

THE **IUVCC** JOURNAL



SPRING 2012

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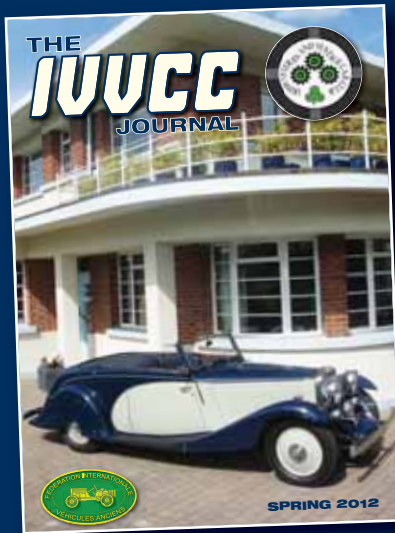
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FRONT COVER:

Jim Boland's 1935 Talbot 110 outside 'Electra' courtesy of Dr. John and Patricia McCarthy.

Photo by Tom Farrell

IVVCC JOURNAL SPRING 2012

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Public Holiday)

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Website:



www.ivvcc.ie

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



Dear Fellow Motoring Enthusiasts,

Welcome to the Spring edition of the Journal and I must apologise for its lateness. I should have had it out a month ago. I am finding it harder to devote time to all that I'm involved with, especially in the Spring/Summer and as a consequence I can't get the Journal out in time. I think after eight years I should hand over the reins as Editor to someone new. If you feel that you would like to take it on, please contact me, I'd be delighted to hear from you.

The cover photograph has taken two years to organise. I had the house lined up and needed the car. Thanks to Jim Boland, I found it. I believe the period of motor design from 1930 to 1950 was magical and is largely overlooked. I hope this cover will move members with such vehicles to bring them out and let the rest of us enjoy them.

At the recent Spring Rally, sponsored by Opel Ireland, thanks to the incredible generosity of one of our members, I was given the loan of a mint conditioned 1939 Jaguar SS 100 Sports for the weekend. It was a great honour for me and it was something I never thought I'd have the chance to do.

In the last few years I've had the opportunity to drive many wonderful motors from as early as 1900 onwards. Sincere thanks to those trusting souls, many of whom are IVVCC members.

Friendship, fun and generosity are just three of the many good reasons I can give to be a member of the IVVCC. I'm sure you have many too.

Until next time, happy motoring!



TOM

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President's *Report*



It's been a busy year so far with the New Years' Day Run, the very successful Valentines Day Run and the extremely enjoyable Spring Rally. This was an overnight event and was an outstanding success. Past President Eric Byrne commented that in his 33 years in the club, it was the best Spring Rally he had attended. A report will follow in the next issue of the Journal. My thanks to the organisers and volunteers who helped out at these events.

The Gordon Bennett Rally is almost upon us and it will be based in the Killashee House Hotel in Naas, Co. Kildare. If you are free, why not drop in and see the wonderful array of cars from the dawn of motoring up until 1930, you would be most welcome. Also we have the Picnic in the Park and Classic Car Live to look forward to.

The AGM was held in the Spawell Complex in Templeogue on April 1st and some changes worth noting took place. Namely, changing the date of the AGM and a reduction in the size of the Board.

In the early days of the Club, some of the Directors were from around the country. If they were unable to attend there would be the possibility that the meetings wouldn't be able to go ahead as there would not be a quorum. The Board had increased in size as a consequence. A decision was made by

the Board to reduce the number of Directors from 20 to around 12 and have a more streamlined board with Directors being given particular responsibilities. Five Directors retired and they are: Ray Cowan, Colm O'Neill, Mike Dennehy, Kevin Griffin and John Larkin. I would like to thank them for their generosity in giving their time and energy to assist in the running of the club.

It is planned to invite nominations for the Board at the next AGM which will be held in January. This change in date is to allow new Boards and Committees the opportunity of starting their office at the beginning of the year and being able to see their plans to a conclusion.

As you know we celebrate the IVVCC 50th anniversary in 2013 and many exciting events are planned. On February 16th/17th there will be a motor show in the RDS, Dublin. Organised by the RIAC, it will be called the National Classic Car Show and will feature motors from every era. The sponsors of this event are AXA, the *Irish Vintage Scene* and the IVVCC. This promises to be big and may become an annual event. We will be attending a meeting shortly and will have a better idea of the number of places available to the IVVCC and its Affiliated Clubs. Keep an eye on the web site: www.ivvcc.ie for details.

In the meantime have a great Summer and I look forward to seeing you at some of our events.

TOM FARRELL
PRESIDENT

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Secretary's *Report*

Well, Valentines Day, the AGM, the Historic Car Day and the Spring Rally have all too quickly come and gone and we are now facing a very busy summer of eventing and motoring, gearing up for the International Gordon Bennett Rally, the IVVCC/RIAC Picnic in Marley Park and Montello Classic Car Live in Mondello, all in the early weeks of June, to name just a few on the Events Calendar.

Once again we were very lucky with the weather for the Valentines run, ably organised by Richard Seaver, helped by our usual stalwarts and the Glenview provided teas/coffees and scones before the event and an really excellent meal following an interesting run into the Wicklow countryside.

The 49th AGM held on April 1st had an attendance of 55 people out of a membership of 603 members at that date! 527 of our members are based in Leinster; 40 in Munster; 15 in Connacht; 10 Ulster/Northern Ireland; 6 UK; 1 Spain; 1 France; 1 Holland; 1 Bermuda and 1 USA. We can now contact 595 members either by text messaging, email or by telephone, having the email addresses of 481 members; mobile numbers for 553, and 426 members with landline contact!

We took a decision, at the beginning of the year, due to various incorrect and changing dates and late information received, not to publish a Calendar of Events and instead will have a page in each issue of the Journal with current dates. Our website will also have an up-to-date version of the calendar.

The Historic Car Day held on the Bank Holiday Monday on May 7th in Russborough House had an entry of 32 cars, which considering the weather on the day, proved to be an enjoyable event. At one point there were four seasons within the space of an hour! Fred Lewis, Eric Byrne and Jim Boland spoke about their vehicles and this was of great interest to our members present and to the general public who were delighted to see a good variety of cars present.

The IVVCC Opel Spring Rally 2012 was a most enjoyable affair and many thanks to all our members and affiliate club members who supported the event.



A special thanks to the members of the Blessington Club who marshalled in Russborough and the Clonmel Club who marshalled in Dungarvan, Dunmore East and Annstown. Their assistance with the event was invaluable and much appreciated by our organising committee. The weather was excellent and Dunmore East in the sunshine on the Saturday afternoon compared with any continental resort. Lots of pictures were taken and quite an amount of videoing, so in due course we will be publishing pictures of the event so you can see the great variety of cars of all eras that attended.

The Board and the Events Committee is very encouraged

by the excellent attendance we have had at our motoring events in recent times and look forward to seeing all of you on the IVVCC stand at the Terenure Show on July 8th and 35th Powerscourt Picnic event on August 19th, in addition to supporting our affiliate club events. We plan to have a run and barbeque on the First Monday in July and will have another interesting run on the First Monday in August, details of these events will be available very soon. I know many of you are interested in the Mosney Show in June and the Trim Show in July and we look forward to hearing all the news from these events.

We are currently in the process of re-vamping our website and hope to have it up and running before the end of June in a new and exciting format. We welcome pictures and articles for publication on the website, including information on vehicles for sale, so please remember to send us information to help us keep the website current and of continuing interest to all our members.

We have contacted some people who expressed an interesting in assisting with events and we thank those who have already done so. We will be making contact with other people on the list over the Summer months when we need the most help.

In the meantime, hopefully the good weather at the end of May will continue and the cars will all behave beautifully on the road.

BERNADETTE WYER



There is very little known about this picture except that it was taken at the Lucan Spa Hotel. This image may be familiar to some of our members as a very large print of it adorns the hallway of the hotel, a venue used frequently by our club for starting our runs over the years. To judge by the newest cars it was possibly taken about 1938.

The car in the bottom left corner and closest to the camera is registered ZA 7488 dating it to 1936, possibly American, but not Ford. Next is a two-door coupe with fabric roof with an open panel. It may be a Riley or perhaps a Standard Big 9, is Kildare-registered IO 3401, possibly around 1930 and looks rather shabby. Moving to the right may be an Austin 20 from

the Twenties. To its right can be seen the longish bonnet but narrow grille of an open car with cycle wings. A small car, maybe a Talbot 10/12 or a Rover 10/25, it has an IO registration but the digits are unclear. Next right is a Vauxhall 14 or 14/6 of the mid-Thirties. Then next is the rear view of a 1935 Ford V8. Further right is a cluster of models that are hard to identify but facing to the left is a Rolls-Royce 20 six-light saloon of the Twenties. The pale car beyond that, with the right hand side mount spare wheel, is a 1935 Dodge.

In the left distance and closest to the hotel building is another Rolls-Royce, the longer bonnet proportions may suggest a P1 but this may be a distortion from the camera lens.

Moving back to the viewer from the left can be seen the side outline of a Flying Standard, probably a 12 of the mid- to late-Thirties, then a Ford Model Y two-door, and facing the opposite way another Model Y, a four-door, both mid-Thirties, then a Vauxhall 14/6 of about 1937/8. The front of an earlier Thirties version of this model can also be seen. On the extreme left one can get tantalising glimpses of the fronts of yet more cars, including possibly another Rolls-Royce.

My thanks to Claire Casey of Lucan Spa Hotel for her permission to reproduce this image and to club member Paul Barrett for taking a new photograph of the hotel's large size print, being the only copy known to survive of this picture.



