbers to support this wonderful night. Now is the time to mark the date for this year's event in the diary as it's sure to be another sell out – **Friday November 27th.**



# LETTERS TO THE EDITOR



## WHAT KIND OF CAR IS THIS?

Dear Editor,

I am trying to identify the car in this photograph. I'd really appreciate it if one of your readers would be able to identify



it. Or if someone actually has the same kind of car my sisters and I would dearly love more information on the car and if possible would love to see one in the flesh.

My father and his friends used the car to go on a trip around Europe in 1950 and I have only recently found a diary and photos from the trip.

**PATRICK FAUL**

**Email: [pfault@yahoo.com](mailto:pfault@yahoo.com)**

**Tel: 087 2600337**



## ERRATUM

Due to an error on the contact email details we republish this letter.

## HELP TRACE A CAR

Dear Editor,

I hope you can help me trace a car I once owned many moons ago? I went to the USA for a summer as a medical student and left my badly-maintained MGA 1960 in the yard of my parents home. My dad, who did not think much of my old car sold it!

The address where it was sold to was IngleWood, Tullynagardy, Newtownards, Co Down. It was white (old English white) and the reg began with RZ. I am afraid I do not have any more details. My name would be on the tax book.

Maybe it has been broken up but if anyone knows of its whereabouts I would be over the moon and very grateful to hear from you.

I look forward to receiving your journal. Congratulations on the very professional layout and content.

Thanks in anticipation of your help.

**JAMES COLVILLE**

**Email: [ajccolville@eircom.net](mailto:ajccolville@eircom.net)**

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

# Road Safety Authority (RSA) & ROADWORTHINESS TESTING



By  
**PEADAR WARD**  
FIVA Representative

If ever one issue was identified that united the vast majority of old car enthusiasts in Ireland it was surely the strength of feeling throughout the country demonstrated during last year's consultation process undertaken by the RSA. Based on the meetings I attended in various parts of the country and the numerous phone calls and emails received there is no doubt that the movement favours a 30 year rolling rule for testing in line with the vintage road tax requirements.

The RSA has now completed its evaluation of the various comments received during the course of the consultation process and made a report to Paschal Donohoe, TD, Minister for Transport, Tourism and Sport. The IVVCC have carefully monitored developments since the report was sent to the Minister in early January. On February 20th February Bernadette Wyer, IVVCC President and the undersigned met officials in

the Department of Transport, Tourism and Sport concerning the report.

The meeting took longer than expected to arrange due to pressure of work in the section and there also appears to be a shortage of staff in the Road Safety Division due to staff retirements.

In short the officials have yet to fully evaluate the RSA report and make their submission and recommendations to the Minister. That said they did state that the old car movement should have nothing to fear from what is contained in the RSA report. When pressed they indicated that we should not be disadvantaged by the contents of the report and it may be advantageous to the movement.

While all of us would like to have the matter dealt with sooner rather than later it is my understanding that the Minister has many pressing issues on his desk including the Aer Lingus takeover. Furthermore it is the lead in to the St Patrick's Day festivities and Minister Donohoe is also the Tourism Minister with all that entails both nationally and internationally.

We will continue to keep the lines of communications open with the Department officials and the Minister's office and will keep the membership updated on developments

## FIVA AND THE EUROPEAN UNION

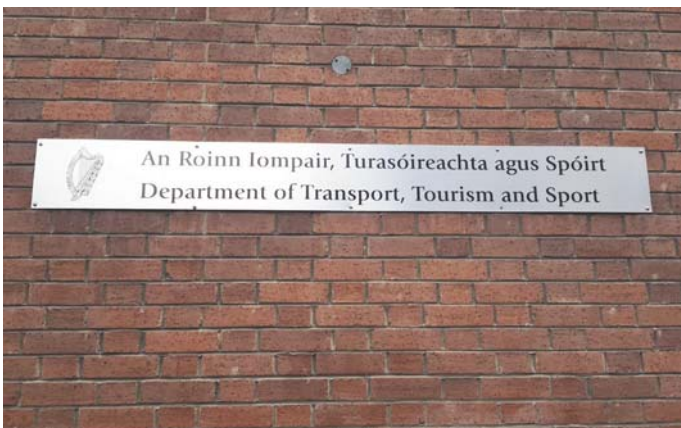
FIVA continues to represent the interests of the old car movement at European level and capitalises on every opportunity which arises for dialogue.

## REGISTRATION OF MOTOR VEHICLES

FIVA is scheduled to meet with the newly appointed rapporteur for the Registration of Vehicles proposal, Dita Charanzová (ALDE CZ Rep), in early March. The meeting will precede the start of negotiations on the text between the European Parliament and the Council which are due to start later in March. The objective of the meeting is to ensure that the amendments adopted by the Parliament before the May election, and which are designed to remove problems experienced by cross-border buyers and sellers of historic vehicles, are accepted by the Member states.

