

THE **IWCC** JOURNAL



WINTER 2016

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EDITORIAL

Dear Fellow Motoring Enthusiasts,

Welcome to the Winter edition of the IVVCC Journal. Once again I am an issue behind. I am sorry for the delay but am unable to get articles in which prevents publication of the Journal. If you can provide articles or pictures (or both), I would be grateful and be able to catch up!



In this issue, Camillus Ryan shares his rare Riley with us. This is a time warp car, largely original and from a seldom seen era. We hope that is about to change. Shortly there will be an event that celebrates the Post Vintage era and you will have the opportunity of seeing some of the most beautiful designs for the 'Art Deco' period. It is the desire of the Board that owners of motors from all eras will have an event that celebrates 'their time' so to speak.

Upcoming is the IVVCC Festival of Transport which will take place in Punchestown Racecourse. This promises to be a really big event with motors from the 32 counties. There will be something for everybody and a special thanks to IVVCC President Shane Houlihan and IVVCC Director Declan Grogan for their work on this initiative.

The IVVCC website is up and running and will get better as more items appear on it. A special thanks to Bernadette Wyer and Esther Behan for all their work on this project.

We were all shocked by the unexpected passing of one of life's gentlemen, Des Cullen. Des was a regular at our events and featured, along with his older brother Jim, in First Monday talks and articles. Des was an optimist, friendly and open to others. He was very successful and achieved much in his life. I had the good fortune to know Des many years and record his story in a previous Journal. His passing, touched many across society. Our deepest condolences to all who were important to him...

The second Editor of the IVVCC Journal, Ronnie Mathews also passed away recently. He and his brother Jack (who was the first Editor), were instrumental in saving many a motor at a time when, virtually no one wanted them. Robin McCullagh has written an appreciation in this issue. We offer our condolences to Jack and Ronnie's family and friends.

I wish you all a great motoring season to come...

Until next time,
Happy Motoring!

TOM



FRONT COVER:

Camillus Ryan's 1937 Riley Kestrel 16/4
in Mount Merrion.

Photo by: TOM FARRELL

IVVCC JOURNAL WINTER 2016

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Club Meetings:

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

Venue:

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Time: 8.00pm

Website:



www.ivvcc.ie

Photos:

All photos, unless otherwise stated,
by Tom Farrell



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A MESSAGE FROM THE President



Dear Members

As Spring approaches and the Winter is hopefully behind us, the time now fast approaches for us to dust off our prized procession, take care of the niggly jobs left over from last year and prepare our vehicles for the year ahead.

We, in the IVVCC, have a busy year of motoring scheduled and hope you will get time to take out your cars and join us on some, if not all the events, we have planned.

Our annual AGM is set to take place Sunday April 9th and due to a recent unforeseen situation, it has become necessary to change the venue. The AGM will now be held in the West County Hotel, Chapelizod and we hope to see as many as possible in attendance at the AGM.

Our next big outing is the pre-1939 overnight car run to Kilkenny due to take place on the weekend of 6th-7th May. This event is proving to be quite popular and accommodation is filling up fast. If you have not entered and are interested in taking part please get you entries in as soon as possible. This event should be a very enjoyable and sociable run based in the Pembroke Kilkenny Hotel. The hotel has strong ties to early motoring as it was and actually is again home to the famous Stathams special which is a Ford based special that raced successfully in the 1930s. I look forward to seeing as many 1930s cars there as this is the club's first bespoke run for this era of motor car.

Then on May 14th we are hosting the IVVCC Festival of Motoring in Punchestown. This is a wonderful venue to hold a car show with ample space for both indoor and outdoor display areas. This event is primarily a joint venture between our affiliated clubs and the IVVCC and we are getting huge support for the event from clubs all over the country. I hope to see as many members as possible attending the show with their cars. If any member is willing to help out on the Saturday set-up day, or on the day itself, you would be most welcome

and your help would be very much appreciated. Please let us know in advance if you are available to help out.

Then on June 9th-11th we have the annual International Gordon Bennett Rally which is the premier event in the IVVCC calendar. The rally is based this year in Mount Wolseley Hotel which is a fantastic hotel located in the heart of County Carlow. This area lends itself to some wonderful driving roads and we look forward to some marvellous scenery in glorious sunshine, hopefully!! I would like to encourage anyone with a Gordon Bennett eligible car to enter this wonderful event. Michael Jackson and his team have once again agreed to organise this rally and I would like to thank all the team for giving up their time so generously to organise this event which I have no doubt will once again be a huge success.

These are just some of the events planned for 2017. I hope you will be able to join us on some of these great occasions. I am looking forward to meeting up during the course of the year.

Happy motoring

SHANE HOULIHAN

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Secretary's REPORT



We can now hopefully look forward to some good weather and get our historic vehicles back on the road again after the winter. Apart from our motoring plans we also have to attend to club business.

The IVVCC **AGM** will be held on Sunday 9th April at the West County Hotel in Chapelizod at 3pm (registration from 2pm). In recent years the club AGM was held on a First Monday evening, however following some views expressed from the floor at the 2016 AGM, requesting a change to a Sunday, we have decided this year to move the meeting from a Monday evening to a Sunday afternoon. The move to a Sunday was proposed to facilitate members living outside the immediate Dublin catchment area.

In accordance with our regulations one third of the current existing directors must retire by rotation every year. This year will require four of the current directors to retire. The four directors are Shane Houlihan, Paul Noctor, Ray McElroy and myself (Peadar Ward). However retiring directors may offer themselves for re-election. On this occasion only Shane Houlihan and Peadar Ward are seeking re-election. Paul Noctor and Ray McElroy have decided that they will not be seeking re-election. Furthermore Barry Burke has also decided to step down from the Board at this time. The directors retiring by rotation and wishing to seek re-election by the members at the AGM will also compete for director vacancies.

I would like to take this opportunity to thank Paul, Ray and Barry for their contribution to the Board and the management of the Club over many years. Particular thanks is due to Ray McElroy who has served as both Honorary Secretary and Treasurer under no less than four Club Presidents!

Members interested in putting their names forward for election to the Board may do so by submitting their names on the nomination form, which will be issued to all paid-up members of the Club, later this month. The same form may be used to submit motions for discussion at the meeting.

I would like to take this opportunity to encourage members to attend the meeting and participate in the business of the AGM. I would also like to encourage members who feel that they have a contribution to make to the management of the Club to put their names forward for election to the Board.

PEADAR WARD

ERRATUM

We apologise to Andrew O'Donohoe and JJ Farrell, who were the actual overall winners of the 2016 Gordon Bennett Rally, and not George Beale as we listed in the report of the 2016 GB event in the last Journal. They are pictured with IVVCC President Shane Houlihan and Bernadette Wyer.



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Passion for **POWER**

Tatton Park Show

2016 was the first year in many that I missed the annual IVCC picnic in Powerscourt. Spurred on by my recent article on the 1959 Plymouth, it was decided to give the car a decent run and take it to an event in England instead.

The car hadn't been on a long journey in years, so after a quick service and a 100 mile road test, it was deemed fit.

After searching for a suitable event, I decided on the Passion for Power Show held every August at Tatton Park just outside Knutsford in Cheshire. It was highly recommended to me by enthusiast friends living in England.

On Friday August 19th, sail was set during a torrential downpour. Luckily the weather was nice and sunny when leaving the Ferry.

The Windmill Hotel in Tabley, located only a couple of miles from the showground, was chosen as the operational base to keep the commute to and from the all weekend event reasonably short.

The weather started out pretty miserable on Saturday morning too, but again improved as the day went on.

At the event, I was rather overwhelmed by the sheer volume of cars already in place, despite the fact that I arrived at the showgrounds before 10am! Apparently a considerable number of intrepid entrants had chosen to camp on site.

Many of the major British car clubs presented themselves with a club stand. There were numerous single

make clubs, like the Rolls-Royce Enthusiasts Club, the Mercedes-Benz UK club, the Alvis Owners club, the Jaguar Enthusiasts club and many others, as well as a large turn out of regionally based vintage and classic clubs, approximately 90 clubs in all had shown up!

Adding the many individually entered examples to the mix, there were in the neighbourhood of 2,000 cars on display, ranging from vintage to classic. The standard of condition and presentation was extremely high.

