

# THE **IWVCC** JOURNAL



**SUMMER 2013**

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**FRONT COVER:**

The boys are back in town!  
Bentley Boys - 3 of WO finest in front of  
Carlow Courthouse at the 2013 Gordon  
Bennett Rally. Photo by Martin Taylor

**IVVCC JOURNAL SUMMER 2013**

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*Club Meetings:*

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

*Venue:*

The Spawell Leisure Centre,  
Templeogue

Time: 8.00pm

*Website:*



www.ivvcc.ie

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



Dear Fellow Motoring Enthusiasts,

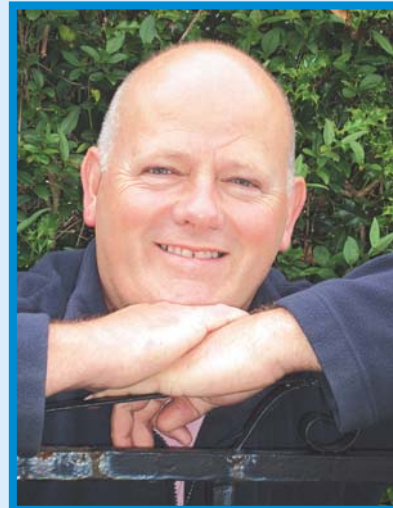
**W**elcome to the belated  
Summer issue of the IVVCC  
Journal. It has been one of  
the most beautiful Summers on  
record and possibly the best since  
'76 (our last one!).

I'm grateful to Martin Taylor for  
the cover photo, taken at this  
year's IVVCC International Gordon  
Bennett Rally, showing the stunning  
blue sky above the historic Carlow  
Town Courthouse, which gives it a  
Mediterranean feel.

The fine weather ensured an exceptionally busy season for our  
members and I thank those who took the time to write about the  
events they attended. It would be great if members could share  
their experiences of these events, and if they take photographs,  
perhaps they could supply them, along with captions, if possible.

Thank you to all the members that have supplied articles in the  
past, I hope that you will continue to do the same in the future.

*Until next time,  
Happy Motoring,*



**TOM**

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# President's *Report*



I am very honoured to be addressing you as the 19th and first female President of the IVVCC. It is truly a privilege to have been chosen to follow in the footsteps of eighteen well-respected and revered people who have given excellent service to the club down the years. It is particularly poignant that I have been chosen to represent the club in its 50th year and I am grateful to my fellow directors who have had the confidence to nominate me for the position in the first place and to have recently achieved a unanimous vote of the board members to fill the vacancy at our Board Meeting on 21st August last.

I have been overwhelmed and most appreciative of the many text messages, emails, phone calls, cards and personal greetings that I have received from members of the club and the Active Retired Members since the announcement and I would like to thank everyone for their very kind words and wonderful support in the recent past. It seems that the website and Facebook contributed to the spreading of the announcement and I am told on first day alone there were 537 hits by mid evening on the website!!

Reading through paperwork recently I was struck by the first objective of the club in the Memorandum of Association namely - The first object of the club is to promote interest in and preservation of veteran, vintage and post-vintage motor vehicles and the organisation of events of all kinds in connection with the foregoing vehicles. With the increase in membership in recent years and the increasingly large attendance at our events I trust you will agree that this objective has been achieved. However, it is with the continued support of all the members in attending events and volunteering their time and energy and sharing expertise with us that we can make this a really excellent club going forward for the second part of our century. I would particularly appeal to more recent members of the club to become involved in volunteering for events, even if only for one event a year, and to come along to First Monday meetings so that they will get to know other members who will share their knowledge with them.

As many of you may know the recent past has been a difficult time for members and directors alike and I would hope that we can now move forward in the best interests of the club and camaraderie and make the IVVCC a club in which we are all proud to be members.

I will take this opportunity to remind you of a number of events remaining on the 2013 calendar – Christmas Dinner Party on Friday 22nd November and the Christmas Quiz on Monday 2nd December and as these are very popular events, early booking is essential.

My very best wishes to everyone and I look forward to meeting many of you during my time in office.

**BERNADETTE WYER**  
**PRESIDENT**

## **DATES FOR YOUR DIARY**

**IVVCC Christmas  
Dinner Party** 

**Friday 22nd  
November**



**Christmas  
Quiz**

**Monday  
2nd December**

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# Secretary's Report

## DRIMNAGH PARADE

A request was received from Tom Scott Community Officer with Dublin City Council Crumlin Area office to enter Vintage and Classic Cars in their parade on Friday 17th May. Not to disappoint them five members attended:

**Patsy Riordan:**

1934 Morris 8

**Eddie Farrell:**

1954 Ford Popular

**Jim Fitzpatrick:**

1969 Morris Minor

**Brian Maguire:**

1962 V W Beetle

**Michael Duff:**

1963 Wolseley 1500

At the end of the parade one of the organisers spoke to me to say the cars were the highlight of the parade. Both old and young had said how lovely it was to see the cars. All cars attending public events like this are a good promotion for the Old Car Movement and the IVCC.

## 50TH ANNIVERSARY RUN

The 50th Anniversary run was run in May with lovely weather. The route was Athenry, Killarney for two Nights, Garryvoe, Cork for one night and Kilkenny for the final lunch. 48 cars entered with 92 persons. The total journey was 600 miles approx. A lot of hard work went into organising this event by Bernadette Wyer, John Boland, Ray Cowan, Fred Lewis, Paul O'Brien, Colm O'Neill and Geoff Seymour. See report on page 16.

## GORDON BENNETT 2013

The 2013 International Gordon Bennett Rally was a great success for two reasons – the weather and electronic timing. There were 159 entries with a large contingent from overseas and a lovely selection of cars. The weather played a major part in the enjoyment of the event as it was the best for many years. Electronic timing also played a great part in the enjoyment of the participants as it added to the efficiency of the results. At the start of the event they swiped their chip to start route timing then at four regularity tests stopped and swiped. Finally at finish when they swiped – a printout



of times was given to each driver. The new system was well received by all. The feedback to the event has been very positive.

These events don't just happen without a lot of hard by members of the club. Geoff Seymour; Clerk of Course, Fred Lewis; Asst Clerk of Course, Paul O'Brien; Chief Marshall. In the background Bernadette Wyer and John Boland who put a sterling amount of time organising paperwork etc. On the day we had Bernadette Wyer with her team of check-in staff and Paul O'Brien and his team of marshals in each case too many to mention.

Without all these volunteers this event would not have been the success it was. Well done all. See complete report of the event on page 8.

