

HOOE'S NEW'S.

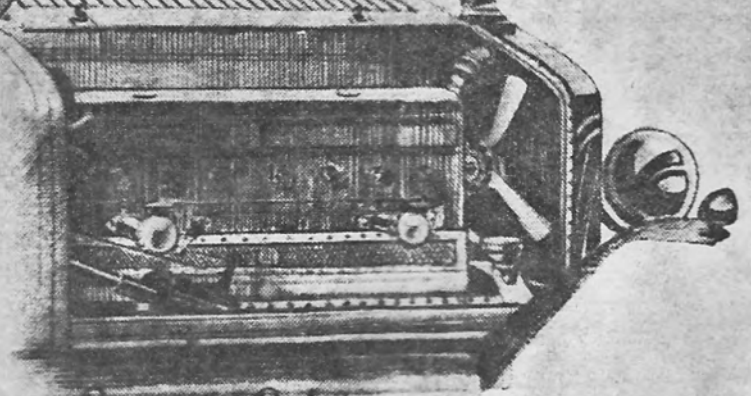


HOOE'S OLD MOTOR CLUB

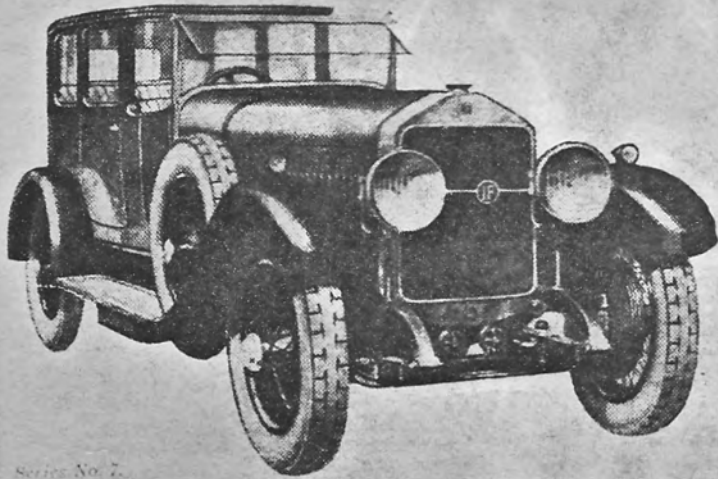
Isotta Fraschini

An 8 cylinders (vertical) in line engine of 44.3 h.p. rating. Cylinders cast en bloc. Inlet and exhaust valves interchangeable—double valve springs. Pistons of special aluminium alloy metal. Two triple—Diffuser Zenith Carburettors.

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THE sale return of the R. 33 was a remarkable tribute to the efficiency of the Sunbeam-Coatalen engines installed in the giant dirigible—the original engines as fitted to the airship in 1919. In an official account of the R. 33's journey it was stated:—"The engines gave no trouble throughout the flight."

You can ensure similar engine efficiency, similar reliability of service, together with the recognised Sunbeam qualities of luxurious coachwork and superb finish in the 20/60 h.p. six-cylinder touring car.

The finest Touring Car ever produced—Ready for the road at £950

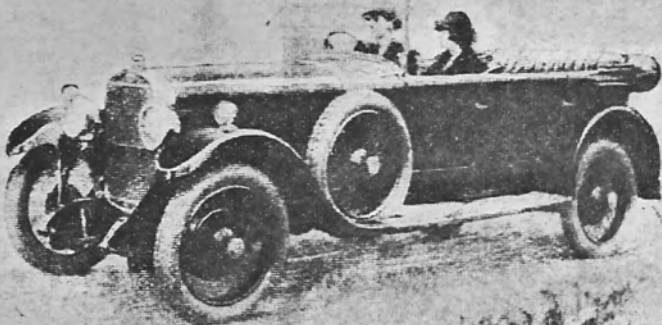
MODELS AND PRICES:

1230 h.p. 4-cylinder Touring Car . . . £570	1440 h.p. 4-cylinder Touring Car with four-wheel brakes . . . £685	2060 h.p. 6-cylinder Touring Car with four-wheel brakes . . . £950	Three Litre 6-cylinder Super Sports Four-Seater with four-wheel brakes . . . £1,125
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'1977



Many thanks to the two contributors to this issue Dave Thornton and Ken Cooke for the splendid period adverts and front cover. Lets hope this means an upward trend of articles, I look forward to to being deluged with them in the next few months, all those winter restorations new finds and acquisitions there should be plenty to write about.

I wish you all happy motoring in 1977.

D.C.

—ooo000ooo—

A FEW DATES FOR YOUR DIARY.

