

THE

IUVCC

JOURNAL



SPRING 2017

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EDITORIAL

Dear Fellow Motoring Enthusiasts,

Over the last few weeks we have had two new events that hopefully will become regular features on the IVVCC calendar. The first was the Thirties event that saw about 50 motors from that often overlooked period. Those that attended the event thought it was well run and good value. I know of at least one enthusiast that bought a thirties car as a result...(I know of three enthusiasts that bought veteran motors because of the Brass Brigade Run and another on the lookout for a car). The second event was the IVVCC Festival of Transport in Punchestown. It was very well attended and diverse in the motors that were there. I appreciate those that worked hard to make this event the success that it was, you know who you are...



This is my last Journal. The Summer edition will be produced by Anselm Aherne, who was my predecessor as Editor. Anselm has a lot of experience as an editor, not alone with the Journal but other publications and indeed the excellent book; *IVVCC Fifty Years of Motoring*.

I wish Anselm well and ask that you support him and the Journal, after all articles are the life blood of any publication

and many of our members attend events around the country and the World, so why not share your experiences?

I would like to thank all of you that subjected yourselves to articles by me, particularly in the 'Meet the Member' series. It was a privilege for me to be able to share your stories and the stories of those no longer with us.

I would especially like to thank my regular contributors: Colm O'Neill, Alan Donaldson, Kevin Herron, Robin McCullagh, Jim Cullen, Jim O'Sullivan, Peadar Ward, Barry Burke, John Boland, and Dave Miller and also those that contributed articles for the ARM and other events. Thank you all.

I appreciate the support of the IVVCC Board and the Presidents I was privileged to serve with, they gave me unstinting support and encouragement. I would especially like to thank Esther Behan, who designed the IVVCC Journal (and the membership cards, pullups, notices, application for membership forms, etc, etc) and worked with me to ensure a high quality publication. Esther made me look good! Trish put up with a lot of shenanigans over the years, especially at events where I would be taking pictures and recording particulars, making us late into dinners or the start of rallies, thank you Trish!

Finally, I would like to thank you for supporting the Journal and the Club. I hope that you all will continue to enjoy the world of old motors and the friendships you make along the way.

Have a great year...

TOM

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FRONT COVER:

Mouth-watering collection of motors at IVVCC Festival of Punchestown fronted by 1962 Ferrari 250SWB.

Photo by: TOM FARRELL

IVVCC JOURNAL SPRING 2017

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

Venue:

West County Hotel, Chapelizod, Dublin

Time: 8.00pm

Website:



www.ivvcc.ie

Photos:

All photos, unless otherwise stated, by Tom Farrell



A MESSAGE FROM THE President



Dear Members

By the time you read this, Summer will be upon us and hopefully you have had some enjoyment with your cars with plans in hand for further adventures during the months ahead.

Since the AGM on April 9th we have had a busy couple of months in the IVCC. Our pre-war event, based in Killkenny, was a huge success with some of the most spectacular pre-war cars in attendance.

Fifty two cars took part and a really enjoyable weekend was had by all who attended. Our thanks to John Ryan of the Pembroke Hotel who sponsored the event and looked after our every need. Also special thanks to board member, Declan Grogan, for organising the weekend.

The IVCC Festival of Transport in Punchestown on Sunday May 14th was a real highlight and we certainly appreciate the support of the many affiliate clubs and other transport organisations who took part in this great event. We are also very grateful to everyone who brought their cars which certainly added to a spectacular display. I want to particularly thank all those who helped out on the day especially the Carrick on Suir Motor Club who supplied marshals for the day. Without the help of our own members and volunteers from the various clubs this event would not have been possible. I also want to thank John Morris and his team for the wonderful work and I want to take this opportunity to thank Tom Heavey for his support and assistance in putting this event together.

