

THE **IUVCC** JOURNAL



WINTER 2013

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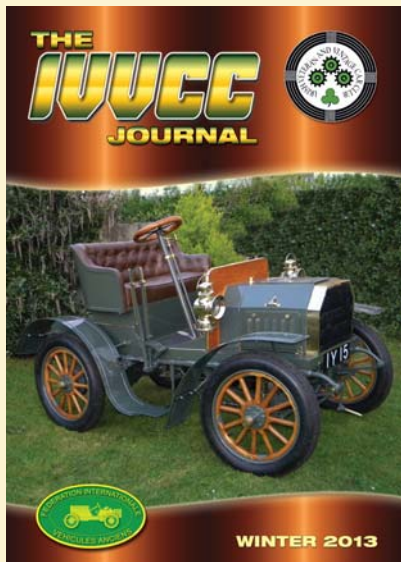
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FRONT COVER:

Tommy Sheridan's 1904 Speedwell.
Photo taken by Mark Piper.

IVVCC JOURNAL WINTER 2013

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

Venue:

The Spawell Leisure Centre, Templeogue

Time: 8.00pm

Website:



www.ivvcc.ie

Photos:

All photos, unless otherwise stated,
by Tom Farrell



EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Winter issue of the IVVCC Journal. The cover photo shows the result of years of searching and making parts by Tommy Sheridan in order to complete the restoration of his very rare 1904 Speedwell. Enthusiasts like Tommy are to be congratulated for saving yet another piece of social history from extinction. We wish him many happy miles in it.

Also featured in this issue is our hardworking Membership Secretary, Jean Morton, who was awarded the Pegum Trophy at the Christmas Dinner. Jean is one of the many volunteers who give their time freely to the Club and its events and we really appreciate them.

The world-famous Beaulieu Autojumble is a must for any motor enthusiast no matter where they live in the world. I saw first-hand the effect of the Irish welcome to the IVVCC Stand on visitors to the show in 2012. Such friendly efforts do result in people being attracted to Ireland to the benefit of us all. Many thanks to the team who have travelled to, and managed, the IVVCC Stand over the last two years. If you haven't been yet, put it in your diary for next year.

It's hard to believe that the RIAC Show is looming at the end of the month. Last year's inaugural show was a great success. This year there will be the added attraction of an autojumble which many of you would welcome. We hope to see you at the show and maybe you could volunteer to give an hour of your time on the IVVCC stand?

Also upcoming is the Spring Rally and it would be advisable to book your place soon, see page 28 for details.

Last year Máire and Mick Jones did their last IVVCC autojumble. This great event ran for many years and raised much needed funds for the IVVCC. Our sincere thanks and good wishes to Máire and Mick and I hope to do a feature on them in the near future.

Norman Williams has been in hospital for the last few weeks and we wish him and his family well and hope that he improves soon.

Have a great motoring year.



TOM

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A MESSAGE FROM THE

President

Dear Members

At last I can now say that there is a brightening of the evenings and although we have had more than our fair share of rain and stormy weather, I am sure that many of you throughout the country are beavering away at your cars to have them ready for 2014 eventing!

I am happy to say that at this time membership renewals are well ahead of last year and I would like to thank the members who have renewed already and to remind members who intend renewing their membership to do so at an early date.

We are delighted to be partnering again in the RIAC Classic Car Show being held in the RDS on March 1st and 2nd. This promises to be a greatly enhanced event this year. There will be many spectacular cars on show and it is a great opportunity to meet with friends and historic car owners and enthusiasts and see many treasures, seldom seen at events.

Many years ago the club ran a number of events for 'The Brass Brigade' or veteran car owners and we are delighted to announce that we will be organising a very special 'once off' event for these wonderful cars. Full details will be available at the RIAC Classic Car Show.

The information on the 2014 Spring Rally is now available and it is very encouraging to see that there is a big interest in this commemorative event, being the 50th anniversary of the first IVCC event which was held in the Hodson Bay Hotel in Athlone in 1964. Val Mills, who has undertaken the organisation of this historic event, ably assisted by Camillus Ryan as Clerk of the Course, is busy putting together final details on routes, etc. Val is particularly keen to see a good representation of cars that were on the original event and, with the interest shown already by several of our affiliate clubs, it has the promise of being an event to remember. Hotel rooms are limited, so if you are contemplating being on the 2014 Spring Rally please send your entries to Val as soon as possible.

The early very positive response to the announcement of the IVCC International Gordon Bennett Rally being held this year from June 6-8th is excellent, particularly from our overseas competitors, and I am pleased to say that plans are now well in hand for this premier event in the IVCC calendar. Again, as with all events, early entry is most welcome by the organising committee, which will add to the enjoyment of the event for everyone concerned.

I look forward to meeting many of our members and affiliates in the RDS in March and we are all now looking forward to getting out on the road again in the months ahead.



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SECRETARY'S REPORT

CHRISTMAS DINNER

The third Annual Christmas Dinner was held in the Red Cow Hotel on Friday 22nd November and, as in previous years, it was a great success. The group who organise the layout and bring cars for display, meet at 3.00pm under the supervision of John Boland. John directs them on the layout, hence the lovely festive feeling when guests arrived.

Two hundred and eight guests, which included members from Affiliated Clubs, had a most enjoyable evening, with music by Sean Boland and his group. This got a lot of people onto the dance floor.

There were six cars on display which added to the atmosphere of the evening. The driving force in making this function such a success is John Boland. To John, the members who supplied cars and the members who worked so hard on the day arranging the displays our sincere thanks.

ARM – AGM

The Annual General Meeting of the ARM was held in the National Yacht Club, Dun Laoghaire on Thursday 28th November. After tea/coffee and scones the group visited the National Maritime Museum and returned for lunch.

After lunch William Feeney and Denis Murphy, who were standing down after their two year stint, thanked everyone who organised events during their term in office. William also thanked Eleanor for doing most of the office work as she was the real organiser. They then handed over to the new organisers Clive Evans and Richard Seaver.

Before the meeting concluded a presentation was made to Jim Cullen in appreciation for conceiving the idea of an Active Retired Members Group within the Club. What had started as a small group had an attendance of ninety-one for this years AGM.

MEET AND GREET DAY

On Sunday 29th December we had our Meet and Greet which replaced the New Years Day Run. We met in The Spawell for tea/coffee and scones.

The weather was perfect for a Run from Spawell to Brittas, Punchestown, Eadestown, Kiltel, Saggart and back to Spawell, a distance of 34 miles. By coincidence 34 cars entered, with 60 members and their families. On our return to Spawell there was a very welcome soup, rolls and sandwiches.

The day finished with prizegiving, supplied by Myles O'Reilly, AXA, for which we were very grateful.

Peadar Tiernan, who organised the event, had a very novel way in awarding prizes. He gave them to 'the oldest car'; 'the car with most people in it'; 'the open car which did the event with hood open'; 'the smallest car'; etc.

This was Peadar's first event to organise and he made it a very enjoyable day. Our thanks to Peadar for coming on-board.

We are at the start of the 2014 events programme and there are some exciting new events organised, which I hope you will attend and enjoy.

Looking forward to meeting you at some, or all of the events.

