



MERRY CHRISTMAS!



**WESTERN VETERAN
AND VINTAGE
MOTOR CLUB, LTD.**

Newsletter December 2003

Photo Gallery	2	The 2003 A. G. M (Accounts)	11
Directors and Officers	3	The Autumn Run	12
For Sale	4	The Autumn Run	13
The John Folan Page	5	The Overseas Run	13
The Quiz Page	6	Christmas Greetings	14
Local Events	6	Membership	14
Motoring Hints (Your Garage)	7	Celtic Classics	15
Motoring Hints (Your Garage)	8	Improve Your Driving	16
Motoring Hints (Your Garage)	9	Improve Your Driving	17
The 2003 A. G. M	9	Improve Your Driving	18
The 2003 A. G. M (Accounts)	10	Misc. Pictures from 2003	19



W.V.V.M.C. Stalwarts, Frank and Maureen Parsons with their 1957 Austin Westminster.



Photo Gallery



See Page 6 - the Quiz Page



Newsletter, December 2003



WESTERN VETERAN AND VINTAGE MOTOR CLUB, LTD.

W.V.V.M.C. Limited, Registered Office: 25 Nun's Island, Galway. Reg. No.: 132186

Directors and Officers for 2004:

- President:** Bill Fennell *Tel. 091-757208, 086-8282356*
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Chairperson: Larry Murphy *Tel. 091-794639, 087-2257996*
Treasurer: Padraic Giblin *Tel. 091-631306*
Secretary: Frank Mullan *Tel. 091-523012, 086-2327678*
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Technical: John Folan *Tel. 087-2680616*
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Social Committee: Pat Conacur (091-794975), Joe O'Neill (0907-
59022), John Connole (065-7077061), Des Kavanagh (091-522368),
Hayden Lawford (091-523942)

From the editor

WVVMC newsletter is published quarterly. Letters, trip reports, articles, cars for sale or parts wanted, interesting articles, advertisements etc. etc. for the Club's Newsletter, can be sent to: Ray O'Donoghue, Dublin Road, Oranmore or e-mailed to: odonoghu@iol.ie **See also our website: www.wvvmc.com**

If you want to have a photograph of your classic or vintage car printed on the front page of the cover please send me a good photograph + car details (colour or black/white but no Polaroids).

For Sale



The following **videos** are available from **David Fennell** at **€15** each:

- * WestRun 2002
- * 25th. Anniversary
- * Wales Trip 2003
- * WestRun 20

Phone **David** at **087 2273747**, or **091 757208** after 6.00pm.

1978 Mercedes 240D

Driving perfectly - Excellent all-round condition
78 G 974, NCT to 27/01/04, Price: €1500.00

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1955 Landrover Series 1

Green, very presentable,
No restoration required
Price: €2,600 .

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1963 Jaguar MK2, 3.8 Ltr.

Manual + overdrive
Mileage 61,480. FSH available.
3.8 Ltr, MOD, Twin SU HD6,
Colour Blue Metallic, Interior Wood, red leather upholstery and Reuter reclining front seats in perfect condition, Period mono Motorola radio, Wire wheels, Registration nr. ZV 1483.
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Tel. 091 794889 or **e-mail: ewijnekus@eircom.net**

Rover P4 110 1964.



Two Tone Blue, Ground up Restoration, Interior total Original. Bench seats. Full photo inspection. 2625 c.c. 6 Cylinder. Used regularly. Drives like new. Totally reliable. Radio, Seat Belts in front.

⁴
Please contact **John Downes** at **087 2339557**
091 796722

jdownes@gofree.indigo.ie



The John Folan Page

Hello again everyone,

Well, Christmas is almost upon us and another year in the WVVMC is over, and what a year!! We had numerous runs and shows, a wonderful overseas run to Wales and a very successful WestRun, thanks to Sergio and his team and the continuing support of our main sponsors, Top Part. It falls on me this year to try to keep up the fine standards set in previous years, I have no idea what I have let myself in for.

Also, an event which is not officially listed as a WVVMC event is the NEC Classic Car show, but I'm beginning to think it should be. I met so many from the club there I thought I was at home.

