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Secretary's Notes

I would like to start by thanking those members that came out on our club runs

I would also like to ask members to put themselves forward to



do run's for next year as we would like to put a calendar together before the end of the year.

You can't expect the same people to do all the runs for the club as there are costs as well as time involved in doing them

I think I should mention the two people that decided to leave the last run.

It's bad manners and does not give other members encouragement to organize runs.

I think an apology to the organizer would be in order

I have acquired a Halford trade card for the club and any

member that would like to use it please contact myself

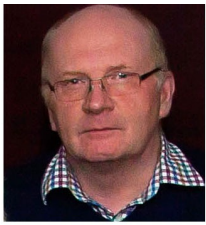
Can I also remind members that when something is discussed and then voted on that's it ended.

If you have anything to say please do so in the discussion before the vote, this will save me from a lot of hassle.

When I had the idea of starting this club I wanted like-minded people to join and enjoy the fact we have this common interest classic cars. Now it's about time we started to work together and encourage others to join with us.

So let's start to drive the club forward and make it a club that people want to be part of.

Many thanks David



Chairman's Remarks

Welcome one and all to this months News Letter.

Welcome also to any new members who may have joined since the last club meeting.

With the good weather I have been missing from some events, this is due to some additional personal matters which needed to be addressed. I apologise to Vince in particular as I had promised to attend his run to Slieve Gullion

I sincerely hope that all who have attended recent arranged events enjoyed them and the company of the members in attendance.

A little bit of news -- a new car in membership has been acquired by David (Club secretary) a 1963 Volvo saloon -- in great shape for the year -- Health to enjoy David and Karen... by all accounts runs smooth and is very comfortable in the few local trips that have been made since acquisition.

At the last Club meeting two of our members have volunteered to be the advance party for the establishment of a Club site at Kilbroney -- hopefully there will be no riots from the opposition when the stake has been driven into the ground to secure the pitch. They will camp overnight adjacent to ensure there is no invasion or relocation of the pitch in the early hours. Our thanks to Mike and Maggie for their good efforts.

This year the Triumph Sports Six Club will be joining us to bulk out the pitch and assist in meeting the rules of the show. Welcome to all TSSC members who come and join with us the excitement of the day -- weather permitting of course.

During the better evenings before dark, I did have time though to take a second look at my 1953 Riley RMF, Just to make a mention, I have stripped some parts of the car during the late evenings and find that the car is generally in good condition, some restoration work is required and parts such as the brake bits and front suspension bushes etc will need replaced.

I have sourced some of the bits on the internet , however I have been supplied with some parts from far flung regions which are of poor quality



and fail to meet good standards -- so I have sent them back. .. (as a foot note please take care when trying to buy parts for your car on the cheap -- they will let you down or could become the cause of an accident if they fail in use.)

I will write a little bit each month on progress.

Now -- I have a little competition for you -- and a prize for the winner -- yes just one prize --

I attach a photograph of a car which was at an event I attended earlier in the year -- I ask the following of you -- and all three answers are required to win.

Name the Car

State the year of manufacture

Estimate the cost to buy today "if" one ever became available or you found it in a Barn.

See you all at Kilbroney -- happy motoring until then

Alan

AXA National Car Show

The 5th March 2016 saw Jimmy Blair Nigel Mercer Smyth and myself taking the train from Whitehead to Belfast to join the Enterprise to Dublin to attend the AXA National classic car show. After a trip on the dart we arrived at the RDS. The emphasis this year was on the Panhard as the following press release will show.

This year's AXA National Classic Car Show will host one of the rarest and most sought after cars ever produced by the iconic French manufacturer Panhard.

The Panhard CD, which has never before been shown in Ireland or the UK, will be on display at the event in early March.

It is one of the last remaining Panhard CD cars from just 159 that were built in 1964 by the renowned race car engineer Charles Deutsch. It will be on the 'Iconic French Cars' feature stand and is believed to be the best example of this vehicle in the world today.

Bob Montgomery, Show Director, said: "Every year we run the show we try to ensure that visitors will get to see something that has never been on display in the country before. One of these cars, the Panhard CD, has a distinguished racing lineage and is worth a visit to the show in its own right. This is a fantastic addition to the 2016 line up is a great opportunity to showcase the competitive side of Panhard, who won more than 1,800 races and rallies between 1895 to 1967."

Panhard is one of the oldest car manufacturers in the world. It began production of vehicles in 1887 and after World War II the company became synonymous with the manufacturing of light and economical vehicles. The Panhard CD featured at the show is based on the model that won the Performance Index in 1962 at Le Mans that is still awarded to the most efficient car at the 24 hour race. Key to the competitiveness of the 1964 CD Panhard was the bespoke aerodynamic 'slippery' body, which had more sophisticated aerodynamics than any other car on the grid that year. In fact the design was so efficient that it achieved a drag coefficient of 0.12 that was never equalled again at the track.