As you will see from the Editorial by Tom Farrell, following this Spring 2017 issue, he is handing over the task to Anselm Aherne, to whom I am most grateful for taking on the task. It is important

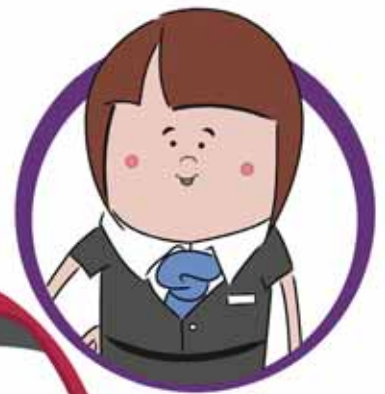
to note that we are very grateful to Tom as well for his excellent editorship of the IVCC Journal for more than 14 years. During his time as Editor, Tom has brought the journal to an A4 full colour publication which has been acclaimed by members, affiliates and other bodies who are on the circulation list. He has been untiring in his efforts to secure stories and pictures for the magazine and maintained a very high standard throughout his tenure as Editor. (He was helped on the design elements by Esther Behan who brought her technical expertise to the final product). We know that going forward, Tom will continue to be a contributor to the Journal and we thank him most sincerely for all his efforts on our behalf.

Finally, I would like to welcome John Peart, Myles O'Reilly and Tom Callanan to the board of the IVCC. I feel all three will make a valuable contribution and be a huge addition to the board and the club.

Happy and safe motoring.

SHANE HOULIHAN

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Secretary's

REPORT



Whe Club AGM was held on Sunday 9th April 2016 in West County Hotel, Chapelizod, Dublin. The meeting was opened by the President Shane Houlihan who thanked all present for attending. There was a minutes silence in respect of the members who have passed away since our last AGM; namely Paddy O'Brien, Des Cullen, Stanley Jerrard Dunne and Ronnie Matthews

The Secretary reported that the current club membership stands at 747 Members including Partners/Spouse. A pie chart was shown to indicate the geographic spread of the club's membership which was predominately in Dublin and Leinster. Attention was drawn to the turnover/churning of membership which could be attributed to the requirement by insurances companies to see proof of club membership but not seeking proof at renewal. We have 63 affiliate clubs on our register.

Key achievements during the year included continued sponsorship of the Gordon Bennett Rally, securing sponsorship for the IVVCC Festival of Transport in Puchestown in May 2017 and the third Brass Brigade Rally. The IVVCC presence at the NEC Classic Car Show in Birmingham was also mentioned.

An important initiative was the appointment of the Funds Review Committee comprising of Tom Callanan, Maurice Cassidy (Chairman), Martin Leech, Andrew O'Donohoe and Michael Tynan). The Committee's brief was to establish:-

1. What were the members' wishes for the Pegum legacy and other monies raised by the Club;
2. Whether it would be feasible to create such a project.

The Report of the Committee was read to the meeting. I propose to report on their deliberations at a later date. The Active Retired Members (ARM) were congratulated on their activities in 2016.

The Treasurer, Sean Carolan, reported that Niall Beggs of NDB Chartered Accountants Limited were appointed as Auditors due to the fact that our previous auditors were no longer available to us. He referred to the accounting requirements which are now more complex than in previous years. He drew particular attention to the fall in AIB shares and that membership subscriptions were down on 2015.

The President, Shane Houlihan spoke of the change of venue from the midlands venue to the West County Hotel, Dublin, which was due to the difficulty in finding a suitable venue, for a variety of reasons. He thanked the retiring members of the board:- Ray McElroy, Paul Noctor and Barry Burke who had served on the board for many years and contributed significantly to the work of the Club.

Shane also informed members of the decision to increase the membership from €50 to €60 from 2018.

In line with normal practice elections for retiring directors and other vacancies were conducted at the AGM. There were five vacancies on the board and three nominations were received as follows:-

Shane Houlihan

Proposed: Peadar Ward

Seconded: Declan Grogan

Peadar Ward

Proposed: Eamon Dunne

Seconded: Bernadette Wyer

John Peart

Proposed: Val Mills

Seconded: Colm Hegarty

All three nominated members were deemed elected. At a subsequent Board meeting Myles O'Reilly and Tom Callanan were co-opted to the Board.

It would be remiss of me not to make a special mention of Tom Farrell who for 14 years has dedicated himself to editing this Journal. He is responsible for very many memorable editions of the Journal during his tenure as Editor. I would like to compliment him for the many new initiatives he introduced over those years. Although Tom is retiring as Editor he remains a Director of the Club.

PEADAR WARD

IVVCC SPRING 2017

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1964 Cobra

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Irish Jaguar Teams in the Monte Carlo Rally

When people think of Jaguar competition cars of the 1950s they usually think of C Types and D Types but the works team of large saloons was equally successful on the Monte Carlo Rally. Most of the team was made up of talented Irish amateurs and here we present some reminiscences from Arthur Jolley.