Now that brings me to the subject of parts and spares. Walking around the stands and the autojumble it is so easy to see how fellow enthusiasts in the UK can restore cars with such apparent ease. Each and every stand I visited was crewed by people who knew in detail what parts they had, not only with them at the show but in stock as well, what make, model and year certain parts were for, and most of these parts were new, remanufactured or re-furbished.

Not only that, but virtually everything is available, from the smallest clip to full wiring looms to brake and engine parts, sometimes even a set of points is hard to source here. Well at least it's not too difficult to have parts sent here, a phone call and a credit card will have your hard-to-find part here in a few working days.

Well I am sure a lot of you will be busy over the holiday season with oil changes, greasing of steering and suspension joints and a good service to get the car ready for next season. I know I will !!

So here's wishing you all a wonderful and peaceful Christmas, and let's see more of you out on the runs next year; we have over 200 members but rarely see most of you out on any of our runs.

*Happy Christmas to all
John*



The Quiz Page

1. Name the newly-elected membership officer of M.V.V.M.C. _____
2. This car has both a Christian name and a Surname _____
3. The name of the W.V.V.M.C. April Run? _____
4. A vehicle with a tobacco flavour? _____
5. The band who played for WestRun on the Sat. night was _____
6. What speciality does "Celtic Classics" have? _____
7. What do the letters BMW stand for? _____
8. To which car group did the "Pathfinder" belong? _____
9. Name the owner of the 1909 RR Silver Ghost in WestRun '03 _____
10. Which car contains both a male and female name in it's name? _____
11. The "Oxford" and "Cowley" belong to which group? _____
12. Name three engine sizes for the Mk 2 Jaguar _____
13. What do "Cheffins" do? _____
14. Name W.V.V.M.C. member number 2003074 _____

Please send your answers, with your name, address and phone no. to Ray O'Donoghue, Dublin Road, Oranmore, Co. Galway before January 31st.

The winner of the quiz in the September issue was Mr. Gerry Barrett, Shanbally, Craughwell, Co. Galway, with an all-correct entry.

The correct answers were: 1) Eagle, 2) 061 417822, 3) Meals after Wheels, 4) Linda Meyler, 5) ZV 1471, 6) Sydney Cooper, 7) Sligo, 8) Sligo, 9) 87, 10) Michael Spelman, 11) NSU, 12) Nov. 8th/9th. 13) 3-door, 14) Nov. 3rd, 15) Simca.

New Major Sponsored Prize *for the first correct entry in our new inside-frontcover photo quiz. Just name the W. V. V. M. C. occasion, or location, at which each photograph was taken, and send your answers as above.*

Western Veteran and Vintage Motor Club Ltd. Calendar of events

- Dec. 27th.:** Christmas Run to Barna Golf Club.
(weather permitting). Just turn up at the Car Park of the Corrib Southern Hotel at 12.30. nothing formal.
- Jan. 16th.:** Club Social - Galway Bay Golf Club, Oranmore - details to follow.
- Feb. 8th.:** Chamois Run - Parson's Garage at 12.30 - details later.
- March 17th.:** St. Patrick's Day parades in Gort, Tuam, Athenry & Oranmore.
- April 18th.:** Meals after Wheels Run to Ballyvaughan and Dinner in the Sacre Couer hotel. (details in March issue)
- June 6th.:** Castlerea, Co. Roscommon - Run marshall: Joe O'Neill
- July 23rd - 25th.:** WestRun 2004. (details in March issue).

Motoring Hints

The following article has been copied from the November issue of "Classic Cars" and submitted for publication in this edition of your newsletter by John Fahy.

The Truth About Car Storage

"YOUR GARAGE IS KILLING YOUR CAR"

Think you're doing your car a favour by putting it in the garage through the winter?

Think again — you could be destroying it.

It is quite common to find a nice garage with a beautiful classic car all tucked up with some old blankets and curtains thrown over it to keep it warm and dust free. One such individual, who thought he was doing his car a favour, dropped in a few months later to see how it was doing and was quite shocked with what he found. The curtains were wringing wet and when peeled off, the paintwork, which was about ten years old, was covered in blisters. Someone said the blisters would go down again, but they didn't and the following summer, the owner had to get the car stripped to bare metal and resprayed.