The event also hosts a surprisingly big Autojumble, at least compared to any that would be here in Ireland. There were at least 200 stallholders with restoration products, second hand parts but sadly also the usual fallalery, pottery and cowboy hats!

The Passion for Power tagline refers to an impressive dream car pavilion at the centre of the show. It is a canopied display area that houses high performance super cars, like Ferraris, Maseratis, Lamborghinis, etc.

For me the 'Star of the Show' was a garden find Jaguar E-Type roadster that was on the H&H auctioneers' stand. It was a 4.2 series 1.5 with a factory hardtop.

The car had been off the road for many years and was due to be auctioned on October 12th. Despite its £55,000-£65,000 estimate, it was bid to £68,640 in the end.

The Sunday was the main day for the show, it was jam packed with cars entering the showgrounds from 7.30am!

As you can see from my

photographs, there is an extremely varied mix of cars and there is something for every old car enthusiast regardless of taste.

A large awards ceremony took up most of the afternoon, with the Wolseley Car Club winning Best Club Display and one of their members won the Car of the Show award for his 6/110 model. A beautiful car that certainly wasn't that clean when it left the factory!

We packed up and hit the road around 5pm and drove through extremely heavy wind and rain to the ferry.

The Plymouth never missed a beat and covered approximately 300 miles over the weekend.

I would recommend this event for anyone who enjoys looking at old cars and rooting through a decent autojumble.

The mileage to get there isn't huge if you fancied driving your old car, you can either get the ferry to Holyhead or Liverpool, but the drive from Holyhead is further, of course.

Tatton Park holds two classic car shows each Summer. The Classic & Performance Car Spectacular in June and the Passion for Power in August. The dates for next year are June 3rd-4th and August 19th-20th respectively.

In addition to these, there are special events for V-Dubs and other single marques, as well as an annual event for American cars.

Just check out Tatton park's website (www.tattonpark.org.uk) for more info.







FIVA wins RCC Award 2017

and announces intention to extend the World Motoring Heritage initiative

One of the issues of great concern to FIVA are the likely changes to legislation affecting motoring in the next 10 years which will far exceed legislative changes over the last 50 years. The first concern relates to the transition from fossil energy to alternative sustainable sources. Already policy makers in the Netherlands, Norway and Germany are announcing bans on new petrol and diesel vehicles in cities within 10 to 15 years.

The second concern is the move to Intelligent Transport Systems (ITS) i.e. connected and autonomous (self-drive) vehicles to enhance road safety and traffic management.

The challenge for FIVA is to be able to preserve and use historic vehicles while technology, regulation and society evolves. To this end some ten years back FIVA hired professional public affairs consultants. It is important for the general public to believe that the historic vehicle movement is relevant for society and contributes positively to our culture and traditions. We must make it known that historic vehicles are distinct from old vehicles and that they are purchased because of the passion maintaining and driving them – they are not primarily purchased as a means of transport but are part of our motoring heritage. Historic vehicles need to be treated differently by legislators from vehicles used for everyday transport. Not only FIVA but every historical vehicle club and club member has a role in promoting the importance of historic vehicles to preserving our heritage.

FIVA is delighted and deeply honoured to have been chosen to receive the international RetroClassicCultur (RCC) Award 2017.



RCC, a prominent event organiser in Germany and the Middle East, presents this prestigious annual award for "extraordinary achievements in the preservation of the historic automobile". This year, the chair and committee of RCC unanimously agreed that FIVA (the Fédération Internationale des Véhicules Anciens) is a worthy recipient due to its "outstanding effort" in the preservation of our automotive heritage, worldwide.

"Last year was a highly memorable one for FIVA," comments FIVA President Patrick Rollet. "It saw both our 50th anniversary and – in celebration – the designation of 2016 as World Motoring Heritage Year, under the formal patronage of UNESCO. This culminated in a five-day finale in Paris, in November, that included a symposium, the Tour de Paris for more than 100 historic vehicles, and an exhibition titled 'A Century of Mobile Heritage' at UNESCO's Paris HQ.

"Since World Motoring Heritage Year (WMHY) drew to a close, we have been overwhelmed with warm words of appreciation and encouragement from our friends around the globe – none more welcome than the news that FIVA has been chosen to win the RetroClassicCultur Award 2017.

"Indeed, the reaction of the historic automobile world to WMHY has encouraged us to continue with the World Motoring Heritage initiative, into 2017 and beyond. The WMH initiative has proved itself a powerful springboard to help increase the relevance and global reach of FIVA's aims – to protect, preserve and promote world motoring heritage. FIVA will therefore soon be announcing a new programme of World Motoring Heritage activities for 2017."

The RCC Award ceremony will take place during the concours d'élégance 'Retro Classics meets Barock', at Ludwigsburg Palace, on 17 June 2017. The award itself will be presented by Bernard Jaeggy, holder of the French Order of Merit.



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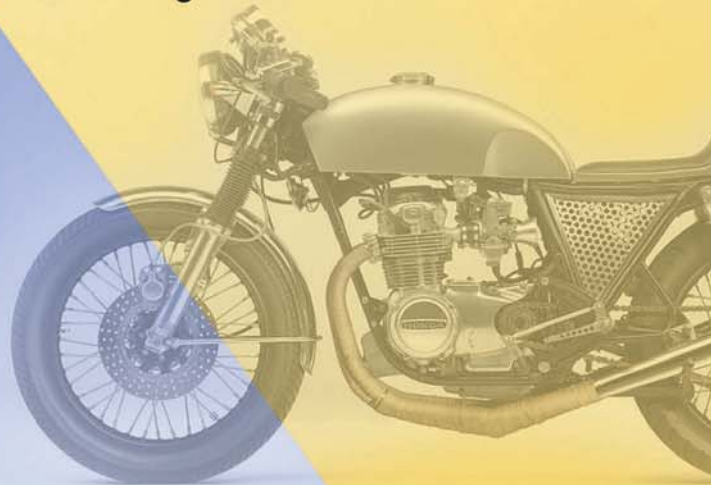
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Sunday May 14th 2017

**Venue: Punchestown Racecourse,
Naas, Co Kildare**

- 7,300 sq m of indoor exhibition space
- Parking for 600 cars indoors



The Festival of Transport will be a partnership between the IVVCC and all clubs and associations involved in the preservation of vehicles and we are inviting expressions of interest from all these groups.

For further information please contact: ivcc.fot@gmail.com 01 4016988 (office hours)

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Post-Christmas Run

MONDELLO



When the Club President received an invitation from Martin Birrane, owner of Mondello Park, to visit the track, it was decided that after Christmas would be an ideal time to do this. Anyone who has ever been to Mondello will know that it is a cold place to visit, at any time of year, but on Sunday 15th January we were blessed with a good dry day and just a little bit cold!

After a brief talk about the history of Mondello Park, all cars assembled on the track. We were using the Driving Experience and Race School track. Most cars were cautious for the first few laps but gradually confidence

and pace increased considerably. Everybody enjoyed the experience of a race track which was a first for most.

When the driving was finished each car did two short auto test trials. It was a nervous start for some but it did not take long for everyone to get into the fun of driving tests. When all tests were finished we adjourned to Killashee House Hotel for lunch which was, as always, excellent.

Our thanks must go to Martin Birrane, Roddy Greene and Kevin Gillespie who looked after us in Mondello Park.

Thanks also to Alan and Nuala Grogan.



By DECLAN GROGAN
Photos by NUALA GROGAN





Less than a year after the event in Paul Cooke Auctioneers, Naas was again the location for another auction of collectable vehicles, this time at the premises of Merlin Car Auctions. With ample parking and thoughtful facilities for the comfort of buyers and sellers alike, the vehicles entered could all be viewed parked on hard standing with a roof overhead. An added appeal was an area reserved for several autojumblers under the same roof.

The auction got under way with little delay and in line with modern practice, a picture of each vehicle and its details were projected on a large screen above the auctioneer as bidding took place.

Each model entered was brought up and stopped in front of the podium in due turn with scarcely any delays which ensured swift progress through the list of 99 entries over the afternoon.

No less than four Toyota Landcruisers of the Seventies/Eighties era were offered, all attaining five-figure prices with three finding new owners. Other 4WD models included a selection of Landrovers and two Mercedes G-wagen models.