By **COLM O'NEILL**

MEMORY LANE

1948 JAGUAR SS MK IV CABRIO...



It was Christmas 2005 while perusing a book on Classic British Cars of the 40s & 50s that my interest was kindled. Wonderful pictures of Armstrong Syddeley's, Alvis, Bentley, Rolls Royce, Bristol and of course the Jaguar range really made me interested in looking further at these cars. Numerous searches on the net and Auction sites helped me to narrow the focus to a certain range and type of car.

Our esteemed club member and Rolls Royce/Bentley expert, Jim Boland, invited me down to see his famous collection of superb antique, veteran, vintage and classic cars. After viewing Jim's fantastic collection I went away in

awe at the sight of total mechanical 'magnificence'. He has a story to tell about every car and you just feel his passion for these fine rare stately machines. I had made my mind up that I wanted a 40s quality car that looked stately, had P100 headlamps, running boards, plenty of chrome, a good sized engine and cabriolet body. With this in mind it was time to book for Techno Classica at Essen Germany. This is the largest 'Oldtimer' car show in Europe with numerous halls (over 22) full of rare beauties that simply dazzle the car enthusiast like us.

This superb show of mainly European marques is truly amazing. The

level of restoration, workmanship and dedication to detail is second to none. While many enthusiasts prefer cars with their original patina, I, personally, prefer to have for example, the seats restored as new by having the frame, springs and a top quality hide rather than the faded wrinkled original leathers that you see so much in cars at UK shows. This is of course a personal thing...

Several German companies specialise in the total restoration of Jaguar cars from the early SS to the E type. Many cars come from the US west coast and are body off restoration projects that take up to 15 months to place onto the market with a total nut

By
MIKE RYAN



and bolt restoration German style. One such Company had a beautiful 3.5 SS Mk IV cabrio. She was 1948, left hand drive and totally enchanting with a case full of documentation and photo albums showing the restoration 12 years previous. It also had what is termed a 3 stage hood, meaning you can have a total roof on the car, a part roof, where the rear passengers have cover but not the driver and a total roof off as in a full cabrio style. That year was a bad time for Jaguar, having ditched the SS name earlier after the war as it had 'Nazi' connotations and Sir William Lyons was desperate for foreign cash, the Mk IV Cabrio was



earmarked for the US market and 179 of them were sent over in LHD form. Around the same number was kept for the UK markets, so in all, not many were actually produced and there is only a scattering left in the World that the Jaguar Heritage Centre know about. The pre-war SS 3.5 as it was known became the Mk IV post-war and carried the 1.5, 2.5 and 3.5 engines of which the latter two were straight six cylinders. Production ended in 1949 when the beautiful Mk V came about. Chassis No 637144 went to Arizona and had three owners in total before 1990. It was then sold to an enthusiast who employed the famous Terry Larsden (renown Jaguar expert) to perform a body off restoration on this vehicle. With engine, gearbox, diff overhauled, rewired, total body off, upholstery replaced and walnut dash refurbished. A splendid paint finish was produced and the mohair hood also replaced. This car in 1994 was nothing but a show stopper with eight trophies to her credit for the consecutive years under the same ownership including an entry to the famous Pebble Beach in 1996. Somehow it made its way to a display stand at Essen.

That's where I first fell in love with this car. It had everything that I wanted, class, style and prestige. Everything was done to this car, all it needed was a nice dry home with loving care. I visited her every day from the Thursday hoping I would not see the 'sold' sign on the window. By Sunday at 5pm it was time to start negotiations for real.

With the help of my good friend and another car enthusiast Paul Wearan who luckily spoke fluent German, negotiations were initiated which lasted over half an hour and before exhaustion set in with all concerned, a deal was struck by 5.45pm. A deposit was paid and the car was mine...

The car was delivered to London on a trailer within the month. It was left at the Hurlingham Club where, that weekend, Jaguar Cars UK were celebrating decades of British manufacturing and requested that every model made was represented at the event. My newly acquired Mk IV cabrio was representing its position in Jaguar history. The Jaguar display was nothing but superb from the very first SS car made to the very latest modern XK. The next day I drove her to Holyhead. This was the first time I got behind the wheel in any real way, I was rather apprehensive taking her straight away onto a motorway but she purred nicely around 60mph. Weather was superb, I even got the three stage hood down for a spell. The ferry took us home to Dublin and that's where she is to this day.





Valentines

By **RICHARD SEAVER**

Weekend Run



**Photos by:
RICHARD SEAVER and TOM FARRELL**

One morning over a cup of coffee with two friends, Tony Murtagh and Brian Miley, I brought up the subject of the Valentines weekend run and I mentioned that I was looking for a new route for the event. The two routes I had used for the New Years Day run were both easy, very scenic and both suitable to navigate on ones own, but I felt that I wanted a more challenging option for our next event. Immediately the boys came up with a couple of options.



The following week, my good friend Clive Evans and I set out to test drive the route and also to devise our own quiz for the event. This turned out to be a lot of fun along a wonderful route through the stunning Wicklow country side avoiding all main roads and towns. It was essential to have a navigator

issuing directions to fully enjoy this drive but unfortunately this navigator became so engrossed in devising the quiz questions that poor Clive may have been sent of course on one or two, probably four occasions!! Thank you Clive for your patience and all your help, I really couldn't have done it without you.

When we finished and over another cuppa we tried to make sense of our changes to the original route and the addition of the new quiz. Clive suggested that his daughter-in-law, Leah, who despite being a new mother, could help out. Leah did a fantastic job. Sunday the 12th February turned out to be a really beautiful day for

driving old cars. The weather was superb thank God, with clear, sunny blue skies and almost no wind, a perfect day for driving with the top down. This was a pre-booked event only and registration was between eleven and twelve with coffee and freshly baked scones served by Ada and her willing staff at the Glenview Hotel.

Bernadette and Mike manned the check-in desk while I gave out the route sheets. A number of people arrived on their own without a navigator so a simpler route was needed. I had plenty of copies of the two routes used on New Years Day, the longer a scenic run through Rathdrum and on to Laragh,

photos of the cars while the sun was shining and their drivers were still enjoying their refreshments and chat, when thankfully my good friend Myles O'Reilly arrived to apologise that he was unable to take part in the run, and offered his help. Myles manned the desk while I took some photos of participants before they set off. Myles your timing was perfect and you were a great help on the day.

The cars were all away by twelve thirty to be back by two thirty for lunch at three. Well whichever of the three routes people decided to take on the day, there is one thing I was sure of, that they all would have enjoyed a

the food and the service were excellent and the Glenview did us proud on the day.

Thanks to the very generous help from my daughter Alison and her shop Brooke and Shoals in Greystones, with the prizes, we had four lovely gift baskets to award as prizes. The prize for the oldest car on the day went to Anselm Aherne and his lovely old Citroen open tourer from 1926. This is the first time I had seen this car and it really is magnificent. The award for the best pre-war car went to Albert Collier and his beautiful 1929 De Soto. The prize for the best post-war car went to Edward Connally Jnr, with his lovely Fiat



The weather was superb thank God, with clear, sunny blue skies and almost no wind, a perfect day for driving with the top down.



Roundwood and down through the Rocky Valley and the shorter going straight from Ashford to Roundwood. Both routes perfect for the older cars or the unaccompanied driver. I was mindful of the need to get some

lovely drive as the weather stayed fine all day and the Wicklow countryside looked magnificent. A total of one hundred and five adults and nine children sat down to a lovely three course lunch and the verdict was that

Roadster from 1963. This was also the first time I had seen this car and it is a real beauty. The award for the best MGB on the day was won by what can only be described as the best known B

contd. →



continued from previous page

Roadster in the country as featured in so many car magazines, that is of course the beautiful 1968 blue roadster of Fred and Chris Lewis.

I should mention at this stage that this weekend coincided with a very special birthday of a very special person, as Bernadette, our Vice President and Secretary was seventy on the Saturday and she and her family were staying in the Glenview having had a celebration dinner there on the Saturday night.

As Bernadette's daughter Deirdre, and her two grand daughters Grace and Lily were staying on for the lunch, and Alison and my two grand daughters, Mia and Lara had come on the run with me so we decided as we had four prizes that we would let each girl present a prize. So the young ladies presented the prizes and we got some lovely photos. Following this we had a surprise presentation of a beautiful

“So all in all a wonderful fun-filled day that was enjoyed by young and old.”



bouquet to Bernadette to mark her big day. Our fun quiz produced four outright winners and each winner received a lovely box of chocolates perfect for the weekend that was in it.

I would have been very surprised if Brian Miley was not among the winners as he knows the area well and of course he was, the other winners were Robert and Leslie Kemp, Derek and Anne O'Brien and David Millar.

So all in all a wonderful fun-filled day that was enjoyed by young and old. My sincere thanks to everyone who helped to make the day run smoothly, in particular Bernadette and Mike, and of course John and Noel, and all who helped to ensure that the cars were parked safely.

I'd like to finish by wishing all our members happy and above all safe motoring and please God we will get many more sunny days just like the 12th when we can enjoy letting our top down.



