

THE **IWVCC** JOURNAL



SUMMER 2014

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EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Summer edition of the IVCC Journal. The cover on this Journal features a motor that I first remember seeing on the silent movies which were shown on Sundays. Laurel and Hardy, the Keystone Cops, Harold Lloyd, etc. In the case of Laurel and Hardy, almost all the Model 'T's came to grief. It is a wonder that there is any of them left! I never thought I'd see the day that I would actually drive a 'Tin Lizzie' yet thanks to Eamon Dunne's generosity, I had that experience and enjoyed it. It is not the type of motor that one would contemplate attempting to send a text message whilst driving as it requires your full attention, it is an involved experience.



And in that experience you connect with the motorists of the past because you're getting what they did all those years ago, pure pioneer motoring. In the upcoming 'Brass Brigade' event, 20/21 Sept 2014, in Dungarvan, Waterford, you will have a chance to see these historic vehicles up close (see ivcc.ie for details).

The house featured on the cover is another rare building in this country. Built in 1910, it has had only two owners and is largely original and still has a sense of its past. It is important to preserve what little has been left of our heritage which has so far been left unmolested. If you know of an unusual building you would like to see featured in the IVCC Journal, please let me know.

I was sorry to hear of Declan O'Halloran's passing recently. He enjoyed old motors and indeed, enjoyed the enthusiasts that loved the old motor scene. I was lucky enough to visit the 'Building' in the seventies in search for that elusive part when Declan came to the rescue. Like most enthusiasts he was quick to give you the part you needed and not want anything for it. He was a decent man.

Liam Kelly also passed away recently. A long-time and popular motor enthusiast, the traffic news reported on the congestion in Kilmacanogue when his many friends turned up at his funeral. Liam's last motoring event was the IVCC Gordon Bennett rally in the company of Eamon Dunne.

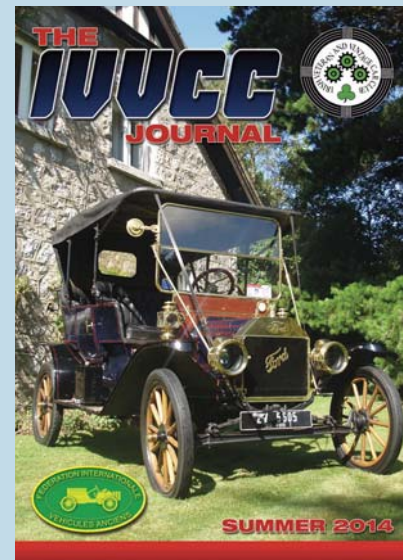
Finally I would like to remember the late Albert Reynolds, who as Minister of Finance, following all the lobbying and hard work of the IVCC, signed into law the recognition of all motor vehicles of thirty years and older as historic and therefore attracting a lower rate of road tax. Without him, most likely, we wouldn't be enjoying the privilege of driving older vehicles in the way that we do...To his, Declan's and Liam's families may I offer our deepest condolences.

Finally, wherever you are, I hope you get time to enjoy a spin in whatever you have.
Until then, happy motoring.

TOM

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FRONT COVER:

1911 Ford Model T tourer courtesy of Eamon Dunne in front of Knocknagee (1910) courtesy of Mrs Evie Anderson.

Photo taken by Tom Farrell

IVCC JOURNAL SUMMER 2014

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Club Meetings:

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

Venue:

The Spawell Leisure Centre, Templeogue

Time: 8.00pm

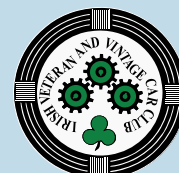
Website:



www.ivcc.ie

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All photos, unless otherwise stated, by Tom Farrell





A MESSAGE FROM THE

President

Dear Members

Now that the shorter evenings are just around the corner it is time to plan ahead for the 2015 IVCC eventing year!! There have been many successful events this year, with our memorable Spring Rally, celebrating the first IVCC rally to Athlone which was held in May and a very successful Gordon Bennet Rally in June, quickly followed by the IJDC Classic Car Club Show in Terenure when we had an exceptional display of 34 Riley cars and we were delighted that Victor Riley decided to come over from the UK especially for the event. Our 37th Powerscourt Picnic event in August was restricted to 150 pre-registration entries this year and proved to be a most enjoyable day for both entrants and marshals alike.

We are now looking forward to our Brass Brigade event for pre-1918 cars, being held in Dungarvan on September 20-21st and the Autumn Rally on the October 5th, open to all cars 30 years and older which will round off our 2014 eventing year. Of course there is our Christmas Dinner on November 21st and the Christmas Quiz on the first Monday in December to put in your calendar as these are very popular nights.

It is no surprise, although very disappointing, to many organisers of events that it is increasingly difficult to encourage new people to get involved in running even one event in the calendar year. The positive news is that our events are well attended and we have been given positive feedback, both constructive and a little critical which we have taken on board. Fortunately, we do have some very committed members who are always willing to help when asked. However, this small group needs to expand in order to continue to maintain the quality and variety of the events we provide each year and to bring new ideas and enthusiasm to a very hard working team.

We have a very vibrant and respected club of over six hundred and fifty members and their partners, yet a core of only about 20 people are willing to make themselves available to provide 8 main events throughout the year. There is great credit due to our Active Retired Members whose members willingly put their hands up at their November meeting to take on the task for the following year and here again, although this group is expanding, it is noticeable that many of the same people get involved year on year!!

I would appeal to the many members who feel they could contribute in even a small way, particularly with organisational, business, computer, editorial, financial, technical, artistic skills, to come to our First Monday meetings, take part in club events, get to know club members and be willing to contribute in a more tangible way to the club that allows us the privilege of enjoying our historic car hobby in a sociable and knowledgeable environment.

BERNADETTE WYER



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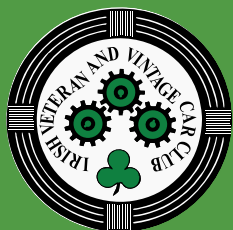
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SECRETARY'S REPORT

The Summer events started with a most enjoyable Spring Rally except for the weather. The Gordon Bennett was the next big event on the calendar with 163 cars from 1899 to 1930.

In the same week we had the Picnic in the Park which was a great success this year with a lovely dry evening. Also on the same week members of our Club took part in a parade to start the Drimnagh Festival week and the following week members took part in the Crumlin / Walkinstown Festival Parade both organised by Dublin City Council.

TERENURE

On Saturday morning 5th July the 'A' team turned up at 10am to set up our annual display area under 'The Boss' John Boland, who directed operations. It was a very pleasant morning and we had a great team of helpers and we were finished by 1pm.

On Sunday morning the 'A' Team were assembled at 9am to set up the parking positions for the cars in year order except for the front two rows which was reserved for 'Riley' cars. Once again John Boland organised the layout which was excellent when completed.