## TERENURE SHOW

This year the weather was the best we have in many years with continuous sun. On Saturday morning the "A" team met at 10.00am to set up our display area. With the good weather we had all finished at 1pm and everyone sat down to a well deserved cup of tea.

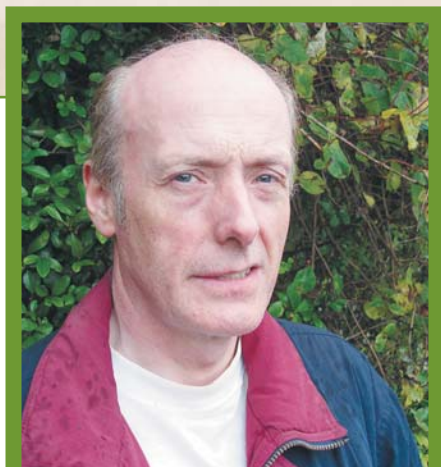
On Sunday morning we met to arrange the display area for cars in their respective years. This year the main display was on Bentley cars and we got a good turnout. The weather was so good our display area was full at 11am and we had to park extra cars outside the display area. The volume of cars was so large at this time trying to enter the show they were queuing for over an hour.

This year we had added value for our members free tea/coffee/soft drinks, strawberries and cream in the afternoon with a glass of wine. All of this was organised by John Boland who also put a lot of hard work setting up the stand on Saturday and Sunday. After all the hard work we didn't win the prize for best stand!

Once again our thanks to the "A" Team for all the hard work they put setting up and dismantling the stand as without them we would have no stand.

**MICHAEL DUFF**  
**HON. SECRETARY**

# Memory Lane...



By  
**COLM O'NEILL**

**T**his picture was taken at about 5 pm on a weekday in 1947 as part of a study of Dublin traffic patterns by the RIAC. The location is the approach to Beresford Place from Butt Bridge. In the distance is the premises of Brooks Thomas the timber merchants and builders' providers. The site is now long occupied by the Irish Life headquarters.

Nearest the viewer is an Austin 10/4, registered ZA-4124 dating it to about 1935. Behind that is an Austin 7 Ruby of the late Thirties. Partly hidden by the traffic bollards is a greyish Ford 10 Model 7W of the 1937/9 era before the model was facelifted to become the Ford Prefect.

Behind that is a Fordson 10 cwt van with a ZD registration of the early Forties. It is in the old green Department of Posts and Telegraphs livery and the logo P & T is gold-coloured Gaelic script. Of note is that this van still has the white edge markings along the wheel arches and sills, a

feature adopted for many vehicles to make them more visible at night to other motorists, during the wartime restrictions when road vehicles had to have their often feeble headlights fitted with blackout masks. In fact the Department was still ordering new vehicles with white edging as late as 1947. Other fleet users saw merit in retaining the white edging on large vehicles and a good example is the CIE halfcab buses which still has front mudguards with white edge marking even 20 years after this picture was taken.

Following the Ford van is possibly a Morris Commercial tipper truck of the early Thirties or a Chevrolet-based Bedford of the same era with possibly a composite cab with pressed steel bonnet and front wings. Next is a Dodge saloon of about 1936/7 with the optional side mounted spare wheel. This car would have been assembled by O'Neills of Pleasant Street, Dublin, who were the Irish importers and distributors of this American marque. The car following that may be a Morris 10 Series M of the 1939 onwards period, but with the front mostly hidden, it is difficult to be sure. Yet another of the Fordson vans is next. Finally, trailing that are two Ford 8 Model Y saloons of the 1933/7 era.

My thanks to Alec Sinclair of the RIAC for his co-operation in locating this picture and for granting permission for its use in the IVCC Journal.



**FAILTE – WELCOME – CROESO – WILLKOMMEN – NAU MAI – WELKOM**



**T**he summer of 2013 is destined to become the one that we will always remember in the distant future when we speak about how summers were better in the good old days and this year's IVCC International Gordon Bennett will be remembered in a similar vein for the incredible weekend that everyone enjoyed.

This year's run commemorated the one hundred and tenth anniversary of the great race and a decision was made to run the event on roads as close to the original event as possible, which led to some very scenic routes being found. It was decided to start the event at the Seven Oaks Hotel in Carlow as we wished to encourage as many of our country entrants as possible to get involved from the beginning while also supplying a handy starting point for our overseas entrants coming into Rosslare. And so, on Friday 7th June, the weekend started with an excellent lunch prepared by Michael Murphy and



# GORDON BENNETT RALLY 2013



**Photos by:  
MARTIN TAYLOR  
and TOM FARRELL**

his extremely hard working team in the Seven Oaks, which was also attended by several local dignitaries.

After lunch, entrants were invited to visit the Carlow Arts centre before following a set route back to the Killashee House Hotel, our rally headquarters for the weekend. We also had the opportunity of having the gates of Carlow Courthouse opened so that we could take photos at this beautiful landmark building which witnessed the excitement of the original event. One of the photos taken here (see front cover) truly demonstrated how International this event has become with three of WO Bentley's finest cars being driven by entrants from the UK, Germany and Ireland.

On return to the Killashee House hotel, there was little time to spare as our good friends in Bonhams had sponsored a most enjoyable drinks reception which was followed by a barbeque and great jazz which went on to a very late hour.

Early Saturday morning dawned and we could have been in Nassau, as opposed to Naas, with temperatures already in the late teens by 9am and suncream was the order of the day as competitors collected their route books and enjoyed an early morning snack of tea and pastries. Our clerk of the course, Geoffrey Seymour, was busy from early with a briefing for a group of people who are so often forgotten but without

*continued >*





on a wristband, very like a watch, and when they arrived at a control, the co-driver would simply swipe the unit in front of a transmitter which would log the time on the timing device carried in the car. At the end of the event, as the units were handed in, every car received a printout of their times – this led to great slugging amongst drivers as they discovered how close or far out they were on times.

170 cars taking part it is necessary to split them up for safety reasons. Among the cars setting out from Killashee was a remarkable third generation Gordon Bennett competitor and first time entrant, John Kavanagh in a 1921 Fiat 501, thirty five years entrant Denis Dowdall driving his 1929 Chevrolet International and Paul Nugent driving the late Finbar Corry's 1925 Vulcan.

whom, an event like this could simply not happen – our marshals, who then headed out to man their positions for the next seven hours.