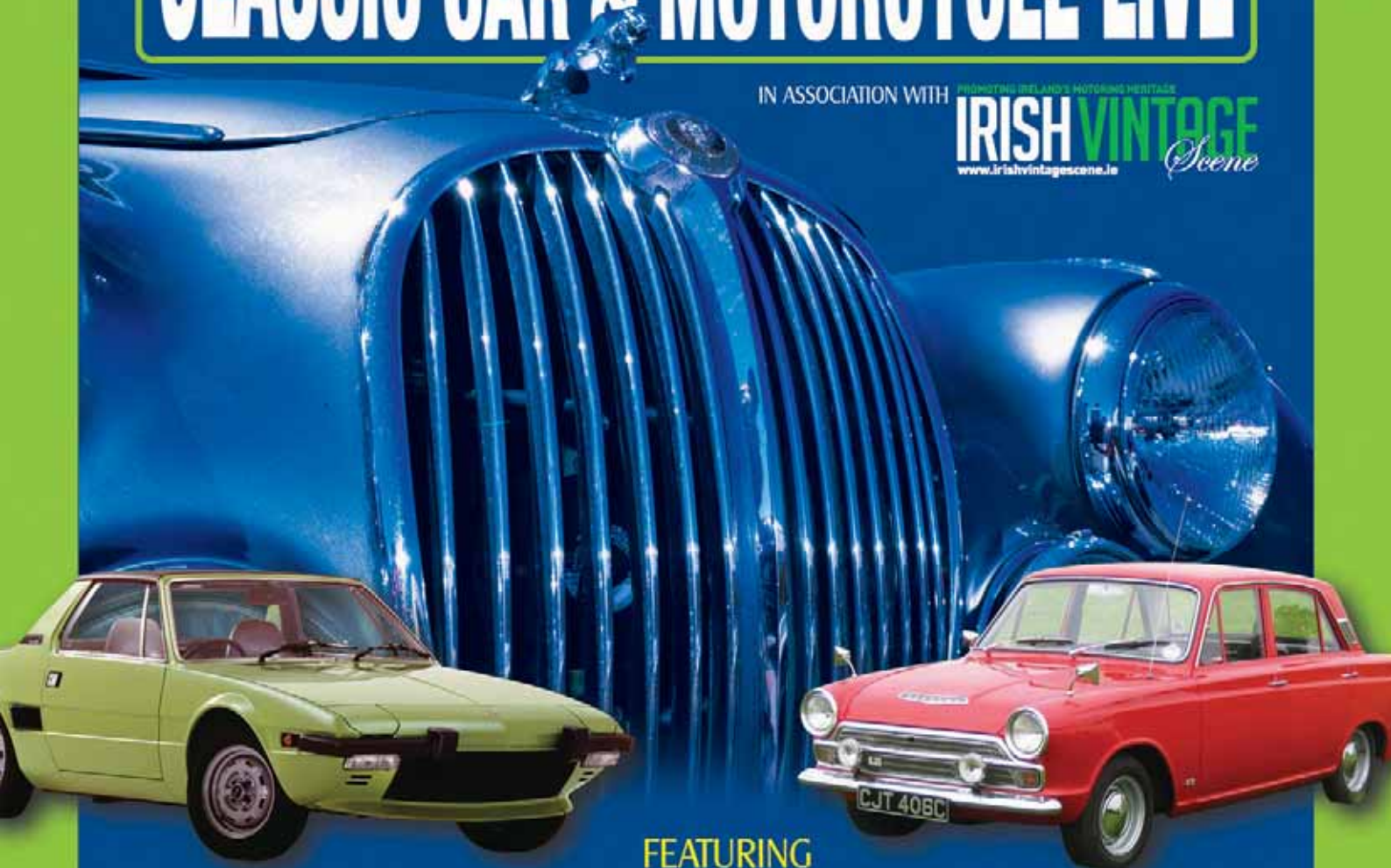


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MOTOR Notes



By ALAN DONALDSON

The Sports Section organised races at Mondello etc. sports cars, racers and specials built before 1939. I decided on a Ford Eight as a basis as parts could be found "in every ditch in Ireland" such was their popularity, so if you damaged your car there were no great financial implications. My special was made up of cars and parts made between '37 and '54. "Sit up and beg" Fords could be had at the time for the proverbial "fiver", in fact I bought two for a "tenner" somewhere on the north side of the city and was begged for some time by the vendor to come back and collect the second one! When striped down the chassis is very nicely shaped and I determined on building a sporty "Bugatti" style racer! This was achieved with the aid of a suitably cut down Morris Minor bonnet for the pointy tail and a scuttle made of sheet steel recycled from the roof of the Rolls ambulance, along with a modified Model B bonnet which had nice

any rate, quite pleasing and I did get a favourable response from most of my friends. Once again I learned how a bit of lightening can do wonders for performance! The car went along very smartly with no tweaking of its bog standard side valve. Something I hadn't considered was the performance of the driver. Now I have never pretended to be a great, or for that matter, even a good driver but I do believe I can drive! A belief I have found not always shared by my passengers! This being made clear to me from offers to take over the wheel to downright insulting remarks. Anyhow it became clear on testing the car around Mondello one day that perhaps my slow reactions, poor co-ordination together with lack of courage and absence of "feel" for speed left me at a disadvantage. This did limit my participation in events to some degree but I have had no end of pleasure "bombing about" in the car sometimes chasing after Colley in the Nash around the back roads of Naas etc. Great times, wonderful fun! It was he who christened her "The Flying Cabbage!"

I put the car to good use, at this time, by introducing my new partner to the delights of the old car world. A baptism of fire you might call it. We drove at night from Goff's in Naas where we were appearing in a production of "Joseph and his Amazing Technicolor Dreamcoat", 70 odd miles to Birr, Co. Offaly, for Vintage Week. No town in Ireland is more aptly named! We arrived very late, very cold and very sober, to be informed by some more than merry members "Oh we thought you weren't coming so we gave away your room!" Ha, ha, everyone seemed to think it was hilarious! To add to our discomfort we were dragged on to the floor and forced to dance! Later, much later, it was arranged for us to sleep on the floor of the living room of the local doctor while his wife, on learning of our showbiz connections, treated us to her eclectic repertoire on an old and extremely out-of-tune piano. If a relationship could flourish after that...

Denis Jenkinson, that wonderful *MotorSport* correspondent, once said that the great thing about a special is that it is never finished. This I have found to be true. There are always improvements to be made. Pieces regularly fall off or shake loose and need replacing, in fact it is only when this stops happening can one declare a car "sorted."

It is in the wind that the Sports Section is to be reintroduced soon and I have started on a refurbishment of my old friend in anticipation of this happy occurrence. So watch out in your rear view mirrors for "The Flying Cabbage".



Above: 'The Flying Cabbage' with Austin 7 Special (also self-built). Inset: 'The Flying Cabbage' under winter overhaul?
Below: Early photo of 'The Flying Cabbage'. Note proper head protection on myself and Denis!

large louvers and which was given to me by some passing travellers who had discovered me as a good source of scrap! I was crass enough to fabricate a faux Bugatti radiator grill but quickly replaced it with that of a Y Model after it was gently intimated to me that the former "would not do" by my more tasteful peers.

A set of aluminium cycle wings were purchased through "MotorSport" for the Y Model wheels, and all this hand-painted "British Racing Green" with a bit of "Corlux" I had left over from the refurbishment of my latest ex-ESB van, a Transit which replaced the J2. I made Brooklands style aero screens from perspex and the overall appearance was, to me at



IVCC

shines at



ANTIQUES FAIR

Our club accepted an invitation to display five pre-Fifties cars at the Irish International Art & Antiques Fair, held in the RDS Main Hall over the weekend of March 23rd-25th. We were given an area right at the centre of the hall where visitors to the fair could have an unobstructed view of the cars from several angles.

Having commenced a ring-around appeal, we soon had commitments from five members to display their cars, namely:

Andrew Bailey	1905 Peugeot Bebe
Martin Fleming	1918 Ford Model T
Albert Collier	1929 DeSoto Model K
Willy Bryans	1929 Franklin (air-cooled engine)
Paul Barrett	1948 Wolseley 18 (English police car)

The fair organisers issued us with exhibitors' passes and parking permits for modern vehicles and transporter trailers, as required. Also we had to contact members to find



volunteers to ensure that we had two people present at all times during the show to answer questions and to issue membership application forms. Sincere thanks must go to our loyal members who brought cars to the RDS and to those who volunteered and backed up the car owners themselves, by attending at the club stand. At the conclusion of the event, we had had help from Michael Duff, Reg. Plunkett, Bernadette Wyer, Paul Noctor, Barry Burke, Val Mills, Richard Seaver, Liam Scott, club president Tom Farrell and not forgetting John Boland, who made a journey across the city to deliver the club's pull-up banners and other promotional material.

We must also thank Patrick O'Sullivan of Irish International Antiques Exhibition Ltd. for affording us an opportunity to promote the IVCC to a wider but very sympathetic audience, and to gain useful publicity in the Irish Independent's coverage of the fair.

COLM O'NEILL





By
LIAM O'FLANAGAN

Malaga Autom



1



5



2

Many Irish people pass through Malaga airport, few stop over in Malaga town, which is well worth a visit. For the old car enthusiast, this is a major oversight. The Museo Automobile Malaga was opened in September, 2010, housing the collection of Joao Manuel Magalhaes from Oporto in Portugal. The collection was started by his father, who initially, offered his collection to Portugal, provided they produced a suitable building to house the cars. This did not happen so he widened his search to Spain and found that the town of Malaga could produce a suitable building.

This they did, in a disused 1927 tobacco factory, an architectural gem in itself.

The project cost €9 million and the cars are valued at around €25 million and is deemed to be one of the more important collections in Europe. There is a total of about one hundred cars, as well as exhibits of pre-1940 trunks and ladies' fashion - mainly hats.



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8

- 1939 Packard 7.2 litre V12. Was President Roosevelt's car. First armoured car built with bulletproof glass. Also a mini-bar in back seat!
- 1936 Talbot. 3 position roof.
- 1907 Richmond (USA) picnic car, only two known to exist - note the wine basket for bottles, walking sticks and umbrella.
- 1929 Ballot. Very rare French car.

- 1932 Renault. Customised for one of the Astor family for hunting. Colours by Salvador Dali.
- Graham Paige (USA). Rare car, production stopped in 1941. This model was used by the Vatican.
- 1912 Delage with dickie, called mother-in-law seat.
- 1934 Lancia 3 litre V8. 1685 of these cars were built between 1929 and 1935. Model used by Mussolini and his cohorts.
- 1907 Jackson (USA) - this is reputed to be the original example of Roi de Belges coach work named after King Albert of Belgium who commissioned this style.