MAY 7th/8th. SILVER JUBILEE RALLY AT ASCOT.

MAY 13th/15th. CAVALCADE OF HISTORICAL TRANSPORT AT BIGGIN HILL
INTERNATIONAL AIR FAIR.

JULY 17th. THE PAGEANT OF MOTORING AT LINGFIELD RACECOURSE SURREY.

—ooo000ooo—

MEETINGS.

For the February meeting we should have a talk by a gentle man from the Brighton Engineerium. March and we have the Kent & Sussex railway as a topic for our evenings entertainment. April of course is A.G.M. time again, which reminds to remind you that subs are due again in March.

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LEGAL SNIPPET.

The position of your tax disc until recently should have been on the lower near side of the windscreen, several people have been fined for having the disc on the upper near side but it is now legal to have it on the upper or lower or presumably if you fancy halfway up the nearside.

AN

AQUAINTANCE WITH A BSA
FRONT WHEEL DRIVE SPORTS

BY DAVE THORNTON.

My first view of a B. S. A. front wheel drive, was a jangled heap of bits in boxes strewn over a workshop floor.

It had an extraordinary chassis with a long wide tube in the centre with one wheel at the end, the chassis all in pieces. Well I had always viewed a three-wheeler as a hazard on the road, a liability and potential disaster.

After viewing it I retreated dismayed that such a vehicle should have been designed to be driven on the road.

However, after a month or two I again saw the vehicle and decided that historically it was of interest and that I could fiddle with it during the quiet winter months and anyway such a curiosity should be preserved for posterity. Perhaps as a lesson to future generations. And so the vehicle in question joined my possessions.

One friend, chortled, "Super Dave, what you've got is £50 worth of scrap iron." Francis Fowler seemed to think I'd got a bargain. Well looking at the various heaps of bits I wasn't sure whether he was right or not.

However a look at the handbook showed me what beast I'd got. At the time and even now, mechanically it was the most advanced three-wheeler, costing £100, plus it had front wheel drive, independent suspension all round, three speed and reverse, inboard brakes working on

3

the transmission, multi-plate clutch, full instrumentation found only today on sporting luxury cars, and it could even be had with different bodies and steel or aluminium was offered.

The engine was either a two cylinder V twin or the luxury model B.S.A. four cylinder 1000 cc+ engine.

Soon I started to piece it together and it began to look like a Beeza. However I soon found that I had bits for two cars mixed in and a lot was missing. But I soon began to think that it was a well made machine and that I was being unfair to it.

However as I was building it in an open garage people soon stopped to look and it wasn't long before my confidence was again in doubt. One comment was, 'Ooh look a Morgan, my dad had one of these, it got stuck in a tramline roared round the wrong bend and landed up on the stairs of a tram.

It seemed that most people remembered the Morgan better and proceeded to tell me with delight what they remembered them doing.

One three wheeler every time his uncle went to London it used to tip him out at least twice as it turned over.

Another, when the owner braked hard, its rear wheel came up and the whole car landed on the driver.

After this advice from passers by, I must say that I haven't got full confidence in the machine as an every day machine, though mine was used from 1933 until 1965 locally and was a common sight in its apple green round Hastings and Bexhill and indeed could be seen standing outside the park for many a year.

I hope to have the car finished in a year. I have however never seen a B.S.A. and the fact that parts are missing means that I have to guess and use trial and error ways of seeing how parts fit and where. Its

not being a conventional car doesn't help either.

I shall be most interested the day I eventually drive it and then I will really find out if it should, as one magazine called a three wheeler with a JAP engine, "Be only suitable for hanging on the wall", or is it a really exciting machine, fast and lively and just as the sales advert described it in glowing terms just some 44 years ago.

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Surely bait for a suitable reply from a certain club member and three wheeler exponent.

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NUMBER PLATES.

New regulations regarding the transferring of number plates comes into operation shortly, due to clerks at the Swansea licencing centre refusing to transfer plates. Apparently they regarded the practice of personalised or coveted number plates as rather stupid, distasteful and a rather unnecessary fad of the rich. Whether you think these number plates are silly or not many people felt it was an infringement of the right of the individual for the Swansea bureaucrats to ban these transfers. Many small buisnesses had sprung up buying and selling plates and people of all income brackets were using them and protest was duly made through M.P.s to Parliament. The result was an increase from £5 to £50 for the transfer fee as announced by the news media. A victory for freedom you may think although at a price, but first read the new conditions and then decide whose victory it is. As most of you probably know it is still illegal to buy or sell a log book without a vehicle. You will now be unable to transfer plates from car to m/cycle and visa versa. You may not keep log book and plates up to six months after selling or scrapping a car as previous. To transfer

the registration number from one vehicle to another you must first own both vehicles for nine months and both must be taxed, insured and have a current D.O.E. certificate. In other words you must run two cars for the above period. Finally if you manage all these obstacles and apply for your transfer these magnanimous clerks from Swansea will only deal with it when they consider they have enough time on their hands.