By
BRENDAN MCCOY



In the 1950s the rally involved over 300 competitors starting at various points around Europe and following 'concentration' routes of around 2,000 miles to bring them to Chambery in Southern France. An average speed of 50kmh had to be maintained throughout with competitors risking delays caused by anything from snowstorms and fog to time-consuming champagne receptions depending on their starting city. A police escort for each of the leading cars hastened their progress through London and Paris but advice from locals on potential short cuts could be a mixed blessing. The cars had to maintain the same average speeds over loose surface roads across the alps before reaching Monaco. There the leading 100 cars took part in a handicap time trial around the grand prix course and further navigation and breaking tests over the mountain passes to decide the final results.

In 1951 Dublin furrier Cecil Vard borrowed his mother-in-law's 3.5litre Mk V Jaguar saloon to enter the rally. The Mk V combined the torque of the 3.5litre SS100 engine, the fine handling independent front suspension of the XK120 and the comfort of a large saloon body. The car was one of 44 assembled



by Frank Cavey and Sons in Dublin and was standard apart from extra spotlights, demisters and a small Irish flag on the grille!

It was checked over by Maurice Cavey before the event – he also took part in Norrie Bailey's 2.5litre Mk V. The strict average speed requirement meant that there was little, if any time, for rest stops so many crews were comprised of three or more with the extra members giving the others an occasional break or just helping push the car out of a snowdrift if required.



Cecil took advantage of the Jaguar's size to bring along Bill Young as relief driver as well as Dr. Norman Jackson and Arthur Jolley as navigators. After 2,500 miles of almost continuous motoring they astonished everyone by finishing in 3rd place overall behind the hugely experienced Jean Trevoux in a Delahaye and the Comte de Monte Real in a V8 Ford. They also received a trophy for the highest placed British car but the Irish newspapers were quick to point out the car's Irish assembly and its large number of local components.

For the 1952 rally Vard was offered the loan of a 2.6 litre Lagonda from Brian Macartney-Filgate, the Irish importer who joined Arthur to make up the crew. However the new car proved troublesome so he reverted to Mrs O'Connor Cox's Jaguar for 1953. En route to the start in Glasgow it was checked over in the Jaguar factory in Coventry where the Competitions Department were impressed with the standard of preparation.



Cecil and Arthur were joined by Frank Bigger, the Service Manager in Caveys who was an experienced racing driver and excellent mechanic. Although a private entry they formed a one-make Jaguar team with Ian and Pat Appleyard and Don 'Pathfinder' Bennett in Mk VII's, two of which had featured in the top-10 the previous year.

As well as the usual extras, Cecil claimed to have fitted an extra windscreen washer tank filled with salt water to combat the screen icing up. The rally attracted a record 440 entries and unusually fine January weather meant that 356 made it to Monte Carlo. Results were

then decided by a 74km navigation test in the mountains of Col de Braus and a series of 250m acceleration and braking tests around Monaco.

The Appleyards finished a single point behind eventual winner Maurice Gatsonides, the Belgian inventor of the 'Gatso' camera. The Irish built Mk V was another two points down in 5th, just ahead of Stirling Moss in a Sunbeam Talbot. With Air Vice Marshal Bennett's car in 8th, Jaguar won the team award for the first time. In 15th place were well known Northern Irish race and rally drivers Ronnie Adams and Ernest McMillan in the former's own MK VII. The Ulsterman had previously entered his Humber Super Snipe but declared that the Jaguar was a much better car all round and, at £650, it was only a little more than half the price of the Humber.

Full works Mk VII's were provided for Vard and Appleyard in 1954 with

1953 - Vard, Bigger, Jolley



Irish Jaguar Teams in the Monte Carlo Rally

continued from page 9

Adams personal car being prepared by the factory. With the more modern 3.4litre XK engine the Mk VII had even more power and torque than the Mk V. The works cars had blue printed engines and revised gear ratios and were capable of 60mph in second and over 115mph flat out. The Southern crew had LWK343 used by Stirling Moss in British Touring Car racing and the combination of "Grace, Pace and Space" also proved ideal for marathon rallies with over 20 cars entered.

The factory were now taking a closer interest in the event and Lofty England arranged a telephone connection from the finish to the start of the Col de Leques test so he could advise his cars on the optimum average speeds to aim for. Appleyard was in sight of victory when his car blew a core plug but, with all teams losing at least one car and the Irish crews finishing in 6th and 8th the team award was again Jaguar's.