Mobile Museum



10

The cars are in pristine condition and are arranged by decade. Many are very rare and all have a placard giving a brief history in both Spanish and English.

Some cars are available for hire for weddings, etc.

The museum is open Tuesday to Sunday, with transport from central Malaga - bus No. 16.

I visited the museum in both 2011 and 2012 and feature here a selection of cars that caught my eye.

To paraphrase Johnson on the Giant's Causeway...

"Worth seeing and worth going to see."

10. 1936 Auburn (USA) 8 cylinder supercharged car. It was on display in the V&A Museum in London.

11. 1908 Charron (France). This engine was used by Santos Dumont, a pioneer Brazilian aviator, in one of his planes. This make won 1st prize in the 1900 Gordon Bennett.

12. (and inset). 1938 Lancia. Unique model. Body is in one piece and a 5-speed gear box. Interior in crocodile skin with bar.



11



13



14



9



12



15

13. 1937 Mercedes Benz 447, 8 cylinder supercharged model of 5.4 litres.

14. 1937 Peugeot Eclipse. This car, designed by Georges Paulin, dentist, car designer and French Resistance hero in both wars. The steel roof disappears into the boot, first of its type?

15. 1920 Hispano Suiza. Spanish car manufactured in Switzerland.

IVVCC announces insurance agreement with AXA



The Irish Veteran and Vintage Car Club have announced that they have signed an agreement with AXA Insurance which will see AXA offering public liability insurance cover to the IVVCC, and their affiliated clubs. This agreement, for public liability cover, will be exclusively for clubs affiliated to the IVVCC.

The development is as a result of the affiliated clubs representative on the board of the IVVCC, Shane Houlihan's desire to improve communications with the affiliated clubs by meeting with them, and finding out what they are looking for from their representative body. The first results of this initiative is the provision of a product that is tailor-made for the needs of the clubs, who had in the past expressed concern about the cover available to them. The offer from AXA, is designed to meet the specific needs of affiliated clubs for the events that they run.

Commenting on this, Tom Farrell, IVVCC President said: "we are delighted to have entered into this agreement with AXA, with an insurance offer that will be exclusively offered

to our affiliated clubs only. Our partner, in this relationship, has a clear understanding of the needs of our fellow clubs."

Myles O'Reilly from AXA, said: "the IVVCC is the umbrella body for more than forty clubs around Ireland, and is affiliated to FIVA. As the leading provider of classic vehicle insurance we warmly welcome the opportunity to work more closely with them and their affiliated clubs whose members have given us great support over the years."

For further information, please contact clubs@ivvcc.ie or myles.o'reilly@axa.ie

Pictured above: Myles O'Reilly, Axa, Shane Houlihan, IVVCC and Tom Farrell, President IVVCC.



Clive Mew in his new 1929 Vauxhall had the pleasure of leading the IVVCC cars in the Maynooth St Patricks Day Parade. Approximately fifteen cars attended the parade this year which, as per usual, were well received by the spectators. It was quite a colourful parade despite a heavy downpour of rain which had us seeking the sanctuary of the Spa Hotel slightly earlier for the ritual carvery lunch.



Pictured far left: Paul and Aisling Noctor
Left: Aisling Noctor in disguise with Tom Cahill in background
Below: The two Paul's



NATIONAL CLASSIC CAR SHOW

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COVER STORY



Jim Boland and Dr. John McCarthy

Ireland is well known as having the finest Georgian architecture in Europe, particularly in Dublin, what it is least well known for is buildings from the 'Art Deco' period. This is probably on account of the still serviceable Georgian and Victorian buildings available then, and the lack of money about to invest in new builds. Many of the buildings in the Art Deco period were

cinemas, the odd garage (Archers in Dublin), the IMCO dry cleaning HQ on the Merrion Road (now demolished) and a scattering of houses.

One such house is situated in Goatstown and is called Electra. Built in 1937 by a builder and sold to the

top man in Cable and Wireless. The cablegram address for Cable and Wireless was 'Electra', which is most likely where the name of the house came from.

Its current owners, doctor John McCarthy and his wife Patricia bought it in 1960 when the colour scheme was blue and pink. It is quite a large house with high ceilings and tall doors. On the landing there is an etched window allowing a great amount of light into the area. It was damaged 13 years ago by an





ALL ABOUT TALBOT

While it may sound French, Talbot was a thoroughly English company who started car production in 1902. The company had a reputation for building high quality cars. It was taken over in 1919 by the French based Darracq company which also bought Sunbeam. In 1925 its chief engineer was Georges Roesch, a man of immense talent whose designs saved the company with his refined fast and elegant motor cars. Although successful, the company went to the wall in 1934 and was swallowed by the Rootes empire in 1935.

electrical fire, which thankfully was not serious. The biggest problem with Electra is heat in the summer and cold in the winter. Having a flat roof means having little or no insulation and suffering the odd leak as well.

Such buildings are rare in Ireland and like our motors, they are part of our social history and should be cherished and admired. Their owners should also be thanked for preserving what little Art Deco architecture we have left.

Go and admire one today!



Jim Boland's 1935 Talbot 110 (featured here) was one of the last of the true Talbots. Fitted with a sports tourer body, it had a concealed hood, a Wilson pre-select gearbox and a six cylinder 3377cc engine, which gave it a top speed of some 95MPH. Only 154 airline saloons and sports tourers were built.

My thanks to Jim Boland for bringing his Talbot along to Electra and to Doctor John McCarthy and his wife Patricia for allowing me to photograph Electra.



ALGARVE HISTO



1958 Lotus 11 coming into pit lane for driver change



Chevron B16s keeping each other company waiting for the C2 Class

OCTOBER 2011

By ALBE TWOMEY

In October 2011, I flew into Faro Airport, Portugal for the purpose of visiting the new Algarve Autodrome, where I was to enjoy two wonderful days of classic motor racing. As a typical Irish motor racing fan of over 40 years following the 'Circuit' and motorcycle road races, the Phoenix Park and trials events, I usually pay next to nothing for my motorsport. However, I was amazed at how little this "away event" cost and how smoothly the trip went. My low cost flight really did cost next to nothing, I stayed very cheaply in the lively area of Montechoro in Albufeira as it was off season, and hired a little Chevy for the price you'd pay in Ireland for the hire of a bicycle! The Stand Ticket and Paddock/Pits area Pass cost only E30 and this was for the whole weekend's racing with access to all areas – even the pitlane. All told, I had an incredible time – great racing, I saw (if only briefly) some spectacular beaches, enjoyed real sunshine and met some wonderful people.

The Autodromo Internacional Algarve opened in October 2008 and is situated 4.5 km. north of the Via do Infante (A22) autoroute near Portimao in the Algarve. Racing people rave

about it saying it compares to Spa, Brands Hatch GP Circuit and the Nordschleife. Ricardo Pina from nearby Lagoa, created this masterpiece and it cost E195 million to build. The circuit is 4.68 km long – just under 3 miles in old money and has 16 highly technical turns, blind brows and dramatic rises and falls with changes in level of 106'. The circuit has 7 left corners, 9 right ones and the main straight is 970m long and 18m wide. In two words – world class and there is an Irish factor too. The lap record - 1min. 31.404 sec., is held by Portadown driver, Adam Carroll. He set it in April 2009 in the A1 GP race in his 4.5 litre and 600bhp Ferrari powered IRL. Last year, the McLaren GP team did 1min. 28 sec., whilst testing KERS in practice.

There were eighteen per cent more entries for this year's Historic Festival, compared to 2010 – with 320 race cars dating from the 1920's to the 1990's. Most drivers are involved in historic racing in Great Britain and the Continent, and many came over because of the great efforts made in drumming up interest by the Event Organiser, Francisco Santos. I must applaud the British Vintage Club racers, who spent at least E3000 each in transport costs to get there. I met an Aston Martin employee there, who told me that the big historic outfits could easily be spending between E300 and E500,000 per year. There are several multimillionaire "gentlemen" drivers, such as the Brazilian, Abba Kogan, who

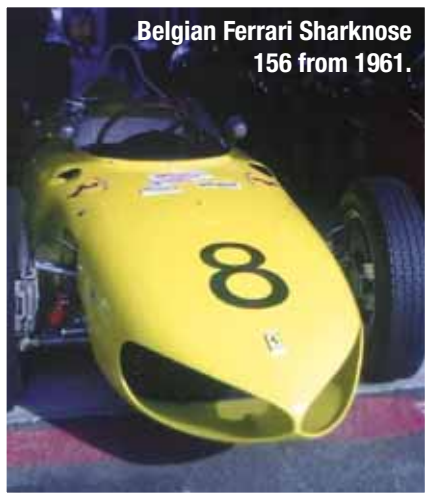
paces the Williams FW06 and Larry Kinch and his sons, Nathan and Elliot. The Kogan money comes from leasing gaming machines in America and Japan. His father founded the Japanese games maker, Taito Corp. The Kinch fortune came from selling his North Sea oil company. Their collection includes the McLaren MP4, Lotus 20/22, 32 and E-type that they raced in the Algarve.

The Festival had 13 categories of race / sportscar and 21 races spread over two days practice and two days racing. The cars ranged from the ex-John Watson Formula 1 McLaren MP4 of 1982 all the way back to the huge Bentley Le Mans and Irish Grand Prix racers of the late 1920's, and the paddock area was like one great car museum with all kinds of everything motoring there.

My favourite vantage point was the TMN stand, where you get some great views of the action at the end of the main straight. Last year, I watched from the lofty heights of the principal Grandstand Algarve. Here you could see much of the track and ear defenders are obligatory, as the noise was incredible as the cars sped past at speeds of up to 180 mph.