Eddie Farrell won 'Best Original Car of the Show' with his 1954 Ford Popular and John Porter won 'Best Riley of the Show' with his late father's 1930 Riley Brooklands.

Once again thanks to the 'A' team and everyone who turned out on Saturday and Sunday as without your hard work we wouldn't have a stand. One person stood out on both days...Ashling Noctor. On Saturday, apart from working at many tasks, she also washed the trailer and on Sunday she did a great job selling in the shop. Our thanks to Ashling for all her hard work.

This year, thanks to a much larger space (which we filled) and the Riley display we had a great stand. Thanks to all who turned up on the day.

TRIM SHOW

We had a good turnout of cars for the Trim Show and we got two awards for our members. Mike Ryan,

for his 1966 Daimler Majestic Major and Paul Barrett for his 1948 Wolseley 18HP.

SUMMER ARM OUTINGS

This Summer we have been visiting houses with gardens and the weather made them most enjoyable.

In May we visited Wells House and Gardens in Ballyedmond, Gorey, Co Wexford organised by Charlie and Suzette Byrne. In June we paid a visit to Smiths Garden, Clonmore, Hacketstown, Co Carlow organised by Des and Irene Cole and in June Liam and Maureen organised a visit to Lough Park House with an interesting arboretum and a lake walk.

POWERSCOURT

On Sunday 17th August we had our 37th Annual Powerscourt Estate Picnic Event. We had sun and showers which didn't take from the enjoyment of the day. We had a full house of cars 150.

This years winners were:

BEST PRE WAR TOURER:

Albert Collier – 1929 Desoto Tourer Six.

BEST PRE WAR SALOON:

Leslie Girvan – 1938 A C Ace Saloon

BEST POST WAR TOURER:

Thomas O'Sullivan – 1954 Jaguar 140 SE

BEST POST WAR SALOON:

Harry Noctor – 1970 Morris Minor Countryman

JIM FITZGERALD TROPHY:

Derek Hayes – 1950 Ford V 8 Custom line

SLAZENGER TROPHY:

Judy Williams – In her late father Norman Williams
M G Magna L2.

The Summer events for 2014 is almost over. There are just two events to finish the season.

The Brass Brigade will be held on Saturday 20th and Sunday 21st September in Park Hotel, Dungarvan and this should be a great event for the older cars.

The final event will be the Autumn Rally which will be held on Sunday 5th October and hopefully we will have a large turnout to bring a very successful season to a conclusion.

MICHAEL DUFF





Memory Lane...

This picture was one of a series of promotional images taken for use in advertisements for the Renault Dauphine around August or September 1960. The location looks like the corner of the south side of Fitzwilliam Square where it meets Lower Pembroke Street in Dublin. The lack of a registration plate or tax disc serves to emphasise the newness of the car and the young couple with the two small children try to convey the idea that this is an enjoyable family car with its (optional) sunroof.

In 1959 Stephen O'Flaherty set up a company called Renauto Ltd. to assemble and distribute the Dauphine for the Irish market, building the cars on a dedicated line alongside the Volkswagen 1200 Beetle lines in his Naas Road plant. Like the Beetle, the Renault's engine was in the rear, though water-cooled. It had four doors and very light gauge steel body panels, which was just as well as the engine was of only 845 cc and 32 bhp. The light bodywork was very susceptible to corrosion and the lightness at the front end resulted in some owners putting a concrete block in the front luggage area to improve the handling and braking.

Around 1963, the newly launched Renault 4L joined the assembly line to accompany the now refreshed Dauphine Gordini with its four-speed gearbox and engine output up rated to 40 bhp. By 1965 the Renault franchise had passed to the Smith Group which began assembly in Wexford but the Dauphine was no longer in the Irish model range, although production in France continued until 1967.

To the immediate left is a possible Dauphine rival the Fiat 1100, this one from the mid-Fifties to judge by the rear wing design. Across the street is a pre-1954 Ford Anglia, then a Morris Oxford Series V of the 1959-61 era with its characteristic Pinin Farina rear fins styling. Next a white VW Beetle, a 1958 or later model due to the large rear window, then a forward facing 1952-4 Austin A40 Somerset followed by an identical model facing rearward. A dark-coloured Ford Consul of the 1953-6 period follows. Another Ford, a Thames 5/7 cwt van (1954 onwards) with its small windows in the rear doors, is partly hidden by the boy's head. Beyond the Thames is a Ford Anglia or Prefect of 1957/9, the model from which the Thames was derived.

Looking beyond is possibly a Morris Minor. Partly hidden too, by the little girl's head, is a rear view of another Dauphine. Last car in the row is a late Fifties Ford Consul. Parked at the corner of the square and hidden by the woman's arms and face is probably a Prefect of the 1938-53 era. Finally, there is a glimpse of another Beetle with unusual two-tone paintwork.

I must thank Denis Dowdall and Anselm Aherne for their assistance in relation to Renauto's history.



By
COLM O'NEILL

Picture by Robert Dawson Photography



Original features (barometer, stairs and concealed doors).



living in America for eight years, in order for Jack to take up an appointment as a Brewer in Guinness. Jack and Evie Anderson had lived on the north shore of Long Island in Cold Springs Harbour. As Jack was working for Guinness's and he and Evie were expected to entertain all in sundry at their home. As a result many well-known names crossed their threshold such as the Tiffanys and the Colgates to name but a few. In their time there

they travelled a great deal by road and crisscrossed the States by road a few times, in a succession of cars they owned. As motor enthusiasts, they saw the merit of being members of the Automobile Association of America (AAA).



Evie in USA on Nevada State Line



Jack entering Grand Canyon National Park



Delivery of furniture (1955)

Their exhaustive search for an unusual house in Ireland ended when they saw Knockagee. It was quite run down but Evie could see the potential and persuaded Jack that it was perfect for them. The house was riddled with wood worm and this had to be addressed along with some modernisation and redecoration. Evie rolled up her sleeves and got stuck in. Eventually it was ready to move into but the truck, delivering their furniture had to be rescued by a tractor after it got stuck in the snow.

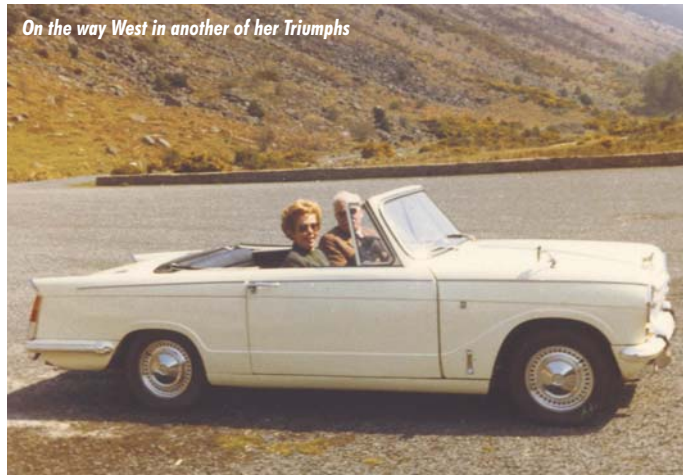
continued

FOUR WINDS AT KNOCKNAGEE contd.