It doesn't seem fair — but the fact is that cars were never intended to be stored. They're built to be driven and when they reach the end of their useful life, to be broken up and scrapped. Sitting idle for months on end was never part of the plan and if we're going to go that way, we have to understand the problems that will ensue and take steps to reduce them. **So how does corrosion start?**

THE RUSTING PROCESS

Corrosion is an electrolytic process needing the following basic components: two pieces of metal (known as electrodes, the anode being positive and the cathode negative), a liquid (known as the electrolyte) and electricity. These can be arranged to cause metal to be removed from the anode and deposited on the cathode, which is electroplating. Or they can cause an electrical potential difference (voltage) to be generated between the electrodes such that when they are connected a current will flow, which is a battery. The third and perhaps not so obvious case is corrosion, but before getting involved in that a little simple chemical theory is required.

'One of the properties of metals is that they can generate an electrical potential (voltage) between different metals and are ranked in order in the electro-chemical series. Potassium and sodium have the highest potential, zinc and lead the lowest. In theory, if two dissimilar metals are placed in contact, a small electric current will flow between them. In practice, if they are dry this probably will not happen. With the addition of moisture (the electrolyte) it will. This is often referred to as a corrosion cell.

Motoring Hintscontinued

PREVENTING CORROSION

So now we know: water is the key. Avoid water getting in there, and corrosion will not happen. But how does water mysteriously appear in an apparently leak-free garage? The answer is condensation. If the metal is well protected, the moisture will not start corrosion and will hopefully evaporate as the temperature of the metal catches up with the air around. But if it is not protected, such as bare aluminium castings - especially where they touch other metals - corrosion will start. Paint is naturally slightly porous, so if moisture is in contact with it for long enough, such as if a sheet over a car becomes soaked, it will gradually seep through the paint in sufficient quantity to set up corrosion cells under the paint.

OK, so how do we stop it happening? There are two basic options - temperature control or humidity control - with three ways of achieving them.

To be continued next issue.

TEN THINGS TO NOTE ABOUT KEEPING YOUR CAR IN THE GARAGE

- If the garage is damp it could destroy your new respray.
- Timber garages are better for your car than concrete or brick.
- A draughty garage is better for the car than a well-sealed one.
- Spray bare aluminium components with WD40 or similar to protect from rapid corrosion.
- Clean and feed leather before storing a car, especially in very dry storage.
- A dust sheet is far worse than a layer of dust if it gets damp.
- Never cover the car with just a sheet of plastic or tarpaulin.
- Modern classics suffer far more from storage than older cars.
- Disconnect the battery and spray engine electrics with WD40 to stop points corroding.
- Change the brake fluid if it's more than a year or two old, to stop cylinders corroding and seizing.

FIVE MYTHS DE-BUNKED

- **Always wash your car before putting it away.** Wrong: dry dirt will preserve your car whereas clean water will encourage corrosion. By all means wash it but get it thoroughly dry.
- **Always keep it in a heated garage** not good for your car if it's used frequently and often put away wet.
- **Too much dehumidifying is bad for your leather trim**
It's unlikely you'll ever get your garage that dry. If the leather has been fed it should be fine: if it gets damp it will go mouldy.
- **Modern classics with thorough corrosion protection should last indefinitely**
True of bodywork, perhaps, but delicate electronic components can be ruined by storage.
- **You should always disconnect the battery when storing a car**
It is far better on modern classics to connect to a battery conditioner so that memories are preserved. This applies to engine electronics, clocks, radios, etc.

THE 2003 ANNUAL GENERAL MEETING

Some 45 people (as opposed to 30 last year) showed up for the AGM, in the Sacre Coeur Hotel, on Monday Nov. 3rd. The president, Bill Fennell welcomed the attendance and opened the meeting at 8.10pm and went through the agenda.

The Secretary, Frank Mullan read the minutes of the last AGM in 2002 (there were no matters arising) and outlined in detail the activities of the WVVMC for the past year.

The auditor, Mark Hanley explained in detail the Club's balance sheet and emphasised that the club was in a very good position showing a net total assets of € 22,386 compared to last year's balance of € 22,125. For full details see the "**Income and Expenditure Account**" on page 10 and the "**Balance Sheet**" on page 11.

The President and committee stepped down and the majority of the old committee were re-elected again for next coming year. See page three for the full list of Directors and Officers for the current year. There were no objections.

The President addressed the audience on various matters in his closing address, followed by the registration of members. There will be no increase in membership fees.