MICHAEL DUFF



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The Restoration of

SPEEDY

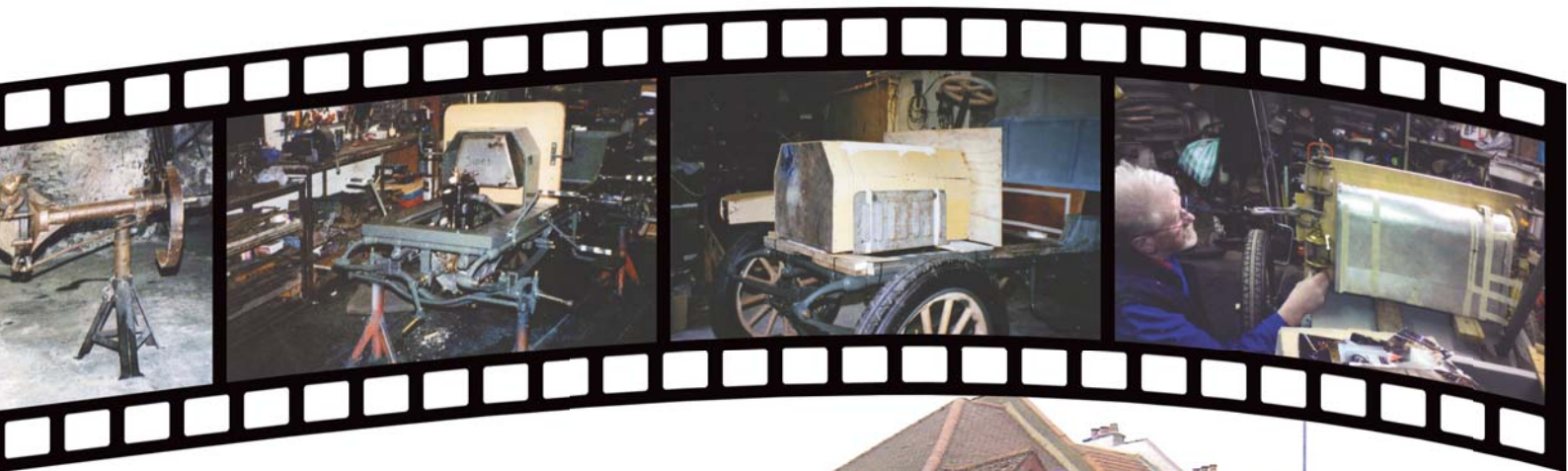
By
TOMMY SHERIDAN



Being an old car enthusiast and having visited and taken part, as a passenger, in the prestigious London to Brighton Run, my ultimate goal was to acquire a Brighton eligible vehicle. The cost of purchasing a suitable runner was cost prohibitive so a restoration project was the only way forward. Having researched and travelled to view cars at various locations throughout Europe, I discovered that there were two possible restoration projects in Ireland.

In the autumn of 2005 an approach was made to the owner of one of these cars to ascertain if the car was for sale. The owner said that he hadn't thought about selling it but he would give it some consideration. Some time passed and the relevant call was received and arrangements were made to view same. On viewing the parts it was clear that all the major mechanical parts were present (excluding the body). Research was undertaken to ascertain the authenticity of the said vehicle and the Speedwell Motor Company. The car was found to be genuine.

Having known the whereabouts of an original period body for many years, an approach was made to the owner regarding the purchase of the body - a deal was done and the body was collected on 2nd January 2006. The remainder of the car was



*Dream realised as
Tommy drives Speedy
in the 'Brighton'*

collected on the 14th January 2006 and a mock-up of the car was then undertaken to establish the mountain that had to be climbed (reality set in - shock, horror what have I done?).

The restoration commenced immediately with the shot-blasting, priming and painting of the chassis. Next on the list was the acquisition of a set of road springs. Patterns were made and brought to a manufacturer who agreed to make said springs and have them delivered to Dublin by courier in time for Easter 2006. The new springs were dispatched on time but never arrived and are believed to be still somewhere in the midlands in a warehouse.

The company manufactured a second set and arrangements were made for collection. While the springs were being manufactured, the front and rear axles were completely restored, ready for assembly to the chassis and at this time, thoughts turned to wheels, as the ones that came with the car were of the egg shaped variety and from the model that only came in black! A visit was made to a recommended wheelwright in the midlands with the view to having new wheels made. At this meeting it was discovered that the ovality of the rims would necessitate new ones being required. These were sourced in the UK. Along with tyres and tubes, the wheels were then assembled and a rolling chassis was achieved shortly afterwards.

Next on the agenda came the engine and gearbox, these being stripped and overhauled with new



bearings and bushes, relining of the clutch and assembly on the sub-frame prior to fitting to the chassis. Many sleepless nights ensued in anticipation of the firing of this massive engine (namely a single cylinder 6 horse power unit)! This was achieved on Monday 7th September 2008 at 17 minutes to twelve pm. Having made many previous attempts but to no avail, when it did fire, the north county Dublin area was seen to have a blue haze due to excess oil! Celebrations followed this wondrous event with tea and coffee as the pubs were shut.

Thoughts then turned to the annual trip to Beaulieu on Wednesday 9th with the usual suspects and a large list of the remaining parts required. On the return, and mechanicals now reasonably complete, attention turned to bodywork and the removal of the original trim, the

repair of timberwork as required and preparation and painting. A long debate about the choosing of a suitable colour came to an end after the raiding of a lady's wardrobe, to retrieve a garment of the correct colour (namely a cardigan - hence the name cardigan green)!

Next on the agenda came the manufacture of a bonnet, radiator and water-tank. This was achieved by firstly mocking up, in cardboard, to obtain full scale templates and then manufacturing in steel by hand. The same applied to the wings. Then came the bulkhead, fuel and oil tank combined. Control linkages followed with the assembly of the steering column. The extensive wiring of the car was the next project (one red one black).

One of the remaining jobs was the upholstery and hides of a suitable colour which were sourced in the UK. The

The Restoration of **SPEEDY**

CONTINUED

comfortable seating was achieved by raiding my bed mattress for its suitable springs, (still have a sore back from sleeping on the floor!).

With little time for road testing (due to the usual teething problems that arise following a full rebuild), prior to departure for London, it was decided that further testing was required. This was carried out en route on a country road close to our accommodation on the outskirts of London in bad weather (wind and rain). When testing was complete the car looked like a mud plugger after an event, so power washing by torchlight was necessary.

On arrival at the Hyde Park underground car-park, reserved for the old cars, the sights were mind-blowing with the vast array of vehicles.

On Saturday morning while preparing for Regent Street Show, there was a strong smell of petrol around the car and after checking for leaks we found the float was punctured and no solder in tool kit! Messrs Bone and Harney were dispatched to source same, you can let them out as they returned with solder, flux and a soldering iron (thanks lads) the float was repaired and all systems were go (magic!).

Sunday Morning and my dream achieved by driving my own car in the Brighton Run.



THE HISTORY OF SPEEDWELL CARS

The Speedwell Motor and Engineering Co Ltd, Knightsbridge, London evolved from the cycle industry and was owned by the Dew family from 1900 to 1906. There was also an American Speedwell Motor Company from 1907 to 1914 with no connection to the English company. The Dew family business also sold steam cars as well as ready-made petrol cars from the likes of De Dion-Bouton, Renault and others.