Evie with Triumph Herald, interested friend and 'catch'!



On the way West in another of her Triumphs



A car was essential and they had many. Evie preferred sports cars and had a succession of Triumph Heralds amongst others in which she would drive to the West for fishing holidays with the roof down, complete with dogs, rods and provisions. Jack and Evie were long-term members of the RIAC, AA and RIYC and Evie warmly remembers the staff and facilities at the RIAC, which she held in high regard.

Evie was born in 1920 in Co Meath. She inherited her feistiness from her father who, on one occasion, when faced with a demand from the IRA for the family held guns, told them to 'get lost' in no uncertain terms, (which they did). She remembers the etiquette of leaving ones calling card on the silver salver in the hall, of cycling long distances to play tennis matches or going to Hunt Balls in the good dress on her bicycle and having to cycle home afterwards! Or the day her father was held to ransom by his newly acquired Ford Model T car after it jumped into gear, when he was attempting to start it and held him against the wall.

She played hockey for Leinster, Lacrosse for Ireland, and was a useful tennis player and well regarded fisher woman. When she left school she travelled to the south coast of England and studied physical training there until the start of the Battle of Britain, when the college closed. She taught in Glengara Park Girls School until she got married to Jack.

Evie still drives today. She is a well-read, independent woman who is older than the State and has seen many changes in Ireland and like Knocknagee, her home of 59 years, she is unique and rather special...

Evie, Toby and her everyday car



Taking a break from fishing in the US

SHE INHERITED HER FEISTINESS FROM HER FATHER WHO, ON ONE OCCASION, WHEN FACED WITH A DEMAND FROM THE IRA FOR THE FAMILY HELD GUNS, TOLD THEM TO 'GET LOST' IN NO UNCERTAIN TERMS

All about the Ford Model 'T'

Henry Ford started manufacturing motor cars in 1903. Between then and 1908 he had a modest degree of success which was to change when the first Model T rolled off the assembly line in 1908 and the world's first million selling motor was born. Ford designed a way of building motor cars that was to revolutionise the way all motors would be built ever since. Indeed so organised was the line that a Model T could be completely assembled in 93 minutes! Because of the pared down costs and one colour scheme, prices were the lowest for any car, falling to \$260 in the twenties.

The Model T had a four cylinder engine of some 2,900cc producing 20HP. It could run on gas, ethanol or kerosene and did roughly 16 to 25mpg. Ignition was by trembler coil. The transmission was of a planetary gear type with two forward speeds and one reverse. The suspension was by transverse mounted semi-elliptical spring for each of the front and rear beam axles. This allowed greater travel for the wheels and thus made it possible to travel where no decent roads existed. The original wheels were wooden artillery type later on replaced by spokes.

Ford once said "the customer can have a car painted any colour as long as it is black," however from 1908 until 1913 black wasn't available and cars were finished in grey, green, blue and red!

A variety of body styles were available. One was even converted into a mobile church, complete with organ! They were used in rural communities to drive saws and act as tractors amongst other uses.

By the time the 10 millionth Model T was made, half of the cars in the world were made by Ford which also resulted in Henry becoming the richest man in the World.

The Model T production ended on 26th May 1927 when Henry and his son, Edsel drove the 15th millionth Model T out of the factory, it was to be the last one made. The motoring public had become more discerning and wanted something more refined than the Ford Model T. Today they are held in high esteem by motor enthusiasts around the world and the large number of survivors is testament to their ruggedness.

Enthusiasts like Eamon Dunne like their simplicity. "Pretty much everything can be bought off the shelf new," says Eamon. His love affair with the Model T began many years ago but ownership began some 25 years ago and since then his fleet of Ford Model T motors has grown to eleven! It would be fair to say that he knows a thing or two about these iconic cars and indeed is called upon to fettle the many others that survive in Ireland today.



The Ford Model T was recently voted the Car of the Century and why wouldn't it? Because of it and its low price, many more ordinary people, who couldn't afford a car, now became motorists and could enjoy the freedom to travel the highways and byways.

We'll leave the last word to the great man himself...*"I will build a car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one – and enjoy with his family the blessing of hours of pleasure in God's great open spaces."* – Henry Ford.

My thanks to Eamon Dunne and Evie Anderson for their time, help and generosity with this article.

TOM FARRELL





JUST WHAT THE DOCTOR ORDERED!

In August 2012 I was driving TR Register Ireland club member Howard McMullan's TR7V8 on the A5 in Wales returning from the TR Register's IWE in Malvern Worcs when a beautiful open-topped MG tourer with an Irish registration number IR 4304 drove past in the opposite direction. Howard wrote down the registration number. It was an Irish MG I had never seen before. After returning to Dublin I did a bit of sleuthing on this mystery MG and got a contact name for the owner in the UK. Another bit of research secured an email address and I made contact with her owner for the past 5 decades - Mike Silk.

Mike and myself exchanged emails and he told me the original owner of his MGYT, back in 1949, was Dr Brendan O'Hara who was well-known in motor competitions in Ireland.

Dr O'Hara was of course the first registered owner of chassis number TS2 the first right-hand drive Triumph TR sports car ever built and which was registered IR 6360 in Co Offaly, Ireland. Dr O'Hara owned TS2 for approximately 4 years and used her extensively including competing in, and finishing the 1954 Circuit of Ireland Rally plus residing in Eaton Square in London for 18 months and twice road taxing her with London County Council as IR-6360 before returning to Ireland with his TR2.

The MGYT model was never sold in the UK. It was an export-only model. I spoke with Robin McCullagh, the motoring author and long-time member of the MGEC here in Dublin. Robin thinks circa 10 MGYT's were exported from the UK in CKD condition to Booth Poole Ltd in Dublin, the Ireland distributors for MG cars. Indeed Robin owns one of these 10 cars and he thinks up to 7 of these Irish-built MG's still survive today which is a superb survival rate 65 years later!

Robin and Mike have of course been in contact with each other.

Four years after buying his MGYT, motoring history was created in 1953 when Dr O'Hara purchased TS2 in Dublin and registered her IR 6360 in Co Offaly where he had his medical practice.

In August 2014 Mike and myself finally met at The TR Register's International Weekend held in Harrogate UK where both his wonderful MGYT and TS2 were parked together for probably the first time ever.

TR Register Ireland club members are delighted to have had a part in re-uniting two British sports cars previously bought new in Ireland over 60 years ago by the same owner in Co Offaly. Both cars are now in superb condition and are residing in the UK with fastidious owners.