Almost a quarter of the pre-1987 entries were from the Seventies. As is usual these days, the vast majority of entries had reached Ireland as used imports but a few originally Irish cars were offered, including a Dublin-assembled early Austin Mini which sold provisionally for €12,700. In fact most lots which sold were said to be "sold provisionally", suggesting that bidders were conscious of allowing for the 5% plus VAT commission to be paid on top of the sale price.

It was encouraging to see that most of the five pre-war cars were sold, suggesting that there is still interest in this era although prices were not particularly strong.

There were nine Fifties lots, with a 1950 Ford Anglia and a 1952 Citroen Light 15 making good prices, reflecting their condition.

As the majority of lots sold or at least so provisionally, it demonstrates that collectors are willing to spend again, a sure sign that for some at least, the recession is over.

Merlin Vintage & Classic Car Auction

Auction results for pre-1987 vehicles

YEAR	MAKE & MODEL	SALE PRICE €	REMARKS
1924	Morris Cowley Bullnose tourer	12400	prov., import
1928	Willys Overland Whippet 4-dr saloon	5400	prov., import, LHD
1935	Morris 8 2-dr.	5200	n/s, import
1939	Austin 18 4-dr saloon	6000	prov.
1939	Ford Prefect 4-dr	2400	prov
1949	Oldsmobile "chop-top" customised	50000	n/s, import
1950	Ford Anglia	4900	
1952	Citroen 11B Light Fifteen RHD	12000	import
1953	MG Midget TD	10700	n/s, import
1954	Austin A30	1700	import
1954	LandRover SI swb fire tender	8000	prov., import
1954	Morris Minor 4-dr	3900	n/s
1954	Cadillac 4100 4-dr	17200	n/s, import
1954	Bentley R-type saloon	11000	prov., import
1959	LandRover SII lwb Carmichael fire tender	withdrawn?	
1960	Austin A40 2-dr	1300	import
1962	Austin Mini 7	12700	prov.
1962	Ford Popular	650	
1963	Ford Cortina 1500 estate GT spec.	8700	import
1964	Hillman Minx saloon	3100	prov., log book missing n/s
1965	Triumph Herald 1200 conv.	5900	
1965	Ford Cortina 1200 4-dr	1250	
1967	Mercedes-Benz 250SL LHD	35000	prov., import
1968	Morris Minor Traveller	1500	prov., import
1968	Morris Minor Traveller	4000	prov., import
1969	Mercedes-Benz 200 Diesel	3700	n/s, LHD
1969	Ford Contina 1600E	4000	n/s
1971	MGB roadster	4000	prov
1971	Toyota Land Cruiser 3-dr FJ40	11200	n/s, import
1972	VW 1200 "rat-rod" customised	3200	n/s
1972	Porsche 914 5-speed	2000	n/s, import
1973	VW 1303 Beetle	2000	prov., import
1973	VW Kyote "Beach Buggy" convertible	4000	n/s, import
1973	BMW 2002	7100	prov., import
1973	Opel Kadett B 2 dr.	2000	prov.
1973	Peugeot 504 TI auto saloon	2250	import
1974	VW T2 Hi-roof van	6900	n/s, LHD
1974	Toyota Corona 4-dr. Saloon	5200	prov., import
1974	Alfa Romeo GTV 2000 coupe	20000	n/s, import
1975	BMW 2002	5000	import
1975	Toyota Land Cruiser HJ45 Pick-up	11500	import
1976	Simca 1501 Special estate LHD	2200	prov
1976	VW 1200 drop-head conversion	2900	n/s
1977	Mercedes-Benz 450 SLC	4900	prov., import
1977	Fiat 127 2-dr	6100	
1977	LandRover SIII lwb emergency unit	3000	prov., import
1977	Ferrari Dino 308GT4	50000	prov., import
1978	MGB roadster	—	import, withdrawn?
1978	Mercedes-Benz 240D stretch limo	1500	n/s, import
1979	MG Midget 1500	—	import, withdrawn?
1979	Chevrolet Camaro V8 LHD	5400	n/s, import
1980	Toyota Corona Liftback 5-dr	600	import
1980	Land Rover SIII swb 3-dr.	2900	prov
1981	Austin Morris Mini HL convertible	3000	prov., import
1982	Mercedes-Benz 280SL auto	4100	prov., import
1983	Mercedes-Benz 280GE 5-dr., auto	9000	import
1983	Mercedes-Benz 300GD 5-dr	7000	n/s
1983	Mercedes-Benz 230CE auto	1700	prov., import
1983	Ford Fiesta 3-dr, 987 cc	700	prov
1984	Mitsubishi Colt Starion turbo EX	2000	import
1984	Toyota Land Cruiser BJ42 4-dr	21000	prov., import
1985	BMW 316 2-dr	1900	n/s, import
1986	BMW 325 convertible	2800	import
1986	Renault Fuego turbo	7400	prov.
1986	Mercedes-Benz 500SEL	2250	prov., import
1986	Chev. Custom Deluxe fire engine	3200	prov.
?	Toyota Landcruiser 3-dr	12300	import
?	Porsche 911 Couin Rothmans livery	4400	n/s, import
ABBREVIATIONS		prov., = Sold provisionally, subject to agreement with vendor n/s = Not sold and value of highest bid shown	



THE BLUE STREAK

Camillus Ryan has been a lifelong motoring enthusiast. At school he and (future fellow IVVCC members) would discuss cars at every opportunity and this would eventually lead from model cars to the real thing.

He joined the ESB and at the start of his career where he was involved in the commissioning of new power stations and ended his 38 year career with ESB decommissioning old power stations,

where amongst other things, he had to deal with his particular speciality, the "asbestos" problem that was the bane of most old industrial plant and buildings.

He learned to drive on a 1954 Ferguson 20 TEF tractor and soon got into cars. His first car was a 1959 VW Beetle with semaphore indicators followed by a series of ever more powerful cars, like Mercedes and

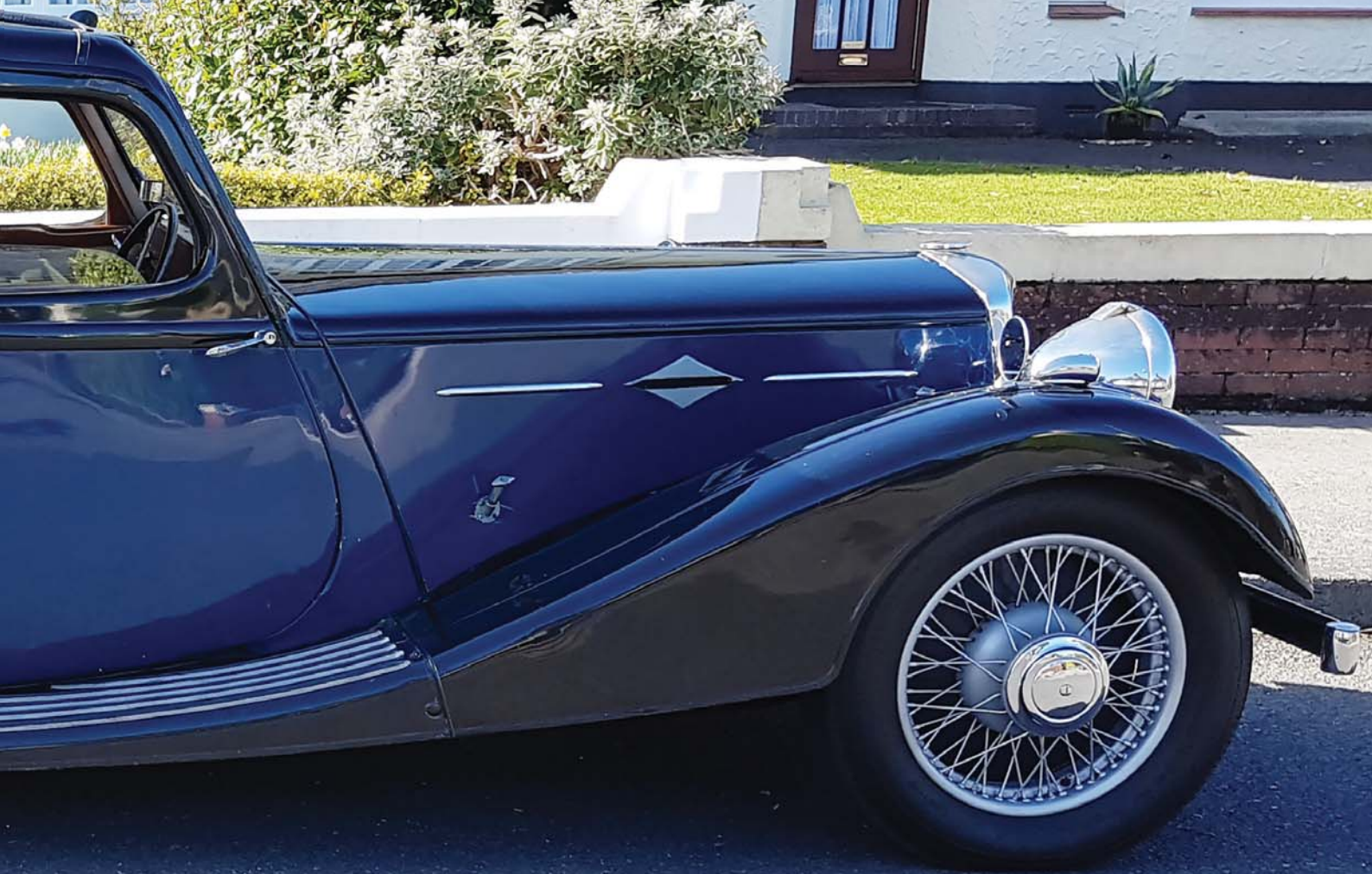
'Sweeney' era 3 litre Ford Granadas. Such cars earned him the nick name of 'the flying chemist'.