At one of two specially organised Autograph Sessions, I met and chatted with no less than ten former Formula 1 and Le Mans champions, including Tony Brooks, the Vanwall and Ferrari driver of the late 1950's and Derek Bell, one of the best all round racers ever. A rare bird (literally) whom I met too was Maria Teresa de Filippis, from Naples, who was one of the few ladies ever to make it in F1. My treasured moment

DRIVERS FESTIVAL



Belgian Ferrari Sharknose
156 from 1961.



'Retired'! 1965 Ferrari 206P,
following rear suspension collapse

was when I got a souvenir poster signed by all of these drivers. Even better than this, I brought along a much-loved motor racing book: The German Grand Prix, dated 1959. I was over the moon when Tony Brooks autographed this. So, this sprightly 79 year old, won the German GP races in 1958 and 1959, AND signed my book about the very same races – 52 years after the event!

THE RACES

The races started early on a breezy but sunny Saturday morning with pre-War cars. Like most of the racing cars, they also raced next day, on Sunday. Both of these races were won by Alex Ames in a 1936 Alta Sports, who also won last year. Second was the 1929 Frazer-Nash Super Sports of Charles Gillett and third was the Alta Sports of Sam Stretton. We have seen many of these racers at the Phoenix Park Motor Races over the years. I was very excited watching the antics of the fourth place Morgan JAP Super Aero 3 wheeler of Iain Stewart from Aberdeen. He was able to swoop around corners inside the line of the big Bentleys and Talbot 105's, which then pursued him as if they were about to gobble the little car up and looked like a motoring equivalent of David and Goliath! It's hard to believe that most of these cars are still racing, up to 80 years after they were built – it's a great credit to their creators and their present owners – much better in their natural environment than cosseted or cooped up in a museum somewhere.

Next was a 60 minute Touring Car

race. This featured a huge field of 30 cars ranging from eight very noisy Mk. 1 Ford Cortina, Lotus and nine Mini Coopers to some very rapid BMW 1800 and Alfa Romeo Giulia Sprint GTA's – and one lone Abarth Fiat 1000TC, which careered round TMN curve on two wheels – on several laps and to the credit of the pilots, Hocking and Turrall, actually finished, though they were completely outclassed. My colleagues, whom I teamed up with at the races, Darren and Ian, reckoned the Abarth drivers were just content to finish and have the personal satisfaction of having raced at this great circuit.

The organisation of each race was superb and to the highest safety

standards, as was proven, right in front of my eyes, in the very next race for Formula 2/3 and single seaters, when two of the front runners got tangled up and spun off, at high speed, into the gravel, both having left braking too late with neither willing to give up their places.

Next up was the JD Classics Challenge one hour race for 1972-1986 sportscars. Here were some lovely sounding Ford Capri RS 3100's, BMW Batmobiles, Datsun 240Z, an ex-Broadspeed Jaguar XJ12 coupe and the winner, an ex-Tom Walkinshaw Racing Jaguar XJS.

Next was the GT & Sports Car Cup and Italian Historic Car Cup. Here were



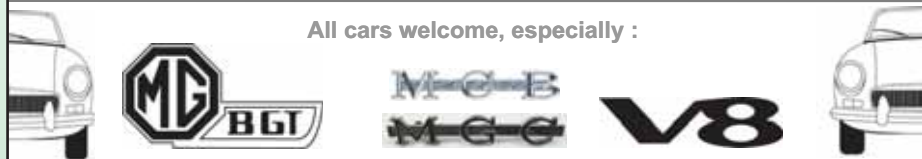
MGB 50th Birthday Celebration

City North Hotel Sunday 10th June 2012 from 11:00

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Book directly with City North Hotel if you intend staying before/after the event on +353-1-6906666

All cars welcome, especially :



CityNorth Hotel Meath is located just 20 minutes north of Dublin Airport along the Dublin to Belfast M1 motorway.

From Dublin Airport, travel North on the M1, turning left at junction 7 (signposted for Julianstown, Drogheda South and Laytown).

Travelling along the M1 from Belfast, approximately 8kms past Drogheda, motorists should go through the main M1 toll bridge. See the CityNorth Hotel situated on the right side and take the left turn at junction 7 (signposted for Julianstown, Drogheda South and Laytown).





Autograph session! A very famous lady: Marie Teresa de Filippis now 84! Derek Bell wearing a cap in background

42 sportscars, some very rare and expensive, and some of Europe's top drivers, with lots of drama, especially at driver changeovers in the pits. Richard "Dickie" Attwood was racing away into the distance in an ex works Ferrari 206P from 1965, lapping at a consistent 2mins. 09 seconds, until the rear suspension collapsed and he had to retire. In this race, there was a Bizzarini 5300 GT from 1966 – such a beautiful rare bird (only 50 built) and it's sister design by Giugaro – an Iso Grifo A3/C (only 25 made), no less than 13 Jaguar E Types – some of them were the rare Competition Model, seven AC Cobra's, three Lotus 11 Le Mans series from 1957/8, three sleek Alfa Romeo Giulia TZ (1965), along with TVR'S, a lone StingRay Corvette and even three Morgan Plus 4's.

After barely getting my breath back, the next treats were three Formula 1 races - the first was 20 minutes of the Fangio era featuring a Maserati 250F and the later TecMec Maserati, eight Coopers and two Lotus 16's. The Lotus 16 was Colin Chapman's first attempt at designing a F1 car. Nicknamed "the little Vanwall" and front engined rather than the contemporary Coopers, it was already outdated when it raced (and so often broke down – it was unreliable but did launch the career of Graham Hill). This race was won by an Irish driver, Eddie McGuire, in his '58 Lotus 16.

I was delighted to hear the Irish national anthem being played and the next day I met Eddie in the paddock. He'd been thrilled too, as normally they play the British one when he wins, as his racing Licence is a UK one, however,

here in Portugal, it's the winning driver's passport that decides. This race was a family affair, as his daughter Niamh was in the same race – driving a 1952 Cooper Bristol. It's really great to see an Irish presence in these races.

The next race was the 'Big One' - a round of the Historic Formula One Series, with a field of seventeen genuine F1 racing cars of 3 litres engine capacity generating a maximum of 520 cv. The field dressed in their original colours and sponsors logos so it provides a perfect platform for tobacco companies like Marlboro and John Player despite the ban on modern machinery. The field included a Williams FW08, Tyrrell 002 and the incredible 6 wheeler P34, two McLaren MP4 (of which one was an ex-John Watson car), March 761, Arrows A4, Shadow DN9, Brabham BT49, Surtees TS9 and Lotus 72, 76 and 87. There were less well remembered makes too – Osella, Theodore and Trojan.

This race, over eight laps, was won by a Japanese young driver, Yamauchi Hideki in a March 761. The sound of the Cosworth DFV motors was great to hear again. What speed, what noise! Passing manoeuvres were spectacular – to see two cars passing a slower car on the main straight, one each side and doing 180 mph with the sheer volume of sound echoing off the long grandstand - this was the business! All of these cars were pre-turbo, so there was as level a playing field as you're ever likely to get in F1, as these cars had the same V8 Cosworth motor and Ferrari were not the force that they are now.

The last F1 race of Saturday was for pre-1966 F1 cars, with engine size of 1500 cc. I remember seeing these at the Park some years ago and feeling a little under awed, as they look so fragile and spindly compared to the bigger F1 cars that came before and after this era. Twenty-six cars raced – mostly Lotus, Cooper and Lola, and one very special 1961 Sharknose Ferrari 156, racing in the Belgian national colour of yellow. Most of these cars were powered by the ubiquitous Coventry-Climax 4 cylinder engine, so it was a positive joy to hear the harmonic song of that Ferrari's 6 cylinder in their midst.

The last Saturday two-hour race ended at 8pm – after dark – with 30 sportscars and 60 drivers racing for the honour of winning the Sir Stirling Moss Trophy. The cars were all contemporary



Ex F1 drivers including Tony Brooks, second from left

to Moss's own career from 1950 right up to his untimely demise following his near fatal crash at Goodwood on Easter Monday of 1961, so they predominately represented the Golden Age of Le Mans and sportscar races of the 1950's: Jaguar C-Type, Lotus, Cooper, Aston Martin, Porsche, Maserati and Ferrari. There was a lone Kurtis 500S (1954) from the USA. In the 1950's, Frank Kurtis designed Midget Racing Cars and Indy 500 racers with a variety of V8 motors and a 4.2 litre Offenhauser FOUR cylinder OHC, fuel Injected monster giving out over 400 Bhp. This race was won by the British pair, Alex Bunscombe and Gary Pearson in their 1958 Lister Jaguar Knobbly.

I went back to Albufeira a very happy man where I was served a plate of chicken piripiri and salad for a fiver at 9.30pm, and next day, was up at 7 am to get back for the 8.15 am start – expecting another incredible day and getting it.

I decided to spend the day watching the nine races from the paddock as this is at the very heart of the action. I had a choice of viewing from the two ideally placed temporary stands overlooking the big sweeping bend at the back of the pits, or all along the pitlane. All of this was included in my Pass – such incredible value for E30. Sunday had most of the same cars racing again.

At lunchtime we enjoyed a masterful display of acrobatic stunt flying by Luis Garcia, a local pilot, in a reconstructed 1946 Pitts Special Biplane that's sponsored by Ford. Then there were two more races, both in the Mega class, 105 minutes of 1000 km pre-1972 Prototypes and the 60 minute race for

"I was delighted to hear the Irish national anthem being played and the next day I met Eddie in the paddock."

Group C. This was indeed keeping the best wine till last as if things couldn't have gotten any better – these provided some of the closest racing of the weekend. If you can imagine a living, breathing, snorting monster made up of the greatest Le Mans type racers of the last 40 years, this was it!

The first race had Ford GT 40's (one being a NEW 2011 model, driven by the event organiser, CF Santos) up against Lola T70's and Chevron B8 and a rare McLaren M1B from 1965 (1 of only 23 made) reliving the great battles of Le Mans, the 1000km de Spa and Nurburgring of the mid and late 1960's. The sheer acceleration of American V-8's powering down the straight and the noise from their open exhausts was awesome.