**PaTRick MacMahon,
Secretary, TR Register Ireland.**

**Photos courtesy: Jack Epstein Productions | www.facebook.com/jepnews
and TR Register Ireland | Email: trregisterireland@gmail.com | www.facebook.com/TRSPORTSCARS**



Dr. Brendan O'Hara's MG Y Type Tourer – IR 4304

BRENDAN'S OWNERSHIP

Brendan O'Hara bought IR 4304 new in November 1949 while he was living in Cormac Street, Tullamore, Co. Offaly, where I believe he also worked. He only owned her for about 6 months and he told me once - or I might have been told - that it was the only new car he ever bought. Did he regard TS2 as 'not new', I wonder?

He didn't rate the Tourer much and sold her locally. I think compared to cars like TS2 she was slow despite the MG TC engine – all 54.5 BHP! Although the press of the time was quite complimentary and some now regard the Y Type as the Golf GTI of the day! It is thought that some Tourers might have been assembled in Dublin or possibly Cork from CKD kits. So perhaps he was just supporting local industry!

Brendan was a member of the IVCC and appeared regularly in its races. He drove a very low, streamlined Fiat Balilla. I had joined the IVCC during 1971 and was friends with Trevor Storey, who had one of the few MG TD's in the Republic at the time and raced an MG until his early death some years ago.

Brendan was a lovely man. He was a
IVCC SUMMER 2014

bachelor and I visited him a couple of times about the purchase of another non-running Tourer that he had acquired (hoping that it was actually a two-seater!). He also had a rather nice MG NA part-completed Special with a streamlined, aluminium single-seater body in his garage. It was this car that I believe Trevor Storey eventually acquired and had a rather serious crash in. He appeared for certain at the Phoenix Park races in 1974 and 1975, where Dick Lovell-Butt's K3 also appeared.

SUBSEQUENT OWNERSHIP

Her second owner was R.L. Kirkpatrick of Clara. She was then sold in 1959 to Douglas Fergus Goodbody of Cork Hill, Clara and finally to Jerry Beggleton of River Street, Clara, possibly in 1964. She was last taxed in October 1965.

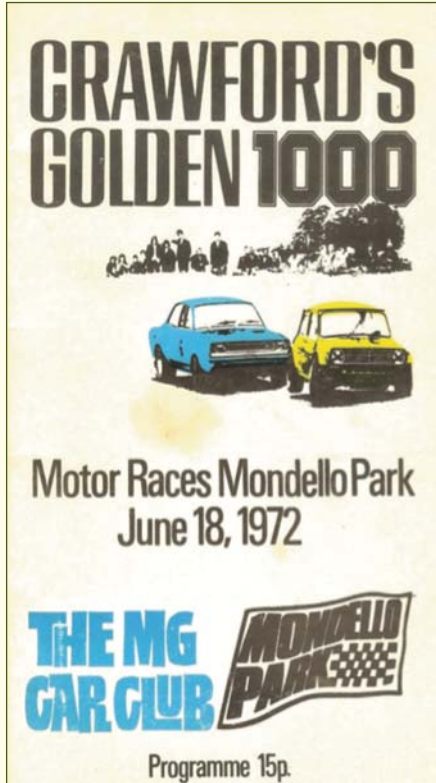
THE CONNECTION

I had never heard of TS2 and certainly didn't know that Brendan had a link with her until I was passed by some Irish TR owners in mid-Wales in 2012. They



**JUST WHAT THE DOCTOR ORDERED
contd....**

noted the Irish registration and made the connection with Brendan though a website where I had entered a few details of IR 4304 – including its first owner.



A RACING Y TOURER?

I raced IR 4304 once at Mondello Park in an MG handicap race. This was the Crawford's Golden 1000 race meeting on the 18th June 1972. Brendan was also in the race in his Fiat.

MY OWNERSHIP

I purchased the car in November 1971 through a friend in the Veteran and Vintage Car Club – IR 4304 was his father's car and had been bought for his wife as a second car. She did not really like that idea and settled on an MGA. I worked in Dublin for a couple of years



**Left:
Trevor Storey in the MG N
Type previously owned by Dr.
O'Hara at the Phoenix Park
Races, Autumn 1975**



**Right:
Dick Lovell-Butt's MG K3 at
the Phoenix Park races in
1975. Trevor Storey is in the
N Type two cars behind**

and was looking for an MG T Type at the time, but there were hardly any out there and none in my price range.

Although I passed by the Tourer quite regularly I never thought to ask about buying it. When it was offered to me for £90 I jumped at the chance. She was black, with beige upholstery then and appeared to be reasonably sound and an MG – what more could you want?

A bank loan for the purchase was arranged - enough to replace the hood as well - and the non-runner, complete with nearside front wing dent from its initial tow to Dublin, was shifted into a lock-up. The seized clutch was freed after removing the gearbox, and the car got into running order - of a sort.

The day after it was finally ready for the road was race day at Mondello Park near Naas. The car was already entered in the MG handicap race at the 'Crawford's Golden 1000' race meeting. A racing licence had been obtained and it was to be the car and driver's one and only race ever. She was driven to the race on her first significant run, stripped of seats, windscreen and everything that wasn't essential and passed scrutineering.

After practice it was unsurprisingly in 'pole' position. The grid included Dick Lovell-Butt in his single-seater K3 (K3006) and the Tourer's original owner - Dr. Brendan O'Hara in his Fiat Special. The K3 had a couple of laps to make up and it appeared at one point that it was

going to be a close finish until a con rod bearing went and we returned to the pits with a lap to go. Not the best start to ownership!"

Returning to the UK, she was used as everyday transport. The body was welded up a bit, running boards repaired and she was rewired and resprayed red in late 1972. My wife learned to drive on her and we used her as everyday transport for a while when we moved to London in 1975. After a couple of years, the YT was ready for a restoration, but with a young family, the car gathered dust, and was moved between a series of lock-ups and homes.

RESTORATION

A start was made in the mid-80's, but a move to Yorkshire in 1987 meant that it wasn't until 1993 that we decided to undertake a complete restoration. I did as much of the donkey work as I could, but basically the chassis and bodywork were restored by Naylor Bothers of Shipley and the upholstery and weather protection made and fitted by Collingburn's of Richmond.

She has been back on the road about 10 years now, is a very practical car – especially for two passengers. We have toured Brittany – 1400+ more or less trouble free miles – have completed many MGCC Y Type Spring Runs and a Loire Valley tour is planned for 2015.

A return to Ireland is long overdue!

MIKE SILK

SOME TIME BACK IN THE LAST CENTURY

My advertisement read "Vintage Sports Special, 1930's - £30. Phone etc." This proved irresistible to one Declan O'Halloran who because he was recovering from an operation, sent his charming wife Maureen hot foot, cheque book in hand, to snap it up. I feel a little guilty now on reflection as the disappointment on viewing the car, which he did as soon as he was fit enough, must surely have extended his recuperation.