His first old car was a 1937 Ford Model 'Y' saloon, this was followed by another Ford Model Y. He had a 1947 Riley RMA which after rebuilding the engine, he used as an everyday car.

He joined the IVVCC in 1969. Then in 1973, he bought the 1937 Riley Kestrel 16/4 as seen in this article

Meet the member...

Camillus Ryan



(previously owned by IVVCC members Alex Morton and Donal Begley). It was also known as the 'Blue Streak' and was the first of the 'Big Fours' and unusually was first registered on 31 December 1937 (New Year's Eve).

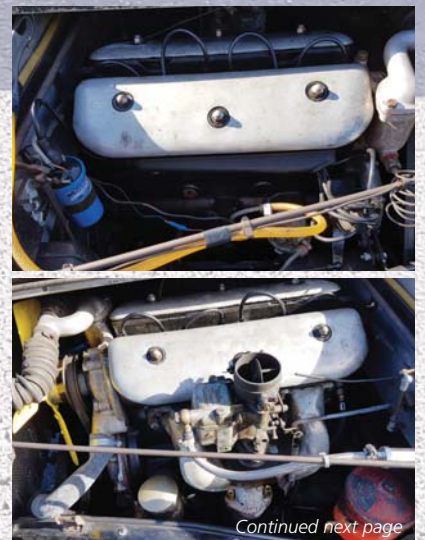
Only 150 of these exotic cars were made, many going to Australia and New Zealand. The body was constructed of aluminium on an ash frame mounted on a very substantial box section steel chassis with 16inch brake drums to cope. It was fitted with a Borg Warner three speed manual gearbox coupled to an overdrive which had a freewheel facility that could make cornering downhill very interesting. It was Rileys first venture into the Two and a

Half Litre engine and the Chief Engineer involved in this project was a young engineer from Tipperary called Eddie Maher.

Camillus has over the years overhauled the car without losing its originality. The woodwork from the centre pillars to the rear bumper has been replaced.

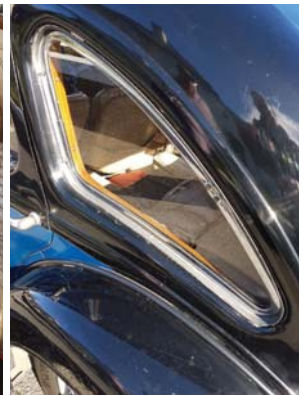
The engine bearings have been converted from white metal to shell bearings. David Brown (Selectamatic tractors) main bearing shells and Ford 'Yorkie' diesel engine big ends.

The interior of the car is absolutely original. It has a 'Pythcley' sun roof and an original pre-war Philips radio. The seats are aluminium framed buckets and are totally



Continued next page

Meet the Member contd...



original. The original battery cut off switch is on the rear parcel shelf as the battery is located in the boot. The spare wheel is enclosed in the boot door and this was to cause problems for the cars in later life with the weight of the wheel pulling heavily on the rear body.

When Camillus married Jacinta, he used the Riley as his wedding car with IVCC member Colm Hegarty obliging at the wheel.

Camillus has used the Riley for events around the country. He is involved with the Ulster Riley Club and Riley Register and enters the





'Streak' will be the IVVCC 'Thirties event' in Kilkenny.

Camillus also has a beautiful 1926 Pontiac 'Six' 3.2 Litre Tourer, which he regularly attends the IVVCC Gordon Bennett Rally in. His other car is a mint 1975 Mercedes Benz 230/4 Stroke 8 saloon. He was using it at the IVVCC event in Mondello recently and its performance surprised many. He has also owned a smart 1976 VW Beetle Cabriolet by Karmann and an MGB.

Camillus and Jacinta are regular attendees at IVVCC events. Their sons, Patrick (whose wife Lottie is great at timing on the GB Rally!), Thomas and Martin are also familiar faces and have a great interest in the old motor movement. Thanks to Camillus enthusiasm, the 'Blue Streak' will have its future assured, which is good news for all of us...

My thanks to Camillus for his generosity with this article.



All about the Riley

In the Victorian era, Riley of Coventry was involved in the textile industry. They manufactured machinery and bicycles before entered the world of car manufacturing in 1898/9. At that time, they were also manufacturers of detachable wire wheels (around 200 firms used them in the early part of the last century).

In the late 1920s and early 1930s Riley was to become, perhaps the producer of some of the best small sporting cars in the world. One reason for this excellence was the engines which used twin low set cams operating pushrods and ohv. Another reason was the delightful handling and variety of bodies. Many used aluminium or fabric bodies which helped keep the weight down.

Many models were produced from the famous 9hp, 11hp, 12hp and the 17/30, a large 2951cc four cylinder motor.

The Riley Brooklands was introduced in 1927 and involved motoring superstars in its design, J Parry Thomas (land speed record holder) and Reid Railton, who amongst other projects, designed the land speed record car used by John Cobb in 1935 (Napier Railton) and the Railton Special (394.19 mph in 1947).

The Brooklands was in production until 1931 and featured a 1087cc, four cylinder engine, with twin carbs producing 50bhp. A Riley Six was produced from 1928 and featured a 1633cc, straight six ohv engine. It was effectively a nine with two added cylinders.

Another sports version was the 1087cc four cylinder Imp. Regarded as one of the best looking sports cars of the thirties if tended to feature an ENV pre selector or close ratio manual gearbox.

A bewildering selection of saloons were produced with names like; Merlin, Gamecock, Kestrel, Monaco, Falcon, Lincock, Ascot, Victor, Stelvio, Adelphi, Alpine, Edinburgh, Winchester, Deauville, Mentone, Sprite and Lynx tourer.

The undoubted superstar of the Riley line-up was the immortal MPH. Engine sizes ranged from 1458cc, to 1633cc to 1726cc six cylinder ohv



engines equipped with dural con rods, Scintilla magneto ignition, twin carbs and a six branch exhaust. Light alloy featured heavily and 15inch finned drums were needed to stop this 90mph thoroughbred. Gears were either pre-select or close ratio manual. Rare, it is estimated that there are around 40 survivors of the original circa 15 that were made!

In 1936 a unusual addition to the range was the 8/90. Made in the Adelphi or Kestrel range, it featured a 2178cc V8 ohv engine. It was a flop and not many were made.

After the MPH and Sprite, probably the best and most underrated cars Riley produced in the 1930s was the Big Four of 1937/38. Also known as the 'Blue Streak', it featured a two and a half litre four cylinder ohv engine, mated to a dual overdrive manual gearbox. It had a jackal hydraulic system, Luvax hydraulic dampers, 15 inch Girling brakes and bolt on wire wheels. Bodies were normally aluminium and this stunning car was capable of 90mph.



With a large variety of models and not much money, sadly Riley was taken over by William Morris and the Nuffield empire in 1938.

