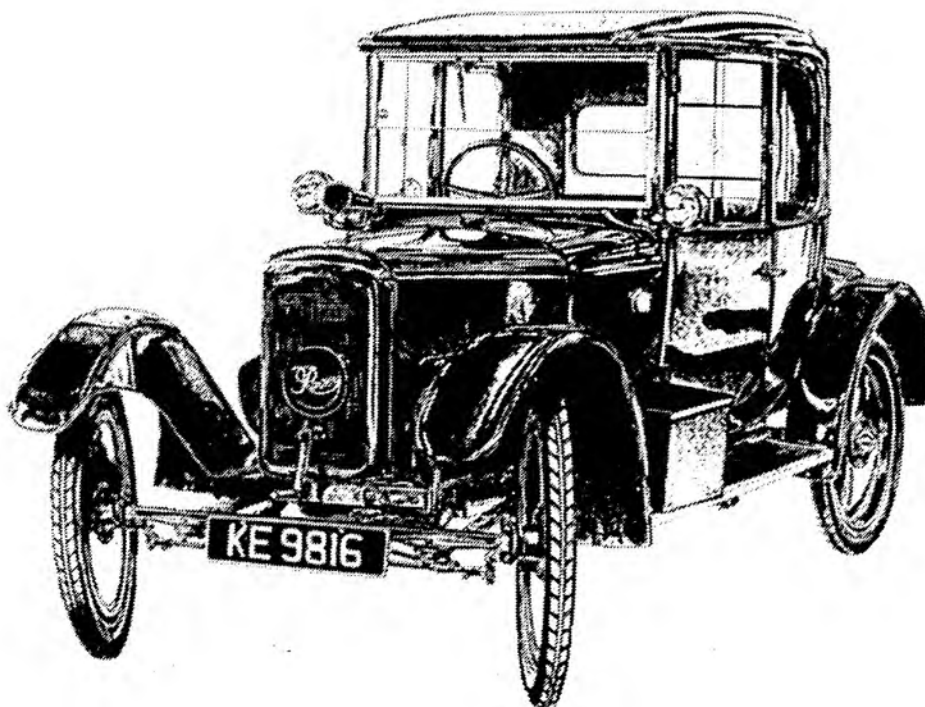


# Hooe's Old Motor Club



News Letter

The Committee for the current year 1992 to 1993 is;  
Chairman, Francis Dunn, Secretary Rodney J. Smith 74 Hawthylands Road, Hailsham  
BN27 1HB Tel; 0323 847597. Treasurer Judy Walker, Publicity Myrtle Dunn, Committee  
Members Tom Guy and Chris Booth, Rally Secretary Frank Barrow Tel; 0424 222201.

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Forthcoming Club Nights, The First Friday evening in each month at the Red Lion  
Pub Home near Ninfield Battle Tel 0424 392371.

The Dec meeting will be a Video show from the BP library, January will be a  
natter and a noggin evening (so why not come along to find out whats happening  
in 1993). The February meeting will be a speaker, whilst March could well be  
anything!! Just wait and see !!

October's meeting was a local man talking about vehicle security and a  
Quiz, November's was a slide show on the formation/constuction of the Heathfield  
to Polegate railway line and 75 years of local haulage companies in Eastbourne  
by Jonathan Cruse.

Should any member feel they would like to give a talk, kindly contact Sec.

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The club is holding a small gathering cum rally on Good Friday 9th April  
probably around 30/40 miles max finishing at the Red Lion at lunch time, The  
start to be arranged (contact Sec nearer the time).

The club Annual dinner will be held on Saturday 13th March more details later.  
Naturally our rally will be held on the first Sunday in August at HOOE SPORTS  
FIELD nr Battle.

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Services to members;

Electric Motor and Generator Repairs (Motor vehicles as well) Ask for Andy;  
Southern Rewinds Station Road Industrial Estate, Heathfield Tel 0435 865533.  
Engine rebuilds, machine work; Ask for Derick; Hamilton Engineers, 8b London  
Road, Bexhill On Sea TN39 3JU. Tel 0424 219747.

The reshaping of Road leaf springs; Tivoli Forge, behind Tivoli Pub, Battle  
Road, Hastings.

DKW motor cycle spares, Bernhard Greiner, Oldtimer Motorradhandel, 7460 Balingen 1,  
Germany. Tel 07433 22237. German spoken !!!.