The Speedwell cars were mostly made up of French components such as Lacoste et Battmann chassis and single cylinder De Dion Bouton engines. At the 1903 Crystal Palace Motor Show the Speedwell Motor Company offered five different chassis, a choice of coach builders and engines varying in horsepower from 5hp to 40hp.

In 1905 a new range of vehicles was introduced with the top of the range 6 litre models. In 1906 the company was bought over by Brown Brothers and was given the name of the New Speedwell Motor Company.

In 1907 more new models were introduced and the company got into difficulty and closed in 1908.

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—ALAN



Winner of the Pegum Trophy 2013

Jean Morton, along with her husband Alex, have been motor enthusiasts for many years. They started on motorcycles such as Francis Barnett, BSA etc. Then they graduated to the utter luxury of a Heinkel Bubble car (it was luxury after a motor bike) and Jean appreciated that she could then arrive at a dance with the same hairdo she left home with!

They gradually got into cars with more oomph and had a succession of everyday cars such as the MG Midget, MGAs etc. The old car bug had them and they started with a 1924 Sunbeam which arrived in tea chests! They both restored that and then went on to a Ford Model, a 'Bullnose' Morris, Austin 7 not to mention a succession of one and a half and two and a half litre Rileys including Kestrels.



Gradually they ended up with an original Irish registered Jaguar E Type which they have owned for over 30 years and a Ferrari 308GTS which they have owned for 25 years.

Jean and Alex interests in things mechanical don't end with cars and bikes. They have owned a number of airplanes and helicopters which they both flew. Indeed Jean has the unique distinction of being the first woman to hold an Irish helicopter license.

They both have many interests and they take an active part in the IVCC attending many of our events both in Ireland and on our overseas trips.

Jean has been the Membership Secretary of the IVCC for the last number of years and was the very worthy recipient of the Pegum Trophy in 2013.



Above: 1924 Sunbeam



Above right: The Riley Kestrel

Right: Daily cars - the MGA and MG Midget



By TOM FARRELL

'Meet and Greet' Day



1



2

1. Tony Francis with his Volvo P1800.
2. Stephen Boden, Karl Kelly and Damien McCawley with the 1989 Renault GTA Turbo.



3

3. Kevin and Ciara O'Halloran with Kevin's 1927 Austin 12/4 Tourer.
4. Chris Clancy's 1979 VW Beetle 1303 Cabriolet by Karmann.
5. Rolls Royce Silver Shadow II.

The 'Meet and Greet' run took place on Sunday 29th December, as an alternative to the New Year's Day Run. Peadar Tiernan organise the event. We met in The Spawell for registration and tea/coffee and scones and a chance to meet up with fellow members a do a bit of tyre kicking! It was dry but cold, however that didn't deter the sixty plus members from turning out on the day. Some 30 cars entered ranging from 1920 up to 1989. The run covered a distance of 34 miles and included such areas as Brittas, Punchestown, Killeel and Saggart (if you read the instructions properly!) and everyone got back to the Spawell safely for the most welcome soup and sandwiches. A number of prizes were awarded and we all hit the road when there was still a bit of daylight. My thanks to Peadar for organising this event.

TOM FARRELL



4



5



6

6. Some of the cars prior to run.
7. Brendan McGonnel's 1920 Humber and Tom Farrell's 1979 Ferrari 308GTS.
8. Des Cole with his 1952 MG TD and Derek Mitchell's 1964 Mercedes 230SL.



7



8

GARDEN OF IRELAND VINTAGE CAR CLUB ANNUAL GENERAL MEETING

The Garden of Ireland Vintage Car Club held their AGM on Monday 20th January at The Grove Bar, Delgany and it was well attended. The club reflected on a very busy and successful year. Club members supported many Runs and static shows taking place in Athlone, Hollywood Hills, Tinahely, Terenure, Rathwood, Powerscourt Picnic, Enniskerry Victorian Day, Model T Club and the very prestigious Gordon Bennett Run, to name a few.

The highlight of the year was, of course, The Annual Garden of Ireland Run which was held in conjunction with The Gathering 2013. This was by far the most successful Run to date with over 85 vehicles taking part over the two-day period and it was thoroughly enjoyed by members and visitors alike. The 2013 event had an international flavour with some overseas visitors. Many of these plan to return this year and to bring friends. Plans are well in advance for the 2014 event which is hoped will supersede last years entries.

The Club also took a trip to Brittany in France where they met up with members of some of the Breton Clubs which was most enjoyable and entertaining.

The Secretary in her report said that it was very gratifying to see the club go from strength to strength with membership increasing each year and hoped it would continue to do so.

The Club have also been invited to have a stand at The RIAC National Classic Car Show which will take place in the RDS on 1st and 2nd March, so do come along and visit our stand F40 where you will be made most welcome. This is a great honour for the Club.

The following officers were elected for 2014:

Chairperson:	Liam Kelly
Vice Chairperson:	Willy Carrick
Secretary:	Eileen Kennedy
Treasurer:	Charlotte Carolan
PRO:	Ray Smith
Events Co-ordinator:	Mick Nolan
Safety Officer:	Colin Gammell



The committee are currently working on the events for 2014, which promises to be even better than last years. The Chairman Liam Kelly welcomed the new members to the AGM.

The club welcomes new members to join. For details check out www.gardenofirelandvintagecarclub.ie, Facebook - GOIVC Club or email us at goivcc@gmail.com

GOIVC CLUB DIARY 2014

1ST-2ND MARCH

RIAC Classic Car Show – RDS Dublin

9TH MARCH

Brass Monkey Run – The Grove Bar

21ST APRIL

Poker Run – The Grove Bar

10TH-11TH MAY

IVCC Spring Rally – Details Val Mills, 087-2379493

25TH MAY

Tullow Vintage Clubs Annual Show at Rathwood which we will be attending - Contact Robin 086-8134995 or Davy on 086-3016860 for Details

6TH-8TH JUNE

IVCC International Gordon Bennett Rally Killashee House, Naas. Details Bernadette Wyr on 087-2220770, E: wyrb@eircom.net

13TH JULY

Tom Kennedy Memorial Show – Ashford
JULY TBC – NCBI Show – St Columba's, Rathfarnham.

AUGUST TBC – Bray Summerfest Show TBC

17TH AUGUST

IVCC Powerscourt Picnic

5TH OCTOBER

IVCC Autumn Rally

11TH-12TH OCTOBER

Garden of Ireland Run – Glenview Hotel
Contact: Eileen Kennedy 087-8325235 E: goivcc@gmail.com
www.Gardenofirelandvintagecarclub.ie

Noticeboard

ROYAL IRISH AUTOMOBILE CLUB (RIAC)

We are happy to announce that the RIAC have invited members of the IVCC to use the restaurant facilities in their premises at 34 Dawson Street between the hours 10am-4pm, Monday to Friday (Phone: 016775141). (Unfortunately the RIAC car park is not available).

You should provide sight of your IVCC membership card, if requested to do so.



Owner:
SKIP HEINECKE
Ridge Hill Road,
Birr, County Offaly
Email:
skipheinecke@eircom.net



1977/1978 JAGUAR XJC SERIES 2 V-12 5.3 COUPE

The Jaguar and Daimler XJ Coupes are among the world's most beautiful cars. They are also Jaguar's rarest production cars with only 10,426 built between 1974-1978. During their four-year production run, XJC 5.3 V-12 Series 2 models totalled only 1,855 cars. Of that number, this car is the 488th of only 604 right hand drive V-12 models made. It is estimated that less than 100 RHD V-12 Coupes survive today.