The meeting closed at 10.30. The committee is delighted to report that the following new directors were elected and we welcome: Stephen Coyle as Membership Officer and John Connole, Hayden Lawford and Des Kavanagh will be part of the Social Committee.

With this enforcement the committee truly hope to maintain and improve their activities and the organisation of events.

Ernst Wijnekus



The Officers and Directors of the WVVMC for 2004 as elected at the AGM on Nov. 3rd. (missing from photograph is Des Kavanagh)

Western Veteran & Vintage Motor Club, Ltd.

Income and Expenditure Account for the year ended September 30th, 2003

	2003	2002
	€	€
<u>INCOME:</u>		
Entry Fees & Meals	13,942	13,864
Anniversary Run	0	5,370
Advertising, Sponsorship	1,200	2,047
Raffle	0	5,068
Membership Subscriptions	6,942	7,032
Gross Deposit Interest	220	400
Grants Received	0	3,200
	<hr/>	<hr/>
TOTAL INCOME:	22,304	36,981
	<hr/>	<hr/>
<u>EXPENDITURE:</u>		
Hotels & Entertainment	17,778	19,670
Prizes & Event Costs	450	136
Anniversary Badges	0	1,065
Overseas Run (net)	41	1,342
Printing, Postage & Stationery	1,339	1,325
Auditors Remuneration	545	545
Companies Office Fees	30	32
Bank Charges	129	186
Subscriptions & Donations	115	63
Insurance	1,512	1,250
Sundry	49	304
	<hr/>	<hr/>
TOTAL EXPENDITURE:	21,988	26,162
	<hr/>	<hr/>
SURPLUS ON ACTIVITIES:	316	10,819
	=====	=====

Certified to be a true copy laid before the Annual General Meeting on
3-11-2003

Western Veteran & Vintage Motor Club, Ltd.

Balance Sheet as at September 30th, 2003

	2003	2002
	€	€
<u>ASSETS EMPLOYED:</u>		
FORMATION COSTS:	425	425
<u>CURRENT ASSETS:</u>		
Stock	434	434
Debtors & Prepayments	1,244	0
Cash at Bank	20,883	21,811
	<hr/>	<hr/>
	22,561	22,245
<u>CURRENT LIABILITIES:</u>		
Creditors & Accruals	545	545
Taxation	55	0
	<hr/>	<hr/>
	600	545
NET CURRENT ASSETS	<hr/> 21,961	<hr/> 21,700
NET TOTAL ASSETS	22,386	22,125
FINANCED BY:		
Accumulated Reserves	22,386	22,125

Certified to be a true copy laid before the Annual General Meeting on
3-11-2003

THE AUTUMN RUN



Checking the menu, Nell and Pádraig Giblin with Martin J. Coyne from Leenane.



Anxiously waiting for food in Pontoon.



The Birthday Girl cuts the cake.

On the right is former President, Sean 12 McGreevy and his wife AnneMarie, who is also a member.

On Saturday, October 11th a group of 10 cars left the Quality Hotel carpark in Oranmore and headed for Tuam where they were joined by the Parsons family with Helen taking overall control of this Run from there on.

The first stop was at the Yeats Country Tavern in Curry, Co. Sligo where refreshments were very welcome. The group then headed on to Sligo and booked in to the Sligo Park hotel. A very enjoyable dinner was had by all and the twenty two people present thoroughly enjoyed each other's company. On the Sunday morning after a rather late breakfast and with the weather being very fine for the time of year, the group set out for an interesting run through the Sligo and Mayo countryside on to Ballina and then through to the Pontoon Bridge hotel for a relaxed lunch with the magnificent views of Lough Conn and Lough Cuillin in the background and then home through Castlebar. Majella Mulqueen's birthday was (con) celebrated during the dinner on the Saturday night. see next page.



THE AUTUMN RUN (CONTINUED)



Welcome newcomers, the Moroney family from Newmarket-on-Fergus, Co. Clare.



Hon. member Jimmy Francis and his wife Peggy.



Billy and Majella Mulqueen enjoying the party.



The full travelling party enjoying dinner together on the Saturday night.

This run was organised by Helen Parsons and the Social Committee.