Declan O'Halloran



The 'Vintage Sports Special' was in fact a humble Standard 8 that a former owner had hacked the very rusty body off, leaving a very rusty chaise upon which he had vainly hoped to create the car of his dreams. The fact that Declan never held this against me is testament to his great kindness and generosity and we became great friends and remained so for many years up to his sad passing recently.

He it was who introduced me to the delights of the Beaulieu Autojumble and my first visit to that heavenly event was in his company, together with Joe Kearney and Eric Byrne, back in the mists of time. Although we were all very different personalities we got on just fine.

We travelled in what used to be known as an Estate car which Declan managed to come up with, him being involved in the motor trade. The idea was that we should share the driving but I knew that Declan was an energetic, keen and extremely capable driver who would very reluctantly part with the wheel. That fact, coupled with my having quite opposite qualities which would immediately become apparent to the others, I felt free, on embarkation at Rosslare, to employ my time honoured remedy for the prevention of sea-sickness; a few pints of beer.

At this Eric showed some signs of disapproval but Joe and Declan knew me better. This tactic saved embarrassment all round and Declan did indeed do most of the driving with Eric and Joe lending a hand. Our plan was to sleep in a tent at one of the camp sites, at least Declan, Joe and I would. Eric had other plans and had arranged to stay with friends fairly nearby. When we got to their house after the long journey it was dark and the rain was coming down like stair rods! Eric's friends invited us in for tea and biscuits. When the time came for us to depart for our campsite the rain was as heavy as ever and the couple very kindly took pity on us forlorn threesome and suggested we sleep on the floor of their beautiful living room, an offer we readily accepted. I passed out blissfully between a radiator and the back of their couch.

On rising the next morning I decided to look at their piano which I had noticed the night before and which I was told was not working. Being well acquainted with pianos I found some silly body had slackened off the



dampers so all the strings would ring out if someone attempted to play on it thereby causing a cacophony. Tightening a few nuts soon put things right and the household awoke to a bit of Chopin. Eric said later the chap was delighted as he couldn't find anyone who could fix it! I hope it went some way towards repaying their generosity in letting three Paddys sleep on their floor!

Having really enjoyed the autojumble and the wonders of Beaulieu we set off for home laden with goodies. Lots and lots of tyres I remember tied to the roof and elsewhere, I had four at least, two brand new ones which, when Eric asked, I said were for my Rolls Royce. I don't think he believed me! The Customs man had a field day shining his torch and running his hand inside them all. I don't know what he hoped to find! We must have looked like lunatics to him!

Declan had one of the best sheds ever which he called "The Building". It was stuffed with items that might come in useful some time and often did. If you needed a grommet or flange or big end or whatever, Declan would delve into "The Building" and emerge with something that would do. And he would never accept any payment, such was his big heartedness. All my cars have a bit of his stuff in them to remind me.

continued on page 29

HE IT WAS WHO INTRODUCED ME TO THE DELIGHTS OF THE BEAULIEU AUTOJUMBLE AND MY FIRST VISIT TO THAT HEAVENLY EVENT WAS IN HIS COMPANY

Val Mills making some last minute arrangements



Great stalwarts of rallying for years, Connie and Kieran Hanniffy with their 1934 Lanchester 10 Sports



Spring Rally



A fine example of the Borgward make checks out

The IVCC held their annual Spring rally over two days on May 10th-11th last. This was an especially salient year because the rally commemorated the inaugural Spring rally which took place way back in 1964. It was a celebration of fifty years of the preservation, maintenance and driving of historic cars but also an opportunity to remember the first members of the club and the first participants of this defining rally. As then, the rally was based in Athlone at the Shamrock Lodge Hotel while the Hodson Bay Hotel was the rally base on this occasion.

It was wonderful to see such a large entry for the rally this year, with one hundred and six entrants registering from all over the country. On a sad note and reminding us of the transience of life, one of the rally's entrants, Brendan McGonnell, who had three cars entered in the event, sadly died before the rally.



IVCC stalwart, Reg Plunkett driving his 1939 Riley sixteen from the Tuar Ard



A beautiful Bristol 403 from 1954 owned by Peter Kennedy from Naas leaves Moate



Tom Sheridan driving a 1950 Y Type MG



Kevin Halloran's 1927 Austin 12/4 gearing up for stage 2 of the Saturday run



The Crann clan on the Spring Rally with their 1930 Ford Model "A" which has been in the family since 1967

COMMEMORATING 50 YEARS OF RALLYING

This year many of the affiliated clubs were well represented. Incidentally, on the 1964 rally, there were 25 entrants with no less than seven starting points including Dublin, Cork and Belfast. It was so gratifying to see that three of the cars from the original rally, two of which were originally Irish registered cars, all present and correct fifty years on. Those cars were a 1926 Citroen B12 entered by Pat Keenan, Maurice Cassidy's 1922 Ford 'T' and the 1924 Humber of Philip Tivy.

A really good aspect of this rally was the fact that there were two starting points, the Springfield Hotel in Leixlip and the Tuar Ard Centre in Moate. This greatly helped in facilitating enthusiasts from around the country in joining the rally.

The Saturday run took the cars from Leixlip to Athlone via Moate with the novel option of using the Grand Canal tow paths (and a request to avoid raising dust!) and the Sunday run took the cars to the Country Club Hotel in picturesque Glasson on the banks of Lough Ree. Drivers had the option on the Sunday of the long route via Lanesborough or the short route via Coosan.

Alas the weather did not look on us favourably for the weekend and I have to say it was nice on this particular occasion to have the refuge of a closed car! Great credit must go to those entrants who took out the early tourers on the day and who had no real protection against the elements!!

A big 'well done' must go to Val Mills who was rally secretary on this occasion, the clerk of the course Camillus Ryan and the team for organising such a good rally and of course marking a highly significant milestone for the IVCC. Let's drive on another fifty!



A car rallied the length and breadth of Ireland, Tom Connor's beautiful 1929 Austin 16/6



1954 MG TF owned by Ken Fitzpatrick braves the elements on Saturday afternoon

WORDS AND PHOTOS BY KENNETH CRANN



Geoffrey and Erhni Seymour's 1973 Limerick reg MGBGT leads Padraic O'Riordan's Volvo out of Moate



An exasperated rally sec gesturing "That's enough of the rain," as Tom Connor sets out from Moate in his 1929 Austin

Spring Rally CONTD...