The original date of manufacture of this Jaguar was July 5, 1977 and the car was delivered to Jaguar's Appleyard distributor in Leeds, England on September 1, 1977. The first UK registration was February 1, 1978. This was the 488th V-12 Coupe. The last RHD V-12 Coupe to be manufactured was built in November 1977 and is currently in the Jaguar Heritage Museum Collection. This car's Jaguar Heritage Production

Record Trace Certificate Number is 30641.

It is an exceptionally rare example, with only 55,000 miles on the clock and having had a comprehensive, body-off, 18-month restoration, costing nearly £40,000, as executed by Heritage Classics of Teesside in England from January 2004-July 2005.

The 12-cylinder, water-cooled, aluminium alloy, 60° 'V' engine has twin overhead camshafts and electronic fuel injection. The car has an automatic three-speed gearbox with over-riding manual control and torque converter, which produces a top speed of 145mph. Steering is power-assisted rack and pinion and the steering column is adjustable. Power-assisted disc brakes all round with independent circuits front to rear incorporating pressure differential warning actuators. It was the first car to feature fibre-optic lighting.

The exterior paint is opalescent pearl silver grey, while the interior trim is dark navy blue leather.

BEAULIEU INTERNATIONAL AUTOJUMBLE

The Autojumble started back in 1967 with seventy five stands and over the next forty six years has grown to cover thirty acres of parkland in one of the most scenic parts of England. It's not just old parts that are on offer as the Automart provided over 200 cars for sale, complimenting the auction held by Bonhams, all being ingredients that make this the ultimate car enthusiasts' weekend away. This year was the second time that the IVCC attended the show in an official capacity with a marquee which provided much needed refreshments, as well as a meeting point for large numbers of the thousands of Irish who make the annual pilgrimage. The club are grateful to Paul Noctor and his crew who brought over all the bits and pieces needed to set up our area and who organised for the stand to be manned for the weekend.

There was a laugh on the stand when on setting up, it was found that there were no teaspoons and Michael Duff was dispatched to acquire some from the restaurant – later that day we met the local Bobby who dropped by and 'arrested' Michael for the great spoon robbery – All in good fun!



Michael arrested!!

It was great to see the numbers of people dropping by and having a chat, but this was not just confined to the Irish. We had a large number of visitors from as far afield as New Zealand, America, just about every part of Europe and there was great UK interest in attending events at home.

The club were promoting not only The IVCC International Gordon Bennett Rally but all historic motoring in Ireland including the RIAC Show, The Pioneer Run, local rallies and we were delighted that Tom Heavey supplied us with a number of Irish Vintage Scene magazines which we were able to use to demonstrate the diversity of events at home – whether it be cars, bikes, tractors or trucks - we discussed the lot at Beaulieu.

It was also a truly great platform to promote Ireland as a tourist destination and Tourism Ireland came on board with some great promotional material including 'Ireland' branded flags which flew proudly above the marquee and which acted like magnets when it came to attracting the crowd's attention. They also supplied promotional brochures and possibly the most sought after piece of material in Beaulieu – up to the minute Irish road maps.

The IVCC Journal



Some of the team - Michael Duff, Paul Nugent, Paul O'Brien, Paul Noctor (Organiser), Val Mills, Peter Kennedy, Marian O'Reilly and John Boland at the Beaulieu stand

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RIAC

**IVCC Stand
Number B4**

NATIONAL CLASSIC CAR SHOW

With a Club like the IVCC which covers so many years of motoring heritage, it was always going to be difficult to select the right age and mix of cars that truly reflect our members interests. For last years event we focused on the earlier and more exotic cars in our members collections, but this year have run with three early cars and the rest being more recognisable to most of the people.

We also decided to run a few themes throughout our stand – the majority of the cars on show were manufactured in the UK, which was without a doubt, the centre of motoring for very many years, and, it was decided to show that all cars up to the mid-eighties are welcome to attend our events. So for a little diversity we added in a beautiful German 1979 Porsche 911SC Targa.

Don't forget to call by and say 'hello' over the weekend and if you happen to be in the hall at 11am on the Saturday morning, make sure you're at the IVCC stand as we will be unveiling our mystery 'Supercar' which has been described as 'one of the most masculine, muscular, and sporting motorcars ever built'.

If that wasn't enough to whet your appetite, we will also have a number of very well-known characters on our stand over the weekend - why not drop by for a photo!

The cars on display at the RIAC Classic Car Show 2014 appear on these pages...



**By JOHN BOLAND
IVCC PRO**

1924 Vauxhall 30/98

IVCC Member: TOM CALLANAN

An extremely original example of these highly sought after cars, this 30/98 was actively campaigned by D Alderidge during the sixties in the series of cross border events, famously known as the 'Scottish Raids'.

A very well known car which has had only four owners in its lifetime.



1903 Sunbeam 10/12 HP

IVVCC Member: BRIAN KING

Little is known of this car's early history. In 1947, an engineering student in Birmingham received a tip off about a number of cars which were lying in a derelict state in a yard in Isleworth. It was discovered that among the many cars in the yard were three pre '05 cars including a Darracq, which would later go on to star in the movie *'Genevieve'*, however the Sunbeam was deemed to be the easiest to restore as everything appeared to be in place.

While loading the Sunbeam onto a trailer and after parting with £25, disaster struck in that the ash chassis broke in two and deposited a heap of parts on the trailer. Luckily this did not stop the restoration and a year later JOH 2 made its first of very many runs to Brighton. Carrying Rear Entrance Tonneau body work and a magnificent set of early Italian headlamps, this impressive car is also the earliest known example which is fitted with its original Berliet engine.

Since purchasing the car, Brian has rallied it extensively in Ireland, England and France. If you would like to see the car on the road, it will be taking part in this year's Gordon Bennett Rally.



1911 Rolls Royce Silver Ghost

IVVCC Member: MAURICE CASSIDY

This Ghost was originally bodied, by H.J. Mulliner in London, with a limousine body and was used to display their coach building skills at the 1911 Motor Show in Olympia. An American visitor to the show, a Mrs R.F. Ballentine was so taken by the spectacular vehicle that she had the car shipped to the US where it spent the majority of its life.

In 1988, it was re-bodied by the Regent Carriage Company with the magnificent Open Drive Landauette body that it now carries. The high roof on this body style was to accommodate the wearing of top hats by gentlemen and the interior is trimmed in grey cotton velvet resembling a first class railway carriage.

This car can be seen on the road in June as it will be taking part in the IVVCC Gordon Bennett International Rally.



1954 Triumph TR3

IVVCC Member: PAUL NOCTOR

This car was originally raced unregistered in Ireland with a race prepared engine however, when it came into Paul's ownership in August 2008, the car was in a distressed state and the engine was missing. There then followed a five year restoration during which a suitable engine was found and the result of thousands of man hours of loving restoration are clearly evident.

A full report on the restoration appeared in the last edition of the IVVCC Journal.



1958 Jaguar 150S

IVCC Member: SHANE HOULIHAN

This XK150 Roadster was delivered new in October of 1958 to New York Jaguar. The car remained in the USA until imported to the UK for restoration in circa 1995.