Subsequent models were Nuffield and then BMC badge engineered models. The Riley name disappeared in 1969...



LETTERS TO THE EDITOR



Dear Tom,

I was last talking to you at the Classic Day in Mondello in 2011, when at that time I was in the process of acquiring my 308. I completed the purchase in September, and it has been going well since. We did the two last Euroclassics, to Madrid in 2012 and to Ulm in 2013, and some more smaller events. I have just changed to 16" wheels with Yokohama tyres, and now I am in the process of fitting a big brake kit, with stiffer springs and shocks. Meantime I have been concentrating on the hillclimbing in the Lotus Elan +2S.

I was very interested in the item in your Editorial in the Autumn issue of the IVCC Journal regarding the Aer Corps Spitfires. I can add a little more detail to your account.

I was interested in aircraft many years before I knew anything about cars. In 1951 when I was five we moved from the town of Drogheda to rural Duleek, which was still only

12 miles from Gormanston aerodrome. I will never forget the first time I saw the flight of three Spitfires based in Gormanston, flying fast and low over the countryside. The sound of the engines made my hair stand on end. Remember at that time we had no electricity or running water, and we were still ploughing with horses,

and I had never even seen an aeroplane!

Years later, as a young soldier in the FCA, I spent my summer holidays working in the kitchens and mess halls of Gormanston army camp, and passed my spare time hanging around the hangers and the airfield, talking to the pilots and the ground crews, sitting in the cockpits of the Chipmunks and dreaming of my future as a pilot! I had heard that if you asked the right man you could be taken up for a 'flip'. But it never happened.

One weekend myself and a fellow FCA man travelled to Baldonnel aerodrome. We were given entry and freedom to wonder around at will, and among other things got to sit in the cockpit of a scrapped Supermarine Seafire, possibly the last one of the 12 that were delivered in 1947, and withdrawn from service in 1954.

The Seafire was a carrier version of the Spitfire, but the ones delivered to



the Aer Corps were further 'de-carrierised'.

The six Spitfires were delivered to the Aer Corps in June – July 1951. They were numbered 158 to 164.

As 'The Emergency Powers Act' expired on 2nd September 1946, it is unlikely that the converted Seafires or Spitfires were sold at that time, as none had yet arrived.

When the aircraft were withdrawn from service, they passed to the Technical Training Department for years, before eventually being disposed of.

Aer Corps Spitfire 158, (RAF designation MJ 627), was withdrawn from service on 20th April, 1960 after 1,036 flying hours. Restoration was started in 1976 in Kenilworth UK, and it flew again on 8th November 1993, 50 years after its original first flight. I was able to take photos of this aircraft at the RAF Warrington Airshow in 2013, I have attached copies, including a history.

Regarding 'Faith, Hope and Charity', this was a standing joke in the Irish Defence Forces at the time, as my father, who was an Army Intelligence Officer based in Gormanston during the emergency, told me when I first showed him a model of the Gloster Gladiator biplane fighter I had built. The joke was that they were little better than prayers.

Originally applied to the four Gloster Gladiators defending Malta against Italian bombing raids which began on 11th June, 1940, the day after Italy entered the war, the names were retrospectively applied to the four Gloster Gladiators delivered to the Aer Corps in March 1938. The Gloster Gladiator would have had no chance of intercepting the vastly superior aircraft of the Luftwaffe from 1940 on, and were withdrawn in 1942. They were replaced by Hurricanes, of which 20 were acquired over the period 1940-1945.

I hope you find the foregoing of interest!

I plan to do the Historic Class race events in Mondello this year, might see you there sometime.

SEAN MURRAY

The Orchards
Portobello, Campile
New Ross Y34 CC89
Co. Wexford
Email: snmurray45@gmail.com

24th January 2017



ROLLS ROYCE SILVER SPIRIT

Dear Tom,

I bought a Rolls Royce Silver Spirit in November 2015, in Cheshire, UK. It was first registered on 9th September, 1982, chassis no.

SCAZSO03CCH04272. I travelled to Dublin using my free rail pass, then took a Ryanair flight to Manchester airport (€10) and the previous owner collected me at the airport. After a short spin I gave him £3700 cash, got the papers etc and made a beeline for Holyhead!

I boarded the 2am ferry and was in Dublin for 6am. Then, full speed to Kerry. And the Rolls purred like a tiger all the way down!

Now I have a couple of small things to do...Auto choke, handbrake spring, door locking...but nothing major.

The car has 93,500 miles on the clock and I think that is genuine!

The interior is in really top condition also. The waistline had been repainted, badly, so I put a chrome strip on and it looks great. Also I added the two Rolls Royce silver badges on either side of the quarter panels.

I love the car...but I wish I could find a top guy to fettle it up a bit. It's like a dentist...a good one is fantastic...but the alternative is the opposite. Anyway I now have it in a garage near Killarney and am driving it once a week, which is a real pleasure.

If anyone know of someone who would maintain it please let me know.

ERIC ANDERSON

Email: robertrokasanderson@gmail.com



IVVCC CALENDAR OF EVENTS 2017

MARCH

Sun 19	Garden of Ireland VCC National Transport Museum	T: Eileen 087-8329235
Sun 26	Irish Model T Ford Club - Annual General Meeting (AGM)	Maldron Hotel

APRIL

Sun 2	IVVCC - Annual General Meeting (AGM)	West County Hotel
Sun 9	North West Vintage & Heritage Club, Autojumble & Car Boot Sale	Tommy Flynn T: 087-2328319 E: tpflynn@hotmail.com
Sun 9	Western Veteran & Vintage Motor Club Meals After Wheels	<i>Celebrating 40 years</i> - T: 087-9881036, E: victor.j.andrews@gmail.com
Sun 16	Donegal Vintage & Classic Car Club Easter Sunday Show	LYIT, Letterkenny. T: Fergus Cleary 087-2059826, T: Eunan Kelly 087-2366924
Sun 16	Irish Model T Ford Club First Spring Run	Adare Machinery Croom, T: David & Marian Cuddy 087-2531852
Mon 17	Garden of Ireland VCC Easter Egg Hunt	Grove Bar, 11.30am, T: Eileen 087-8329235
Mon 17	Shamrock Car & Machinery Club Annual Easter Monday Car Run	Hamlet Court Hotel, 10.30am T: Hugh 087-2545089 or Tommy 087-2500194
Sat 29	Irish Classic & Vintage Weekend - 3 Day Event	T: Kathleen Friel 086-8910489/June Miller 087-9346717
Sun 30	Western Veteran & Vintage Motor Club Pre-1955 Run	<i>Celebrating 40 years</i> T: 087-9881036, E: victor.j.andrews@gmail.com
Sun 30	Celtic Old Vehicle Owners Association Norman Pratt Run	Eileen Friel

MAY

Mon 1	Shamrock Car & Machinery Club Annual Show	Hamlet Court Hotel T: Christy 087-8511455 or Stephen 087-2709206
Sat 6-Sun 7	IVVCC Spring Run - 1930's Era cars <i>(Limited to first 50 entries received)</i>	Pembroke Hotel, Kilkenny, E: events@ivvcc.ie - T: 087-2220770.
Mon 8	IVVCC First Monday	West County Hotel, 8.30pm
Sun 14	IVVCC Festival of Motoring	Punchestown, E: ivvcc.fot@gmail.com
Sun 14	Donegal Vintage & Classic Car Club Drumoghill Show	Drumoghill Football Club. T: Frank Morning 087-2318696, Eunan Kelly 087-2366924
Sun 14	Muskerry Vintage Club Annual Run	T: 087-2268752 E: larcummins2008@gmail.com
Fri 19-Sun 21	Shamrock Car & Machinery Club Weekend Classic Car tour	Sunny South East, I T: Christy 087-8511455 or Stephen 087-2709206
Sat 20-Sun 21	Kingdom VVCCC 38th Ring of Kerry Weekend	Garrett Foley T: 087-6455293 E: garrettfoleyvintage01@eircom.net
Sun 21	Blessington VMC Spring Run	Garrett Foley T: 087-6455293 E: garrettfoleyvintage01@eircom.net
Sun 21	Irish Model T Ford Club West Waterford Run	Tim & Elizabeth Crowley's Home, T: Tim Crowley, 087-2565040
Fri 26-Sun 28	Western Veteran & Vintage Motor Club Historic Week	<i>Celebrating 40 years</i> T: 087-9881036, E: victor.j.andrews@gmail.com
Sun 28	Donegal Vintage & Classic Car Club Annual Club Show	Boal's Yard, Mountain Top, L'keny, T: Eunan Kelly 087-2366924, Donal McGettigan 087-9370679

