



The illustration is a hand-drawn sketch in black ink on a white background. At the top center, a sun with a face and rays is positioned. To its left, a small house with a chimney is visible. To its right, there are several stylized trees of varying heights. A path or road leads from the sun towards the bottom right. In the bottom right corner, a person is depicted from the waist up, wearing a hat and holding a camera, appearing to be taking a picture. The overall style is simple and illustrative.

HOOES NEWS



Rally time is here again, time to blow away the cobwebs and dust from those old engines. After a cold start to summer this year things are warming up nicely now, and lets keep our fingers crossed for another scorcher.

Club activities are in full swing again. On Sunday 22nd May was the club outing to the Hove Engineering, although unfortunately many were unable to make it, (myself included), a further outing there may be organised later in the year.

On Sunday 19th June is the clubs annual Treasure Hunt and ofcourse on the 7th August the Hove Rally. So get those old motors on the road and enjoy them this summer. Petrol is almost a 91 gallon and Road Tax a lot at £50 per annum, but next year who knows Road Tax £100 ?, Petrol £2 gallon ? And the year after motoring may be for millionaires only, so don't forget, get your old car out of mothballs and make the most of them this summer.

Newsletter material is still sadly lacking, would somebody please like to put down on paper an account of all the swearing and battle scarred knuckles obtained during winter restoration. If that is not possible even a few advertisements would help. The poor old Newsletter is starving she seems to get thinner every time.

D.C.



TREASURY HUNT

SUNDAY 19th JUNE

STARTING POINT Northiam by the church near the Six Bells Inn on the
A28, facing Hastings please.

Time 2.00 p.m. First cars will be moving off from 2.30 sharp.

A nice day out for all the family and friends, the distance will be
approximatley 30 miles or so. A picnic tea is suggested.

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Some sad news now, Les Feichat a club member for some years now,
died over Christmas. I'm sure I speak for all members in expressing
our sympathy to all his family.

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PAST, PRESENT AND FUTURE.

A LIGHT HEARTED LOOK AT THE OLD CAR SCENE

10 YEARS AGO, NOW AND 10 YEARS HENCE.

1967 by coincidence was the first year I owned a vintage car
and started rallying, previous to that I had owned a 1932 Standard, and
as rallies then were restricted to vintage and early vehicles in the main
I was compelled to park with the 'moderns' in the public car parks,

even though my car was 35 years old. This didn't upset me at all. I wanted a vintage car and this just made me more determined to own one.

Rallies then were few and far between, the most popular in my vicinity was the annual Elham Steam Engine Rally which I had attended faithfully since 1963. This was the year I became well and truly hooked on vintage cars and spent all day drooling over the old vehicles, crawling underneath, taking photos of engines from different angles ect. and boring my wife to tears in to the bargain. I've now got her properly trained and she's almost as enthusiastic as myself. Buying my Talbot in 1967 finally converted her, and letting her drive it has ensured she is, like me, well and truly on the road of no return. I taught her to drive to the standard so she was well able to manage the crash gear box and I must confess her changes in the Talbot are often better than my own.

Back to Elham 1967 and my first rally as an entrant, very proud, bulling the engine up after arrival, one hour earlier than anyone else. Slowly the field began to fill, "but whats this arriving? ". THATS NOT VINTAGE ! As a 1934 Morris IO/4 parks next to me I must admit I felt a bit peeved, not even a P.V.T.. This was infact the start of interest in the more ordinary cars of the thirties, and over the next few years many thirties cars were to be seen at rallies, although still in the minority.

In these early years of my rallying ' new cars ' were being discovered still quite frequently and there was always something ' new ' to look at and talk about. I also started friendships then with many people in the old car world which I still value to this day. When I first started I knew absolutley no one who had the same interest and

and was looked upon by relatives and friends and neighbours as mad, wanting to drive around in such ancient machinery. Also then many used their rally cars as regular transport, as I did. Then it was more practical and economical than it is now. Spares were more readily available and much cheaper.

The trend to restore thirties cars has continued and most rallies nowadays have their strongest support from the thirties section, with less vintage and virtually no pre-first world war vehicles apart from the massive organised events with a thousand cars plus.

The current trend for post war vehicles started a few years ago, first with post war unusuals and sports cars up to 1950-55 but quickly spread to any car up to 1965 or so. We now have cars, some not much more than 10 years old competing at rallies. I personally find it quite amusing. At two rallies last year, where the Talbot was the oldest car entered we huddled in a corner with a few friendly thirties cars. Amongst a throng of fifties and sixties cars we were being stared at like some beings from out of space, with equally stupid remarks being made as if we had no right to be there. We watched them polishing their engines, saw brass where brass never was originally. Notices on them such as '60,000 miles and still going strong' on one, and a 1961 Cortina with 'only second owner'. Some were members of the 'Fifties Sport Car Club', which seemed to be made up mostly of A30's and A35's! Perhaps this is what the future has in store. In my opinion to many moderns puts off older machinery from entering. There are not many more pre-war cars available now (at reasonable prices any way), plus dealers hoarding many and selling overseas.

Rallies themselves have increased enormously over the past ten years and one can pick and choose from several most weekends.

If the next ten years carries on with the present trends we can look forward to cars at rallies over 2-3 years old being accepted and nothing earlier than 1955-60 and a rally every day of the weekend and 10 on Sundays. What may happen then is a split into two groups, one of enthusiasts for the earlier transport, who will have a few rallies mainly for themselves and private meets and gatherings organised by the individuals. The other group of people with modern machinery they wish to parade for the public and gain free access to various shows. All this ofcourse assuming we are still able to motor. The North Sea may be dry of oil by then or sold to the Arabs for them to resell to us at £25 per gallon? With everyone in the Red Lion bemoaning the increase of Road Tax on bicycles, with inclusion of the same in the M.O.T. for at least 2mm of tread on pedal rubbers. Of the Chancellor cheated of his fat income from Petrol Tax, considering masks for cyclists to measure the amount of oxygen they burn up pedaling around the countryside, called a Puff Meter, compulsory crash hats and knee protectors with approved kite mark ofcourse.

Ofcourse things could be a lot better if an enlightened person or an enthusiast were in a high place of power, we could have free Road Tax, insurance, restoration grants from D.O.E. for preserving British heritage and complete freedom of the road for parking, speed and right of way over other road users to encourage us to use our cars, more as a tourist attraction to help the national balance of payments. One can always dream I suppose.

I apologise for the many errors in this edition of Hooe's News
it has been a last minute panic to get it completed for the may club
meeting, in fact this is being typed very late at night the day before
the meeting and printing will run on into the early hours, so mind the
ink it may still be wet.

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