The 2004 Overseas Run

The overseas run has always been a great success and for this year the committee has decided that you, the members, should decide the destination. The following suggestions have already been made:

*Scotland *Lake District *France *South Wales

The Run organiser, John Downes is anxious to hear from as many as possible with your suggestions on the above or indeed, any other places that may interest you. This run usually takes place around the middle of May.

Please send your suggestions to **John Downes** at 087 2339557

¹³e-mail: jdownes@gofree.indigo.ie



Don't forget the Club Party on Jan 16th. (contact Pat Conacur at 091 794975)



The President, Officers and Directors of the Western Veteran and Vintage Motor Club Limited wish all members and their families and friends a very Happy Christmas and a Safe and Prosperous New Year.



The new membership director, Stephen Coyle.

W.V.V.M.C. MEMBERSHIP

Update of Standing Order Amount

Dear Member,

It has come to that time of year again where if you are renewing your membership with the club by Standing Order, the membership fee will fall due before the end of December.

It is important to understand that the club relies heavily on membership fees to finance and subsidise events and prizes throughout the year.

It should be noted that there is a saving to be made in the membership fee by the use of the Standing Order, however it is vital to the club that all members pay the correct amount through the Standing Order.

The fee for the coming year remains at €38.00 by Cash/Cheque or €32.00 by Standing Order.

If you have any queries on Membership, please contact the Membership Director, Stephen Coyle at 065-6822712.

stephencoyle@eircom.net



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Celtic Classics**

Borris Road. Graiguenamanagh. County Kilkenny

→ Tel.: 059 97 24279 or Mobile 085 7271313 ←

**We are open 9am to 5.30 pm Monday to Friday
Other times by arrangement only!!**

Note new phone numbers

Earlier this year, the W.V.V.M.C. received the above advertisement from Celtic Classics in Co. Kilkenny. It is being printed in full and scanned exactly as received, but this does not constitute any endorsement of workmanship, products or services, either by this publication or the Board of the W.V.V.M.C. Limited.

Improve Your Driving

A series of articles aimed at improving driving skills has been put together by the President of the W.V.V.M.C., Chief Superintendent Bill Fennell. In this issue we reproduce the second of these articles.

ROAD OBSERVATION

Introduction.

The aspiration of this article is to assist the driver to improve their standard of road observation by considering individual aspects of the topic.

Concentration.

Concentration and Road Observation are so closely related, for without concentration, successful road observation cannot possibly be achieved. Everyone has the ability to concentrate but few can concentrate sufficiently for very long to drive a vehicle with complete mastery. The driver has to, therefore, adjust the speed of the vehicle to match the degree of concentration they are able to apply at the particular time. Attention is inclined to wander from essential points of observation without self-discipline and a conscious effort must be made to prevent this happening. Every driver has to realise that it is not merely enough to see every detail on the road; he must assess the potential danger and formulate his driving plan based on that assessment.

Driving Plans.

Based on the correct assessment of the ever changing scene, both to the front and rear of the vehicle, driving plans should be made. All decisions should be based on the principle of safety for the driver as well as for others.

Decisions and driving plans should be made on a combination of :-

- (i) What can be seen;
- (ii) What cannot be seen;
- (iii) What may be reasonably expected to develop.

A driver can rarely base his decisions solely on what he can see, because there are so many stretches of road where the lay-out and traffic conditions do not permit an unobstructed view. In these circumstances in particular the driver must be able to stop his vehicle within the distance he can see to be clear. (General Obligation Regarding Speed under the Road Traffic General Bye-Laws)

Allowances will always have to be made for the mistakes of other road users. It is totally unsafe to assume that another driver will react correctly to any given situation. He may,

- (a) be driving a strange vehicle, to which he is unaccustomed;
- (b) be driving a defective vehicle;
- (c) be naturally aggressive or thoughtless or attempting to drive beyond his capabilities;
- (d) have only passed his test that day.

Driving according to the "System of Vehicle Control", as outlined in the previous article, will prevent a driver from becoming involved in an accident, for which he can be directly held responsible. By concentration, early recognition of potential danger and a defensive attitude of mind, he will also avoid accidents resulting from the mistakes of others. A golden rule being 'always treat the other driver as a potential danger'.

Front Observation

Front observation can be discussed under the following headings:-

- (a) The view from the vehicle;
- (b) How vision is affected by speed;
- (c) Weather conditions;
- (d) Road surface;
- (e) Road signs and markings.