This year there was a major change in that all our timing was electronic which meant that every car had a unit

As the cars set out from Killashee, led by our two oldest cars which received special awards of our Club book and some other club memorabilia, HR Poskitt in his 1903 Panhard LeVassor was closely followed by Brian King in his 1903 Sunbeam, the entrants had either a clockwise or anti-clockwise route to follow as with nearly

On route, the cars were able to stop at Naas Oil in Kilcullen and avail of their fuel vouchers which were allocated to all entrants as they entered for the event - the first seventy five cars received a twenty euro voucher while the next seventy five entered received a ten euro voucher. The contestants then enjoyed a great drive to the lunch stop





at the Moat of Ardsull, which has a long association with the event as it was on the original route and is also the site of the Gordon Bennett memorial.

The site was immaculate and the committee had organised very clean portaloos and a caterer supplying tea, coffee and other treats on site for those that didn't pack a picnic. Jimmy Bohan from Mallow added to the relaxed atmosphere of the event when he played a number of tunes on his saxophone while Dougie Hughes also provided his usual banter and commentary on the cars at the Moat.

The picnic stop also gave a great opportunity to see the diversity of the cars and nationalities of the drivers taking part in the event. With entrants from as far afield as New Zealand,

South Africa, Germany, United Kingdom and just about every corner of Ireland. It was particularly good to see the twelve Austin cars that joined us from the Northern Ireland section of the Vintage Austin register.

After a very enjoyable lunch, the biggest problem was getting the cars back on the road as everybody was so relaxed but after much coaxing, they all headed off to complete the run.

There were a few breakdowns on the run but no serious issues and all thanks must go to club member Bobby Kinsella who operated the recovery service for the day.

On arrival back at the Killashee House Hotel the timepieces were handed back in and every car received a commemorative plate which has a

picture of the 2012 Gordon Bennett Trophy winner Nicholas Bailey's 1912 Ford Model T.

Later that evening there was a reception in the piano bar before everybody made their way to the

*continued* >





Ballroom for the Gala dinner and prizegiving. John Boland acted as MC on the night and in a change from previous years, the official speeches were made prior to the dinner – this proved very successful as John pointed out that a survey showed hungry people speak a lot faster!

After a great meal which was accompanied by the amazing sounds of Colin McKenzie on piano, the prizegiving took place. There were lots of new, as well as regular winners, and this year's winner of the most coveted award of them all – The Gordon Bennett Trophy, was the team of Brendan Fox and Katie Ryan in a 1930 Vauxhall T80 Golfers Coupe.

Sunday morning started with a religious service carried out by Fr Brickley from Naas who himself competes in the Gordon Bennett and he delivered a fantastic service which was very relevant to the assembled

motoring enthusiasts.

There then followed a number of fun car trials in the car park which involved guessing the width and length of each car while driving over plates and up to cones – there was lots of coughs and clearing of throats as cars were attempting the trials but it was all good fun.

The cars then headed over to the Curragh Camp where we were treated



to a tour of the military museum which houses the most iconic armoured car in the country – the Rolls Royce Sliabh Na Mban which has recently undergone a remarkable restoration. Our thanks go to Commandant Jonathan Mills and his team for looking after us so well in the Curragh.

After the visit to the camp and all too soon, it was time for the farewell lunch in Killashee to which each driver was invited at no additional cost.

Following lunch, Bernadette Wyr closed proceedings with an invitation for everybody to return and bring their friends to the 2014 event which we hope will be even bigger and better.

The club would like to thank Bernadette, Geoffrey, all the committee, marshals and club members, too numerous to mention by name, for all their hard work in making this such a wonderful event and look forward to seeing you all next June.





# TRIM VETERAN AND VINTAGE CAR RALLY

Sunday 21st July we set off with two convoys to meet up at the Trim show. Val Mills left the Foxhunter on the Lucan road with five cars and we left the Phoenix Park with seven cars at 10.30 am and took a leisurely route out the Navan Road and through Batterstown arriving in Trim about 11.15am.

When we arrived Paul O'Brien had already arrived and had secured our parking area. Some five or six club members had made their own way down and had taken up position with Paul.

On arrival we set up Albert Colliers gazebo as our picnic area. In total twenty cars were on the IVVCC stand.

There is a new group running the Trim Show this year and they did a wonderful job. The variety of cars on display on all the stands was wonderful and the judges had a hard time picking the winners with prizes for each decade of cars.

I was lucky to be chosen as the winner in the 1950 to 1960 class with my TR3.

**PAUL NOCTOR**

## GORDON BENNETT RALLY 2013 RESULTS

### CLASS A ANTIQUE

- |     |              |                       |
|-----|--------------|-----------------------|
| 1st | H.R. Poskitt | 1903 Panhard Levassor |
| 2nd | Brian King   | 1903 Sunbeam 10/12    |
| 3rd | John Rowley  | 1903 Delahaye 16hp    |

### CLASS B VETERAN CARS

- |     |                  |                  |
|-----|------------------|------------------|
| 1st | Tim Clarke       | 1909 Mors Tourer |
| 2nd | Stewart Skilbeck | 1912 Rover 12hp  |
| 3rd | Davie Wraight    | 1913 Buick 25    |

### CLASS C VINTAGE 1919 – 1926

- |     |               |                               |
|-----|---------------|-------------------------------|
| 1st | Paul Lynch    | 1925 Sunbeam 20/60            |
| 2nd | Roland Freyne | 1924 Vauxhall 30/90           |
| 3rd | Pat Goulding  | 1923 Morris 'Bullnose' Oxford |

### CLASS C VINTAGE 1927 – 1930

- |     |                  |                                 |
|-----|------------------|---------------------------------|
| 1st | Brendan Fox      | 1930 Vauxhall T80 Golfers Coupe |
| 2nd | Jim Scott        | 1930 Austin 16/6                |
| 3rd | Nicholas Bennett | 1930 Alvis Silver Eagle         |

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# Garden of Ireland RUN

**F**riday 20th September saw the start of this years Annual Garden of Ireland Run. The organising committee went to great lengths to ensure an excellent event for all of those taking part. Over 90 vehicles took part, coming from all corners of the south, north and UK. Thanks to the excellent planning on the part of the organising committee and brilliant sunshine throughout, the rally was a huge success and a good time was had by all who attended.

The event began in The Grove Bar, Willow Grove on Friday night with a reception hosted by the club.

A stunning 1956 Mercedes 190SL owned by Frank Bove of Carrick on Suir won the nicest car award. This Irish registered car has a special link to Ireland as it paraded Arklow born Ronnie Delaney through the crowds after his historic gold in the 1956 Melbourne Olympics. Due to the high standard of entrants this year there was great competition for this prize sponsored by Liam Kelly.



Eileen leading the Run





The rally started at The Glenview Hotel on Saturday morning, to the delight of many spectators who gathered to view the cars, including Mrs Kelly of Bray who is a sprightly 87 years old and Mrs Morgan of Newry who is a sprightly 81 years old. Our best wishes to these two wonderful ladies.