Then the really important race was on for Group C and Sport-Prototypes with a grid of eighteen cars. These technological marvels from 1981 to 1993 represent the golden era of world sportscar championship racing, when Porsche, Jaguar, Mercedes, Lancia, Nissan and other makes pushed technology to new limits. For example, two of the five R90C cars made by Nissan in 1990 for their assault on Le Mans were there. Kubota and Yamauchi made fastest lap time in Practice of 1.36.565 in a car once driven by Martin Donnelly and Kenny Acheson. These cars had V-8 quad cam 3.5 litre twin turbo motors which in practice trim could produce a staggering 1100 bhp and held the Le Mans record lap time for 17 years. Sadly, this pair didn't race on the Sunday due to being taken ill overnight. The race was won by the silver carbon/ Kevlar monocoque Mercedes C11 of Bob Berridge. The sound of this car was tremendous with a rumbling tone distinctly different from the others, even a bit like the V16 BRM of the 50's. This rocketship was a development of the Sauber-Mercedes C9 (which Acheson also drove and a German driver, M. Schumacher – I wonder whatever happened to him). It has a 5 litre twin turbo V8 engine which gives out an awesome 950 bhp @ 12000 rpm. At Le Mans, it was timed at 400 km/h – 248 mph on the Mulsanne straight, making it one of the fastest cars of all time.

The best lap time of the race was 1.39.763. Second was Roger Wills from New Zealand in a Courage C265 and third was the beautiful Porsche 956 of Russell Kempnich, a winning car from 1982 to 1986, which with the later 962 were closely associated with the great driver, Derek Bell.

The C2 class was run concurrently with three Spice sportscars filling the first three places. The winners, Peter and Andy Meyrick shared driving their SE89C, which spurted great big flames as it passed by on every lap. Irishman, Tommy Dreelan and co-driver, Aaron Scott came second in the Spice SE86 and third was Duncan McKay and Robin Ward in the Spice.

The next race should have been a cracker, as it was another Formula 1 race for pre-1966 cars, with Eddie and Niamh McGuire in it. However, in the early stages, a car blew up and leaked oil all over the end of the main straight, so the organisers black flagged the race. After an extensive clean-up, the last race took place, for Formula 2, 3 and single seaters, which I didn't wait for as I'd seen and heard enough!

Next day I headed home with my head still spinning from the excitement of the weekend. I can see why Motorsport magazine voted the Algarve Historic Festival in their TOP TEN of must-see motoring events. The experience was simply awesome and the next Festival will be from 18th-21st October, 2012.

You can bet that I'll be there and YOU are invited too!

THE IVCC CROSSWORD PUZZLE - NO. 44

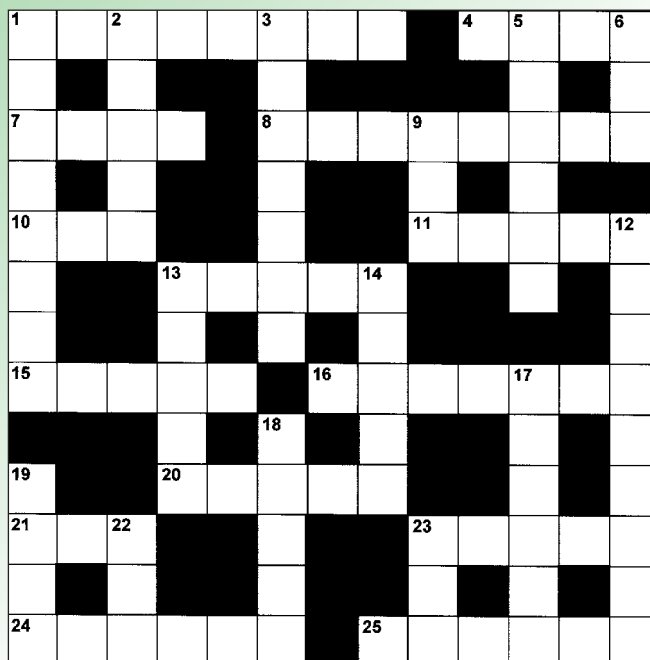


A bottle of wine goes to the first correct entry out of the hat! Post your solution (a photocopy is fine) to: **ANSELM AHERNE**, 63 Granitefield, Dun Laoghaire, Co. Dublin, or email answers (with contact details) to: **anselm@eircom.net** - subject line: IVCC CROSSWORD.

Name:

Address:

Phone: Mobile:



ACROSS

1. Trade - and just mind your own! (8)
- 4 & 7... How a firm's income trickles away? (4,4)
7. See 4 Across
8. Upend - a company's total earnings! (8)
10. Briefly, it's a metric measurement (3)
11. Prickly plants, for just deserts (5)
13. Joke book, for a stand-up performer? (5)
15. Type of energy that's out of this world (5)
16. Canadian deer, maybe Rudolph's cousin (7)
20. 13 Across should be good for this (5)
21. Initially a strong limb of the IVCC (3)
23. Gesture - of appreciation, perhaps! (5)
24. You could start a fire with this e-book! (6)
25. This answer is a lie! (6)

DOWN:

1. Spectacles – for double-vision? (8)
2. Suddenly sees...dots? (5)
3. This is really excessive (7)
5. 17 Down should offer this (6)
6. This answer doesn't involve him (3)
9. Small National Exhibition Centre (3)
- 12 & 17... He'll make sure you're covered (9,6)
13. Drive real slow - as would an infant (5)
14. Sudden stop we'd all like to avoid (5)
17. See 12 Down (6)
18. Cost estimate - just a short quotation? (5)
19. Petrol container for war vehicle? (4)
22. A pint of plain is your only... Homo Sapiens (3)
23. Metal - as 22 Down in the Wizard of Oz (3)

SOLUTION TO CROSSWORD No. 43 – Winter 2011 issue

Across:

1. EXHAUSTS
4. IRON
7. ISPP
8. TOMORROW
10. SPY
11. BONDS
13. ALERT
15. NASTY
16. STORAGE
20. CARGO
21. EPA
23. TASTE
24. ROTATE
25. BYPASS

Down:

1. EMISSION
2. HAPPY
3. SETTLES
5. RERUNS
6. NEW
9. ORB
12. SILENCERS
13. ATTIC
14. TATOO
17. ALASKA
18. CRATE
19. YEAR
22. ACT
23. TRY

Winner Crossword Competition No. 43 is DAVE DAVIES, MURRINSTOWN, WEXFORD

IVCC AND AFFILIATE CLUBS CALENDAR OF EVENTS 2012

JUNE

Sat 2	Garden of Ireland Vintage Club Inaugural Ladies Only Run Eileen 087-8329235; Sheelagh 086-3669193
Sat 2	Ulster Folk & Transport Museum & TSCC (NI) Cultra Hillclimb , 10:00-5:00pm, www.nmni.com
Sun 3	Donegal Vintage & Classic Car Club Féile Annagry Annagry Village, Hugh Haughey 086-257 8311; Eunan Kelly, 087-2366924, E: dvccsecretary@hotmail.com
Sun 3	Donegal Vintage & Classic Car Club Fintown Festival Fintown Village, Charlie McMenamin 086-8486541 Eunan Kelly, 087-2366924, E: dvccsecretary@hotmail.com
Sun 3	Garden of Ireland Vintage Club attending the Grove Charity Run , Eileen 087-8329235; Sheelagh 086-3669193
Mon 4	Clonmel Veteran, Vintage & Classic Car Club Fun Run Michael Morris, 086-4015776
Fri-Sun 8-9-10	IVCC International Gordon Bennett Rally Jeanne Wilkinson +353-59-914 8810, E: secretary@gordonbennett.ie
Sat 9	Donegal Vintage & Classic Car Club Kerrykeel Show Kerrykeel, Michael Whoriskey, 086-3709117 Eunan Kelly, 087-2366924, E: dvccsecretary@hotmail.com
Sun 10	Donegal Vintage & Classic Car Club St Mary N.S. Show Stranorlar, Gerard McHugh, 087-6449368 Eunan Kelly, 087-2366924, E: dvccsecretary@hotmail.com
Sun 10	Irish Jaguar & Daimler Club Breakfast Run , Glenmalure Inn, Co. Wicklow. Pat Burch 086-2657213, patburch1@eircom.net
Sun 10	MG Enthusiasts Club MGB 50th birthday celebration , City North Hotel
Mon 11	IVCC First Monday , Kiely's Mount Merrion. 8.30pm
Wed 13	IVCC/RIAC Picnic in the Park , Robin McCullagh, 01-2896874
Th-Tue 14-19	Irish Model T Ford Club Invitation 6 day Tour in Ireland Secretary, 086-8325769
Sat-Sun 16-17	Tipperary Light Car & Motorcycle Club Ltd Veteran & Vintage Car Run , Paul Slattery, 087-2367919
Sun 17	Garden of Ireland Vintage Club Static Show , Kilruddery House, Bray, Eileen 087-8329235; Sheelagh 086-3669193; goivcc@gmail.com
Sun 17	Irish Model T Ford Club Spring Run , East Cork & West Waterford, Tim Crowley, 087-2565040
Sun 17	Mondello Park Classic Car Live
Sun 17	IVCC Attending Classic Car Live , Mondello Park, TBA
Sun 17	IVCC/HRCA Mondello Classic Car Live , Mondello Park, David Miller, 086-8461394
Sun 17	Cill Dara Old Vehicles Club Attending Classic Car Live
Sun 17	Clare Classic & Vintage Club Vintage Show & Family Day Carmel Crosse, 086-3514710, E: clarevintage@hotmail.com
Sun 24	Garden of Ireland Vintage Club Static Show , in conjunction with Wicklow Sailfest , Eileen 087-8329235; Sheelagh 086-3669193, goivcc@gmail.com
Sun 24	Irish Jaguar & Daimler Club Day Run & Picnic , Castlecomer Coal Mine, Ken Cleary 086382 5577, kenc@imagine.ie
Sun 24	IVCC/HRCA Reliability Run , David Miller, 086-8461394