JUNE

Fri 2	Donegal Vintage & Classic Car Weekend Away	Carrick-on-Shannon, Co. Leitrim. T: Frank Morning 087-2318696; Eunan Kelly 087-2366924
Fri 9-Sun 11	IVVCC International Gordon Bennett Rally	Mount Wolseley Hotel, Tullow, Co. Carlow E: events@ivvcc.ie - T: 087-2220770
Sat 10	Donegal Vintage & Classic Car Club Kerrykeel Show	Kerrykeel Village *NWVC T: Michael Whoriskey 086-3709117; Eunan Kelly 087-2366924
Wed 14	Picnic in Marley Park	RIAC/TR Registrar, RIAC, 34 Dawson Street, Dublin 2. E: bobmont@indigo.ie
Sun 11	Garden of Ireland VCC - Visit to Wells House	T: Eileen 087-8329235
Sat 17	Muskerry Vintage Club Gerrard McSweeney Memorial Run	T: 087-2268752 E: larcummins2008@gmail.com
Sun 18	Irish Model T Ford Club West Cork Run	Bandon Motors, Robert & Catherine Clarke, T: 087-2388783
Sat 24	Cobh Classic Car Club Great Island Motors Cobh Classic	East Cork, €25 including 3-course lunch. John Dennis, Secretary E: jdennis666@gmail.com

JULY

Sun 2	Donegal Vintage & Classic Car Club Annual Club Run	Venue to be advised T: Eunan Kelly 087-2366924; Colm McLaughlin 0044-7775632549
Sun 2	Irish Classic & Vintage Motor Show	Terenure T: Thomas Connor, 087-1276389
Mon 3	IVVCC First Monday	Social Run
Sat 8-Sun 9	Donegal Vintage & Classic Car Club Carrigart Show	Carrigart Village, *NWVC. T: Vincent O'Rourke 087/6472476, Eunan Kelly 087/2366924
Sat 15-Sun 16	Irish Model T Ford Club 28th Annual Club Rally	Hotel Westport
Sun 23	Donegal Vintage & Classic Car Club Bundoran Show	West End Car Park, Bundoran. T: Vincent O'Rourke 087/6472476, Eunan Kelly 087/2366924
Fri 28-Sun 30	Western Veteran & Vintage Car Club West Run	<i>Celebrating 40 years</i> T: 087-9881036, E: victor.j.andrews@gmail.com

AUGUST

Sun 6	Irish Model T Ford Club Stradbally	Model T Presentation, T: John Hendy, 087-2563428
Sat 6	Muskerry Vintage Club Dunmany Run, aid of Co-Action	T: 087-2268752 E: larcummins2008@gmail.com
Mon 14	IVVCC First Monday	Social Run, E: events@ivvcc.ie - T: 087-2220770
Sun 20	IVVCC 40th Annual Powerscourt Picnic	
Sun 27	Donegal Vintage & Classic Car Club Tullaghan Run	Community Centre T: Sean O'Rourke 087-2555701; Eunan Kelly 087-2366924

SEPTEMBER

Sat 2	Western Veteran & Vintage Car Club 40th Anniversary Dinner	Salthill, Galway. T: 087-9881036, E: victor.j.andrews@gmail.com
Sun 3	Donegal Vintage & Classic Car Club Kilderry Muff Show	Muff Village T: Kieran Logan 0044-7821359522; Eunan Kelly 087-2366924
Sun 3	Shamrock Car & Machinery Club Annual End of Season Run	Hamlet Court Hotel, 10.30am T: Christy 086-8511455
Sat 9-Sun 10	Garden of Ireland VCC Liam Kelly Memorial Run	Summerhill Hotel, Enniskerry,, T: Eileen 087-8329235
Sun 10	Donegal Vintage & Classic Car Club Inishowen Run	Inisowen Area, T: Colm McLaughlin 0044-777-5632549; Eunan Kelly 087-2366924/087-2366924
Thu 7-Sun 10	IVVCC Trip to North Wales Llandudno	E: events@ivvcc.ie - T: 087-2220770
Sun 17	Blessington VMC Autumn Run	
Sun 17	Irish Model T Ford Club Autumn Run	Maldron Hotel, near Portlaoise, T: 087-2898718
Sat 23-Sun 24	Bray Vintage Car Club Original Garden of Ireland Run	Co. Wicklow - tour Saturday, static show on Sunday E: brayvintagecardclub@gmail.com T: 0861650353/086-2259215
Sat 30-Sun 1	IVVCC Brass Brigade Event	Park Hotel, Dungarvan, E: events@ivvcc.ie - T: 087-2220770

OCTOBER

Sun 1	Shamrock Car & Machinery Club Classic Tractor Working Day	T: Stephen 087-2709206 or Robert 087-9685627
Mon 2	IVVCC First Monday	West County Hotel, 8.30pm
Mon 2	Donegal Vintage & Classic Car Club Annual General Meeting - AGM	Jackson's Hotel, Ballybofey T: Leo O'Connor 074-9151633; Eunan Kelly 087-2366924
Sat 7-Sun 8	IVVCC Classic Car Run	
Sun 8	Garden of Ireland VCC Poker Run	Grove Bar, 11.30am, T: Eileen 087-8329235
Sat 14-Sun 17	Kingdom VVCCC Autumn Run Weekend	Garrett Foley T: 087-6455293 E: garrettfoleyvintage01@eircom.net

NOVEMBER

Mon 6	IVVCC First Monday	West County Hotel, 8.30pm
Tues 7	Shamrock Car & Machinery Club Charitable Donation Ceremony	Hamlet Court Hotel, 10.30am T: Hugh 087-2545089 or Tommy 087-2500194
Fri 10 - Sun 12	IVVCC - NEC Classic Car Show - Birmingham	
Mon 20	Garden of Ireland VCC Annual General Meeting - AGM	Grove Bar, 11.30am, T: Eileen 087-8329235

DECEMBER

Mon 4	IVVCC First Monday	West County Hotel, Chapelizod
Tues 5	Shamrock Car & Machinery Club Annual General Meeting - AGM	Hamlet Court Hotel, 10.30am
Sat 9	Donegal Vintage & Classic Car Club Dinner Dance	Jackson's Hotel, Ballybofey T: Leo O'Connor 074-9151633; Eunan Kelly 087-2366924
Sun 31	Shamrock Car & Machinery Club Annual New Year's Eve Rally	T: Stephen 087-27099206

RONNIE MATHEWS

An appreciation

With the death of Ronnie Mathews on January 8th, 2017 newer members of the IVVCC might not be aware of the significant role in the formation of our Club played by Ronnie and his older brother Jack.

The Mathews family were from Portarlinton, historically called Cooletoodera, a town on the border of Co. Laois, Co. Kildare and Co. Offaly (the river Barrow forms the border). The Mathews business was a bakery, however in the 1950's the brothers got interested in old cars and machinery. In those days old cars could be found in many farm buildings and ditches throughout Ireland.

Very many old cars passed through the Mathew's hands, some restored, some scrapped, and some swapped for other interesting antique items.

The brothers saw that more and more people were becoming interested in the old car movement and started to talk to various other like-minded people about the need for an organisation to look after their needs.

Some years later, having persuaded people from various parts of the country of such a need, the IVVCC was formed. In the early years of the club Ronnie Mathews was

the Club's newsletter Editor, not an easy task in those days (not meaning that it is easy today either Tom!) with everything having to be produced on a typewriter, and copied on a rather crude copying device.

Ronnie had a number of business interests but still found time to be involved in other activities. In 1999 he published a hardcover book '*Portarlinton, The Inside Story*'.

He was also Chairman of the Lea Castle Conservation Group, the restoration of which won an award. He gave talks to a number of local historical societies, and collected a virtual library of books, documents and artefact concerning his beloved home town and county.

The Mathews brothers formed a Midlands Committee of the IVVCC arranging 'get-together's' on the third Thursday of every month alternating between Kelly's Hotel, Portlaoise and the Crofton Hotel, Carlow. The first of these meetings was held on July 16th, 1970.