Participants were welcomed to Co Wicklow by Eileen Whelan of RTE Fame and Councillor Pat Casey, Chairperson of The Gathering who wished them a very enjoyable weekend. Following lunch at the Avon Ri Hotel in Blessington participants began their journey back to the Grove bar for refreshments and presentations. This was followed by a Gala Dinner Dance with



music by the very popular Brendan Kennedy Band.

After a short run on Sunday and lunch at Garden World, Kilquade our visitors returned home feeling very happy and relaxed and with many fond memories of both old and new friends.

Special thanks to the North Wicklow Motorcycle Enthusiasts, the Gardai and Kelly Recovery who marshalled the route and ensured everyone completed the run safely.

To see all the cars on the run please visit the Facebook page Garden of Ireland Vintage Run. Work has already started on next years event.





By  
**JIM O'SULLIVAN**  
 Photos:  
**JIM O'SULLIVAN**  
**TOM FARREL**

# 50th Golden Tour

**F**riday May 17th was a cold morning and although the Swallows had arrived here, somebody had forgotten to tell Jack Frost and his seasonal friends that it was long since they should have migrated to other places where they would have been more welcome.

We were about to leave on a journey that was to take us to Castletown House for the start of our IVVCC Rally. Yes, we were celebrating 50 years of the IVVCC. We had completed most of our packing on the

Thursday so that we could get away early on the Friday. The weather forecast for the following days was poor so plenty of warm clothing and many jackets were packed. The suntan lotion was not even mentioned. We had certain sympathy for those with open-topped cars while others had abandoned that idea and instead travelled in the car with the permanent roof.

Close to fifty cars and their occupants assembled at the front of Castletown House, all looking spic-and-

span and shining, including the occupants. A kindly chat with friends, old and new, some tea/coffee and fresh scones and we were all ready for the long journey ahead. Our scheduled departure time was 10.30am. Firstly though we had a good look at the long line of lovely old cars all neatly parked, some photographs and we were away.

Our first stop for lunch was at the Hodson Bay Hotel just outside Athlone. Our route details said no motorways and that was a very good start. We travelled along the old main road and







it was traffic free. You would wonder why people use motorways and pay for the use when the old main roads are generally free of traffic? The sun came out and by the time we reached the hotel it was a lovely day. After a nice lunch we headed for our next stop, an overnight at the Raheen Woods Hotel in Athenry, Co. Galway.

The Raheen Woods Hotel is located in a nice quiet and pleasant part of Athenry and we even had to cross a railway level-crossing to reach it. We started our evening with a drinks reception followed with a good meal. Everyone was in high spirits for our first night out. The hotel had various reminders of our famous location decorating the walls and to honour the occasion our Cian finished the night with a rousing rendition of the *'Fields of Athenry'*. It was noticeable that our table was still going strong when all others had departed the dining hall. So we had to make our retreat.

Saturday morning saw the start of a very long day that was to finish up in Killarney. So after breakfast we headed south by the coastal route through Co. Clare in dull but dry weather. At Ballyvaughan our book said we should turn right at a T-junction marked by an appropriately named Tea Junction Café.

It seemed like a good place for a tea break so we and our travelling companions stopped. Many others on the rally had the same idea for the little café was full and the poor woman working there did not know what 'hit her'.

We were supposed to tackle Corkscrew Hill next but the road signs said access was closed because of road works, or something, so we again had to take a coastal route that brought us through Fanore. This is a lovely place with sandy beaches and grass covered dunes and hollows. A lovely place for camping that brought back fond memories of a camping holiday we spent there in the 1972 when our kids were small.

At that time I frequently did some work for a factory in Miltown Malbay further south in Co. Clare. I was very friendly with the factory owner and I had been there a week or two before our holiday. I had foolishly told him I would be camping in Clare for the holiday. One evening we were sitting enjoying the evening sunshine when on to the camping site came this enormous black limousine with CD plates and American Flags on the wings. It didn't half cause a stir as it came towards us and stopped. Out

stepped the factory owner and his factory manager. I knew he had this car but I had forgotten about it. The car was an ex-American Embassy car that he had purchased some time before but did not use regularly because of the size and running cost.

They said they needed my help urgently and my reference to the fact that I was on holiday had little impression. Myself, wife and four kids had to go to the factory for an hour or two. I brought them because I knew it would be a way to avoid spending the night there. Of course I got around to asking how they knew where I was. The simple answer was amusing. They knew I was camping so they were prepared to search every camp site along the coast of Clare until they found me and the car would attract attention. Their luck was in; I was on the first site they tried.

After Fanore we arrived at Lahinch, but we were now in a hurry because we wanted to catch the 14.00 ferry at Killimer. Coming out of Lahinch we took a right hand bend and there in front of me was a sight I had seen before, a picture postcard view. The road dropped under an old railway bridge as it then vanished around a left hand bend. The old bridge echoed to

*continued* >

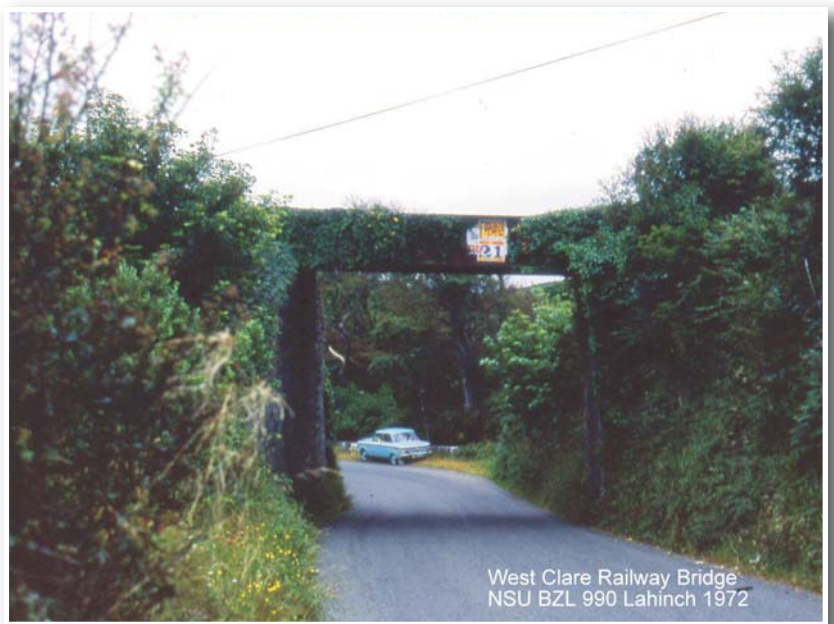


# 50th Golden Tour *contd...*



the sound of the old narrow-gauge steam engine that “puff-puffed” over it more than 50 years ago. Yes the old “West Clare Railway”, known in story and song, far and wide. I remember an old musician friend, Jack Healy who lived in Miltown Malbay and he had such great stories about the railway, maybe a little embellished by the passage of time, even then. I hope that you are still with us Jack and in good health.