For 1955 Adams and Vard were offered dark green works cars PWK700 and PWK701. With exceptionally bad weather predicted from the Glasgow start, Adams decided to take his car to Belfast for a week beforehand to personally supervise the fitting of extra lights and demisters. Cecil Vard's crew collected their car directly from Coventry on the way to Scotland but he claimed to have brought a specially made fox fur sleeping bag in preparation for the sub-zero temperatures! As well as the icy roads many crews were caught exceeding the maximum average speed at the end of a main road near Grenoble. Both Vard and Appleyard finished down the order but Ronnie Adams, Ernest McMillan and Johnny Johnstone came in 8th overall so the team award was again Jaguar's. With the award came the offer of a works XK 140 for Cecil and Arthur to drive in the Alpine Rally later in the year. However with the horrific crash in Le Mans that year the Alpine Rally was cancelled and Jaguar decided to wind down its involvement in motorsport.

1956 was to be the last appearance of the works team. Arthur and Cecil were joined in LWK343 by the



1955 - Monte Carlo - Vard, Jolley, Bigger

experienced Jimmy Millard while Frank Bigger joined Ronnie Adams and Derek Johnston in PWK700 at the Glasgow start. Cecil and Jimmy were enjoying their breakfast when Arthur Jolley rushed out to start the car with only 3 minutes to go before their scheduled departure time. There were icy roads down to the first checkpoint south of Carlisle but then cleared giving an easy run through England and France. Disaster struck the Vard car when their rear wheel was hit by another car at a crossroads, cracking three of Cecil's ribs and taking them half an hour to get the car mobile. Then they were delayed for another two hours when the gendarmerie and a local magistrate arrived to investigate, costing them hundreds of penalties. The Adams team had better luck, reaching Monte Carlo without any penalty despite an oil leak and 'plot and bash' navigation from Reims onwards.

Only dropping a second to the

fastest Porsche 356 on the half mile braking test, they were in the lead on the last day. The final test was on a demanding 250 mile course through the mountains and over the rain swept Col de Turini with strict minimum and maximum speeds to be observed. When the results were announced that night they were confirmed as winners with a 3 point lead over the second placed Mercedes.

The team received no less than 5 trophies and £1,200 in prizemoney from Prince Rainier the following day and they started a week of press and radio interviews and even a television appearance en route home.

Even with the great publicity Jaguar refused to change their mind about ending full works involvement in rallying. Ronnie Adams became a Rootes works driver and also competed in events as diverse as the Mille Miglia and the East African Safari Rally.



1956 - Bigger, Adams, Johnston



WHEN THE RESULTS WERE ANNOUNCED THAT NIGHT THEY WERE CONFIRMED AS WINNERS WITH A 3 POINT LEAD OVER THE SECOND PLACED MERCEDES.

Frank Bigger continued rallying for another few years but increasingly turned to his other interest, flying. In 1989, shortly before he passed away, he took part in the Pirelli Classic Marathon in a Jaguar MkII with his daughter JoAnn.

Cecil Vard entered the Monte for a few more years in Simca's provided by McCairns Motors but the cars were never strong or powerful enough to keep up with the works supported entries. Deciding to concentrate on rallying and autotesting within Ireland he enjoyed great success in both up to the early 1970's.

Before passing away in 1987 Cecil built up a large clothing business and did much charitable work with the Dublin Lions Club. When Cecil decided to focus on Irish rallies Arthur Jolley returned to riding in motorcycle trials where he was on the Dublin University MC&LCC team that won the team award on the gruelling Scottish Six Day Trial in the mid'1960's. Today he is still a regular attendee at IVCC events, always keeping an eye open for Mk V and Mk VII Jaguars in particular.

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25th

Norman Pratt Memorial Run

30th April 2017

By COLM O'NEILL



The Norman Pratt Memorial Run has enjoyed perennial support since its inception in 1993 by the Celtic Old Vehicle Owners' Club. For this year the club decided to revise the formula. While retaining the long-established practice of starting and finishing from the same venue, there was a greater emphasis on the road run on this occasion where there was more time to enjoy driving on country lanes past some of Ireland's most significant historical sites. Indeed, the club committee members' efforts to canvass support by visiting neighbouring old car clubs in the

weeks before the event helped in attracting over 110 cars, including last minutes entries.

