

# HOOE'S NEWS

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OFFICIAL NEWSLETTER OF HOOE'S OLD MOTOR CLUB.

HEADQUARTERS: THE RED LION, HOOE.

MEETINGS: FIRST FRIDAY EVERY MONTH.

CLUB OFFICIALS.

CHAIRMAN. GP. CAPT. WYNDHAM WELCH. 'FIR TREES'; 28 DANE RD; ST. LEONARDS.

SECRETARY. DAVID HANCE. 4 BEAUFORT HOME FARM COTTES; BATTLE RD; ST. LEONARDS.

TREASURER. PETER HOWSETT. 202 ST. HELENS RD; HASTINGS.

COMMITTEE. BOB POYNTER. 10 ST. GEORGE'S RD; BEXHILL.

DAVE COLHAM. REDFERN COTTAGE, EAST MOUNTAIN LANE, KENNINGTON,  
ASHFORD, KENT.

RALLY COMMITTEE.

FRANCIS FOWLER. 14A DANE RD; ST. LEONARDS.

JOHN POTYS. 7 ST. MARYS TERRACE, HASTINGS.

BOB POYNTER & DAVID HANCE.

NEWSLETTER.

DAVE COLHAM.

HONOURY MEMBERS.

KEITH BARTON. LANDLORD OF THE RED LION.

PRINCE MARSHALL. EDITOR OF OLD MOTOR MAGAZINE.

PAUL JONES. OF CHARRINGTONS.

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This is the first newsletter of Hooe's Old Motor Club and if present lunatic trends continue will more than likely be bought by some nut at Sotheby's for £50 in a few years time as a collectors item. So I suggest when read, you place this valuable manuscript carefully in your safe, celler, vault or whathaveyou.

The main aim of the newsletter is to help far flung members in the wilds of Kent, Sussex and a few even further scatered, to feel a little less out of touch with the club, especially those who have difficulty in attending monthly meetings regularly and perhaps encourage others by publicising meetings, club events etc:

Another important function of the newsletter will be to help members who need a car or spare part or wish to dispose of surplus bits and pieces by advertising in these columns.

To make a complete success of the newsletter your help will be required in providing snippets of news, ideas, suggestions, advice on maintenance and restoration etc: Particularly for 'THE OPEN ROAD' article which isn't a is hoped will become a feature in the newsletter regularly, this will depend entirely on members sending in stories long or short of their experiences amusing or otherwise with ancient motor cars.

I am looking forward to being bombarded with mail very soon.

D.C.

BRIEF REPORT ON THE 1974 A.G.M FRIDAY 5TH APRIL.

19 full members, about 65% of our present total membership, turned up on the first friday in April for the A.G.M. Most turned up earlier than usual for the noggin and natter in the bar, no doubt conscious of the restricted drinking time due to more official buisness upstairs lateron.

The meeting opened with a report on last years minutes by the chairman, followed by the treasurers report on our financial situation which due to the Hooe monsoon last August is not as well as it might be. The secretaries report then followed on the clubs progress over the past year.

The election of club officials then comenced for the next year, those of chairman, secretary and treasurer being unanimously re-elected en bloc.

The two committee members elected were Bob Pointer and Dave Coltham.

After a brief break for thirsty members to rush to the bar to refill their glasses official business was resumed and became quite lively when under 'Any other business' the question of our adopted charity was brought up. This was obviously going to be a long drawn out debate with widely differing views and Mike Taylor proposed that an extraordinary meeting be called. This was seconded and carreid. The date for the meeting was then decided, this being the June meeting, Friday 7th. As this is rather an important issue it is hoped all members will do their utmost to attend.

Also under ' Any other business ' a motion was carried for the club to produce its own newsletter.

#### TREASURE HUNT.

Another date for our diaries, Friday 14th June. Francis Fowler is organising a treasure hunt. Final details are not yet at hand but the location will be convenient to both Kent and Sussex members. If possible it would be nice to have a good turnout of appropriately ancient vehicles. If well supported this can be a most enjoyable evening, terminating with suitable refreshment.

#### THE HOOE CONCOURS 1974.

This year we have the chance of the six acre field next to our old rally

field, whether we use it as a car park, rally field or both in conjunction with the old field rather depends on whether we can use the access through the farm. What ever happens we must be careful not to spoil the good reputation and unique atmosphere both entrants and public claim or concours have.

A lot more work will be entailed in the running of the rally this year, I can only repeat Dave Hance's appeal for all possible support from members when help is required.

Dave also requires on loan from members any old objects of interest for exhibition by the club, from Victorian to early crystal sets and radios etc. infact anything old at all. If you have anything you think may be of interest please let Dave know.

There will also be a limited number of Autojumble Stands (about 8) at £1 including trestles.