I would love to have stopped and taken the picture but we did not have time. Why are we always rushing? However I have located the picture that I took about 41 years ago and include it with this. I think it fits nicely? The only extra in my original picture is the beautiful NSU Typ 110 BZL 990 that we bought new in 1967. It was used by us as daily transport for the following 15 years without serious trouble before we regretfully disposed of it. Even then it has survived as I now know where the car is.



West Clare Railway Bridge  
NSU BZL 990 Lahinch 1972

We made it on time for the ferry as it only travels every hour at this time of year and several of our rally cars were also on that ferry. From the other side at Tarbert we travelled a short distance to Glin where we had our next picnic at a nice parking place with table and some seats. The weather was now cool and our jackets remained on. After that it was non stop through Abbeyfeale, Castleisland, Farranfore and Killarney. We booked into the Malton Hotel that was to be our base for two nights.

That hotel was something else to behold, one of a chain of old railway hotels dotted about the coast, always at the end of major railway lines. This one, the old Great Southern Killarney is in lovely condition with lavish decoration, very high ornate ceilings and all the comforts that Sir would expect after his long journey by train. I could imagine the arrival of Sir accompanied by Lady, all well attired, shiny shoes, spats and walking cane, well waxed mustachio and top hat. Ah! That’s why the ceilings are so high. Of course the large amount of luggage would be in the care of Man Servant, brought along for the purpose. Now I wonder where did Man sleep? Those were the days and us lot in old cars should not be inside the door.

Next day Sunday was a free day to go where you pleased. Our small party decided on travelling through the Gap of Dunloe but firstly a visit to the Cathedral for Mass. That was at 10.30am and said by the Bishop. Somebody said he was there especially for us? The Cathedral is a magnificent building and very impressive. The restoration shows work standards of the highest quality. The original plastered internal structure



Ray and Helen Cowan



Denis Murphy and Eleanor Brody

has been stripped of plaster, a mammoth job in itself, to reveal beautiful stonework. I hope all our tour members were fortunate in seeing the inside of this church.

Then it was off to Kate Kearney's Cottage for more tea and buns and time for a chat on a lovely sunny morning. But the Gap beckoned and soon we were on our way. What a lovely place to drive in an old car, not for rushing, but gently with time aplenty. We began to meet a steady stream of cyclists, fortunately travelling in the opposite way to us. As we reached the higher reaches of the road I made enquiries at a checkpoint and I found that the large group of cyclists were taking part in a charity run of 90km across the mountains from Killorglin.

We continued on down the beautiful Black Valley and we came to a small church. We stopped for a few minutes. The serene and peaceful atmosphere was felt by our small group and we chatted for a while before resuming our journey. But then it was pointed out to me that the other building beside the church was the old An Oige Hostel. Suddenly I was transported back in time to another age long ago in 1954. Back to a cycling holiday taken by me and two friends, all of us teenagers, with very little money, a very keen spirit of adventure and only our An Oige membership cards for hostel accommodation.

We started in Dublin and cycled to Connemara to the Lettermore hostel. Then down the west coast to Limerick, to Kerry and the Ring. We stayed on



Gathering at Castletown

# 50th Golden Tour *contd...*



Beautiful Gougane Barra



Tea stop at Cobh

Valentia Island at the hostel and it was a real island then as we had to go across in a boat. It was a real wet day and we were soaking wet for most of it, so an open rowing boat was not a great difficulty. After that it was on to Ballinskelligs and a boat trip out to the Rock and we were seasick on the journey and very glad to get back.

Now the Black Valley Hostel was on our list. The very name Black Valley had a certain mystical meaning to us teenagers. The sort of place where you could get lost and never be found again but we could not find the place, even to get lost in, our 6d Esso Road Map was definitely not detailed enough to take us anywhere off the main road. We eventually cycled our way up country and back to Dublin. It was a great teenage adventure and there was little traffic on the roads in those years. I eventually lost contact with my two friends, one moved away to Britain and the other, I only recently learned with sadness, died about ten years ago. Those were great days when as carefree teenagers we travelled the roads of Ireland on our bikes and with very little money.

But back to our Golden Jubilee Rally:

for Ballycotton Bay in Co Cork. Our route book for the journey directed us to Kilgarvan and then over the mountains by winding, climbing roads with breath-taking scenery. The landscape looked strangely winter brown even though it was late May. If you took the short cut and missed this part of the route then you missed something very special. We then made the journey to Gougane Barra, a beautiful quiet and serene place with its small church the location for many happy weddings. Then it was on to Ballylickey and a stop for coffee and cake at a nice small and well known coffee shop. We were not the only ones of our party with similar thoughts as others were there also.

We were then heading for our second car ferry of this tour, at Passage West but long-standing road works nearer Cork City caused some confusion and we missed a turn. That increased our journey distance but we eventually reached the ferry terminal.

At the other side we were not far from Cobh so we called there and had another stop for tea and a snack at a nice place in Cobh just across the road from the place where the tender once

departed on its journey out to meet the liners on route to the New World.

Our 'watering hole' for that night would be the Garryvoe Hotel. After the splendour of our Killarney residence and Garryvoe being a much smaller place we were not expecting much by way of grandeur from our new hostelry. But we were surprised as we found a large modern and well equipped hotel. We were given top class attention by very friendly staff. Our hotel was excellent and way above expectation and after a very good meal with wine supplied we retired to the bar for some entertainment. Somebody sang some songs and Cian O'Sullivan sang '*It's a Working Man I am*'. Before long we were all up dancing. A great night was had by all.

We arose the following morning to bright sunshine on what was to be our last day. Now the road took a definite turn in the direction of Dublin as we headed for our lunch stop at Newpark Hotel in Kilkenny. We enjoyed a nice lunch in company with all our travellers whose company we enjoyed over the five days of the IVVCC 50th Golden Tour.

After lunch and the granting of some prizes it was soon time to depart for the long journey home.

The Rally was a wonderful experience that we enjoyed in the company of a group of friendly Club members. The success was insured by the hard working committee. Your work was appreciated with thanks to:

Bernadette Wyer, Fred Lewis, Geoffrey Seymour, Ray Cowan, Colm O'Neill, John Boland and Shane Houlihan.