JULY

Sun 1	Donegal Vintage & Classic Car Club Annual Club Run Venue to be advised, Eunan Kelly 087-236 6924 Donal McGettigan, 087-9370679 E: dvccsecretary@hotmail.com
Mon 2	IVCC First Monday Run and Barbeque - details to be advised
Sat/Sun 7-8	Irish Model T Ford Club 22nd Annual Club Rally , Carlingford, Co. Louth, Michael, 086-2540353
Sat/Sun 7-8	Donegal Vintage & Classic Car Club Carrigart Show Carrigart Village, Vincent O'Rourke, 087-6472476 Eunan Kelly, 087-2366924, E: dvccsecretary@hotmail.com

Sun 8	Irish Jaguar & Daimler Club Terenure Show , Ken Cleary 086-3825577, kenc@imagine.ie
Sun 8	IVCC attending IJDC Terenure Show
Sun 8	Leinster Motor Club 58th Veteran, Vintage & Classic Car Rally , John Bolton 087-6750770, jomarbolton@gmail.com
Sun 8	Leinster Motor Club Tractor Run , John Alvey 087-9937841, johnpalvey49@gmail.com
Sun 8	Tipperary Light Car & Motorcycle Club Ltd Veteran & Vintage Fun Run , Dungarvan, Peggy Moloney, 058-42979 or 087-6950829
Sat-Sun 14-15	HRCA/VSCC Pembrey Wales Sprint , David Miller, 086-8461394
Sun 15	Clare Classic & Vintage Club Summer Run , Carmel Crosse, 086-3514710, E: clarevintage@hotmail.com
Sun 21	Munster Vintage Motor Cycle & Car Club 57th Cork Veteran Run , Dick O'Brien 021-4353086/086-1255709
Sun 22	Donegal Vintage & Classic Car Club Donegal Show , Donegal Town, Eunan Kelly 087-236 6924, Donal McGettigan, 087-9370679, E: dvccsecretary@hotmail.com
Sun 22	Irish Jaguar & Daimler Club Afternoon Run T.B.A. Ken Cleary 086382 5577, kenc@imagine.ie
Sun 22	West Cork Vintage Club Vintage Day , 087-1329051
Fri-Sat 27-28	Western Veteran & Vintage Motor Club West Run 2012 Victor Andrews, 087-9881036
Sun 29	IVCC/HRCA Gymkhana Fun Day , David Miller, 086-8461394
TBA	Cill Dara Old Vehicles Club attending IJDC Terenure Show
TBA	Cill Dara Old Vehicles Club attending Trim Show

AUGUST

Sun 5	Garden of Ireland Vintage Club Annual Show in conjunction with Bray Summer Festival , Eileen 087-8329235; Sheelagh 086-3669193, goivcc@gmail.com
Sun 5	Tipperary Light Car & Motorcycle Club Ltd Carrick-on-Suir Veteran & Vintage Car Run , Tina Norris & Frank Bove, 051-640382 or 087-2691160
Sun-Mon 5-6	Irish Model T Ford Club Attending Stradbally , John Hendy, 087-2563428
Sun 5	Donegal Vintage & Classic Car Club Falcarragh Show Falcarragh, Mark Byrne, 087-9406857, Donal McGettigan, 087-9370679, E: dvccsecretary@hotmail.com
Sun 12	Irish Jaguar & Daimler Club Breakfast Run , Tougher's, Naas, Co. Kildare. Pat Burch 086-2657213, patburch1@eircom.net
Sun 12	Imokilly Village & Classic Club Summer Run , Water Rock House, Middleton, Patrick O'Keeffe 021-4632505
Mon 13	IVCC First Monday Run - details to be advised
Sun 19	Garden of Ireland Vintage Club St Ann's Cancer Ward Charity Run , Eileen Kennedy, 087-8329235, Tom Kennedy 086-8409604, goivcc@gmail.com
Sat-Sun 18-19	HRCA Pursuit Sprint , David Miller, 086-8461394
Sun 19	IVCC Powerscourt Picnic , Bernadette Wyer, 087-2220770
Sun 19	Clonmel Veteran, Vintage & Classic Car Club Charity Run Michael Comerford, 087-9554132
Sun 19	Irish Model T Ford Club Trip to Dungourney Museum Michael & Joan Rigney, 087-2219881
Fri-Sun 24-26	Irish Model T Ford Club Waterville Charlie Chaplin Weekend , Secretary, 086-8325769
Fri-Sun 24-26	Midland Vintage & Classic Car Club Annual Rally and Leisure Weekend , Claire Farrell 086-3818957, cfarel@eircom.net
Sun 26	Donegal Vintage & Classic Car Club Tullaghan Run Community Centre, Sean O'Rourke, 087-2555701, Donal McGettigan 087-9370679 E: dvccsecretary@hotmail.com

IVCC AND AFFILIATE CLUBS CALENDAR OF EVENTS 2012

SEPTEMBER

Sat-Sun 1-2 Sun 2 **HRCA Donegal Hill Climb**, David Miller, 086-8461394
Donegal Vintage & Classic Car Club Inishowen Run
 Inishowen area, Colm McLoughlin, 0044-777-5632549
 Eunan Kelly, 087-2366924, E: dvcccsecretary@hotmail.com

Mon 3 Sun 9 **IVVCC First Monday**, Kiely's - details to be advised
Donegal Vintage & Classic Car Club Harvest Fair
 Glenties Town, Sammy Russell, 086-3457980
 Eunan Kelly, 087-2366924, E: dvcccsecretary@hotmail.com

Sun 9 **Irish Jaguar & Daimler Club Run & Lunch** with JDC Cork,
 T.B.A. Ken Cleary, 086-3825577, kenc@imagine.ie

Th-Sun 13-16 **Wolseley Car Club of Ireland Wolseley Rally**
 Jeanne Wilkinson +353-59-9148810,
 E: jjwilkinson@eircom.net

Sun 16 **Blessington Vintage Car & Motorcycle Club Autumn Run**
 Alice Nugent, 087-7467196, E: secretary@bvcmc.com

Sun 16 **Donegal Vintage & Classic Car Club Killybegs Retro Show**
 Killybegs, Albert Kyles, 087-2396152; Donal McGettigan, 087-9370679 dvcccsecretary@hotmail.com

Sun 16 **Irish Jaguar & Daimler Club Breakfast Run**,
 T.B.A. Pat Burch 086-265 7213, patburch1@eircom.net

Sat 22 **Tipperary Light Car & Motorcycle Club Ltd Foyle Veteran & Vintage Memorial Run**, Emily Foyle,
 E: emily.foyle@gmail.com, 086-8807749 or 051-644961

Sun 23 **Irish Jaguar & Daimler Club Day Run, Ladies' Run & Lunch**
 Ken Cleary, 086-3825577, kenc@imagine.ie

Sun 30 **Clonmel Veteran, Vintage & Classic Car Club Charity Run**
 Michael Lavin, 086- 8322471

Sun 30 **Garden of Ireland Vintage Car Club Annual Garden of Ireland Run**
 Eileen Kennedy 087-8329235, Sheelagh D'Eathe 086-3669193, goivcc@gmail.com

Sun 30 **Irish Model T Ford Club Ballinadee Run**
 John and Mary O'Neill, 087-2667296

Sun 30 **Clare Classic & Vintage Club Anthony Barry Memorial Run**
 Carmel Crosse, 086-3514710,
 E: clarevintage@hotmail.com

OCTOBER

Mon 1 **IVVCC First Monday** - details to be advised

Sun 7 **IVVCC Autumn Run**

Sun 14 **Irish Model T Ford Club Autumn Run**, Portlaoise,
 Sean McEvoy, 087-2898718

Sun 14 **HRCA Mondell Race Meeting**, Mondello,
 David Miller, 086-8461394

Sun 14 **West Cork Vintage Cub Autumn Run**, 087-1329051

Sun 17 **Irish Jaguar & Daimler Club Social Winter Night**,
 Kiely's Pub, Ken Cleary, 086-3825577, kenc@imagine.ie

Sat-Sun 27-28 **Irish Model T Ford Club Maintenance Weekend**
 William Cuddy, 086-8325769

CLUB SHOP



Our IVVCC member **MICHAEL DUFF** (left) looks after the regalia and will take orders at the monthly First Monday Meetings at Kiely's on Deerpark Road. He will also take orders by phone (01-4502240), or you can write to him at: 58 St. James Road, Greenhills, Dublin 12.



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

1 RADIATOR BADGE

€34.00
Plus P+P



2 GORDON BENNETT BADGE

€40.00
Plus P+P



3. KEY RING

€5.00
Plus P+P



4. LAPEL PIN BADGE

€4.00
Plus P+P



5. WINDSCREEN STICKER

€2.00



WHEN ORDERING

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

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

IVVCC CLUB APPAREL

Classic soft-shell jacket - €48.

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

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

Beanie Hat - €10.

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

Baseball Cap - €10.

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

Hard Wearing Polo - €20.

Suitable for 60°C domestic wash. Double ripple effect on collar and cuff. Durable fabric, suitable for hard-wearing environments. 2 button angle

edged placket with matching colour buttons.

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

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

IVVCC Golf Umbrella - €30.

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



Letters to the Editor

Dear Editor,

The question of ethanol in petrol is becoming an issue in UK classic car newsletters. It is accepted that it is a potential long-term problem for old cars. Apparently it is not stated at pumps whether petrol contains ethanol or not or what percentage of ethanol is in the fuel. I assume this could be the case in Ireland also. It should be possible for the IVCC to contact the various companies and ascertain the facts. If ethanol is included, this should be made known at the service station pumps.

