



# Newsletter

## SEPTEMBER 2020

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*Photo courtesy of Race Pics.co.za – Car named “Johnny Bravo”*  
[www.eaovc.co.uk](http://www.eaovc.co.uk)

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Mike Carroll, Geoff Alcorn, David Totten

**Front Cover Photo**

**Shaun Watson Super Competition South African Champion**

### Message from the Chairman

Welcome to all our East Antrim Old Vehicle Club Members. I hope that you will continue to support your classic car club throughout these difficult times and I thank you in advance. The covid-19 virus is not under control and your safety is of the utmost importance, but please be assured that as soon as it is safe to do so your committee will again present a varied programme of events planned for your enjoyment

William Peoples (Chairman)

Hello fellow EAOVC Members,

I hope that you and your nearest and dearest are all keeping well and staying safe and sound. I wish I was writing this Newsletter in better times and that this Covid -19 virus was a thing of the past and we were all off on our highly enjoyable events and meetings.

I am also in mourning, as Geoff and I have had to say goodbye to our wonderful little 15 year old West Highland white terrier 'Hamish'. Some of you will have known him as he was our constant companion and came along on many of the EAOVC jolly driving trips and events. He was a friendly little Westie that loved everyone and all the attention that he received. Anyone who has lost a cherished pet will know exactly how devastated we are and I make no apologies. However, my research and writing this September Newsletter has kept my mind occupied and been most therapeutic for me.

While this horrible virus prevents us all from leading a normal life, your EAOVC committee have been following the government guidelines and regulations and managed to communicate with each other and work quietly in the background on your behalf, always with the best interest of the club and its members at heart. I hope that in this Newsletter you will find something of interest that is amusing and/or informative.

The committee wish to thank all of the members for their continued support in these most difficult of times and as the safety of the EAOVC club members is of the utmost importance they have made the following decisions which they hope you will all approve of:-

- (1) To save on cost it has been decided that in the future the Newsletter will be emailed direct to members, but I will be checking that everyone has received their email and provide hard copies to members that do not have email facilities
- (2) Your committee have agreed that although they will continue to work for the benefit of the club this year, their official term of office will not commence until 2021
- (3) The popular EAOVC Christmas dinner will most likely be cancelled.
- (4) The ANNUAL EAOVC Dinner Dance is at risk of being cancelled,

- (5) Royal blue Jackets, polo shirts etc., with the EAOVC logo are available for sale at a reasonable price and can be obtained by order from Committee member David Totten. For Club regalia, contact David on **Tel:07970 574430**
- (6) The 2020 chosen charity Autism NI has been carried forward to 2021 along with any funds so far raised.
- (7) As you will all know The EAOVC is a non profit making club, which manages to pay for the running of the club etc., through membership money, events, raffles etc., it does not receive any Government funding, but still the normal club commitments and running costs for 2020 have to be met. The committee is aware that members have in good faith paid their membership subscription for 2020 and the committee have made a decision on the members behalf to carry forward all paid up members subscriptions to 2021, which we trust meets with your approval. If you have not paid your club membership for 2020, please kindly forward it to me if you can. As any member who wishes not to pay 2020 and then recommence in 2021 is very welcome to do so, but they will unfortunately incur the £5.00 joining fee.

Also if you have a story to share, or any valuable club ideas you want exploring let me know and we could print same in the next newsletter As long as it is *not insulting, rude or inappropriate* I will certainly be delighted to do so. I would love to see any pictures of your cars too. Also in each issue I am pleased to be able to write about our wonderful club members. Please do not be shy, as I have said before everyone has a story to tell, which they may not think is of interest, but it is of interest to others. If you wish to get involved and share your story, or require any further information, please contact me.