# The Picnic-in-the-Park

By ROBIN McCULLAGH



**T**his year's event was held on Wednesday 12th June. This time we had fewer pre-booked entries than usual, and we put this down to people waiting to see what the weather on the day would be like after last year's washout. (We like to have cars pre-booked as it saves us paperwork on the day of the event). Yet again the weather Gods were not on our side and the day turned out to be fairly miserable, but despite this some 97 cars and 5 motorcycles turned up (well done and thanks to one and all).

Another feature this year was that quite a few people turned up without their 'classics' but made sure to give us a contribution just the same (much appreciated).

The proceeds of the day for the Children's Sunshine Home/LauraLynn, thanks to our sponsors (Dunlop, AXA Insurance, the RIAC and the IVCC), the participants, and our supporters, will be €5000.

We also thank the Mellowchords for generously providing their musical talents and time in aid of the charity.

Last but by no means least my personal thanks go to the Event Committee (Pat Meehan, Bernadette Wyer, Pat O'Brien and Bob Montgomery) without them the event just would not happen.

For 2014 we are hoping to have the greatest number of 'open-top' cars together in the one place at the same time in Ireland, (of course all saloon cars will be very welcome as well). So we will be once more asking for your support next June, and let us just hope that it will be third time lucky with the weather.

Some people have suggested that the event should be held later in the year, but because Marley Park is used from mid-June on for pop concerts, Dun Laoghaire-Rathdown County Council (who so kindly grant us the use of their park) cannot facilitate us at any other time.





# Letters to the Editor

Dear Editor,

I write with a brief story which might be of interest and something which you could provide an ending to!

In May just past, I drove my 1955 MG Magnette ZA, UHU 59, from Buckinghamshire, England to West Cork.



Half way through the journey, just north of Youghal, I got married to Catherine who is from Crosshaven and we used the car as our wedding car. We traveled onwards for our honeymoon into West Cork.

Unfortunately after a brief tour and over 500 miles, just South of Bantry the fuel pump gave up

and not being able to obtain a replacement the car rests at a garage in Bantry.

I am sending across parts from the UK to get the car back up and running but now thought to sell the car in Ireland if anyone was interested.

Do you think there will be an interest from your members in buying the car? We may eventually move to Ireland, so it seems right for the car to stay in Ireland perhaps.

The car is complete and will be in full working order again with a UK MOT.

Grateful for your thoughts!

**STEVE**

**PH: 0044 7946 582 504**

**HIGH STREET, GREAT MISSENDE**

Rathfarnham

Dublin 14

17 September 20

Dear Bernadette

Could you please, on my behalf, and on behalf of Fiona and Ali, thank your club members who came to Mikes funeral and gave him a send off that would have met with his approval, especially the great turnout of old cars. We know how much preparation is required for these occasions. To all who polished the brass and washed the glass and lined up the troops we say thank you.

Over the past year, through ill health, Mike missed out on outings and rallies but he was determined to celebrate the 50th anniversary of the IVVCC. Without the kind help of friends it would not have been possible. Thanks to Reg Plunkett and Peter McIllwane, Mike got to the rally and bounced around Ireland for a few days enjoying the comradeship, the rivalry and the joy of old cars and old friends. To all those good friends, who, in so many ways, kept him involved and interested we offer our thanks. For many years Mike enjoyed his relationship with the IVVCC, particularly the challenge of helping to keep the beautiful old cars mobile.

However, his real love was the Mini and a special thanks to Robin McCullough and Gerry Pinkster who accompanied him on the Malin to Mizen runs, a real test of friendship over back-aching suspension.

In the midst of our sorrow we all felt the tug at the heart as little KZE 1 tucked in behind the hearse and shepherded us to Sutton where we said our good byes.

Thank you,

**DAMHNAIT DENNEHY**

Dear Editor,

I have been on the lookout for other examples of veteran Renault cars since I purchased the remains of a 1912 CB as a restoration project in 2011. I have recently seen a picture of a car at one of your rallies in 2012 which I believe could be the same model. I have copied the website reference (<http://www.prewarcar.com/magazine/previous-features/ticks-like-a-mouse-goes-like-a-lion-017558.html>) and would be grateful if you could give my details to the owner of the Renault pictured (inset) as I would like to correspond with the him(?) if he is agreeable.



I have attached a picture of my car as it is at present.

Kind regards and appreciation for any assistance you might be able to provide.

**DARRYL GREY**

**STIRLINGSOUTH AUSTRALIA**

**Email: dlcars@optusnet.com.au**



## DO YOU KNOW ANY OF MY SWIFT'S HISTORY?

Dear Editor

I am very keen to trace the history of my 1904 Swift 7HP which resided in Ireland before being exported to the UK. All I know about its time there is that it was owned latterly (I believe) by the Regan brothers of Dublin and if it's the same car it appears in the programmes from the Leinster motor runs of the 1950's. Any help or leads will be gratefully received.

The car was brought over to the UK from Ireland in 1960 by Cecil Bendall, the Hitchin dealer, and then sold to Lt. Col J F Gresham DSO for £250. At this point it was registered A 281; LCC were still issuing early London registrations in those days. Below is a picture from 1960 showing the front of the car as it would have looked when it was imported.



In 1967 it was sold to the Peter Black of Yorkshire Car Collection fame in 1967 as JFG came into the ownership of his father's 1901 De Dion Bouton vis-à-vis which he had owned from new. Peter Black was a famous industrialist with factories in various parts of the UK that manufactured bags for M&S. It remained there for 40 years completing many Brighton runs.

Whilst it changed in its frontal appearance whilst owned by JFG the rest of the car was probably as it left Ireland other than possibly the rear 'boot' rails.

**Above are pictures of the car showing the side and rear aspects.**

The Swift came over from Ireland without a registration number which makes it difficult to trace. The chassis number is 176 and the engine 2886. The axle number is 286 and it is a Starley patent type. The dating papers record it as green in colour which it still is and I guess was in Ireland also.

If you have any information on its history please

**EMAIL: [keithstewartgrc@yahoo.com](mailto:keithstewartgrc@yahoo.com)  
or PH: +44 7770-914614.**

Dear Tom,

Thanks for putting my bit in the journal. I really enjoyed yours on the Pegums who I knew quite well. I'd like to mention Jimmy Murtagh and his wife Carmel who took Bill under their wing when things got tough.

Also your enthusiastic and innovative term in the Presidency is much appreciated by what I like to call "The Silent Majority!" Yes, "we do what we do for fun!" and will continue!