The start was from the City North Hotel, Gormanstown, Co. Meath which provided ample parking and a room for registration and collection of route sheets, meal tickets and goody bags. The entry fee was €35 per car which included a light lunch and dinner for one, with adult passengers at €35 each and €10 for each child. Efficient organisation by the committee ensured that the run could start shortly after 11am.

A well-planned route from the hotel followed the old main road to Julianstown and turned westward at Colp over a network of peaceful roads which criss-crossed over the M1 in various places and kept well west of Drogheda, and then headed eastwards to Termonfeckin to the lunch stop at An Grianan, the ICA headquarters, where we were treated to tea, sandwiches and some of its renowned brack. After a drizzly start, the sun was truly out by the time we reached the lunch stop.

For the afternoon the route from Termonfeckin headed north to Castlecoo Hill, and then took a long line westerly as far as Collon, then southwards through Slane, leaving the N2 shortly thereafter, turning left to head east through Donore, past the Platin cement factory, then moving steadily south east passing through Stamullin, finally crossing above the motorway once more to return to the hotel.

Entries up to 1992 were admitted and the earliest car was a Ford Model T from 1915. To accommodate the blending of cars spanning almost 80 years on a road run, there were two controlled stops at safe stretches of road to allow cars to re-group and essentially let the earlier and slower cars have a chance to catch up.

A great deal of planning went into this event and it was obvious that Chairperson Kathleen Friel and her team worked hard in the weeks before, and on the day, to ensure the success of this event. However, as is true for all clubs, they are at the mercy of the weather and third party catering facilities. While the weather was prone to drizzle at times, the late afternoon meal at the hotel was marred by slow service and with the prizegiving, the time spent at the



hotel on returning, was from about 4:30pm until 7:00pm. In fact, some people due to other commitments elected not to stay for the meal. Perhaps it might be an idea for next year to have an option on the entry form to omit the second meal for a lower entry fee. This might broaden the appeal of the event to a wider group of entrants, especially among those with partners and children.

”
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SUCCESS OF THIS EVENT.



CLONMEL VINTAGE & CLASSIC CAR CLUB 8th Annual Show



By
KEVIN HERRON

It was with great disgust that I recently ripped the most loathsome of all car accessories off my Rolls-Royce, the SU electric fuel pump! I had to tap it one too many times for my liking, I had to adjust it once too often and a few weeks ago it gave a very weak fluttering sound, so I had enough and installed a 'pointless' modern type pump. I'm usually a stickler for originality of this type, but this upgrade instantly transformed the car.

I have found the single type SU fuel pump fitted to Jaguars etc. to be very reliable units whereas the twin type SU pump fitted to Rolls-Royce, Bentley, Aston Martin etc. to be troublesome in comparison.

On April 30th I chose to bring my Rolls-Royce to the vintage car show in Clonmel...the 8th annual event organised by the Clonmel Vintage and Classic Car Club. I attended this event for the past few years and always found it a worthwhile day out.

It takes place at an excellent location, Powerstown Park, the racecourse of Clonmel.



There was a wide range of vintage machinery on display, from cars and motorcycles to tractors and stationary engines.

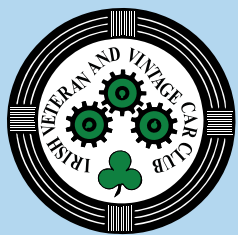
A good few vintage car clubs were in attendance. There were large displays from the Carlow Vintage & Classic Motor Club, Thurles & District Vintage Club, Ballincollig Vintage & Classic Car Club and Nenagh Classic Car Club.

In aid of the Dolphin Swimming Club for people with special needs and C-Saw for suicide awareness there was

a raffle on the day and its first prize was a Mazda MX-5! Ticket sales were very successful and one lucky person drove away in the car on the day.

This event is approximately two hours away from Dublin and it is an extremely enjoyable day out. I find that attending events of this type you are almost certainly guaranteed to see cars that you wouldn't ordinarily see.

For further information on next years event please contact 086-8322471 or 087-7679287.



FESTIVAL of TRANSPORT

The IVVCC Festival of Transport took place in Punchestown on Sunday 14th May. It was a celebration of the IVVCC and its Affiliated Clubs and a chance to appreciate the diverse types of vintage motoring in Ireland.

More than 40 clubs took part and the setting up began on Saturday 13th May with many vehicles arriving then.