## EUROPEAN PARLIAMENT HISTORIC VEHICLE GROUP MEETING

The first meeting of the European Parliament Historic Vehicle Group meeting will take place on 5 March. During the meeting, FIVA will detail to members the policy and regulatory issues likely to be relevant to the historic vehicle movement during the coming 5 year parliamentary term.



## 1981 ROLLS ROYCE SILVER SPIRIT



### FOR SALE

Coral red with Everflex roof. Lovingly taken care of, excellent condition. New steering rack, hydraulic spheres, battery. Tyres in excellent condition.

Drives beautifully. Interior beige leather with matching Wilton carpets. Cruise control, digital clock/trip meter.

**€11,500**

**PHONE: RAY  
085-1588802**

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**One mile off Exit 5, N7.**  
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**MORGAN, 4/4 SERIES I**  
Flat Rad.  
Any condition.  
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087-6266112**

## 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**

## 1969 TRIUMPH 13/60 CONVERTIBLE



### FOR SALE

4 seater open tourer.  
Original Irish registration  
Fully reconditioned engine.  
Perfect hood and tonneau cover etc

**Price: €3,950.  
Ph: 087-2222716  
E: peadar.ward@gmail.com**

## FOR SALE

2 Morris wheels, artillery type, 19", metal complete with front axle (damaged repaired). Also 2 spoke wheels, 17" possibly Ford Model 'Y'. A boxed wheel balancing kit complete with weights. Might be good for old type garage display. GRP nose piece for a Mallock racing car.

**Best offer secures.  
Phone: Tom Farrell  
on 087-2982369.**

## 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  
E: GmeJOS@gmail.com**

## WANTED

**FORD ANGLIA 105E**  
1965 - 1967  
Must be in good condition.  
**PHONE: 01-8364074  
or 086-2396489**

## WANTED

**LANDROVER**  
Diesel model, must be pre-1986.  
Hard top or safari.  
**PHONE: 01-4935893  
IN THE EVENINGS**

## 1960 VAUXHALL VICTOR F-TYPE



### FOR SALE

1.5l petrol converted to unleaded, manual transmission. Met silver, 78k, excellent cond. used several times a week. Brake system refurbished, back axle rebuilt, tyres reasonably new. Some spares which may be sold separately.

**Price: €7,250  
CONTACT: PAUL KEOGH  
EMAIL: pfkeogh@eircom.net**

## 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**

## 1974 JAGUAR XJ6 4.2



### FOR SALE

Very nice version of this true classic. Automatic, all leather and original interior.

Drives very nicely  
Must be seen (Enfield)

**Price: €3,900.  
Ph: PJ Bracken on  
087-7652879**

## 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**

## SPARE PARTS FOR SALE

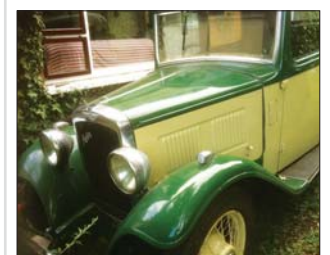
### TRIUMPH SPARES

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.**

## 1933 AUSTIN 10/4



### FOR SALE

Chrome radiator, Irish registration.  
New battery. Ignition fault otherwise okay.

**Price: €6,000 ono.  
PHONE: 086-8391839**



By ALAN DONALDSON

# THE ONES THAT GOT AWAY 4

## Fabbrica Italiana Automobili Torino

The first car I ever drove was a Fiat 600. My father bought it for my mother in a vain attempt to teach her to drive. Her difficulty was steering. She was unable to maintain a straight course but would weave a zig zag path from one side of the road to the other.



He had first noticed this tendency in the early days of marriage when he let her drive his Ford Model Y, a car not best known for its precise handling. Further attempts were postponed for some years till the Fiat appeared sometime in the fifties (It followed a 500 which although cute, gave considerable trouble). However despite its better stability the zig zaging appeared endemic.

The cause was abandoned and my sister and I took advantage of the situation; we learned to drive in it. I had just turned seventeen. I bought a

licence for £1 and with a little instruction from a friend went straight on the road.

These little cars were great fun and easy to handle and being so light, quite nippy, a characteristic of most Italian cars I have experienced (most Italians believe they are racing drivers like Tasio Nuvolari, their cars must go!) It was the first car I went courting in but that's another story.

Yet another reason to remember it with great affection I suppose.

Many years later I found myself driving a Fiat 850 the big sister of the 600 and the 500. Bought for £70 (times were hard, as usual) from my good friend Kevin Donnelly. It was one of those rare cars in that its engine must have been built on a good day. It went much faster than it had any right to. Performance was further enhanced when the rear window was smashed and remained unreplaced. This was also convenient for loading my amp. and keyboards!