One of the original rally's entrants, Pat Keenan's 1926 Citroen B12 keeping company with Millie Walsh's 1928 Austin Windsor



Val Mills and Camillus Ryan hard at work as Pat O'Brien's 1959 MGA sets out from Moate



Susan Switzer's beautifully turned out Ford 'A' of 1930



Another of the original 1964 line up, Maurice Cassidy arrives in Moate in his 1927 Ford 'T'



Val, "I told you we ordered the sun"



The 1939 Standard Flying 8 Tourer owned by Patrick Ging



Keith English from Leitrim in his 1928 Essex Super 6 leads some of the "old brigade" out of Moate



Anthony Molloy checks out with his beautifully turned out 1921 Overland, model 4



A lovely 1960 Austin Healey "Frogeye" Sprite leads some of the competitors on the second leg from Moate to Athlone

NINETY THIS YEAR AND LOOKING AMAZING!



1963 - Sally behind the wheel on the first IVCC Rally.

One of the greatest aspects of our hobby is that you get to be part of the preservation of old cars for future generations but at times we wonder about a vehicle's past. In the case of this 1924 Humber we have a great insight into over half a century of its life.

Purchased by Sally Perk's dad in 1953, this beautiful car has an illustrious history of having competed on the first Cork, Tipperary and IVCC runs and to this day remains in the ownership of Sally and her husband Phil. It recently took part in our Fiftieth anniversary rally, being one of only three cars to attend the first and fiftieth runs and can also be seen on many IVCC events throughout the year including the Gordon Bennett Rally.

At the 2010 Paris Deauville Rally, the Humber was presented with the FIVA trophy for the most authentic car in the rally and last year, RTE used this beautiful car in its Great Irish Journeys show on the events leading up to Michael Collins death and Béal na Bláth.

We wish Sally and Phil many years of happy motoring in this true piece of Irish motoring history.



2010 Gordon Bennett -
Sally takes a back seat while Phil notches up another great event

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By
ROBIN McCULLAGH
Photos by
BARRY BURKE



Following the previous two wet years, we held our collective breath and thankfully the weather Gods kindly smiled on us, and what a difference it made in attendance numbers (216 in total).

Our thanks go to the participants, those who gave donations, and our marvellous sponsors: Dunlop; AXA Insurance; BMW; Dublin Crystal; the RIAC and the IVCC; and on the day, the *Mellowchords*, for yet again setting the atmosphere with their singing; Pat O'Brien and his assistants for their parking skills; Amanda Kenny and 'the gang' from LauraLynn; Stephen Lynch and Team Dunlop; Bernadette Wyer; John Boland; Bob Montgomery; Pat Meehan; Richard and Ann Warbrick;



Gerry Freeman, and of course Dun Laoghaire-Rathdown County Council and Marlay Park Supervisor Ray Walsh for the use of their wonderful grounds. While people were reasonably good about not leaving rubbish behind them, it was thanks to Trish Farrell that the odd bits and pieces were cleared up before we went home after the event.

One man was complaining on arrival that he had brought his car for others to view and then we were charging him. It was explained that this was the only way we had to raise funds, to which he replied that we should charge the public admission, but because it is a Public Park we are

not permitted to charge an entrance fee. (We are not allowed rattle collection boxes either, although stationary collection boxes are permitted). It was then pointed out to this man that the Event was being run by people who have a life, for children, many of whom will never even get to enjoy adulthood, and to make their short life more comfortable, he admitted that he had never considered that aspect before.

This year we set a LauraLynn record



THANKFULLY THE WEATHER GODS KINDLY SMILED ON US, AND WHAT A DIFFERENCE IT MADE IN ATTENDANCE

Picnic

IN THE

PARK



by having 139 open-top cars in the one place. We hope that other Car Clubs will now take up the challenge and attempt to beat this number, while adding to the funds of LauraLynn.

Also this year we started collecting the money to purchase a Sensory Fibre Optic System & Twinkle Wheel required by LauraLynn. The amount €11,400 plus €1,301 installation will take us two years to achieve, but with your support we believe we can do it.

Thank you again for your generous contributions. We trust that you will once again favour this cause next year?

As usual the 'judges' chose the cars

and motorcycle that they would most like to take home and the winners were:-

CARS PRE-1946

- 1st** 1929 DeSoto Tourer Model K
Owner: Albert Collier.
- 2nd** 1938 Wolseley 14\56 Tourer
Owner: Brian Miley.
- 3rd** 1926 Vauxhall 14\40LM
Owner: Noel Hughes.

CARS POST-1946

- 1st** 1974 AC Cobra Replica
Owner: Charlie Donaghty.
- 2nd** 1958 Austin A35
Owner: Charles Byrne.
- 3rd** 1954 MG TF
Owner: Greg Noonan.

MOTORCYCLE OF THE SHOW

- 1958 Norton 350cc
Owner: Trevor Storey.



2014 CONNAUGHT CLUB

RALLY



Outside Breaffy House

M

ost years we attend the Club rally that takes place on the last weekend of June. It is always a well organised event and attracts a large entry – would you believe 130 cars. This year the start was at Breaffy House just outside Castlebar. We were there on a beautiful morning and the sun was shining brightly. Everyone was in good spirit and looking forward to a great day. I was wandering about with my wife looking at the great array of cars that had assembled in front of the hotel. The chat was great with old friends and new. I was looking at a lovely old Rolls Royce parked near the hotel entrance. There wasn't a blemish on it. The engine was polished and there was enough polished brass-work on it to keep a brass finisher's workshop busy for a month, without tea breaks. A printed document displayed on the front seat gave the history of the car. I started to read it and I was about half way down the page when the driver entered from the opposite side and without any reference to me took the hard backed sheet and

threw it onto the back of the car. I suppose I will leave the superlatives to your imagination. Shortly after that he moved out from his parking place. I did not see that lovely car for the rest of the day and I could not find the RR on the start sheet.

Soon we were all away on our journey and firstly we had to traverse the town of Castlebar on our way to our first stop at Newport. The Connaught Club members did a super job in getting us through a busy Castlebar on a Saturday morning. At Newport we were all parked up, in the church car park and I mean up in more ways than one, as the church is on top of a high hill and there wasn't a centimetre to spare! Now I have been in Newport many times but I had never been in the big church on the hill and was I surprised. We were all told to go into the church and to sit down like good Catholics you see, or like good Protestants as they say in that other great Mayo classic *'The Quiet Man'*. Like dutiful rally goers we did as we were told and the church was full enough. We were then given a talk by a man who obviously



By
JIM O'SULLIVAN

is closely associated with the church as he seemed to know everything about it and I learned some facts that I was not aware of.

The church was built in 1918, the year World War One finished. The required money was by way of a £30000 donation from a local landlord, and I thought they were all bad!!? There are some magnificent stained glass windows, by Harry Clarke, located behind the main alter. The story goes that those three windows were the last produced by Clarke and he died before they were complete. The final work was then finished by his studio people. There are some other windows in the church that were also produced by the Clarke Studio. The church also contains a large organ and to finish the presentation our guide played some music for us on the organ. It was wonderful to hear the fine organ music as it filled the whole church. I was well pleased with that visit. Thanks again you Connaught people you certainly came up trumps.