From 7am on Sunday vehicles started to arrive from around the country. There was everything from steam engines (two, courtesy of Brian King and

Benny and Sean O'Gorman, who brought people around the carpark on them), trucks, tractors, scooters, motorcycles, cars and even a horse-drawn oil wagon!

There was approximately 650 cars, many motorcycles, a number of trucks and tractors, indeed a great variety of motors from the every day to rare. It would be hard to find them in one place anywhere.

A number of autojumble stands helped to lighten the wallet and I was delighted to buy a radio for my 1967

Rolls Royce which was proving hard to get in the UK and at a quarter of the price even better!

It was the first time the IVVCC ran this event and it is planned to run it every second year (alternating with the RIAC Show). It will also allow the organisers to improve the experience for the visitor.

There was about 5000 visitors and overwhelming praise for the show from the exhibitors leaving the venue.

I would like to thank IVVCC President, Shane Houlihan and IVVCC

Director Declan Grogan who did most of the organising along with John Morris and Jenny Senior. Also the members of the Board and their families and friends; our Affiliated Clubs; Brian King of Naas Oil and Tom Heavey and Andrew Pollock of *Irish Vintage Scene* (Tom spent a lot of time assisting with the parking, thanks Tom); those of you that brought your motors; those who helped and those of you that attended.

I hope you all had a great day...





Photos by
TOM FARRELL
NUALA GROGAN
DOMINIC LEE



Continued next page

FESTIVAL of **TRANSPORT**





Continued next page

FESTIVAL of TRANSPORT



IVCC CALENDAR OF EVENTS 2017

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	IVCC 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	IVCC 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	IVCC First Monday	Social Run, E: events@ivvcc.ie - T: 087-2220770
Sun 20	IVCC 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	IVCC Trip to North Wales Llandudno	E: events@ivvcc.ie - T: 087-2220770
Sun 17	Blessington VBMC 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: brayvintagecarclub@gmail.com T: 0861650353/086-2259215
Sat 30-Sun 1	IVCC 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	IVCC 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	IVCC Classic Car Run	
Sun 8	Garden of Ireland VCC Poker Run	Grove Bar, 11.30am, T: Eileen 087-8329235
Sat 14-Sun 17	Kingdom VVCC Autumn Run Weekend	Garrett Foley T: 087-6455293 E: garrettfoleyvintage01@eircom.net

NOVEMBER

Mon 6	IVCC 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	IVCC - 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	IVCC 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

ARM visit the

President of Ireland



Joan and I attended the AGM of the ARM last November at the National Yacht Club, Dun Laoghaire, during which I found myself putting up my hand to volunteer to run an event in 2017.

We were given February; now the only problem with February is that the weather could be bad and so we decided not to stray too far from Dublin city.

Áras an Uachtaráin, formerly the Viceregal Lodge, is the official residence of the President of Ireland. It is located in the Phoenix Park on the northside of Dublin. The building, which has ninety five rooms, was designed by Nathaniel Clements and completed in 1751.

A polite letter to the appropriate authority in Áras an Uachtaráin brought a

favourable response.

Although we were informed that a visit was possible, getting to see the President was very unlikely due to his very busy schedule.

Great news anyway. A phone call was made to member Dick Smith, who carries out work at the Áras from time to time, and he was able to arrange to have the State presidential Rolls parked in front of the house to greet us on arrival.

A second phone call was made, this time to member Daithi O'Ceallaigh (he of Ambassador fame) to know if he could use his influence to get a meeting with the President!

Unfortunately we were limited to a maximum of fifty five, and since we had over seventy wishing to go it was decided that the fairest thing



to do was to put all names into a hat and ask our Vice Chairperson, Gerry Bradley to draw out 55. For those not included, we suggested that they come along for coffee/tea and visit the very interesting museum at the Visitor Centre which gives a great insight into the history of the Phoenix Park down through the ages, and afterwards joining the main group at the 'Hole in the Wall' restaurant for lunch.

The fears that we had about the weather became a reality the evening before our outing when 'Doris' (the name given to the latest hurricane) decided to pay a visit to Dublin. We headed up to the Phoenix Park the next morning, expecting to see destruction everywhere, fallen trees blocking roads etc. However, luck was on our side, as the storm had subsided and the sun even gave a few smiles.