Regards

ALAN DONALDSON

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

# The Sports Section

BY DAVE MILLER



1ST - CLASS A



1ST - CLASS B



2ND - CLASS A



2ND - CLASS B



Rory Doble - Ford Escort Mk1



3RD - CLASS B



1ST - LADIES CLASS



# HRCA Reliability Trial

**SUNDAY 27TH JULY**

**O**n a beautiful warm and dry Sunday in July, 27 out of 30 cars entered, met behind Moran's Red Cow Hotel at the Pavilion (IVCC Christmas Dinner Dance venue). After refreshments and drivers briefing all cars left for Greenogue Business Park, Rathcoole where the event proper started with the oldest cars away first at one minute intervals, directed, with precision, by Paul MacNaughton.

This is called a Reliability Trial because firstly you need a reliable car and, secondly, you need a reliable navigator (more anon). Each crew were given a marked one inch to the mile map and were to follow instructions exactly. While most people were doing just that, others were spotted going the wrong way!

Through Newcastle, Straffan and on to Barberstown where the first of three regularities started. The first was over a short distance on a straight road and the crews were told to go at their own pace and the average speed to suit themselves and their cars. That pace was the benchmark for the other two regularities, one of which was easy but the last one was a bit tricky with a penalty point given for each 5 seconds ahead or behind your own time.

Following the marked map and after the morning route of 50kms, the crews arrived at the County Club, Dunshaughlin and handed in their time cards before going for lunch. At the appointed time all the crews were directed to Dunshaughlin Business Park for the afternoon run. However, after the morning route, some cars and navigators had had enough (this is where the reliability bit comes in!). So 22 cars started again at one minute intervals.

The next 40 miles were on a Tulip Diagram Route Card, this time the crews incurred penalty points for wrong approach and departure. This route took the cars on a scenic



Paul McNaughton Woody Wagon



D. Miller 1955 Jaguar XK140

CLASS A:			
1st	Detlef Heyer	1938 BMW 328	3 penalty pts
2nd	Ken Johnson	1937 Austin 12 Ascot	3 penalty pts
CLASS B:			
1st	Derek Mitchell	1964 Mercedes 230 SL	1 penalty pts
2nd	Tony Murtagh	1972 Rover P6	4 penalty pts
3rd	Billy Crosbie	1962 Austin Healy 3000	8 penalty pts
LADIES CLASS:			
1st	Orla Cassidy	1954 MG TF	8 penalty pts

drive past Killeen and Dunsany Castles into Kilmessan, onto the Hill of Tara through Screen, Rathfeigh, Garristown and onto the Final Control at the Coolquay Lodge on the N2 close to the M50.

There were 2 classes on the day: Class A - Pre-1955 and Class B - Pre-1980. 22 crews handed in their route cards duly signed by our marshals along the road and the prizegiving was held shortly after the last car checked-in.

There were special awards on the day. Last years Class A winner, Tony Dowling, Austin 7 Special, brought along four beautiful awards to be given out at the committee's discretion. The first award went to Basil McCoy in his MG TC for driving all the way from Newtownards and back to join the fun. The second award went to Hayley Ward's MG Midget, this was her first run and her navigator was her daughter Ruby aged 11. Staying with the youthful, the Rory Dooley Ford Escort Mk 1 with the youngest ever navigators, his children aged 5 and 7 got a special prize each.

Great credit goes to all the marshals, to Alan Toner for his photographs and especially to Ed Cassidy and Paul MacNaughton. The question asked by many at the end of the day was "When is the next one?"

**WATCH THIS SPACE!**

# THE SPORTS SECTION HRCA RELIABILITY TRIAL

CONTD...





# Autumn Run 2013



**T**he Autumn Run took place on Sunday 6th October starting in the Applegreen Service Station on the M1, north of Swords. Participants were treated to refreshments and on leaving they were presented with goody bags, compliments of Fingal Motor Factors, who also sponsored our rally plates for the event. Participants then departed on a leisurely drive on beautiful scenic quiet country roads and villages of north county Dublin, and county Meath, taking in Lusk, Rush along the coast to Skerries and Balbriggan.

Cars were stopped en route to be given, not one, but two goodie bags, containing many gifts supplied by our many sponsors for which we are very grateful. The route then turned inland into Naul village where participants visited the Seamus Ennis Centre for refreshments. The route then took a north westerly route passing through Duleek, Screen and then turned south passing through Dunshaughlin, Ratoath and finishing in the Pillo Hotel in Ashbourne.

65 cars took part in the 70 mile run with cars ranging in year from John O'Neills beautiful 1913 Model T Ford to Richard Seavers 1984 Mercedes 230 CE. Nine pre-1931 cars took part and sixteen cars from 1931 to 1955. It was great to see old and new friends out on the run.

We would also like to welcome new member Brendan McGonnel on his first event with two magnificent cars – a 1920 Humber and a 1929 Rover.

The weather was mostly kind to us with only a light shower as the run left the Naul. The run finished in the Pillo Hotel with a lovely lunch and



prizegiving at 4.30pm. We hope you enjoyed the last road event for this season and we look forward to seeing you for more fun days out in 2014.

We would like to take this opportunity to thank our many sponsors for their generosity during this event as without them it would not have been possible to achieve our goal of a good value day out.

By  
**PAUL NOCTOR**

Photos by  
**MARK PIPER**

## 1976 MERCEDES BENZ 350SL



### FOR SALE

Drives perfectly, engine restored. Rear arches have rust and need replacement (new arches included).

Rust inside front arches needs patching. Small rust bubbles on boot. Ideally should be fully stripped, patched and resprayed. Remainder of bodywork in very good condition, mechanically perfect. Available to view in Dublin City Centre weekdays or evenings.

€3,950 ono

PHONE: 087-2243383

EMAIL:

con.costello@gmail.com

## BUGATTI REPLICA



### FOR SALE

Volkswagen based.  
Looks and goes very well.

£10,000 ono.

PHONE:

Johnny Binks on  
0044 (0) 1267 290215

or Email:

johnnybinks.thomas@virgin.net

## 1930 AJS MODEL 9



### FOR SALE

Irish registration. Body sad, ripe and ripe for restoration.

Price: €7,000 ono.

PHONE: KEN FLEMING  
01-2858567 or 086-8391839

## NEWLY BUILT DRY STORAGE UNITS TO LET

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

PHONE:

086-0882080

## 1922 CALCOTT



### FOR SALE

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

Price: €16,000 ono.

PHONE: KEN FLEMING  
01-2858567 or 086-8391839

## 1933 AUSTIN 10/4



### FOR SALE

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

Price: €8,000 ono.

PHONE: KEN FLEMING  
01-2858567 or 086-8391839

## 1917 MODEL T FORD



### FOR SALE

Centre Door Saloon.  
Has just been re-upholstered and is in good running condition, ideal for wet Irish rallies!