The first time I saw a Fiat 850 Sports Coupe was while I was working in a club in Torremolinos.



There were lots of them around made on licence by Seat in Spain. I fell in love again!

Designed by the famous house of Bertone, what genius it took to transform something that had all the grace of a soap dish into such a neat stylish boy racer! Some people on occasion mistook mine for a Porsche!

Yes I saw one advertised in the paper in 1984 as a non-runner the vendor promising to donate part of the price asked to Bob Geldof's Famine Relief Appeal. I towed it home and got it going. I was delighted even though it was very sluggish, nothing like my old saloon. I was to find out why shortly afterwards.

A mechanic friend recognised the car as having been formerly owned by a lady who mercilessly revved the engine in a manner he had never previously experienced. Such grievous abuse no doubt led to what happened next.

At this stage I should point out for those that don't know, that the engine is positioned in rear. This gives rise to an unusual phenomenon; the steering becomes lighter the faster you go. So much so that at top speed it is found that the front wheels hardly touch the road! Some folk resort to placing sand bags or even concrete blocks in the luggage compartment up front to alleviate this disconcerting situation. Once when stopped at a Garda check point and asked to open the bonnet great amusement ensued when a six-pack of Harp was all that was revealed!

Anyway...one faithful day while buzzing along an extraordinary cacophony suddenly came from the rear. The sound is difficult to put into words. A sort of very



**BOTH WERE BOUGHT BY A CHAP WHO HAD THE MISFORTUNE OF HAVING THEM SET ON FIRE BY VANDALS, A HORRIBLE FATE THAT STILL PUTS A LUMP IN MY THROAT!**

loud grinding and banging. The car continued in forward motion in a strange lurching and lunging manner before coming to a sudden shuddering halt. Trying to restart just led to further banging and gnashing...then nothing.

On bringing her home I dropped the nice sporting cast aluminium sump but everything looked alright till turning the crankshaft by hand only one half of it moved! It was neatly broken under the middle bearing! I swapped the freak engine from the old saloon using the sports coupe's excellent "bunch of bananas" exhaust manifold and system and boy was the performance transformed! (I once found such a manifold on a beach in Malaga and brought it home on the plane with my luggage. Can you imagine doing that to-day? I still have it hanging on the wall of my shed).

Then I was offered another 850 coupe and bought it just because it was there. So now there were two. With a growing family a larger car was needed or so I was told...the 850s had to go. Both were bought by a chap who had the misfortune of having them set on fire by vandals, a horrible fate that still puts a lump in my throat!

I also feel a certain guilt for having parted with them. Still you can't keep them all!



## 6 IVCC CARDS AND ENVELOPES

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SET 1		SET 2	

# IVVCC CALENDAR OF EVENTS 2015

## IVVCC PROVISIONAL EVENT CALENDAR FOR 2015

(will be updated on the [IVVCC.ie](http://IVVCC.ie) website and in Spring, Summer and Autumn 2015 journals)

### MARCH

Sun 15	Bray Vintage Car Club	Display on Bray Seafront at Bandstand include official Club launch in conjunction with St. Patrick's Festival, Bray T: Daphne 086-1650353
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### APRIL

Sun 05	Cill Dara Old Vehicles Easter Sunday Classic Car and Truck Show	Junction 14 - N4 Monasterevin, Co. Kildare T: Kevin 087-6538512, Tommy 087-9040495, Chick 086-1214647
Sun 12	Garden of Ireland Vintage Car Club Poker Run	Leaving Grove Bar 11:00am T: Eileen Kennedy, Secretary 087-8329235
Mon 13	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
Sat 18-Sun 19	IVVCC Spring Rally	
Sat 25-Sun 26	Crosshaven Veteran Vintage & Classic Motor Club, 7th Annual Weekend Run	T: Alan Cavanagh 085 7399549 www.crosshavenclassicmotorclub.ie
Sun 26	Western Veteran & Vintage Motor Club Annual run for pre '55 vehicles	Meeting at Salthill Hotel 9:30am, Victor Andrews T: 087-9881036, www.wvvc.com

### MAY

Sun 10	Garden of Ireland Vintage Car Club Picnic Run	Leaving Grove Bar 11:00am, T: Eileen Kennedy, Secretary 087-8329235
Sun 10	Tipperary Light Car & Motorcycle Club V&V Section Charity Run.	COC Eamon Foley, T: 087-7551130/058-44105.
Mon 10	New Inn & District Vintage and Classic Car Club Annual Run	E: nualaallsey3@gmail.com
Mon 11	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
Sat 16-Mon 18	Veteran Vintage & Classic Car Club 36th Ring of Kerry Run	T: Garrett Foley, 087-6455293(after 6 pm) E: garrettfoleyvintage01@eircom.net
Sun 17	Blessington Vintage Car & Motorcycle Club, 30th Anniversary Spring Run	T: Alice Nugent, 087-7467196 E: secretary@bvcmc.com W: www.bvcmc.com
Sun 31	Bray Vintage Car Club Bray Seafront Show & Picnic	T: Howard 086-8300463