After that we were off on our travels again as we headed out to Mulranny. Then a left turn took us in the direction of An Corraun and along the Atlantic coastline. An Corraun, is e sin ait na Gaeltachta, the Irish speaking district where our native language is said to be used in daily conversation. We did not get the opportunity to see if that is the case, I hope it is. I was on Inis Meain recently and it certainly was in everyday use there. The scenery along the coast of An Corraun is something to behold, wild and beautiful as you look out on the ocean and towards Clare Island and watch as it beckons just off the coast.

Time was now getting on as we left the Gaeltacht and headed for our lunch stop at the Ballycroy National Park. This is a new national park set among the wilds of Co Mayo. The terrain boasts many mountain walks for the serious walker and the area is vast. Turf cutting is allowed in the park for local farmers but only hand cutting, no machinery. There is a visitor centre with a fine restaurant which is where we had a very nice lunch. A guide brought us on a tour of the immediate area that has been set out on a boardwalk of about 2km long. After our late lunch and a visit to the museum we headed for our car and our journey home of about 60km. Our direction was Ballycroy, Bangor, Crossmolina, Knockfree and Wherrew.

It was a very good rally and we had a great day out. It is often said that people should try to learn something new every day. Well the saying was true for that day and all thanks to the hard-working stewards and organisers of the



Connaught Club. You did a great job lads and lassies. We like to attend this rally because it is always well organised by the Club and they always come up with something special. This year was no exception!





John and Kevin Boland

By **JOHN BOLAND**
IVCC PRO

IVCC INTERNATIONAL GORDON BENNETT RALLY 2014



IVCC SUMMER 2014



Leslie Kemp, Geoff Seymour, Noel Willis, Robert Kemp and Myles O'Reilly



Photos by **MARTIN TAYLOR**

With an amber weather warning in place and heavy rain in the west of Ireland, it looked like this year's rally was going to be a fairly wet affair. However, luck was on our side as the cars only got slightly damp over the weekend.

This year's event was the second one run by the new Gordon Bennett committee and was once again based in the Killashee House Hotel in Naas who excelled in customer care for the entire event. After the success of starting last year's rally with lunch in Carlow, it was decided to do the same this year as it encourages a large number of our country entrants to take part in the whole weekend's motoring and we would like to thank Michael Murphy and his talented team in the Seven Oaks Hotel for getting us all off to a great start by providing a superb meal.

Among the entrants starting from The Seven Oaks were Albert White in his magnificent 1911 Rolls Royce Silver Ghost which is known as the 'Titanic Rolls' and Anthony Neville in a 1929 Blower Bentley which was that year's Olympia motor show car for Bentley and the prototype of the Le Mans racers.

After lunch, the cars followed a planned route back to Rally HQ in Naas where registration took place. Then later that evening our guests were treated to



a reception provided by our good friends, Bonhams Auctioneers and then a barbeque with some great jazz.

Early Saturday morning and it was all hands on deck as close to 160 pre-1931 cars, including a large number of overseas entrants, set off on this year's course. Electronic timing, which proved to be a huge success last year was used again, but clerk of the course Geoffrey Seymour added a twist by having both the morning and afternoon sessions as continuous timed sections. With electronic timing, each co-driver was issued with a watch type piece of equipment and at each check point they would stop and pass the unit past a transmitter which would then register a time on the strap. At the end of the day, they swiped their unit one final time and were then able to monitor their performance on a screen at the finish.

The run itself went very well with the route taking us as close to the original course as possible while also taking in some very scenic roads and canals. Lunch was a picnic at the Moat of Ardscurr where the Gordon Bennett monument stands and entrants were reported to have been very relaxed. The only problem was to get the drivers back out on the road as nobody wanted to leave this idyllic setting however Mother Nature played her part with the only rain of the day and a quick ten minute shower which cleared the field.

contd...



Chris Lewis and Leslie Kemp



Barbara Cooper and Jean Morton



Irene Cole and Eithne Willis



Zuzanna Houlihan and Bernadette Wyer



Later that night we had the Gala Banquet and prizegiving which is always a highlight of the weekend as people wait with baited breath to see who has won the coveted Gordon Bennett trophy. This year's winner was Tom Callanan's team in a 1923 Vauxhall 30/98.

Another reasonably early start the following morning as the cars headed off to Russborough house in Blessington for an interesting visit before returning for some fun car trials organised in the hotel car park and farewell lunch. The club would like to thank everybody who worked so hard on the event but we would particularly like to give special mentions to Bernadette Wyer, event secretary and Geoffrey Seymour, clerk of the course for all their hard work in making the 2014 International Gordon Bennett Rally a great experience.

In 2015, we will be celebrating the fortieth anniversary of the IVCC International Gordon Bennett Rally and we are moving to a new base, which will give us a lot of new routes to explore. We will also be adding in an optional full day event on the Friday for anybody who wishes to make it a full three-day event to celebrate the anniversary. Full details of next years event including some great value for money accommodation options will be announced on our official launch date of October 6th. Keep an eye on the website!



GORDON BENNETT RALLY 2014 RESULTS

CLASS A – ANTIQUE - Pre 1904

- 1st Robin Poskitt 1903 Panhard Et Levassor
- 2nd Lawrie Smith 1904 Darracq
- 3rd William Wrather 1903 Panhard Et Levassor

CLASS B – VETERAN CARS - 1905-1918

- 1st Clive Miller 1918 Stutz Bearcat
- 2nd Fergus Cooper 1912 Argyll
- 3rd Tim Clark 1909 Mors

CLASS C – VINTAGE - 1919 – 1926

- 1st Richard Noonan 1921 Dodge
- 2nd Andrew O'Donohoe 1925 Sunbeam
- 3rd Terence Bradley 1926 Alvis

CLASS D – VINTAGE 1927 – 1930

- 1st Mickey Gabbett 1930 Alvis
- 2nd Will Gabbett 1927 AC Acedes
- 3rd Hugh Warwick 1929 Ford Model A

OVERALL WINNER:
TOM CALLANAN
1924 VAUXHALL 30/98



IN 2015 WE WILL BE CELEBRATING THE FORTIETH ANNIVERSARY OF THE IVCC INTERNATIONAL GORDON BENNETT RALLY AND WE ARE MOVING TO A NEW BASE

GORDON BENNETT RALLY





Letters to the Editor

Dear Editor,

Our club member and professional photographer Jack Epstein has given our club permission to use his superb image (right) of local hero and ex-Standard Triumph Works driver Paddy Hopkirk, photographed by Jack on our club's stand at the 2014 RIAC National Classic Car Show, with our club member Tom Fitzpatrick's 1956 TR3.

This Co. Cork registered TR3 – EIF-330 – has been in the Fitzpatrick family's ownership for the past 40 years.

Paddy Hopkirk won the arduous 5-day Circuit of Ireland Rally in a Works TR3A in 1958.