I myself really miss the monthly meetings: the good conversations, the laughter and even the grumbles plus the refreshing cup of tea and ballot, or drink in the bar after the meetings. However, if this virus has taught us one thing it is the value of friends and family and I like you all, look forward to the time when normal service will be resumed and we can enjoy our wonderful little club again

Please take care and stay safe

*Olivia*



**WHEN YOU WANNA BE SOMEBODY,  
YOU DRIVE A NEW CAR**

**WHEN YOU KNOW WHO YOU ARE,  
YOU DRIVE AN OLD CAR**



**GOT A NEW CAR**

**CHICKS LOVE IT.**

## 5 Things You Didn't Know About Classic Cars

**If you are a classic car buff, then you likely know a thing or two. You certainly know how to tell your 1966 Shelby 427 Cobra from your 1961 Jaguar E Type. However, we also know that this is a hobby you like to feed, even when you're not under the hood.**

Find out five new surprising things about classic cars and prove to your petrol head mates that you are the King or Queen of all cars vintage.

### #1 Surprising facts about classic cars

Let's kick off with a few pub pleasers. You can be forgiven for thinking that all classic cars took years of toil on the drawing board.

Actually, the Lamborghini was born as a result of Enzo Ferrari insulting Ferruccio Lamborghini. He responded to the insult by creating the [Lamborghini 350 GTV in just 4 months!](#)

This certainly doesn't mean that vintage cars are shoddily made. In fact, about [65% of all cars made by Rolls Royce](#) are still on the road. How's that for a show of quality and incredible car maintenance?

Lastly, if you really want to wow your fellow petrol heads, you can drop in to conversation that cruise control was [invented by a blind man in 1945](#).

### #2 The most expensive classic car ever sold at auction

Classic cars are funny old things; beauty very much is in the eye of the beholder. This means that their value, or selling price, can vary enormously. Indeed, we see the highest sales occurring at private sales, such as with a [1963 Ferrari 250 GTO which went for \\$70 million](#).

However, at auction, the most expensive vintage car sold was just last summer where a 1962 Ferrari 250 GTO (number 23) went for an astounding \$48.4 million (that's over £35 million!).

### #3 Brits love their Minis

Did you know that it is the humble Mini which is, perhaps, the greatest British classic car ever? It's been rated the [top British built car](#). It is an icon of British culture!

It's impossible to imagine British motoring culture without the fabulous Mini. It was first manufactured in 1959 and enjoyed a 41-year production run. In fact, a Mini isn't just a classic car. It's a fashion statement, a cultural flag and simply mighty good fun to drive. If nothing else, they always raise a smile.

### #4 It's hard to get tyres for vintage cars – with good reason

Have you ever rocked up to a regular tyre supplier needing to replace a tyre on your Ford Model T or Jaguar XKSS, and felt like hitting your head against a brick wall? The reason you have problems sourcing tyres for your lovable wheels is due to the history of tyre brands.

This is because vintage cars didn't need to comply with any standardisation at the time of their manufacture. Manufacturers designed their own tyres in the same way they designed the chassis.

Now, with modern cars, if you [need a new tyre](#) then generic will do. There's a good degree of standardisation imposed by the car manufacturing industry.

This is simply not the case with classic or vintage cars, especially if you want the authentic look. It's harder because you have to track down much more [specific tyres as designed by the original car manufacturer](#), without needing to fit any modern steel-belted radial standardisation.

That's why it's so much harder and worth finding your nearest specialist classic car garage.

Of course, this begins to give us some insight into why [car maintenance costs](#) for classics can be so steep. You're paying for something unique. However, what's interesting about classics is that the right level of car maintenance can result in a vehicle which is then

worth considerably more. They can even be viewed as a worthwhile investment.

## #5 Driving a classic car improves your driving technique

That's right – drive a vintage car and your [driving styles](#) will improve. This is because you have to utilise a higher level of driving skill to simply get a classic car to perform. All those gadgets and wizardry on modern vehicles are designed to make things easier, more uniform.

The power assisted braking on your modern vehicle means you rarely need to consider carefully how to measure braking distances, for example. Similarly, that same [modern braking system](#) prevents you from 'reading the engine' and adjusting gears accordingly.

Fundamentally, in a classic car you are more at one with the road. You have to become seamlessly connected and truly drive the car.