The restoration, which included a thorough engine rebuild, was completed in 1996 and since then the car has covered less than 10,000 miles and has been maintained in excellent condition.



1964 Riley Elf

IVCC Member: GEOFFREY SEYMOUR

In 'barn find condition' this model was found after lying in a garden for a number of years and after several visits the owner agreed to sell the car which is now awaiting full restoration back to its original showroom condition.



1959 MG A

IVCC Member: BOBBY KINSELLA

This car is an original Irish car with the 1489cc engine which was the property of a well-known Blessington enthusiast for many years and lay in a garage until three years ago when Bobby purchased it. Although sitting untouched for some time, the engine starts right up, retains excellent oil pressure and sounds as smooth as the day it was driven from the showroom, in fact this car is an ultimate 'time-warp' machine...

Plans are to restore the car fully and to return it to its original Ivory colour – we look forward to seeing the finished car at future IVCC events.



1979 Porsche 911SC Targa

IVCC Member: DAVID BELL

This car was bought, by its present owner, in January 2010 and has been recently restored, retaining its original rare Minerva Blue metallic paint along with its optional extra equipment: leather upholstery, 16-inch Fuch alloy wheels, electric windows, electric mirrors and Bilstein shock absorbers.

This 911 SC is also the last of the slimline bodied cars (without wide rear arches and spoilers) which hark back to the original design.

MYSTERY SPORTS CAR
 IVCC Member: TBA
 At 11am on the Saturday morning (1st March) we will be unveiling our mystery Sports car and it's a car that shouldn't be missed!

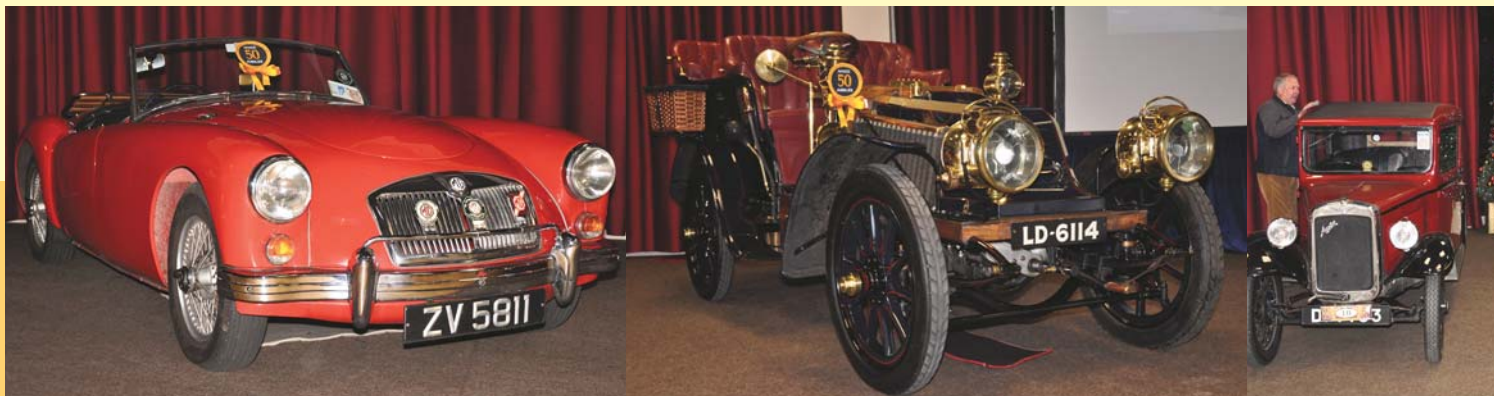
IVVCC INTERNATIONAL GORDON BENNETT RALLY 6TH-8TH JUNE



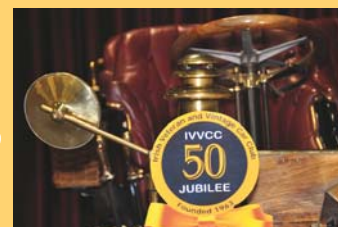
Visit us at
The RIAC National Classic Car Show
Stand B4 and join the fun

'Preserving our motoring heritage since 1963'





Golden Jubilee Dinner



Celebrating the fiftieth anniversary of the club in suitable fashion was never going to be an easy job but the Golden Jubilee dinner team pulled out all the stops to make this a night to remember.

Awaiting the 212 guests in the room, on the night, were eight cars - giving a feel for the diversity of the Club with cars from most eras. Pride of place went to a

1903 Renault Paris -Vienna racer which had just returned from the London to Brighton and which was joined by a 1936 Morris Eight, 1954 MG TF, 1927 Austin, 1953 Triumph TR3, 1932 Austin Seven and finally two 1959 MG A's, one totally restored and one in 'barn find' condition.

All the cars looked fantastic in the room which had been trimmed totally in white and gold for the special occasion and as the guests arrived they were greeted by a wonderful group of carol singers 'The Hollies' who provided a warm welcome during the champagne reception which kicked off the evening. Guests had their photographs taken with Bernadette Wyer beside a specially commissioned ice sculpture of our club logos which was created by David Walsh from Wexford, a piece which had people betting all evening as to how long it would last before melting and a bet which nobody won as the piece was still in one piece at the end of the night.

Speeches were kept to a minimum and after a wonderful meal, supplied by the exceptional staff in the Moran Red Cow Hotel, there was a special moment when founding member



Jim Boland joined Bernadette Wyer in cutting the club's fiftieth birthday cake which was actually fashioned on the radiator of Jim's 1928 Bentley.

One of the other highlights of the evening was when Bernadette Wyer presented the Bill Pegum Award, which is given to a person, who in the Presidents opinion, has helped the club above and beyond the call of duty. Bernadette noted in her introduction that she had a very difficult decision to make as with so many people now involved in events, that it was very hard to narrow it down, however she had to decide on one recipient and this year the honour went to our exceptionally hard working Membership Secretary, Jean Morton (see page 11). A decision which was met with a great round of

applause from all in attendance.

We were also delighted to have been joined by members of nine of our affiliated clubs, who had travelled from all parts of the country, and who enjoyed the night as Sean Boland serenaded the guests during dinner with some easy listening music before upping the tempo for the final part of the night when he was joined by Mood Swing who provided a live 'big band sound'.

The Club would like to thank the owners of the cars for bringing them along and to all the team who worked on the event, with special mention of new member Bernadette Enright who played a significant part in making the night the success that it was.



Golden Jubilee Dinner

continued





1990 HONDA CIVIC



FOR SALE

Hatchback 1341cc, automatic, sunroof, 92k, grey velour interior, met. blue paint, very good condition, best offer secures

PHONE: 087-2800875

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

1976 MERCEDES BENZ 350SL



FOR SALE

Drives perfectly, engine restored. Rear arches have rust and need replacement (new arches included). Rust inside front arches needs patching. Small rust bubbles on boot. Ideally should be fully stripped, patched and resprayed. Remainder of bodywork in very good condition, mechanically perfect. Available to view in Dublin City Centre weekdays or evenings.

€3,950 ono

PHONE: 087-2243383

EMAIL:

con.costello@gmail.com

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.