Panhard remained in passenger car production until bought by Citroën in 1965 and the brand was discontinued two years later. However, the name lived on in military circles as the company became one of the most widely recognised producers of armoured vehicles.



Montgomery continued: “We have had a long association with the name Panhard in this country. Aside from the selection of rare cars from the manufacture that will be on display we also have one of the Military vehicles for which they are famous. The armoured car that we have on display was used by the Irish Army on overseas duties including the Congo. ”

Visitors to the show can expect to see an incredible array of classic and vintage cars that they may have only ever read about in a magazine but have never had the opportunity to see up close. Many vehicles that will be on view that have come from private collections that are not normally seen by the public.

Bob Montgomery said: “We will also have entertainment and events taking place over the weekend that will be fun for all the family to get involved with. The last show had the highest satisfaction rating among both visitors and exhibitors of any similar event in the RDS in recent times. We intend to achieve that again this year.”



Panhard was originally called Panhard et Levassor, and was established as a car manufacturing concern by René Panhard and Émile Levassor in 1887. As such it is one of the oldest manufacturers of motor vehicles in the world. After World War II the company was renamed Panhard (without “Levassor”), and produced fuel efficient light cars such as the Dyna X, Dyna Z and 24CT.

The styling of the Dyna Z was distinctively smooth and rounded, with an emphasis on aerodynamics and an overall minimalist design. The 24 CT was a later (from summer 1963-on) stylish 2+2 seater; the 24 BT being a version of the same with a longer wheelbase and space for four. A small number of Panhards were assembled in Ireland.

The last Panhard passenger car was built in 1967. After assembling 2CV panel trucks for Citroen in order to utilise capacity in face of falling sales, and raising operating cash by selling ownership progressively to Citroën (full control as of 1965), in fall of 1967 the civilian branch was absorbed by Citroën, and the marque was retired.

Since 1968 Panhard has only made armoured vehicles.

The Panhard feature stand – one of the highlights of the 2016 Show, will feature a 1902 Panhard et Levassor, a Panhard 24 CT and a an Irish Army M3 armoured car, as well as several examples of the Panhards assembled in Ireland.

A very rare 1964 Panhard CD – a type never before displayed in Ireland or Britain, is coming from France for the Show

We saw many other cars including Ford And Mercedes and Hillman



Eglinton show 2016

On Sunday 3rd April 2016 5 cars went to Eglinton classic car show. The show was well attended having a good collection of exhibits despite the mixed weather on the day. Everyone appeared to have a good day although no prizes for Alan today, the only negative was that we were parked all over the place despite telling the marshals that we were there as a club so we did not get considered for the club prize.



Drive it Day

WELLBROOKE BEETLING MILL

Six cars they left the rugby club
To drive towards Dungannon
Two Davids a Maggi and Mike
George, Vanessa and Vince
And Pamela and Alan

The red T.F. was out in front
It lead us all the way
Through quiet routes and country roads
With verges sprinkled with dandelion flowers
And glimpses of reedy Lough Neagh

The mill where the flax was processed
Was a cold dusty place to spin in
And the noisy beetling battering
Left the cloth lightproof, strong and glossy
A quality Irish linen

A quality Irish linen
Was the theme of an Ulster reciter
Bloat used a blade of inferior grade
To kill his wife for nagging
But the sheet he used to hang himself, held him so much tighter!
Vanessa

When I read this doggerel to Vince, he protested that we were heading for Cook-
stown not Dungannon.
But Dungannon nearly rhymes with Alan
It's called poetic licence





The Argory

Saturday april 30th saw members travelling to the National Trust property at the Argory where the weather was mixed but never the less there were many exhibits I think that most members had an enjoyable day. As I had a technical issue with my camera that day there are no Photos.

Grammar School Run

Started with breakfast at zoo park, then a drive through Co Antrim calling in at the Rhinka for an ice cream before arriving at the Grammar School. Finished in the rugby club for dinner, Good friends good food what more do you need?



Slieve Gullion

Saturday 21st May we arrived at Spruce field Car park our departure point for what was to get off to an interesting day not without its highlights and low-lights.....After watching “men at work” yes Vince’s car had a slight problem where it wouldn’t start due to something stuck in the carburettor which I must say was quickly sorted by two “masters” at work namely Vince & David.

We left a little late but soon made up the time and our first stop was at a View Point over Newry....Spectacular views which were very much helped by a very clear & sunny day.

We departed for our next stop which was The Forest Park where everyone enjoyed their picnics in the sun and enjoying the surroundings. Some paying a visit to the visitor’s centre which it’s self was a beautiful spot to just sit in the sun and enjoy the company of others.