## It's all about classics

Classic cars are integrally linked to our history, culture and society. Look to our classics to understand not just motoring today, but everything about who we are. Whether you're tinkering under the hood of your very own Aston Martin V8 Vantage like Rowan Atkinson (A.K.A. Mr Bean), or more likely have to pop to one of the [British automotive museums](#) to gaze upon the same, us Brits are spoilt when it comes to the classics: [OPONEO.CO.UK](http://OPONEO.CO.UK)





## **NORTHERN IRISH MOT EXCEPTIONS BY OCTOBER**

The wait is finally over for NORTHERN Irish clubs whose cars are to enjoy MOT exemptions from October: pre-1960 historics, like the rest of Great Britain, are already exempt from testing.

New plans end two years of 'sheer frustration' experienced by clubs and owners.

Classic car owners in Northern Ireland are eagerly awaiting MOT exemptions for their historic vehicles after Minister for Infrastructure Nicola Mallon confirmed that she was to bring legislation forward.

When approved cars registered or built 40 years ago can finally be declared as Vehicles of Historic Interest, something that wasn't granted to Northern Irish enthusiasts in May 2018. The pending changes will not apply to vehicles that have been substantially altered, or those in commercial use. However the rules will apply to most private classic cars of the correct age.

A statement of Intent from the Department of Infrastructure plans to have the legislation progressed through the Assembly in place by October, aligning MOT exemption rules with the rest of Great Britain.

The news ended more than two years of frustration that has resulted from the Stormont deadlock and the subsequent delays in getting to this point.

Lobby group, The association of Old Vehicle Clubs (AOVC) - the Northern Ireland equivalent of the Federation of British Historic Vehicle Clubs – said: "The AOVC are delighted that NI will be brought into line with GB as regards MOT exemption for historic vehicles. We estimate 1500 NI vehicles would be MOT-exempt under this new ruling

Gillian Carmoodie  
**[aovc.co.uk](http://aovc.co.uk)**

**.Courtesy of: Classic Car Weekly.29<sup>th</sup> July 2020.**

# My First Car: Not just at 17!

Not everybody gets a first car at 17. In this edition, Jean falls in love with her first car, aged 83! This month's theme is 'Not just at 17!' and it seeks to highlight that it's never too late to find a love for cars later on in life. This story will cover that of a Fiat 500.

Although Italian and not British, the Fiat 500 is an iconic car. Its original name was the Cinquecento, which translates to 'five hundred' in Italian, and between 1957 and 1975, 4 million of these little cars were produced. Although discontinued in 1975, the 500 was brought back in 2007 with a modern twist. With each new model came variations on the name but it always retained the '500'.

June passed her driving test, on the first attempt in 1962 at the age of 28. She described herself as an 'occasional' driver as her husband, Brian, always drove if they went anywhere - particularly if it was a long journey. Neither June nor Brian were car enthusiasts; both saw the car as a practical tool in family life. Thus, Brian always chose practical mid-sized family hatchbacks such as the Austin Maxi, Allegro estate and Metros. Before these steady, British cars however, Brian was tempted to make a brave (some might say 'reckless') choice and bought the rather unremarkable Moskvich estate.

Sadly, many years later Brian had to give up driving due to illness. Unfortunately, this also coincided with their faithful, ageing Vauxhall Astra running out of reliable miles. As June was in her early 80s, her family thought she may give up driving altogether. So imagine their surprise when June called her son-in-law one evening for some car advice!

*She said, "Jim, I've seen a car that I rather like the look of. I spotted it when I went to get my hair done but I was running late and didn't get its model name. So, the following week, I went to my appointment a little earlier and it was there again. This time I had a notebook and pen and I wrote down these details, I hope they mean something to you. This is what I copied down*

**F. I. A. T. 5. 0. 0**

*“Oh, that’s an easy one, June,” I replied, “It’s a Fiat 500! It’s a well-loved, best-seller of a car and very trendy.”*

*“Well, I really like the look of them.” June continued. “They’re very pretty and I quite fancy being trendy and it looks easy to park. I think I will treat myself to a white one and I would like a pretty red interior...”*

At first, her son-in-law chuckled but soon realised she was very serious. So, the challenge began, finding a nearly new, well looked after model - not forgetting it was to be white with pretty red interior.