1961 WOLSELEY 1500



FOR SALE

In very good running order and recently serviced. All parts are in good order. Minimal amount of body work to be tidied up.

PHONE: STEPHEN GATELY 087-2258519

1978 MGB GT



FOR SALE

Yellow with black rubber bumpers.

Price: €1,200.

for sale due to loss of parking space.

PH: JENNY 087-6380171

NEWLY BUILT DRY STORAGE UNITS TO LET

Only 2 miles from M50 Exit 12 Own private entrance 40 square metres Excellent security Rural setting.

PHONE: 086-0882080

1973 MGB-GT 1.8



FOR SALE

Reg. No. ZV4240. Perfect condition. New engine, new tyres and serviced.

Price: €4,200.

PH: Franco Scalici

087-2055028 or 086 8171301

1922 CALCOTT



FOR SALE

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

Price: €16,000 ono.

PHONE: KEN FLEMING 01-2858567 or 086-8391839

1930 FORD MODEL A



FOR SALE

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

ALSO

1929

FRANKLIN

Air cooled, DHC, Dismantled.

No time wasters please.

PHONE:

01-4603895

1933 AUSTIN 10/4



FOR SALE

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

Price: €8,000 ono.

PHONE: KEN FLEMING

01-2858567 or 086-8391839

1972 FIAT 500L



FOR SALE

In very good running order and recently serviced. All parts are in good order. New tyres. Minimal amount of body work to be tidied up.

PHONE: MARY GATELY 087-2571782

FOR SALE

A PAIR OF REAR SPRINGS (1/4 Elliptical) FOR AUSTIN HEALEY SPRITE MARK 1

Bought recently in error.
Cost £100 stg (incl. carriage)
Reasonable offers?

Phone:
086-3131717 or
E: dermatobrophy@hotmail.com

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JUMP START WITH COMPRESSOR & FLASHING LIGHTS

Walter make, German
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1950'S / 1960'S HAZEL TOOLS

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

Contact: John on
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Email:
GmeJOS@gmail.com

1933 MORRIS ISIS SPORTS SPECIAL COUPE

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Mostly restored with all
parts to finish.

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moseley440@btinternet.com

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STEPASIDE AREA.

Secure and dry.
For further details

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01-2884254
OR 087-2569411

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RECONDITIONED/ SECONDHAND ENGINE

for
**12-48 WOLSELEY
SERIES 3**

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appreciated.*

Please Contact:
matthewocon@gmail.com

1931 AUSTIN 12/4 ETON



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Exceptional car. Well cared
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throughout. Extremely rare
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01248-717808 EVENINGS

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**1932
FORD MODEL B.**
Steering box and pedal box
or complete car for
restoration.

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Letters to the Editor

Dear Editor,

I'm currently writing about Limerick in the first few years of the early 20th century and need a rough idea of how many car owners there were at that time. I am assuming it was rare to own a car then.

I hope you don't mind me contacting you directly with a question like this.

ISEULT O'BRIEN,
Email: obrien91@gmail.com

1907 DEASY

Dear Editor,

I am trying to get some information on my 1907 Deasy. I cannot get anything from the UK, re: Type 42WFD (as on the brass plate). I'd love to hear from anyone with any information please.

JOHN RYDER
Email: kingjon8@bigpond.net.au

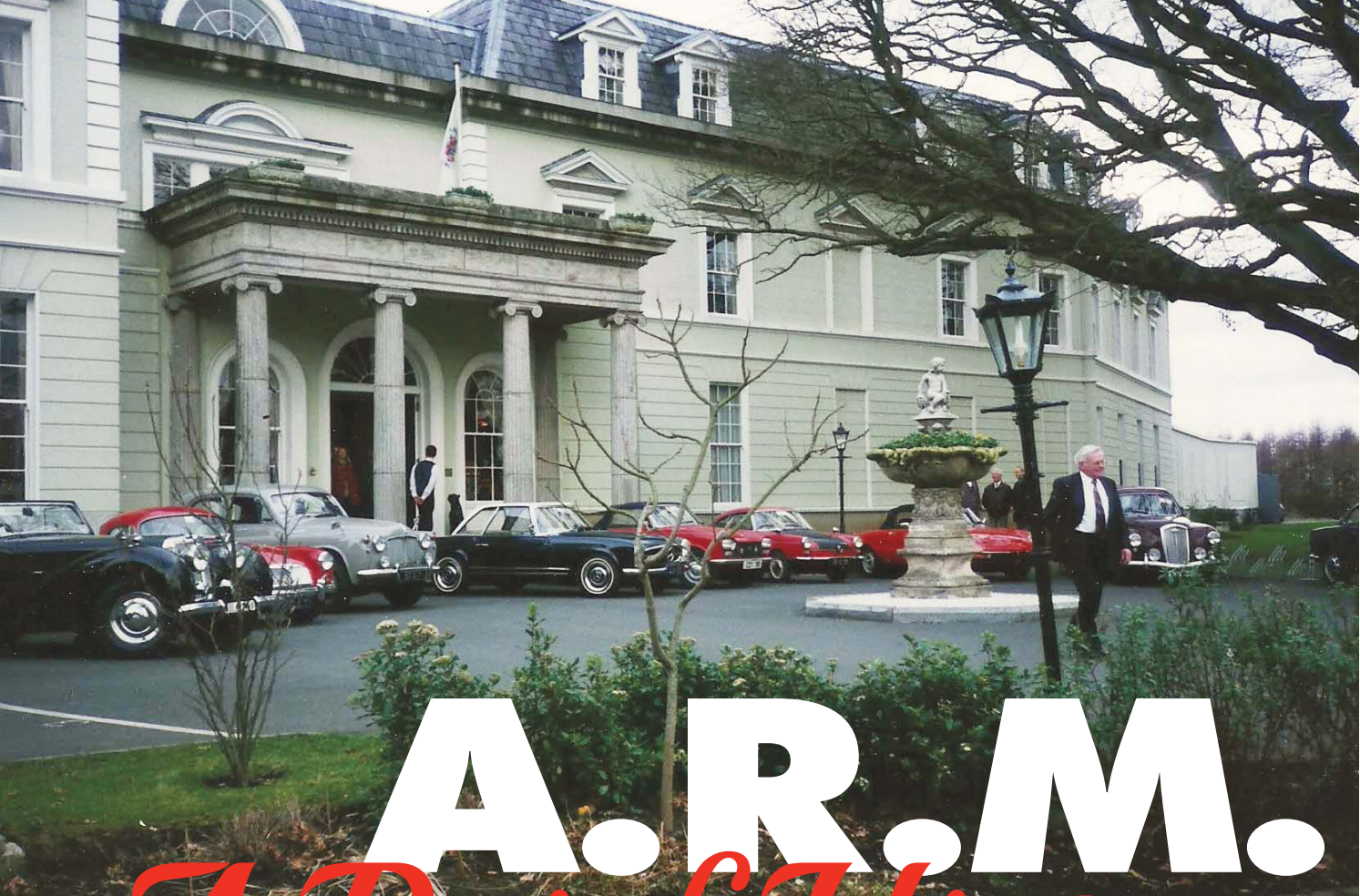
Z - 3047

Dear Editor,

I am trying to trace any information you might have on the above car. It was owned by my grandfather. Any help will be appreciated re the make, model etc. and how I can trace if the car has been scrapped or still with some collector?