Arrangements were made to meet



up at the Visitor Centre, Phoenix Park at 10.30am for tea/coffee and go from there in cavalcade to the Áras.

We were met by the President's aides-de-camp upon arrival and we were shown into a large imposing room with portraits of all the past Presidents of Ireland on the walls.

Tea/coffee and excellent canapés and cakes were in generous supply and afterwards a tour of the ground floor of the house was conducted by presidential aides-de-camp, Ciaran.

The highlight of the visit then followed when it was announced that the President would come in to meet us.

President Higgins shook hands and spoke a few words with everyone in the group and afterwards posed for photographs with us. During conversation about the paintings, he invited everyone in to visit his private office to view the artwork there. What a privilege – a visit to the President's personal office!

We remained in the Áras until about 1.30pm when it was time to go to the 'Hole in the Wall' restaurant for lunch which is located just outside the



park, in Blackhorse Avenue. This is a lovely old pub and has a great atmosphere. We enjoyed an excellent four course lunch here, after which we all went our separate ways.

A good day was had by all.



SPRING EVENT

for 1930's CARS



The IVVCC Spring Event for pre-war cars took place in quite typical Irish weather. Cold and windy on the Saturday and a beautiful summery day on Sunday. An excellent 52 pre-war cars registered for the event and people coming from north of Kilkenny met at Crookstown Service Station on the old Kildare Road – 23 in total – and travelled to the very interesting premises of Leslie Byrne’s Kilkenny Gates to meet up with the other 29 cars that had arrived there.

We had quite some time there to chat, admire the cars and also tea and cakes were the order of the day. This was a treasure trove of every conceivable lawnmower, farm machinery and items of mechanical interest.

The cars then headed to Kilkenny, through scenes of golden fields of rape plants, new spring greenery and growing lambs in the fields. We had a wonderful welcome at the Pembroke Kilkenny Hotel, stopping traffic all along Patrick Street as the cars were directed into the hotel car park which had been reserved for the IVVCC on both Saturday and Sunday.

The Pembroke was the original home of Statham Ford Garage for many years and this is commemorated in the hotel with a special visual display of the Ford Racing Special and memorabilia. John Ryan drove a replica of the car over the two days and had the Kilkenny Rose sitting beside him on Sunday!

Later that evening we experienced the sights of Kilkenny from the roof





top terrace in the Pembroke as we had some welcome drinks before going indoors where we enjoyed their renowned "casual dining" experience.

John Ryan and his staff in the Pembroke provided excellent service throughout the two days and managed the coming and going of cars in a very efficient manner.

Sunday morning dawned bright and sunny and following a hearty breakfast the cars departed at

continued on page 27



SPRING EVENT
for 1930's CARS





continued from page 25

10.30am and headed out across the countryside again, arriving at Kells village where there was a museum and craft fair at the restored mill. The setting was idyllic with the arched bridge above the river and the mill wheel and craft stalls. The cars proved to be an impressive display all lined up along the narrow roadway beside the mill.

There was ample time in the warm sunshine to have tea and cakes before heading off again to see the round tower at Tullagherin where some people had the foresight to bring a picnic basket and some wine to enjoy in the unexpected sunshine.

At 2pm we set off again through picturesque scenery to arrive back in Kilkenny to be greeted by bus loads of eager smartphone photographs as we were allowed to park on the beautifully paved Parade just below the impressive Kilkenny Castle. Thanks to the Kilkenny Motor Club, we were directed to park in an orderly fashion and Declan Grogan was busy putting special cardboard trays under cars with a tendency to leak oil which would not be appreciated as in the normal course of events this is now a 'non parking' area.

There was great public interest in the cars from the many overseas and weekend visitors and locals alike and lots of photo opportunities to add to the family album.



We returned to the Pembroke for lunch and Shane Houlihan took the opportunity to thank everyone for taking part in the event and also those involved in organising the various aspects of the event.

He also thanked John Ryan and the staff of the Pembroke who looked after the group so well over the two days.

As people prepared to depart their separate ways there was lots of feedback that this format for pre-war cars should be continued in the future!



WESTERN VETERAN AND VINTAGE MOTOR CLUB



By **WILLIAM FENNEL**
Photos by **REGINA O'SHEA**

Shortly after the 1977 IVVCC Autumn Rally, which that year was held in Galway, a number of enthusiasts met on September 4th, 1977 with a view to forming a vintage motoring club in the west of Ireland.