#### SUBSCRIPTION.

A reminder to all those who have'nt already paid, that subs were due for this year back in March. Still only 75p and cheap at the price although at the moment still slightly dearer than a gallon of petrol. For this small fee just look what one gets in exchange!. Associate membership for wife or girlfriend ( Unless she's a member of womens lib and pays her own 75p to get the vote!). Twelve meetings a year at a traditional old English Inn with good beer, good company and a perfect landlord. The use of our own private room, cosy and warm in mid-winter with a roaring open fire, where takes place much talking, drinking, film shows, talks, slides, lectures and quizzes. On top of this, one is occasionally treated to a free nosh-up, splendidly prepared by the RED LION. Then there are the extra little events during the year for the benifit of members, such as last years trip to Chris and Marion

Booth's collection of historic vehicles, after which our kind hosts treated all to a most splendid tea. As if this wasn't enough there is then the honour and pleasure of helping and taking part in the best car rally in the south. This year there is a newsletter as an added bonus.

By now you should be eagerly awaiting the next meeting, your 75p at the ready or if you cannot wait that long or are physically unable to attend (climbing Everest or crossing the South Pole) send your sub direct to our treasurer Peter Honisett, who will be only too pleased to find it on the mat amongst his morning post.

#### THE PAGEANT OF MOTORING AT PENSHURST 12th MAY

This year the weather stayed dry and was quite warm in the afternoon. The entry was about the same as other years as regards numbers, but the majority appeared to be so called post war classics an unfortunate trend that is ruining many previously excellent events. A few Morris 1000 Saloons of the mid-fifties were even spotted among the Morris contingent.

One early motor that caught the eye was a 1924 Aston Martin 2-4 seater, with an aluminium body. Originally raced before the war as the "Burt Special" with supercharged Anzani engine. Other unusually interesting vehicles were two Gordon England Cup Model Austin Sevens, one 1927 and the other 1928, 4 Hispano Suiza's, a 1911 Minerva, a Brasier of the same vintage and a 1935 Packard 57 H.P. 12 cyl; by Le Baron.

#### KEEN MEMBER

Mike Oxenham arrived at the May meeting at dusk looking weary and feeling rather saddle sore after pedaling from his home in the Cotswolds to Hooe on a pre-war bicycle. He left the previous day sleeping in a wood overnight, unfortunately it started to rain and he had to rush round gathering branches and twigs to make a shelter. He intended cycling back. Hope you made it Mike.



# THE OPEN ROAD

IRISH ADVENTURES IN A VINTAGE TALBOT

BY DAVE COLTHAM.

It all started very early one August morning in 1970, 3a.m. to be precise, when we boarded our 1925 Talbot Saloon and headed westwards to London to catch the motorail boat train from Paddington at 6a.m.

We checked in at Paddington in good time, fully laden with luggage, spares, tools and two small children still fast asleep on the rear seat. The cars were soon loaded and the train started its long journey to Fishguard arriving around 1p.m. The boat was due to leave at 2p.m. but was delayed one hour due to one of the doors jamming that the cars drove through into the hold.

After a calm crossing we arrived at Rosslare and by seven were through Irish customs. Our destination was a farmhouse in Cappawhite Co. Tipperary that took in holiday guests during the summer months.

We had about 120 miles to travel and after filling up with petrol we drove a few miles inland, and pulled up on to a grass verge. There we got

the children undressed and made up beds for them on the back seat. Suitcases were fixed on the luggage rack at the rear and maps were studied while we had a snack. Before long we started up and were soon motoring along a pleasantly traffic free road to Wexford. Signposts were few and far between, the towns free of ugly yellow lines and parking meters. The biggest hazard was wandering cattle, ponies, pigs and donkey carts one was liable to meet around every bend. One soon got used to this and approached corners with more caution than usual, although we did have the advantage over modern cars of being able to see over most of the hedgerows.

We motored on through New Ross over the river and on towards Waterford. It was on a long straight section of this road that we were waved down by an on coming car with 'GARDA' displayed on the front. From this car emerged a large Irish policeman grinning from ear to ear. After checking our papers and asking us where we were heading he then got around to asking the usual questions about the car. He then apologised for stopping us, saying he thought we were a local car.

After our short delay we were soon motoring on again. We were soon in Waterford driving briskly though trying to cover as many miles as possible before nightfall. As we approached Carrick-On-Suir dusk was falling, we drove through getting many friendly waves from the inhabitants. About two miles out of town the ammeter failed to show a charge. After stopping the fuse was checked and when this appeared to be in order a quick check of the wiring, brushes and commutator failed to find the cause. Fortunately the little 6 volt battery was in good condition and having mageto ignition and starting handle lighting was the only item relying entirely on the battery. And so we proceeded on our way once more to conquer the remaining forty or

fifty miles on side lights only with the aid of a torch shining through the windscreen.