Ronnie's wife Brigitte died in 2013, she was originally from Riga, Latvia.

We send condolences to Ronnie's family, daughter Julie, sons Paul, Tim and Stefan and his brother Jack.

Robin McCullagh

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IVVCC at the NEC!



THE LANCASTER INSURANCE CLASSIC MOTOR SHOW 2016



The 'NEC' Classic Car and Bike Show in Birmingham has long been a favourite of Irish motoring enthusiasts. With direct flights and the conference centre being next door to the airport, sure why wouldn't you? Established in 1984 and occupying 6 halls, there is something to see for everyone. It is Britain's biggest indoor motor show and in 2016 around 71,000 people attended the Lancaster Insurance Classic Motor Show.

With 273 clubs (252 car and 21 bike), 2,500 classic cars and motorcycles spanning one million square feet, there was plenty to see, ranging from a 1869 Tasker B2 'Little Giant' engine to the enormous

BLOODHOUND SSC show car that welcomed visitors to the premium hall.

From Penny Farthings to a jet-powered boat, the line-up of vehicles was the most diverse ever as the 273 exhibiting clubs celebrated the show's Heroes and Heroines theme. Not to mention the autojumble, where you are most likely to find fellow Irish enthusiasts, many taking advantage of the weakened sterling to finally get that 'part'!

The IVVCC stand was taken to promote historic motoring in Ireland and it is hoped that enthusiasts from the UK and the continent will visit Ireland, which has great roads for old motors and a more positive approach





to the use of old motors on public roads.

The stand was manned by Board members and Club members throughout the weekend and many an Irish enthusiast called in.

Lots of competitions took place and the winners were:

Meguiar's Club Showcase:

Winner: Andy Nash, Dover
1966 Mini Traveller

**Lancaster Insurance
Pride of Ownership:**

Winner: James Cribb, Winsford
1989 Austin Metro City
2nd place: Stuart Turp, Barnsley
1969 Ford Capri Mk1
3rd place: Mark McClelland,
Kilmarnock, Scotland,
1984 Vauxhall Astra GTE

Comet Classic Pride of Ownership:

Winner: Alan Stopford
1959 Triumph Bonneville
2nd place: Dale Hart
1986 RD350
3rd place: John Cook
Hudson Autocycle

Classic American Car of the Year:

Winner: John Hayes, Thetford, Norfolk
1966 Chevrolet Corvette

contd next page →



Andrew Pollock, Clive Evans, Mickey Gabbett, Shane Houlihan and Tom Farrell on the IVVCC stand at the NEC
Photo courtesy Irish Vintage Scene





IVVCC at the NEC!

CONTINUED FROM PAGE 27





Silverstone Auctions:

80% sale rate and total sales of £5.8million which is it's best ever NEC sale, if not best ever sale.

Biggest Seller of the Auction

1957 Porsche 365A T1 Speedster sold for £306,563

The 1958 Lotus Elise restored by Ant Anstead for a 'For the Love of Cars' special to be aired on Sunday 20th November sold for £121,500.

Lancaster Insurance's restored Mini called 'Margo' sold for £12,938, with all proceeds going to Prostate Cancer UK.

A 1974 E-Type Series 3 Roadster, garaged for the past 36 years sold for £69,750

Sporting Bears raised £45,000 which is set to rise once they have counted all the coins.

Additional to the Dream Rides, they also raffled rides in a £2million Pagan Huayra on Saturday and Sunday.

US TV star Jesse McClure also auctioned Dream Rides in his TransAm called 'Lilly' raising £500 towards the Sporting Bears total.

New features for 2016 included the 'Drive a Classic Car Experience' by HERO events and a tribute to Can-Am Racing by Motorsport.

The IVCC will again be taking a stand at this amazing show and dates for 2017 are **10-12 November 2017**. If you're planning on travelling, why not drop in for a chat?

My thanks to Andrea Seed Poppysseed Media Ltd for information supplied on the show.

1981 ROLLS ROYCE SILVER SPIRIT



FOR SALE

Coral red with Everflex roof. Lovingly taken care of, excellent condition. New steering rack, hydraulic spheres, battery. Tyres in excellent condition. Drives beautifully. Interior beige leather with matching Wilton carpets. Cruise control, digital clock/trip meter.

€11,500

PHONE: RAY

085-1588802

WANTED

MAZDA MX5

1989/90

Must be red and good condition.

PHONE: MICHAEL

087-2417920

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TRIUMPH SPARES

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€210 ono.

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€18.

2 rear shock absorbers (lever type), used, very good condition, fit TR4A, 5 or 6.

€100 for pair ono.

Armstrong Siddeley Whitley fan heater unit.

Offers?

Contact: Liam O'Flanagan

at lpoflanagan@gmail.com

Castlepollard, Co Westmeath.

To Advertise On This Page or in the Journal
Contact: Tom Farrell, Editor,
Knockrose, The Scalp,
Kiltarnan, Dublin 18.
Email: editor@ivcc.ie

1974 JAGUAR XJ6 4.2



FOR SALE

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Drives very nicely
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MOTOR NOTES

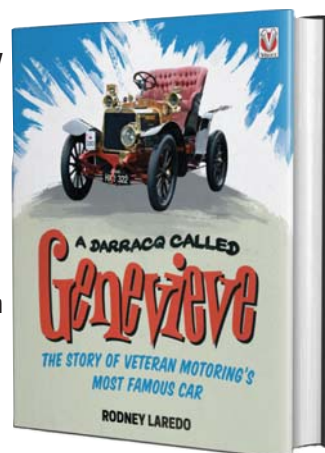
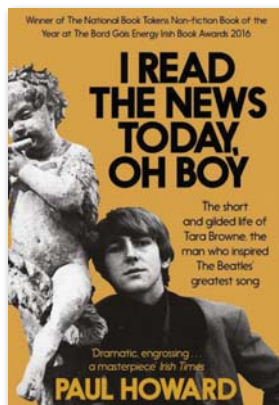


By ALAN DONALDSON

My Goodness My Guinness

Recently I was the fortunate recipient of two most interesting books; 'A Darracq Called Genevieve' by Rodney Laredo and 'I Read The News Today, Oh Boy' by the excellent Paul Howard of 'Ross O'Carroll-Kelly' fame. The

former deals with the story of the car that played the leading role in the film that inspired a whole generation of old car enthusiasts and certainly had a huge effect on myself when I was brought to see it, at the age of ten, in 1953. So taken with it was I that I immediately set about constructing a model of the car with my little fretwork set. It worked out quite well!



I started a collection of tiny die-cast models of the participants in the London to Brighton produced by a firm called Charbens which included the Darracq and 1904 Spyker and which I have to this day!

And it wasn't just the cars that had a lasting effect on a growing boy; the delightful Dinah Sheridan and particularly the lovely Kay Kendall, that cool aloof beauty, causing some very early stirrings of a pleasant if a little perplexing nature.

The second book deals with the exotic life and early demise of Tara Browne (1945-1966) whose mother Onagh was of the Guinness family and brought him up at Luggala in Wicklow, a place currently in the news as it happens.

She seems to have been quite an indulgent parent and I suppose why not? Tara seemed to do as he liked as he was growing up in the magic Sixties. He was chauffeured from Luggala to a private school in Goatstown in a Rolls Royce...that was when he deigned to go to school at all. This Silver Wraith (having led a very different life to my own example) still exists at Luggala in the keeping of his older brother Garech.

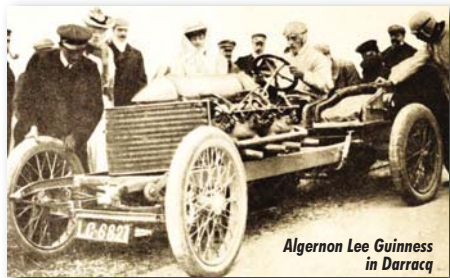
Tara developed a love of fast cars and his mother supplied him with



whatever he desired. He always drove flat out and crashed frequently, the wrecks often replaced by even faster examples. Yet he was in fact a very talented if reckless driver. Once while in Sicily on holiday in 1964 he drove the route of the famous 'Targa Florio' in a Mini, whilst a 19 year old.