Nowhere is far in a sidescreen TR...

Happy TR-ing,

PATRICK MacMAHON,
Secretary,
TR Register Ireland.

Dear Editor,

Please be aware that recently over a weekend the Gardai pulled over scores of classic cars at at least six different checkpoints around Dublin. They were stopping all vehicles first registered after January 1st, 1980, which have the 30+ years tax rate of €56 but were not NCT'd.

Not having an NCT on your post January 1980 car carries 4 penalty points on your licence, plus a cash fine and your car can be confiscated on the spot.

With regard to our TR's, this situation only affects TR7's registered after January 1st, 1980 or other non-TR cars you might be driving that are minus a valid NCT certificate.

Please note: should your TR be confiscated you will only get it returned when you bring proof of a NCT booking.

If you have a V8 conversion but your TR is still listed as a 4 cylinder 2 litre engine the NCT test consequences could be a trite troublesome.

If your car is legally liable to possess an NCT but doesn't possess one then you may not be insured! Check the conditions on your policy - same applies if your engine size is not valid.

Don't forget it is €100 per day storage



while you arrange an NCT for your classic, plus a tow charge and your taxi fare home!!

PATRICK MacMAHON,
Secretary,
TR Register Ireland.

HELP RE: LOST REGISTRATION LOG BOOK

Dear Editor,

I wonder would you or your members be able to give us some advice and help? My father, who was in the motor trade, has been a member of the Kerry Club for over 35 years.

In the late 1960's he purchased a crashed Bond Equipe GT4S, Registration No TIU 735 and repaired and used it for a few years. The car has been off-the-road since and he has spent the last two years restoring it.

The problem is he has lost the original registration documents. I have been in touched with Shannon and there is no record of Registration No. TIU 735. Kerry County Council and Limerick County Council have checked their records and they too do not have any record of TIU 735.

I have been speaking to Gardai,

Shannon, Customs and Excise, Revenue VRT and NCT and it seems that there is no way that we can get a log book with the original Registration No TIU 735.

Would you or any of your members know of a way that we can get a log book with this old registration number as we really would like to keep the old number and not have to register it with a new number?

From talking to the different agencies that we have to apply to, to NCT to get the car re-registered as an import, seems strange, as the car was imported from UK and registered in the early 1960.

The NCT booking service was very helpful and said we will have to get verification in writing from the Kerry Club to confirm the make, model, CC, chassis no and engine no, and an exemption certificate from the Revenue VRT section. I was speaking to them and they said that we would have to pay registration costs as there are no exemption certificates, and afterwards could write to the Revenue for a refund stating car was already registered in Ireland.

Any advice would be a great help.

Could you tell me what year TIU 735 would relate to we think 1964

TJ CANTILLON
086-1044966

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

LETTERS TO THE EDITOR

EVER READY GARAGE

Dear Editor,

I have a contract from The History Press to write a book called *Donnybrook - Then and Now* to be published next November. I need a high quality image of the old Ever Ready Garage in Donnybrook and wonder if you or any of your members could provide me with such an image? I would need it scanned at 300dpi and would be willing to pay for it. The image would be credited to supplier in the book. I have emailed Richard Barton, whose family owned this garage, but have not yet had a response to the request.

DR. BEATRICE DORAN
Tel. + 353-872431946
Email: bdoran@rcsi.ie

SOME TIME BACK IN THE LAST CENTURY

Continued from page 15

Because we lived near to each other, it became a practice that when we got a car "going" we would call around to show it off. Hence I was one of the first to see his beloved 1928 Morris Cowley which he insisted I have a go driving. My first encounter with the art of double declutching! "Go on, bang it in!" he would say. Such generosity!

That he should pass away on Blooms Day was fitting. I will always recall our having a great time in Glasthule having breakfast at Cavistons particularly the year that the little garage opposite had a mysterious supply of Guinness which was freely dispensed in half pint glasses.

And the times after club meetings, in the days of "just two will do" when, what I like to call "The D.I.Y. Section would gather, Kevin Byrne, Paddy O'Brien, myself and one or two others and Declan would hold forth with his hilarious tails...great days!

Another great pair of hands will be missed.



FIVA REPORT AND RELATED LEGISLATIVE MATTERS

FIVA RESEARCH PROJECT

I would like to start by thanking the members of the historic vehicle movement in Ireland, both individuals and clubs for participating in this year's FIVA survey. The survey was conducted between March and June and was based on activities during 2013.

In Ireland 231 surveys were completed. The international figure was 19,500. According to the professionals at GFK who conducted the owner's survey on behalf of FIVA, the overall response was very good. More importantly, in most countries sufficient responses were received for a statistically valid analysis. We owe this result in the first place to the commitment of vehicle owners.

Basically the results reflect those of earlier surveys. What is a major achievement is that, for the first time, we are able to show results for (passenger) cars and motorcycles, both in the categories of historic vehicles and youngtimers (vehicles between 25 and 30 years old). FIVA has invested a lot in the surveys, not only financially, but also in terms of time and energy. Now the focus will be on compiling and analysing the data for the benefit of our continued use of historic vehicles.

The official presentation by FIVA to Members of European Parliament and other partners and stakeholders will take place in October in European Parliament, Brussels.

FIVA STRATEGY 2014-2017

FIVA which was founded almost 50 years ago has decided that it is now timely to devise a new strategy document for the organisation. The strategy document comprises 39 actions and has been titled the 'Thirty Nine Steps'. The

strategy has three underlining concepts:

- Emphasis on culture focusing on the protection, preservation and promotion of historic vehicles and related artefacts.
- Openness to new stakeholders, to take into account the increasing involvement of event organisers, manufacturers, restorers and other professionals in our movement
- Increased professionalism with a new structure, updated statutes and the appointment of a full-time Director General.

ROAD SAFETY AUTHORITY

Members should also be aware that the Road Safety Authority (RSA) plan to commence a review of the roadworthiness requirements for vintage vehicles. This review will include the publication of a consultation document inviting feedback from the public. They will be seeking feedback on:

1. Whether vintage vehicles should be subject to compulsory roadworthiness testing
2. If so the frequency at which such tests should be carried out
3. The content of the test
4. Miscellaneous issues associated with testing vintage vehicles.

The consultation process is expected to commence in October.

PEADAR WARD
DIRECTOR AND FIVA REPRESENTATIVE

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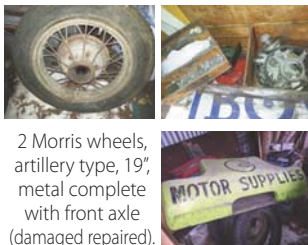
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FOR SALE



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

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

1922 CALCOTT



FOR SALE

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

Price: €12,000 ono.

PHONE: KEN FLEMING
01-2858567 or 086-8391839

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

Price: €7,000 ono.

PHONE: KEN FLEMING
01-2858567 or 086-8391839

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