The view from the vehicle.

The driver's view ordinarily covers an area to the front and sides through an arc of about 180 degrees, and to achieve this, the windscreen and all windows have to be as clean as possible, both inside and outside. Proper ventilation will ensure freedom from interior condensation. Windscreen wipers, when required, must work effectively. Elementary precautions such as these, will go a long way in preventing the handicap of restricted vision. Windscreen support pillars, rear quarter panels and centre pillars can cause 'blind spots' large enough to mask pedestrians, pedal cyclists or road signs, particularly when side views are required into bends and junctions.

How vision is affected by speed.

When a pedestrian wants to move through a crowded street quickly, he/she concentrates on picking out an opening in front of them, sometimes forgetting the immediate foreground with the result that they collide with other pedestrians. Similarly with the driver of a motor vehicle travelling at a fast speed; they too are inclined to focus their observation too far ahead and overlook conditions in the immediate foreground, resulting in the fact that they are not on the alert for 'hazards' that may suddenly confront them. When road speeds are kept low, owing to traffic conditions, the driver observes more details than if travelling at a faster speed and the focal point naturally shortens.

Weather conditions.

When weather conditions are adverse, vision is reduced considerably and speed must be reduced to cope. When driving use dipped headlights, (sidelights are insufficient), drive at a moderate speed and let the nearside kerb or grass margin be your guide. Warning signs and road surface markings will warn of the approach to 'hazards'.

Road surfaces.

Drivers do not generally study road surfaces and conditions. When a skid has occurred, it is too late to complain about a slippery surface. Drivers should look well ahead, recognise any changes in the road surface and then apply appropriate braking, acceleration and steering, so that maximum road holding is achieved. When clean and dry, the surface of most properly made roads is good, but in bad weather, i.e. snow, ice, rain or when the surface is made slippery by oil, mud or wet leaves, or if composed of loose gravel, the non skid value will be very poor.

Road signs and markings.

One of the most important features of road observation is that the information or directions given by road signs and road markings should be understood, and obeyed by drivers. It, therefore, follows that every road sign or marking must be seen in good time so that driver will be able to obey it or profit from the information given. Having seen the sign and understood its meaning, drivers must direct their attention to the conditions referred to on the sign. It is insufficient to see a road sign, one must also read it.

Road signs and markings are classified under four main headings:-

1. Warning Signs;
2. Regulatory Signs;
3. Road Markings;
4. Information Signs.

Rear Observation.

As well as encountering 'hazards' to the front, drivers will have 'hazards' to the rear, so it is essential in good driving to make rear observations. Every 'hazard' in front requires a complimentary observation to the rear before deviating, braking, etc.

RULE: Always mentally link **mirror and brake**, and **mirror and signal**. In other words, every time a driver brakes or signals, they should use their mirror. The mirror should be frequently used and must be used when:-

- (a) Moving off;
- (b) Overtaking;
- (c) Turning;
- (d) Stopping;
- (e) Opening a door.

Zones of Visibility and Invisibility.

The area ahead of a driver is divided into zones where the view is good and zones where the view is obstructed. It is essential when approaching areas of potential danger where the view is restricted, to make maximum use of all available aids so that the driving may be planned accordingly. The observant driver will take full advantage of open spaces and breaks in hedges, walls or fences to get that valuable, if brief, view into converging roads which to some drivers appear totally obscured. It is often possible to judge the severity of any bend or gradient by the position, etc. of hedges, trees, telephone poles and other features. The driver should also be aware of the limited view in relation to stationary and moving vehicles ahead to which can be improved, to some extent, by early appreciation and correct positioning. The main point to remember is that the closer a vehicle is to the one ahead, the less the driver of the second vehicle can see.

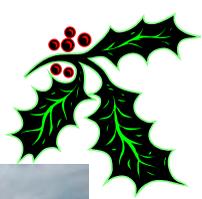


PHOTO GALLERY





*Main Sponsors to the Western Veteran and
Vintage Motor Club Limited.*



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We thank the following contributors to this issue of the newsletter: Bill Fennell, John Folan, Ernst Wijnekus, John Fahy and Stephen Coyle.

Photographs from Ray O'Donoghue, David Fennell and Hayden Lawford.

Buíochas Mór diobh uilig. the editor

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