RICHARD BROWNE
Email: Richard@beabetterbusiness.com

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



A.R.M.

A Brief History

As we weave our way through life with its ups and downs we eventually reach that blissful plateau where we no longer have to go to work every day and we can put our feet up and take it easy. It is usually called 'Retirement'. I have a different name for it and I prefer to look on it as the time when I can approach things that I always wanted to do but never had the time when I was working and rearing a family. The trouble is that there are so many things I want to do that I am going to run out of time somewhere along the way and that will be that. Danger is that a non-active, no exercise, lifestyle with the feet up might mean "that will be that" may come a lot sooner than we think.



By
JIM O'SULLIVAN





It has been suggested that some history into the origin and early days of the ARM might be appropriate at the present time. The Association has changed little over the years and I suppose that alone speaks highly for the system originally used in establishing and developing the Association. But now there are many new members taking part in our events and perhaps they would like to know more about our origin. I have written the following from my own memory (not as good as it was) of events and from information obtained from Jim Cullen. I hope you find it interesting.

The thoughts for forming the ARM came from Jim Cullen. I remember back some years ago travelling with Jim on one of our many trips throughout this country and even across the water, usually to view or collect some model of NSU car, he often spoke about his ex-workmates. How a small group of them met for lunch about every month, just to keep in touch. How it would be nice if some of us in the IVVCC, who were retired, could meet for a similar social lunch on a regular basis.

So a trail lunch meeting was arranged by Jim. We met at the Green Isle Hotel on the Naas Road for coffee on 29th Feb 1996. The plan was to have lunch at the Johnstown Inn (a place we used very recently on the overnight to Cashel) and afterwards to visit the K-Club.

Those taking part on that first event were:

Jim & Eileen Cullen	Mercedes	2
Jim & Bernie O'Sullivan	NSU	2
Pat & Sheila Meehan	MG	2
Michael Crosbie	Triumph	1
Jim Fitzpatrick	Rover	1
John Maguire	Peugeot	1
Chris Furlong	Alfa	1
Tom O'Neill	Alfa	1
Tom Cahill	Modern Car	1
John Kane	Modern Car	1
Ambrose & Michael Frayne	Wolseley	2
Derek Johnston & friend	MG	2
Tony & Dorothy Hill	Bentley	2

Of the above list of people ten are no longer with us as they have gone to a higher reward. Also the only car in the group still in use today, by the same owner as at that time, is the little NSU. Now I wonder who owns that. Also please note that two modern cars took part on the Run.

The report states that we left the Green Isle at 12.30pm and travelled to Johnstown Inn via Rathcoole and Kiltel and Rathmore arriving at 13.20pm. John Maguire mistook the meeting time so I think he got no coffee. The Inn was full and

continued...

IVVCC International Gordon Bennett Rally 2014

6th-8th June 2014

We are delighted to see that there is a steady flow of registrations for the Gordon Bennett Rally, with a surprisingly large number of cars entered so far. If you have entered already thank you and we look forward to seeing you on this years rally. If you have not yet entered full details of the rally, online registration and entry form are available at www.gordonbennett.ie or ivvcc.ie

Alternatively you can contact the event secretary, **Bernadette Wyer**, **E: events@ivvcc.ie or phone +353(0)87 2220770.**

With the level of enthusiasm and interest shown so far, coupled with meticulous planning, this years rally promises to be a very enjoyable event. We look forward to seeing you participate in the run and the numerous social activities planned around it.

There are still a number of €20 petrol vouchers remaining for the first seventy five entrants.

DON'T MISS OUT - REGISTER NOW!



A.R.M. *A Brief History* CONTINUED

we had to wait for tables, sounds familiar! After lunch we had a meeting and that was when we decided to continue with outings and always to meet on the last Thursday of the month. Following lunch we visited the K-Club where we were given a grand tour by a guide. So that was the first ARM outing. The emphasis was on the lunch and the social aspect rather than the visit and we only started making visits because someone said "sure we have the old cars out we might as well use them".

The group soon began to grow in number and meetings took place every month. The last Thursday of the month was selected because it was midweek and we were all retired anyway. From the beginning the decision was taken not to use December as it was too near Christmas and November would be the official date fixing event at which people and places would be selected for events for the following year.

From the beginning we agreed to take it in turn to organise events. We did not collect money for expenses, the organiser just paid for that. However the group began to grow rapidly and circumstances caused us to make some changes. Expenses were covered by passing a hat around at lunch time and each person inserted one euro and that was it. That was changed when the hat, lying on the table in one place, was picked up by a waiter, who thought it was for tips. That charge



for expenses has never been officially changed.

The first co-ordinator was of course Jim Cullen. He was followed by Chris Furlong and Tom Cahill. Next came Jim O'Sullivan and Gerry Newman. They were followed by Henry Noonan and Noel Kavanagh and to our most recent co-ordinators William Feeney and Denis Murphy. For 2014 the co-ordinators will be Clive Evans and Richard Seavers.

The structure of the ARM is a little unusual. It was always Jim Cullen's aim to keep the organisation simple and for that reason there has never been a committee. Never been a Secretary, Chairman or Treasurer and therefore never been an AGM. This being a place where the aforementioned would normally account for their stewardship of an organisation. There has never been a bank account and no membership fee. Just two people who co-ordinate the activities of the 11 other people who volunteer to organise the 11 events held every year. We pay as we go.

The term "active" figures prominently in the operation of the group. Some years ago at the outing to the Army Equitation Centre organised by Theo Ryan, RIP, the name of the group was changed to The Association of Active Retired Members (of the IVVCC). The word active was inserted to emphasise that we are positive in our approach to supporting the activities of the ARM. Barring illness or other unforeseen circumstances members were expected to attend regularly at ARM events.

This month, February 2014, we will have completed 18 years of continuous operation of the ARM. In 1996 when the group started I never thought I would be sitting at a computer trying to piece together what happened that year. Laptop computers had not been developed. We were still taking photographs on rolls of film, 24 to a roll, on cameras that are now all obsolete. There were no Emails or Facebook or Tweets or Clouds (those that carry information). Down the years we have visited many wonderful places. I suppose they could be called long-finger places, the sort of places you always wanted to visit but had never gotten around to visiting. Well the ARM sorted all that out over time - yes 209 visits - although I think we missed one or two at the time of the foot-and-mouth troubles.

We all owe a large debt of gratitude to Jim Cullen for starting something very special where friendship is the order of the day and to you fellow members for your support and goodwill down the years. In 2015 we will be starting our 20th year and there is now time to plan something special for our 20th birthday.

Now I have heard someone say there is nowhere new left to visit. I don't believe that as I always watch for new places to go to, in my own travels, or even watching television programmes. My difficulty now is that if I don't write them down then they are gone. So here's too many more years of Active Retirement with the ARM of the IVVCC.

THE 2014 IVVCC SPRING RALLY



Commemorating the IVVCC's first event in 1964 with a trip down memory lane!

10TH-11TH MAY

Travelling back to The Hodson Bay Hotel, Athlone.

ENTRY NOW OPEN

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For further details and entry forms



Picture copyright P12241 Indiana State University

Memory Lane...