£15,000 ono.

PHONE:

Johnny Binks on  
0044 (0) 1267  
290215

or Email:

johnnybinks.thomas@virgin.net

## SPARE PARTS FOR SALE

### TRIUMPH SPARES

Crown wheel and pinion,  
new in box.

Fits TR2, 3, 4, 5 & 6  
up to No 52867. €210 ono.  
Speedo cable, new for TR4A,  
€18.

2 rear shock absorbers  
(lever type), used, very good  
condition, fit TR4A, 5 or 6.  
€100 for pair or nearest offer.

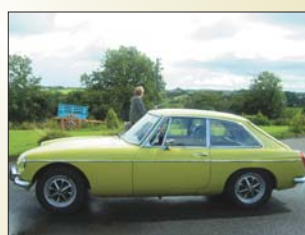
Armstrong Siddeley  
Whitley fan heater unit.

Offers?

Contact:

Liam O'Flanagan  
at lpoflanagan@gmail.com  
Castlepollard, Co Westmeath.

## 1973 MGB-GT 1.8



### FOR SALE

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

Price: €4,200.

PH: Franco Scalici  
087-2055028 or 086 8171301

## 1972 FIAT 500L



### FOR SALE

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

PHONE: MARY GATELY  
087-2571782

## 1982 AUDI COUPE



### FOR SALE

1 owner from new, 135k miles,  
1.9CC 5 cyl. engine. Full service  
records. Needs brakes overhaul  
and bodywork. Taxed as vintage  
to 05/13.

€1,200

PHONE: 01-2955132

## 1961 WOLSELEY 1500



### FOR SALE

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

PHONE: STEPHEN GATELY  
087-2258519

## WANTED

### MG 1953 ENGINE 1250CC FOR 1953 TD

for reconditioning may suit.  
Ph: 021-4870004 after 6pm  
or 086-3260145

## WANTED

### FOR 1932 FORD MODEL B.

Steering box and pedal box or complete car for restoration.  
Call 087-2420688  
or email: dboland@wexfordcarcentre.com

# CLUB SHOP



Our IVVCC member JOHN BOLAND (above) now looks after the regalia and will take orders at the monthly First Monday Meetings at The Spawell Leisure Centre, Templeogue.

He will also take orders by phone 087-2671821 or you can write to him at: Clermont House, New Road, Dublin 22 or email: irishvcc@gmail.com

## 1. RADIATOR BADGE

€34.00

Plus P+P



## 4. LAPEL PIN BADGE

€4.00

Plus P+P



## 2. GORDON BENNETT BADGE

€40.00

Plus P+P



## 5. WINDSCREEN STICKER

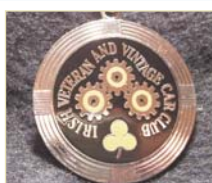
€2.00



## 3. KEY RING

€5.00

Plus P+P



## 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

## Blazer with IVVCC Badge - €140.

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.

## 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.

## 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

## 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.

€18,000

PHONE:

086-2582878

Email: rutha@iol.ie

## CITROEN 2CV PROJECT

### FOR SALE

All the hard work has been done - new chassis, built engine and new soft shell resp. All the bits and parts resp. Most needs final assembly. North County Wicklow

PH: 087-4133710

OR EMAIL:

glendarraghstudio@eircom.net

## 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.

## 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

## 1933 MORRIS ISIS SPORTS SPECIAL COUPE

### FOR SALE

Mostly restored with all parts to finish.

CONTACT: PAUL AT

moseley440@btinternet.com

# MIKE DENNEHY

## *An appreciation*

I first met Mike on a New Years Day run which he had organised in January 2000. This was my first event and as I had only joined the club the previous October, and I didn't have an old car, I had my grandson Paul, who loved old cars, with me and we introduced ourselves to Mike. Mike had a personalised "Mike" baseball cap which made him stand out in the group. Mike introduced us to as many members as possible as it was my first event to meet them. The Run on the day was from Marley Park Hotel to Newcastle and it was a lovely day, and a nice introduction to the Club.

By my first AGM in April 2000, I had purchased my Wolseley 1500. At the end of the meeting I was talking to Mike and Tom Cahill and they asked why I didn't bring the Wolseley. I explained every time I took the car out for a spin the car would stop and I would have to wait for the engine to cool down before I could move on so I had no confidence driving too far from home. Mike and Tom decided to have a look at the car. They called to my home and took the car for a spin to see where the problem was. When the car stopped Mike said open the bonnet and he discovered the coil was overheating.

Back at my garage he said I will come back with a solution. A week later Mike and Tom returned with the solution. He had a radio valve, with wires hanging from it, and a switch and after about two hours it was fitted. The system was...before I started the car I would switch on the valve to reduce power to the dynamo, and stop the overheating...and it worked! Mike was proud of his invention, so for a few events when we would arrive at our destination, he would ask me to open the bonnet to check how hot the coil was. He would then ask car owners to open their bonnets and check how hot their dynamos were, and he would give his verdict..."Your dynamo is working perfectly!"

Mike's great passion was the restoration of his beloved



Mini Cooper. I was visiting him around the time he had sent the engine to the UK for restoration and the body of the car was a sad looking sight. After a long period of time the engine returned and the bodywork restoration was coming together. The next time I was visiting him he revealed his completely restored Mini and he was so proud of the finished job. We have all seen him at different events in the Mini which also followed his hearse, on his final journey, driven by Reg Plunkett.

Reg and Mike were also a famous duo when it came to events such as 'The London to Brighton Run' etc, with his 1899 Sperry Cleveland Electric Car. Mike would be the advisor on the batteries to make sure they would complete the journey. Reg will miss him on future events.

Mike and Reg organised the First Monday's in Kiely's Mount Merrion for many years with excellent presentations. He was also there to oversee the transfer from Kiely's to our new location in the Spawell Complex.

This years 50th Anniversary event was Mikes last. This was made possible for Mike by Reg Plunkett and Peter McIlwaine both of whom looked after Mike for the full trip. Well done to Reg and Peter for making it possible.

Mike was also a Director for many years who gave a lot of time in resolving the many problems which arise at board meetings. Mike gave a lot of his time organising and assisting at events for the benefit of the members. Without people like Mike we wouldn't have such a successful Club. Our Club has lost a great person who was always available to assist any member who had a problem with their cars and took great delight in solving their problems...he will be sadly missed by all.

On behalf of the Board of Directors and members of the Club I would like extend our deepest sympathy to Damhnait and all the family for their sad loss of a great husband, father and grandfather. May he rest in peace.

**MICHAEL DUFF**

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