At this meeting a committee was elected and hence the Western Veteran and Vintage Motor Club (WVVMC) was born. Following the formation of the Club, Ireland West Tourism sponsored a Press Conference to publicly launch it. Many motoring enthusiasts and organisations from all over Ireland attended.

As the IVVCC was the only vintage motor club believed to be in existence at the time, this new Club became the second such club in the country and is, therefore, now still believed to be the second oldest.



The Club did not take long to achieve considerable status and respect throughout the country with the number of members growing steadily, surpassing the fifty mark within about twelve months. To advertise the Club, members involved themselves in attending parades, festivals, etc. with a very diverse range of cars. One feature of membership of the Club was that a member did not have to be the owner of a vintage car.





Nowadays the Club has a membership of around 200 from all over Ireland and indeed has a few members in the UK. The aim is still to promote an interest in Veteran, Vintage and Classic Cars through the organising of runs, static displays, and participation in parades and festivals with a very diverse range of cars, as our Club founders did.

Photos featured are from the pre-1955 Run and the West Run



MEMORY LANE



Photo ©Failte Ireland

The year is 1960 and the view is of the west side of The Square in Cahir Co. Tipperary. The road extending away from the viewer is Church Street. In front of the shop beyond the trees is a directional road sign indicating that Dublin may be reached by continuing straight ahead. Where once all traffic between Dublin and Cork and between Waterford and Limerick crossed in the town, it suffered frequent congestion at times in the Seventies and Eighties. The N8 was realigned in 1991 to allow Dublin-Cork traffic to by-pass Cahir to the west, but it was only in 2007 that the N24 by-pass north of the town was opened for those travelling between Waterford and Limerick.

On the left and nearest the camera is a Ford Squire Estate, the decorative wooden strakes on the sides being on the early 1955-7 version. Registered CHI 703, a South Tipperary number of 1957 and probably supplied new by Prendergasts of Clonmel. Beyond the Squire can be seen the hind quarters of an Austin A55 Cambridge with a very late 1958 Dublin number MYI 580. This model was assembled by Lincoln & Nolan in their plant in Lower Baggot Street, Dublin, where the Bank of Ireland headquarters now stand. Just ahead of the Austin can be glimpsed one of the then, very new Ford Anglia 105E models, this one possibly the rarer standard model judging by the lack of a side chrome strip.

Beyond that is a Ford Prefect 100E, the pre-October 1957 model with an external steel sun visor, an accessory now very sought after by the customisers, but does nothing for aerodynamics or fuel consumption. Further away on the same side is a Hillman Minx of the 1948-53 period going by the rear lights set low just above the bumper. These and the other Rootes Group models were assembled and distributed by Buckley Motors.

It seems likely that this picture was taken in the Summer of 1960, as the foliage is still on the trees and some pedestrians are lightly dressed. The newest car in the picture is the white Morris Mini-Minor with a Belfast registration 3198 AZ. As the 1 to 9999 AZ series ran from April 1960 to March 1961, the number probably dates from about August 1960.

Moving to the opposite side is yet another Ford Prefect, this a deluxe model with wing mirrors and side chrome strips. The local registration CHI 117 is a 1956 issue. Partly hidden by this car is another of these 100E Fords in a light colour, either a Prefect or the two-door Anglia. After the Prefect is a small cart, possibly drawn by a donkey, loaded with two milk churns, and which restricts the view of the next car, a DKW 3=6 Sonderklasse. Although the shadow cast by the cart does not allow the "Deke's" number plate to be read, the car can be dated as 1955 or later by its oval grille. The DKW models were distributed in Ireland by Hennessy Brothers in Cork City and assembled at their plant in Ballincollig between 1954 and 1964. They were popular and successful in Ireland as rally cars with privateers, and their lively two-stroke engine and front wheel drive gave them an edge over more conventional cars.

Behind the DKW is another more familiar German, a Volkswagen 1200 with a 1957 Co. Limerick number CIU 608, among the last before the rear window and windscreen were enlarged for 1958. Finally, parked under a street lamp is a Ford 10 cwt. E83W pick-up. Once a very common sight on Irish roads, these were also produced in van form and enjoyed a long production run from 1938 to 1957 with very few changes.



By COLM O'NEILL

IRISH VINTAGE

PROMOTING IRELANDS' **MOTORING HERITAGE**

Scene

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