With the monument to “The Liberator” in view, this location could only be Lower O’Connell Street, Dublin. The image dates from June 1961 and was taken just after a rain shower to judge by the wet road surface. Perhaps unintentionally, this picture shows the west span of the street from the corner at Bachelor’s Walk to the edge of the portico of the GPO. This stretch remained largely unscathed from British bombardment in the 1916 Rising, unlike the east side which had to be completely rebuilt up as far as Cathedral Street. Yet, although the frontal appearances may suggest buildings of the Victorian period or early twentieth century, many were originally Georgian houses which were heavily remodelled, as shops and offices, as the street became more commercial during the nineteenth century.

In the foreground and actually crossing O’Connell Bridge is a white Ford Thames van with some front end damage, registered BZA 804 dating it to October 1959. Its red signwriting reads: “Premier Bacon Supplies – Sausages & Cooked Meats”. These little vans were well priced and popular with small businesses and farmers. Many were also bought by the Department of Posts & Telegraphs for mail collections from post boxes.



By
COLM O’NEILL

Behind the van three males are crossing the street. Beyond them, making a turn into Bachelor’s Walk, is a black 1955 Vauxhall Velox to judge by the chrome line under the door windows. These Model E type Vauxhalls were assembled and distributed by McCairns

Motors. They were heavily advertised and became a popular choice for taxi work as they were considered economical on fuel. Indeed, some were converted to hearses but this involved not only extending the roof line but the rear overhang too. The familiar black profile of a late Fifties Morris Minor came be seen emerging behind the Vauxhall. Although partly hidden by the Minor, we can observe a Morris-Commercial J-type van, with the sliding cab door fully open. Painted dark green, it carries the gold Gaelic P & T logo of the postal vans of the era. These forward-control vans were produced from 1949-1961 and the assemblers Booth-Poole also sold many to the ESB.

In front of the Morris Minor a grey Austin A55 Cambridge Mk.II is waiting to turn onto Eden Quay, the driver paying attention to the policeman on point duty, who is wearing white armllets. A turquoise Austin A40 Farina with black roof is following the Ford van onto the bridge. It has a December 1958 Dublin registration MYI 271. Behind the A40 is one of the first Wolseley 15/60 models, this one registered WYI 200, a July 1959 issue. The A40 was the first BMC car to be designed by Pininfarina. The Italian stylists were also responsible for the design of the Cambridge and the 15/60 seen here, as well as Morris, MG and Riley variants of essentially the same car. The lower priced Austin and Morris Oxford versions proved to be good sellers in Ireland. Likewise the A40 Farina was once a common sight on Irish roads, selling well against the Volkswagen Beetle, the Ford Anglia and its own BMC stable mate, the Morris Minor.

Just trailing the Wolseley is a white Ford Anglia, a car which was a hit from its launch in October 1959 and for over two years Ford could not make enough of them, for such was the demand. Lastly, there follows a grey Austin or Morris Mini, another car which was launched at the same time as the Anglia, but whose success built up more slowly.

IVVCC CALENDAR OF EVENTS 2014

IVVCC PROVISIONAL EVENT CALENDAR FOR 2014

(will be updated on the IVVCC.ie website and in Spring, Summer and Autumn 2014 journals)

MARCH

Sat 1st-Sun 2nd	RIAC National Classic Car Show	RDS
Sat 1st-Sun 2nd	NEVCC attending the RIAC National Classic Car Show	RDS, W: www.nevcc.net
Mon 3rd	IVVCC First Monday Meeting	Spawell 8:30pm
Sun 30th	NEVCC Mothers' Day Classic Car Run	W: www.nevcc.net

APRIL

Mon 7th	IVVCC First Monday Meeting	Spawell 8:30pm
Sun 13th	Western Veteran & Vintage Motor Club Pre '55 run	Details and application form Victor Andrews T: 087-9881036
Sun 20th	NEVCC Easter Classic Car Run	W: www.nevcc.net

MAY

Sun 4th	NEVCC Norman Pratt Classic Car Run	W: www.nevcc.net
Sat 10-Sun 11th	IVVCC Spring Rally	Val Mills, T: 087-2379493, E: mills.val1@gmail.com
Sat 10-Sun 11th	NEVCC taking part in IVVCC 50th Anniversary Classic Car Run	W: www.nevcc.net
Sun 11th	The Tipperary Light Car & Motorcycle Club V&V Section Dungarvan V&V Charity Run	Eamon Foley, T: 058-44105/087-7551130 E: norafoley@hotmail.com
Mon 12th	IVVCC First Monday Meeting	Spawell 8:30pm
Sun 18th	Blessington Vintage Car & Motorcycle Club Spring Run	Alice Nugent, T: 087-7467196 E: secretary@bvcmc.com, W: www.bvcmc.com
Sun 25th	NEVCC Pre War Classic Car Run	W: www.nevcc.net

JUNE

Fri 6th-Sun 8th	IVVCC International Gordon Bennett Rally	Bernadette Wyer, T: 087-2220770 E: wyerb@eircom.net
Sun 8th	NEVCC hosting the "Mosney Show"	W: www.nevcc.net
Mon 9th	IVVCC First Monday Meeting	Spawell 8:30pm
Sat 21st-Sun 22nd	The Tipperary Light Car & Motorcycle Club V&V Section	Tina Norris, T: 087-2691160.
Sun 29th	NEVCC Classic Car run in aid of Motor Neuron Disease	W: www.nevcc.net

JULY

Sun 6th	NEVCC attending the Terenure Show	W: www.nevcc.net
Sun 6th	Irish Jaguar and Daimler Club attending Terenure Show	Terenure College
Mon 7th	IVVCC First Monday Meeting	Spawell 8:30pm
Fri 25th-Sun 27th	Western Veteran & Vintage Motor Club Annual West Run	Details and application form Victor Andrews, T: 087-9881036

AUGUST

Sun 3rd	The Tipperary Light Car & Motorcycle Club V&V Section V&V Club Carrick-on-Suir	Emily Foyle, V&V Secretary, T: 086-8807749 E: emily.foyle@gmail.com
Mon 11th	IVVCC First Monday Meeting	Spawell 8:30pm
Sun 17th	IVVCC Powerscourt Picnic	Powerscourt Estate
Fri 22nd-Sun 24th	Midland Vintage & Classic Car Club Ltd. Leisure Weekend and Car Run	
Sun 24th	NEVCC Memorial Classic Car Run in honour of deceased members	W: www.nevcc.net

SEPTEMBER

Mon 1st	IVVCC First Monday Meeting	Spawell 8:30pm
Sat 6th-Sun 7th	Visiting Beaulieu	Beaulieu
Sun 21st	Blessington Vintage Car & Motorcycle Club Autumn Run	Alice Nugent, T: 087-7467196 E: secretary@bvcmc.com, W: www.bvcmc.com
Sat 27th	The Tipperary Light Car & Motorcycle Club V&V Section Foyle Veteran & Vintage Memorial Run	Emily Foyle, V&V Secretary, T: 086-8807749 E: emily.foyle@gmail.com

OCTOBER

Mon 6th	IVVCC First Monday Meeting	Spawell 8:30pm
Sun 12th	Autumn Rally	

NOVEMBER

Mon 3rd	IVVCC First Monday Meeting	Spawell 8:30pm
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DECEMBER

Mon 1st	IVVCC First Monday Meeting	Spawell 8:30pm
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