### JUNE

Thurs 4-Sun 7	IVVCC International Gordon Bennett Rally	T: Bernadette Wyer 087-2220770 E: wyerb@eircom.net
Sun 7	Garden of Ireland Vintage Car Club Mid Summer Run, leaving Grove Bar 11:00am	T: Eileen Kennedy, Secretary 087-8329235
Mon 8	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
Wed 10	IVVCC/RIAC Picnic in the Park	
Sat 20	Cobh Classic Car Club Annual Run	
Sat 20-Sun 21	Tipperary Light Car & Motorcycle Club V&V Main Run	T: COC. Tina Norris 087-2691160
Sun 21	New Inn & District Vintage and Classic Car Club Aoiheann Pink Tie Run	E: nualaallsey3@gmail.com

### JULY

Mon 6	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8.30pm
Sun 12	Garden of Ireland Vintage Car Club, Tom Kennedy Memorial Static Show & Car Sale	T: Eileen Kennedy, Secretary 087-8329235
Sun 12	Tipperary Light Car & Motorcycle Club V&V Run 2015	T: Emily Foyle, Secretary 086-8807749 E: emily.foyle@gmail.com
Sat 18-Sun 19	Munster Vintage Motor Cycle & Car Club, 60th Cork Annual Run	Leaving Little Island, Co Cork 11.00am Sat T: Chris O'Mahony 086-1971273 E: email mvmccc1@gmail.com W: www.munstervintage.com
Fri 24-Sun 26	Western Veteran & Vintage Motor Club Annual WestRun	T: Victor Andrews 087-9881036, W: www.wvvc.com
Sat 25	Tipperary Light Car & Motorcycle Club V&V Motorcycle Run	T: COC. Richard Slattery 087-8247129 E: richardaslattery@gmail.com

### AUGUST

Sun 2	Garden of Ireland Vintage Car Club Bray Summerfest	T: Eileen Kennedy, Secretary 087-8329235
Mon 10	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
Sun 16	IVVCC Powerscourt Picnic	Powerscourt Estate

### SEPTEMBER

Sat 5-Tue 15	Western Veteran & Vintage Motor Club Autumn Tour to Normandy in France	T: Victor Andrews 087-9881036 W: www.wvvc.com
Mon 7	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
Sat 12-Sun 13	Garden of Ireland Vintage Car Club Liam Kelly Memorial Run	Glenview Hotel, Glen of the Downs, Co. Wicklow, T: Eileen Kennedy, Secretary 087-8329235, E: email goivcc@gmail.com
Sun 13	Garden of Ireland Vintage Car Club Enniskerry Victorian Field Day	T: Eileen Kennedy, Secretary 087-8329235
Sat 19-Sun 20	IVVCC Brass Brigade Run 2015	The Park Hotel, Dungarvan, T: Bernadette Wyer 087-2220770
Sun 20	Blessington Vintage Car & Motorcycle Club, 30th Anniversary Autumn Run	T: Alice Nugent, 087-7467196 E: secretary@bvcmc.co W: www.bvcmc.com
Sun 26	Tipperary Light Car & Motorcycle Club V&V Section	T: Emily Foyle, Secretary 086-8807749 E: emily.foyle@gmail.com
Sat 26-Sun 27	Bray Vintage Car Club Original Garden of Ireland Run	T: Daphne 086-1650353

### OCTOBER

Sun 4	IVVCC Autumn Rally	
Mon 5	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
Sat 17- Sun 18	Kingdom Veteran Vintage & Classic Car Club, Kenmare Autumn Run	T: Garrett Foley, 087-6455293(after 6pm) E: garrettfoleyvintage01@eircom.net
Sun 31	Garden of Ireland Vintage Car Club, Pumpkin Run	Leaving Grove Bar 11:00am, T: Eileen Kennedy Secretary 087-8329235

### NOVEMBER

Mon 2	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
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### DECEMBER

Mon 7	IVVCC First Monday Meeting (AGM)	West County Hotel, Chapelizod, 8pm
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The freedom to use old vehicles on the road is the most valuable asset that the historic vehicle movement has. Please respect the law, only use your car on the road if you are sure it is safe to drive. Always have in-date tax and insurance discs displayed.

Please note that IVVCC events are open only to members of the IVVCC and its affiliated clubs. The event organiser has the right to cancel or abandon any event, or any section thereof. His/her decision is final in all matters. The event organiser reserves the right to make whatever changes may be deemed necessary, before or during the event.

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