Two weeks later, June, at the tender age of 83, popped to the shops and the hairdressers in her new, beloved Fiat 500. She loves how spacious and easy to park it is and how it really zips along. June remarks, *“When I see it parked up on the drive or at the supermarket it really makes me smile,”* thus proving that it’s never too late to become a petrol head.



June will be 86 this summer and is pictured here with her treasured Fiat 500

**Courtesy of the World’s largest collection of historic cars:  
THE BRITISH MOTOR MUSEUM**

## THE STORY OF (EAOVC MEMBERS) THE WATSON FAMILY FROM SOUTH AFRICA TO NORTHERN IRELAND

*Photos Courtesy of: Race Pics.co.za & Steyn Pic .*

South Africa is a stunning place of natural beauty. It has an amazing climate with incredible nature and landscapes and friendly people. South Africa also has the reputation of a very high crime rate. The murder rate there is 5 times higher than the global average and according to the United Nations South Africa's murder rate ranks as the most violent country on the African Continent. The current life expectancy for a South African is 64.12 years. It is in South Africa that our story begins and finishes in a new beginning for the Watson Family in Northern Ireland. I have had the privilege to speak with this lovely hard working, friendly and helpful family and here is their story:-



*LLEWELLYN WATSON SUNSET IN SOUTH AFRICA*

The Watson family lived in South Africa and through their diligence and hard work built up a successful Car Restoration business. When the situation in South Africa began to become very dangerous, the Mother, Siobhan decided that the family could have a better quality of life back in her Ancestors home in Northern Ireland; she took a big gamble to move over here bringing her two sons to finish their education. Her husband Shaun had to stay in South Africa until he was able to follow. She was made very welcome and soon realised that with the Watson families ethos of good working practices and their interest in Jet Car / Truck and Drag Car Racing, Classic Cars and all things engineering related, her talented Son and Husband would be able to fit in well. So she set about making a new home for her family in Northern Ireland.

Son, Llewellyn brought his many talents gained from aircraft assembly work and from being a motor mechanic crew member at The Tarlton International Raceway in South Africa.



*Llewellyn Watson Drag Car Racing in South Africa.*

*When Llewellyn was 4 years old Shaun was asked to paint the above taxi for an American movie being filmed in South Africa. He painted it yellow and made it a New York cab or taxi. Little did he know that Llewellyn would race that when he turned 16 years of age!*

Siobhan's Husband Shaun, an expert in engineering and car restorations with over 40 years experience stayed in South Africa to wind things down. In 2012 Shaun was crowned Super Competition Champion in South Africa. Shaun eventually arrived in Northern Ireland to live with his family and together with his Son Llewellyn they started their own successful car restoration business.



*Shaun Watson Jet Car Racing in South Africa*



### *Shaun Watson Truck Racing in South Africa*

The family embraced life in Northern Ireland, instantly making new friends with their warm, open and honest attitude to life. With their classic cars they have become popular dedicated EAOVC members, regularly attending the local meetings and taking part in EAOVC events. The Watson family are always willing to help a fellow driver with any assistance or advice wherever they can. At present the Watson family own and drive two American classic cars: a Chevrolet Camaro and a Chevrolet Corvette and they are currently in the process of restoring a racing green 1965 Austin 1100 for Siobhan to drive.



CHEVROLET CAMARO CHEVROLET CORVETTE

The above silver Camaro sat for 5 years in a garage in England, part dismantled after the owner passed away. Llewellyn purchased all the bits and pieces from the Son, restored it and is now happily driving it.



*And Finally.....*

*In the next issue of the News Letter read all about one of our EAOVC members involvement in 'Action vehicles' supplied for the TV and Film Industry!*



## THE EVENTS CALENDAR

2020

Sorry all meetings and events are still currently suspended until it is safe to continue. Please take care and stay safe everyone!

EAOVC COMMITTEE