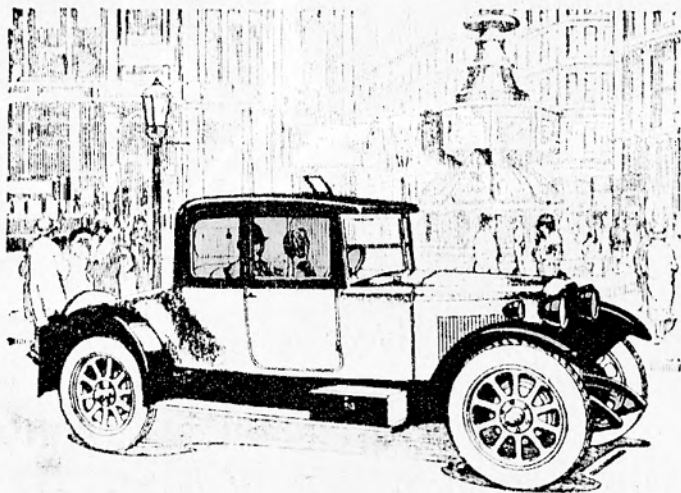
How this will effect the car enthusiast and restorer with a car he wishes to restore and put back on the road, but has no log book and is unable to trace the original, I do not know. Perhaps it's the thin end of the wedge, after all what is to stop them saying the running of old cars is frivolous, unnessesary and the pastime of multi millionaires . We must be on our guard after all 1984 is only seven years away.

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Manufacturers:

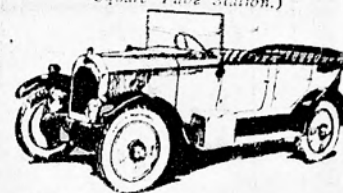
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"PUNCH"



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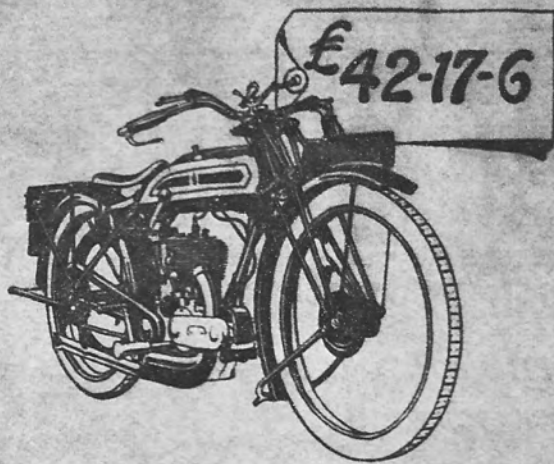
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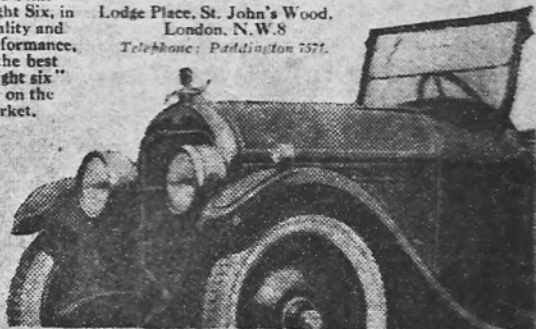
Here is a carefully considered statement issued with a full sense of responsibility.

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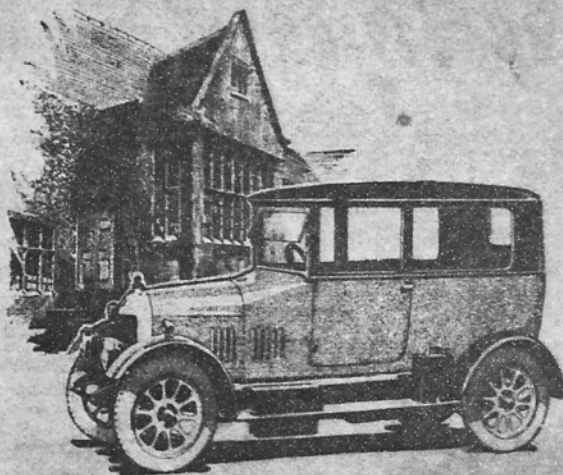
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