He was held in some esteem by Larry Mooney a well-known Irish driver who had given him some tips and also by the great and highly experienced Rosemary Smith. (Rosemary gave a hilariously entertaining talk on her exceptional career to the IVVCC some time ago.) She had encountered Tara on May 30th, 1964 in Rathdrum Co. Wicklow at the Mercantile Credit Trophy, a road race organised by the Motor Enthusiasts Club. He was driving his beloved Lotus Elan which he had assembled personally as at that time they came in kit form for tax reasons. He carried out this service for friends and even started a small garage in London where he was a central figure on the cool Sixties scene and where he numbered members of the Rolling Stones and the Beatles among his many and varied friends of all classes.

It was his very first competitive race and he beat a very experienced field with a display of precision driving winning three seconds ahead of his nearest rival Freddie Smith.



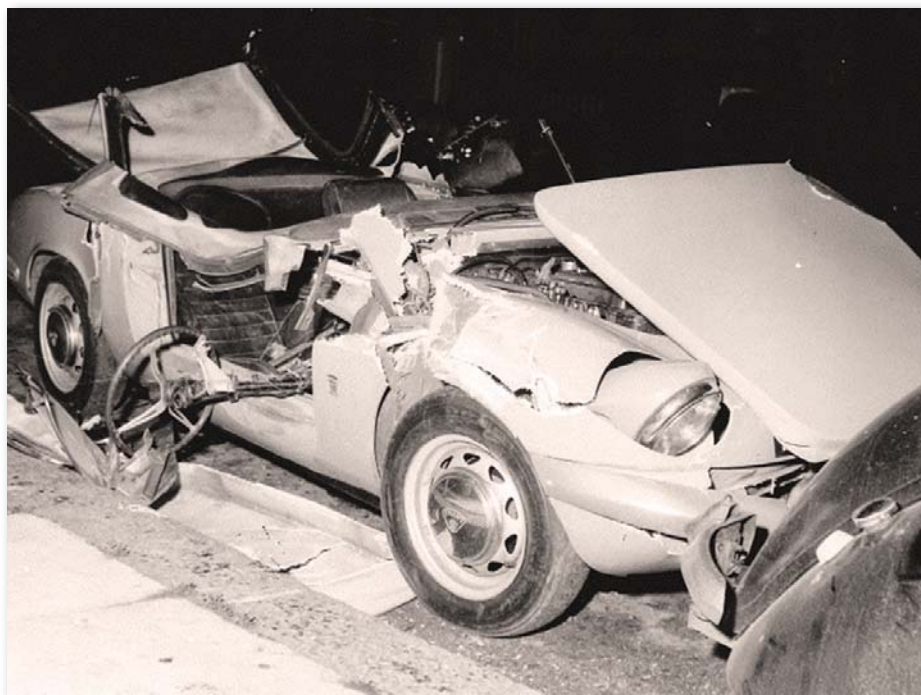
Algernon Lee Guinness in Darracq

The Darracq make is a common factor to the two books, an early car owned by the Guinness family being similar to 'Genevieve', the six and a half HP 'one lunger' was driven by Algernon Lee Guinness who developed into a very fine driver, as



Kenelm Lee Guinness

did his younger brother Kenelm Lee Guinness also known as 'Bill'. Both men gained major achievements in the early



days of motor racing; 'Algy' drove a V8 Darracq to 117mph at the 1906 Ostend Speed Trials, and 'Bill' took the LSR to 133.75mph for Sunbeam in 1914.

Their exploits would fill a book, a book that begs to be written. My interest was first aroused by the discovery of the KLG spark plug, an invention of Bills, examples of which I picked up at Autojumbles and which transformed the performance of my Austin 16/6. Who was this KLG?

As I delved deeper I discovered a magic world, a long passed era. Amazing stories began to unfold, how, for example, Bill had a great love of the sea and lent his yacht 'Ocean Rover' as a floating hotel for the Sunbeam Talbot Darracq team of 1922, which included Seagrave and Chassagne, complete with a six car garage below decks! Sailed by himself through rough seas to Barcelona and then on to Sicily.

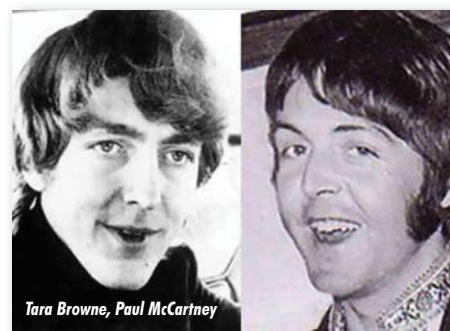
Then there was the treasure hunting expedition in his small yacht 'Adventuress' in 1926 with Sir Malcolm Campbell across the Atlantic to the Caribbean thru the Panama Canal and out into the Pacific!

Sadly after a bad crash at the 1924 San Sebastian GP in which his mechanic was killed and he himself severely injured and after which he never fully recovered, he became overcome by depression. In 1937 he took his own life.

These two granduncles were role models to Tara as a boy. You could say it was in the blood. Why such heroic

Irishmen are not better remembered is a mystery!

In the early hours of December 18th, 1966 Tara Browne lost his life in a crash at Radcliffe Gardens, South Kensington. He was driving a Lotus Elan borrowed from a customer. Exactly what happened is unclear. His friend Suki Potier, who was with him and survived, said a car pulled out of a side road causing Tara to swerve and collide with a parked van. The Elan, a car known for its lightness, disintegrated around them. Tara suffered a fractured skull. He left an ex-wife and two children. He was 21 years of age.



Tara Browne, Paul McCartney

It is believed by many that his death inspired John Lennon's song 'A Day in the Life'. Perhaps it did but what about the suicide of boxer Freddy Mills who literally 'blew his mind out in a car' waiting for the lights to change? Maybe it was a combination of the two sad news stories. We will never know.

I would like to thank Bob Montgomery for generously sharing his collection of papers on the Guinness brothers.



O'Connell Street Dublin, probably in 1968. The facade of the old Metropole building is partly visible with the film-musical *'Funny Girl'* showing. It was released in that year and starred Barbra Streisand and Omar Sharif, whose name can be seen on the billing panel.

The GPO's granite exterior still looking pale and fresh after a major cleaning operation in time for the 1916 Rising commemorations, held just two years earlier. And of course Nelson's Pillar was removed after being destroyed by an explosion in March 1966.

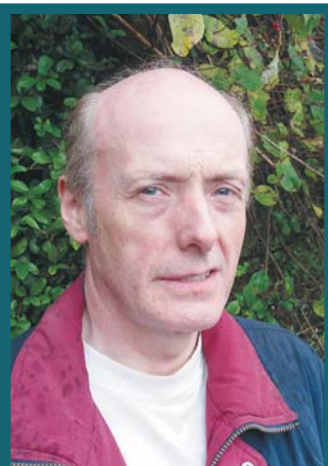
Closest to the camera is a Vauxhall VX/490, a more luxurious version with twin carburettors of the Victor FB of 1961-5 era. This one looks the worse for wear with the front wing obviously resprayed, but the contrast side stripe has not been re-instated. The rear wheel seems out of line in the wheel arch, as though the rear axle has shifted backwards on the leaf springs...no NCT in those days. The outline of the contrast side stripe on the rear door and quarter panel suggests the revised 1600cc model of 1964.

Between this car and the Metropole is a refrigerated truck in the livery of Premier Dairies and the truck cab looks as though it may be a Bedford J-type. Beyond the Vauxhall is the partly hidden outline of a grey Volkswagen Beetle of 1958 or later, judging by the larger rear window. Next can be seen the front ends of two BMC products, a light grey Austin A40 Farina and a maroon Austin or Morris Mini Mk.I or II, going by the doors with sliding windows. Moving further away is another then popular BMC model, a dark red Austin A60 Cambridge with an off-white side flash.

It seems that Vauxhall and Austin are dominating the scene as the model beyond the Cambridge is a Victor 101 FC, as indeed is the car passing by. This model replaced the Victor FB range in 1965 and was very similar mechanically. It was the first British car to have curved side window glasses with the manufacturer claiming that it improved shoulder room.

Lastly, between the two Vauxhalls can be glimpsed a dark-coloured Ford Cortina 4-door Mk.II of the 1966-1970 period.

I bought this picture several years ago but I don't know who took it, or for what purpose. If anybody can identify the photographer, I will be happy to have it attributed accordingly.



By COLM O'NEILL

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