We had one more stop before reaching the town of Tipperary, when our eldest daughter woke up and was sick, and had to spend the rest of the journey on my wife's lap. After asking directions to the farmhouse in the town we motored on, along very narrow lanes with grass growing in the middle. The first attempt was a complete failure as we finished up at a road junction we had passed a few miles previously. However the second attempt to find our journey's end was more successful and on the stroke of midnight we slowly trundled up a long creepy drive with tall trees on either side after passing a derelict gate-house. We parked our car in front of the old house and were soon greeted by our hosts. The car unloaded of luggage and children still fast asleep we soon retired to our beds very weary after 21 hours of travelling.

We awoke to a beautiful sunny morning, and after a hearty breakfast of eggs bacon and traditional Irish soda bread we decided to spend the day exploring the local villages and country side. On approaching the forecourt where our Talbot was parked we found other guests admiring our car and showing a great deal of interest, especially a group of Germans who were using most of the film in their cameras taking pictures of the car from all angles. After about half an hour's delay talking cars we made off to Cappawhite, which was the local village, to fill up with petrol from the village store!, which is not at all unusual in rural areas. We spent the day enjoying quiet country roads and beautiful scenery. Many of the farms still used horses for pulling hay and dung carts, mowing, turning and raking in the hay fields. One could easily imagine one's self in England back in the twenties.

That evening after dinner we were asked by the eldest daughter of the



house if we would do her the honour of taking her to church in the Talbot the following Saturday when she was to be married. We were only too pleased to oblige and when the day arrived set to with polish and brasso. The wedding went off perfectly, the only incident being when driving the bride to church a large pig wandered about down the middle of the road, holding us up while the whole village looked on. That evening our hosts treated us to dinner at the best hotel in Tipperary.

The following day we made for Birr, where we had seen advertised a Traction Engine and Vintage car rally. On arriving we found the town full of people, pipe bands, ancient cycles, traction engines, vintage and veteran cars. After parading through the town they all made off home and we scarcely had a chance to study them in detail. We did however catch sight of a Callcot and a Riley Redwing.

The longest trip we undertook in one day was to the Lakes and Mountains of Killarney. This took four hours each way and we left very early that morning. We reached Killarney safely and after looking round the town and castle drove up into the mountains, stopping at various points to admire the famous lakes, and also the beautiful waterfalls cascading down the sides of the mountains. It was as we neared the summit of one of these that we had our first puncture, I proceeded to fit the spare. Before many miles we had our second puncture which I thought was due to the stoney mountain roads and tracks, but on removing the tube it looked to be in very poor condition, the trouble was on the inside of the rim. The tube having perished I patched the leak and also other 'dodgy' looking places and we started to make our way back a little anxiously as we still had dynamo trouble and were already late leaving. Everything was fine for twenty or so miles when the third puncture in the

same wheel halted our progress as dusk was falling. Once again repaired we managed another two miles before the fourth one. It was now very dark and as this was the last patch we had it looked as though we might finish up spending the night in the car. As usual the children were fast asleep, tucked up in their bed on the back seat, and were oblivious to all our troubles. Finally repaired once more by torch light we motored on with only sidelights and torchlight once more into the night. Luck appeared to be on our side for the rest of the journey as we had no more punctures and the battery held out driving on side lights the majority of the home.

The next day I managed to purchase a new inner tube from a local garage and spent the morning fitting this and soldering the banjo fitting on the oil pipe to the gauge which had fractured. But our troubles were not yet at an end, in the afternoon we visited Adare Manor. On arriving in the car park we were approached by a grinning gentleman, He turned out to be the estate manager who had owned a IO/23 some years earlier, and was so thrilled about seeing one again that he gave us all free tickets to look over the manor. It was on the way back that a tyre burst with a loud bang that sent nearby cattle running across the fields. Another tube was purchased and a new tyre that we had brought with us fitted that evening.

The next day was our last and we spent it preparing for our journey back and visiting a few local historic sites. While out on one of these excursions our most serious problem of the holiday occurred when we hit a much worse pothole than usual fracturing both front hubs. We managed to creep into a nearby village and took our problem to a garage we had got to know quite well. They directed us to the local blacksmith who made an excellent repair by arc and gas welding, he was also remarkable cheap and his good wife entertained my wife and children in their cottage while the