With a word of warning from Vince to keep your distance from the car in front, we then made our way to the “Ring of Gullion Way” which I must say if you have never been which was the case for myself I strongly recommend a visit. The twisting narrow roads around and up the Mountain was spectacular it stands at the height of 573M in the centre of the Ring Of Gullion which is the highest mountain in Armagh. There is a lake which folk law has it if anyone swims in the treacherous lake their hair will turn white! Needless to say none of us tried this out! Mind you a few already have white hair. Many walkers were also enjoying the splendour of the mountain.

We left the mountain and headed towards Carlingford.....that’s when some of us got split up...and some headed home, this little town with its popularity was very busy making it a hard task to get one car parked never mind trying to park together. Some of us headed out of the town and parked roadside taking in the views across the Lough and some us going a little further up the road.

We soon all meet up again and headed to our final destination The Golf Inn Hotel in Newry where we all enjoyed a very nice meal and sharing in each other’s company once again. It was not long before we hit the road again homeward bound all leaving and going their own route home.

So once again thanks to the club for again taking me places I have never been but certainly will return.

Donne-Anne Harvey

Editors Note

The problem with my car turned out to be a brand new fuel filter disintegrating probably one of the side effects of Ethanol in the fuel.

Cinema Outing

Five cars left the car park to go to the venue. The run was organised by Frank. We had a very pleasant run on a sunny evening . I must admit I forgot I was in a car club. Because it was an old style cinema with bucket seats ,red plush velvet curtains I thought we would be watching an old black and white classic like Brief Encounter. This is a particular favourite of mine. I'm going to come clean and say I hate car chases. Whenever any film like the Italian Job is on I go to the kitchen and listen to the radio. Hence I've never seen the whole film. I came in once and saw a different ending when the gold all slid over into the ravine .Some members had seen it a few times they were able to join in the dialogue. The only woman who did any driving collected Michael Caine from prison. Times have changed for women since this film was made. Supper was provided for us and despite myself I really enjoyed the evening . Thank you Frank.

Austin 7 [part 2]

Having purchased the car, we left Ken with his words ringing in our ears, "My family think you are awfully brave. " The sun was shining , what's brave got to do with it.

It wasn't long before we ditched the motorbike helmets. The Norfolk pretty villages complete with duck ponds, we could fully appreciate, at our new leisurely speed. Vince had planned to use the B roads and he had the map and written instructions all laid out for me. Our biggest problem initially was places to eat. We needed secure parking so ended up wherever a roadside eating house was. The worst by far was a diner, never ask Vince to eat there again.

The car did not really like all the stopping and starting in the towns, but Vince soon got the hang of the gear box. Other motorists varied in their attitude, some let us on to roundabouts with a wave others wouldn't give an inch. Same everywhere. Because the weather was so good ,we got asked questions about the car at traffic lights, by drivers with their hoods down, even one offer to buy it!

Everything was just brilliant we were having a ball, all the attention for the car, waves and smiles, until. Until Vince realised that the Dynamo was not charging the battery and we were running out of power. Stopping for fuel, the car wouldn't start. I then realised how light the car was , I was able to push it with Vince in it. We were now at the edge of the Peak District, the views

were wonderful . Hunger struck and no sign of either a garage or a hotel. Suddenly we saw a sign The Waterloo Hotel. It looked closed. The owner was gardening as we approached, he was a biker.” Have you 3 things a bed, a meal and a battery charger?” “All three “, he replied. He had saved us.

We purchased a spare battery in the next town. Next stop the ferry at Heysham. Before that we experienced the best drive of my life. The mountain road had all kinds of warnings as we approached . Accident black spot, number of deaths so far, dangerous bends, strict 50 m. p.h speed limit. We were quite slow going uphill but wow going downhill we fair whizzed,because the car was so light. Our speedometer didn't work and our brakes were untested. It was better than any fairground ride ,especially going round the hairpin bends. You just hoped nobody was too close ,so you would not have to use your brakes. I never ride on a roller coaster, I am too much of a scaredy cat ,but I'd go back on that road in a heartbeat.

We reached the ferry in good time and had a smooth crossing. Next morning we drove up the Shore Road towards Carrick and I discovered of all the roads we had travelled ,the road out of Carrick was the hardest on the suspension!

Vanessa

Club Events

June 2016

Sat. 18th Kilbroney

Sun. 19th Mount Stewart (Fathers Day)

July 2016

Thurs.7th Club Run

Fri. 29th North Street

August 2016

Thurs.4th Club meeting (NB Nominations for Club Officers)

Mon. 8th UGP Run

Sat. 13th Club Run (Bullbrooke House)

September 2016

Thurs.1st Club meeting (Show & Supper)

Sat. 10th Club Run (Newcastle)