LIAM O'FLANAGAN

Noticeboard

THE IVCC SPORTS SECTION/ HRCA RELIABILITY RUN WILL TAKE PLACE ON SUNDAY JUNE 24TH, 2012.

START:

The Phoenix Park - first car away at 11.00am. Tulip-type road book with two regularities.

There will be a coffee break at the County Club, Dunshaughlin with first car due around 12 30pm, and away again at 1.30pm, this time on 1/2 inch O/S Map (supplied).

FINISH:

3.00pm at an undisclosed venue (with a good restaurant) in East Meath, close to the N2!! (Do not worry a sealed envelope with this information will be supplied).

CLASSES:

Pre-55 and pre-80

PRIZES:

1st, 2nd and 3rd in each class depending on entries.

ENTRY FEE: €15 per car

ENTRY FORMS:

David Miller, 086-8461394
Edmund Cassidy, 087-2460538

Picnic in the Park

The Friendly Event for Cars and Motorcycles of all Ages

**Marley Park, Rathfarnham.
Wednesday June 13th 2012
4.00 pm - 8.00 pm**

**PLEASE ENTER BY THE GRANGE ROAD GATE, FOLLOWING OUR
ARROWS AROUND THE CAR PARK**



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

BOOKING FORM – PICNIC IN THE PARK 2012

Name: _____

Address: _____

Contact Tel. No.: _____

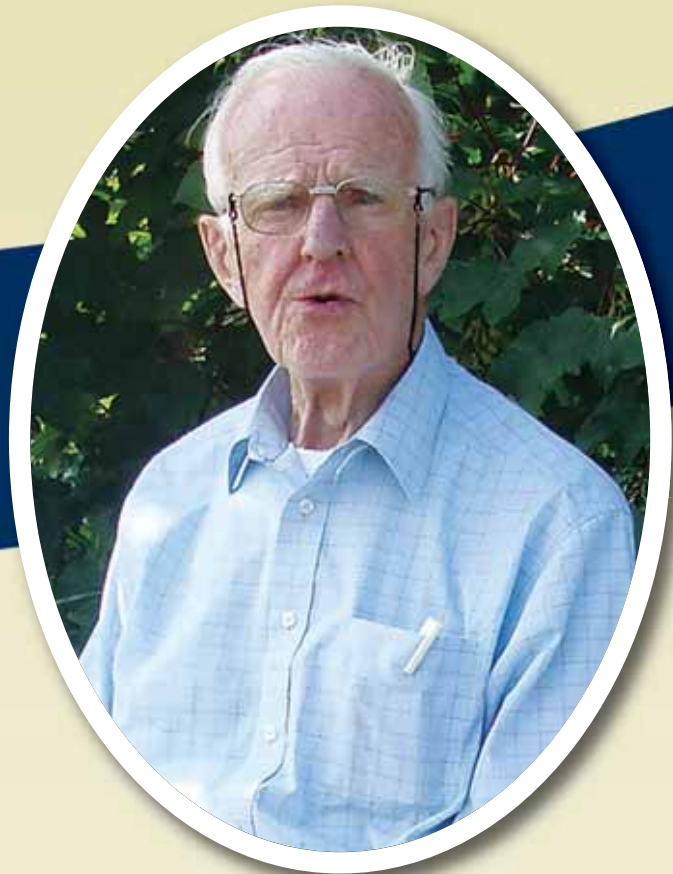
Car Make & Model: _____

Year: _____

FORWARD YOUR DONATION MADE PAYABLE TO
The Children's Sunshine Home to:
Robin McCullagh, 14 Knocksinna Crescent, Foxrock, Dublin 18.

Theo Ryan

- An appreciation



The sad passing of Theo Ryan at the great age of 92 years has left a large void, not only in the lives of his loving family, but also in the lives of very many people in many different walks of life. Theo's interests were many and varied and he gave to all of them the same level of commitment and enthusiasm.

During his long life, he enjoyed much success in a variety of fields. In the sporting world, he won many awards in the show jumping arena from a young age, which he carried on doing during his army career as an Officer of the Irish Defence Forces. He won many Irish titles as an athlete competing in hurdle racing and decathlon events. He was also a rugby player in his younger life and rarely missed a match at Lansdowne Road, whether it was International, Leinster or his beloved Munster, right up until his sad passing. He was a regular all year round swimmer until his last years.

In 1956, when Ronnie Delaney won a gold medal in the 1500m event at the Melbourne Olympics, there was no official welcome home arranged for his return to Ireland. So, Theo jumped into the breach and negotiated the loan of a fleet of Mercedes cars from the late Stephen O'Flaherty, the Mercedes importer for Ireland, to provide a car convoy to bring Ronnie Delaney from Shannon Airport back to Dublin.

In 1986, Theo was the main driver of probably the most successful event ever undertaken by the IVVCC, The Century of Motoring exhibition at the RDS show grounds in Ballsbridge, Dublin.

The Mercedes Benz International Gordon Bennett Rally, now in its 38th year and considered by many to be the best event of its kind in Europe or even Worldwide, owes its success to Theo. He took on the role as Event Secretary in 1989 when entries for pre-1931 cars were at a very low level, averaging 50 cars annually. Theo began a policy of pursuing every possible avenue to increase the entry numbers which included him going to the London to Brighton run, year after year, at his own expense, to hand out hundreds of flyers advertising our event. The result was, five years later in 1993, the 90th anniversary of the Irish Gordon Bennett race, our

event received an entry of 234 pre-1931 cars from eight countries. Theo retired as Event Secretary after the 1994 rally but remained as a committee member and mentor until his sad demise. Theo was a serious competitor in the Gordon Bennett rally every year until his 91st year, originally in a Denis Lucey Model T Ford, later in his 1926 Lagonda 14/60 and latterly in his 1930 Star Comet. He was a prize winner on a number of occasions and in one event, he finished second overall.

Theo always enjoyed the support of his loving wife, Stephanie, in his many undertakings, to whom we extend our deepest sympathies as well as to his daughters, Geraldine and Jennifer.

D.P.D.

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1957 SUNBEAM 90 MK3



FOR SALE

Cherished burgundy/silver sports saloon, mine for 22 years. Must go to make way for a new restoration project. Comfortable, fast and reliable car. Taxed for a year. Minor blemishes but complete and with floor change, radio, o'drive, sunroof, etc. **€6,750 ono.**

PHONE: 027-52759 (Cork)

1973 ROLLS-ROYCE



MULLINER PARK WARD CORNICHE FOR SALE

83,000 miles, New exhaust, magnolia leather, low BIK (c.€4,500).

Price: €28,000

PH: 01-2985642 / 087-8217227

1964 MERCEDES 190C FINTAIL



FOR SALE

In good condition, full providence and service history.

€10,000 ono.

**PH: Jim Dolan 087-2405405
jimadolan@gmail.com**

1972 TRIUMPH 2000 MK2

FOR SALE

Manual overdrive.

White with black interior.

Clean and driving well.

€3,000

PHONE:

01-4554692

1931 AUSTIN 12/4 ETON



FOR SALE

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

€20,000

PHONE:

086-2582878

Email: rutha@iol.ie

1965 TRIUMPH TR4A SPORTS CAR



FOR SALE

With independent rear suspension (IRS) and wire wheels.

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

Kept in dehumidified garage - no rust (to my knowledge). Body and paint very good.

Leather seats.

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

€16,500.

Email: lpoflanagan@gmail.com

1933 MORRIS ISIS SPORTS SPECIAL COUPE

FOR SALE

Mostly restored with all parts to finish.

CONTACT:

PAUL AT

moseley440@btinternet.com

1969 ALFA ROMEO GUILIA 1300 TI



FOR SALE

High performance version of the Julia 1300. 5-speed gear box, 100mph.

Photographic record of restoration in 2002.

48,560 recorded miles.

New minilite alloys and tyres. Original manual and service records from new.

Many new parts incl. recent distributor.

Kept in dehumidified garage, never intentionally driven in the rain. Not perfect but much admired wherever she goes.

€6,500

PHONE:

01-2868026

WANTED

FOR 1932 FORD MODEL B.

Steering box and pedal box or complete car for restoration.

Call 087-2420688

or email: dboland@wexfordcarcentre.com

GARAGE TO RENT

STEPASIDE AREA.

Secure and dry.

For further details

PHONE: OLIVER FORDE

01-2884254

OR 087-2569411

WANTED

RECONDITIONED/ SECONDHAND ENGINE

for

12-48 WOLSELEY SERIES 3

Any information regarding the above would be greatly appreciated.

Please Contact:

matthewocon@gmail.com

1967 MG B GT



FOR SALE

Good condition, original Irish car

€6,000

PHONE:

TOM 087-9581277

SECURE INDOOR CAR STORAGE

One mile off Exit 5, N7.

€80 / car / month

Reduction for multiples.

Work bench and

compressor available.

Phone:

01-4580395

or 087-9804099.

PARTS FOR SALE

1 engine for 16/6 Austin 1936, 1 gearbox, 1 carb downdraught 36-V-E1, 1 pair stainless steel bumpers made for 1936 Austin 16/6 as new.

Front axle, back axle, front and back springs eye to eye, front 33.5" and back 47.5", all from a 1934 Austin 18/6,

6 spoked wheels 6 hole 19", 2 hubs for rebuilding, 1 A frame collapsible, complete pin and eye, 1 half shaft for 1936 Austin 16/6, 1 camshaft.

**CONTACT: JIM AT: 087 9747903
OR 01 4503794.**

RESTORATION WORK UNDERTAKEN

Especially R.R. specialising in re-wires, as original. Please ask or see you on Gordon Bennett.

**PHONE: PHIL CORDERY U.K.
01248-717808 EVENINGS**

WANTED

CITROEN 2CV

Contact:

087-9272828.

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