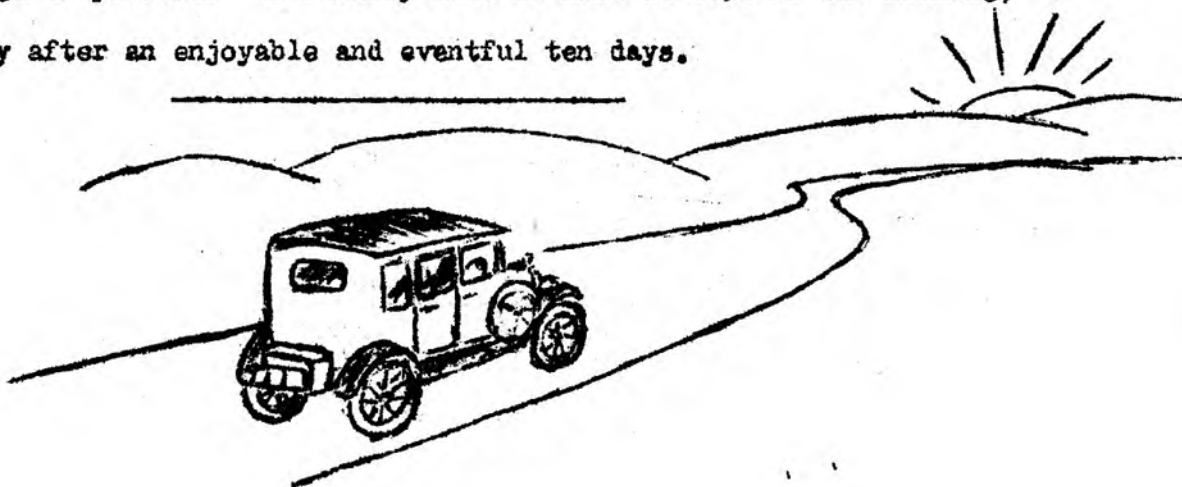
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repair was going on. With much relief we returned to the farm to prepare the Talbot and ourselves for an early start home the next morning.

We left at 5.30 a.m. when the Irish country side was still covered in mist and darkness. As dawn came we were on the main road to Rosslare and was able to keep to a steady 40 M.P.H., excepting on inclines and through towns. We made good time and arrived at Rosslare Harbour around 10 a.m.

The return passage was a lot rougher and the restaurant quite empty, we all felt well and had a good lunch while the majority of passengers were on deck feeling unwell.

On arrival at Fishguard the weather had improved considerably and had become very warm. We drove the Talbot to the motorail terminus and on to the train. After some delay while two broken down moderns were pushed up from the harbour and loaded, the train moved off arriving at London just before midnight. Driving out of London and nearing the outskirts the side lights faded to a dim glimmer. A kindly attendant at an all night service station put our battery on a trickle charger for a couple of hours while we tried to snatch some sleep. On our way once more the battery lasted about 40 miles. We were by now only 12 miles from home but it was still another before daylight so we pulled off the road onto the grass verge and dozed again until it was light enough to proceed. We finally made it home at 6.30 in the morning, weary but happy after an enjoyable and eventful ten days.



FOR SALE.

- One 4/75- 5/00 - 18 tyre. New Blue Peter remould. £6. D. Stevens.  
 'Jaiwera', Mill Lane, Bethersden, Kent.
- One 4/50 - 17 Avon Stonehenge tyre, run 2 miles only. £5.50. also tube 50p  
 and pressed steel six stud wheel, ex G.P.O. van £1.50 or £6.50 the lot.
- One pair Austin 12/4 wire wheels circa 1932/34 good condition. £5.
- One 202 M.G. K.O. wire wheel £6.
- One Talbot six stud wire wheel £4.
- One B.S.A. three wheeler rear wheel with integral brake drum £2. D. Coltham.
- One set of good Morris Cowley artillery wheels. R. Cameron.

WANTED.

- Crown wheel and pinion for Standard Little Nine. R. Cameron.
- Rudge Ulster frame and gearbox 34/35. T. Bewick, Cherryburn, Sedlescombe.
- Chromed radiator shutters for Humber 12. 1934. M. Oxenham. Sheep Street  
 Studios, Sheep Street, Stow-on-the-wold.

EVENTS

- SUN & MON 26th and 27th MAY. SELLINDGE STREAM SPECIL.
- SAT & SUN 1st and 2nd June. HADLOW DOWN, STEAM & HISTORIC VEHICLE RALLY.
- FRIDAY 7th JUNE. MONTHLY MEETING. EXTRAORDINARY MEETING CALLED TO DECIDE  
 FUTURE OF CLUBS CHARITY.
- FRIDAY 14th JUNE. TREASURE HUNT ORGANISED BY FRANCIS FOWLER.
- FRIDAY 5th JULY. MONTHLY MEETING.
- SAT & SUN 6th & 7th JULY. ARDINGLY HISTORIC VEHICLE RALLY.
- FRIDAY 2nd AUGUST. MONTHLY MEETING. ORGANISING AND WORK EVENING FOR CONCOURS.
- SUNDAY 4th AUGUST. RALLY & CONCOURS DAY. AGAIN AS MUCH HELP FROM MEMBERS AS  
 POSSIBLE AND PRAY TO THE SUN GOD.
- SATURDAY 10th AUGUST. BIDDENDEN SPECTACULAR.