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Since the last Newsletter the Secretary and his wife Pamela took their DKW  
1000S Coupe Sonderklasse to Holland for the four day International Auto Union  
annual rally held this year at a fun park called Beekse Bergen in Hilvarenbeek,  
a few Kms from Tilbury. The trip was nt without a problem or more, the worst one  
being a sticking control box regulator, The weather was dry, sunny, hot and in  
everyway an enjoyable 584 miles. We saw many other makes from Auto Union,  
Audi, DKW, Horch

continue.

and Wanderer. Naturally a number of vehicles came from the Audi Museum at Ingolstadt (where next year's rally is to be held) However, the DKW hobby Scooter which we have (74cc, auto gear box) would take a week or so to ride there.

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The Club for everyone interested in Veteran & Edwardian Cars, The Secretary, The Veteran Car Club of Great Britain, Jessamine House, High Street, Ashwell, Hertfordshire SG7 5NL Tel 046274 2818 Fax 046274 2997. The Vintage Motor Cycle Club Ltd., The Secretary, 138 Derby Street, Burton on Trent, Staffordshire, DE14 2LF. Tel 0283 40557, Fax 0283 510547.

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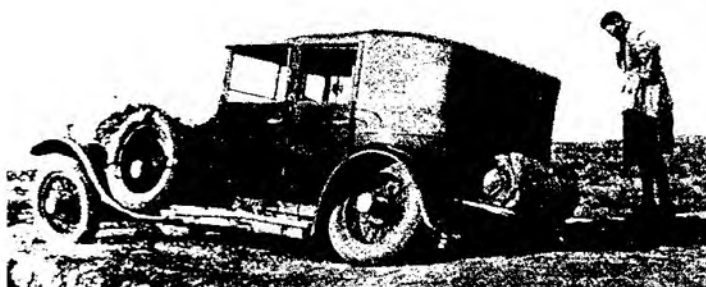
The April monthly meeting is our AGM, as this year the entire committee were prepared to stand down, perhaps in April 1993 you would like to take an active roll in club events, whether organising rallies (the shorter ones) the present committee feel that these smaller events create more interest in motoring, meeting people with the same interest. For example, our recent club nights are attracting long time members, So why not come occasionally.

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Did you know;

In 1888 J.B. Dunlop, a Scottish veterinarian resident in Belfast patented a 'hollow' rubber tyre, pressurised by air and secured to a bicycle's rim first by bandages, later by glue. What clinched the idea were the two inventors CK Welch and W.E. Bartlett. Their idea was to run wires through the inner edges of the tyre and the latter a system where the clenched over rim of the wheel gripped the prominent beads of the tyre, under the pressure of the internal air, to hold the tyre on the rim. Dunlop swiftly secured these ideas and the foundation of the firm's tyre business was established. The first vehicles to begin the switch to wired edge were cycles at around the turn of the century. The Michelin company of Clermont Ferrand had developed wheels with removable rings--similar to those fitted to some lorries of today. These were not fitted to motor cycles. We had to wait until 1926 for British manufacturers to put us on equal terms with cyclists.

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**Asia & India, 1933: in 1933 a Colonel attached to the Indian Political Service, who had observed Rolls-Royce reliability in Imperial conditions, gathered friends to drive two secondhand Phantom IIs (cost: £130 apiece) back from UK leave. When they set out Afghanistan had been firmly closed to travellers. But, at**

**Meshed, they learnt of the death of Nadir Shah and that visas would be granted. They were one of the first to tell the tale of the appalling Afghan roads. Here is a typical encounter with a local bridge between Farah and Kandahar. Then they pushed and dug their way across that devilish sand sea, the notorious shortcut to Chaman, and to Quetta**

The Heritage Motor Museum, Syon Lane Brentford Middlesex HAS MOVED to The town of Ward End Gaydon Centre junction 12 M40 in Warwickshire

Should any member be planning a tour of France next year perhaps the following may be of help; Essence = Petrol, Essence sans plomb = Unleaded, Gasoil = Diesel. Naturally Vitesse = Speed.

The First Le Mans 24 hours took place in 1923, and this year the 60th edition was run. The race was not held in 1936 due to strikes, nor between 1940 and 1948. The chaicanes were introduced to the ligne droit des Hunaudières, better known to the Brits as the Mulsanne Straight, in 1990. This slightly increasing the circuit length to 13,60 kilometres (8,45).

Forgotten Makes -- The Diatto.

The Diatto has the considerable distinction of having been the fore runner of the Maserati. Yet the first such cars were quite humble and rather ugly light cars. These were built in Torino by the engineering company of the same name. To this end Adolphe Clement was induced to join the Board and his Clement-Bayard cars were built under licence. They started in 1906.



**Africa, 1936: an account of a professional drive is included to show what could be done -- and in a British vehicle! In 1936 it took 16 days from London to Kano by ship and train. Humphry Symons (right), of Monte Carlo, set out to beat this time accompanied by Messrs Francombe and Barnes in a laden Morris 25 saloon with petrol and water tankage of 33 and 15 gallons respectively. They made splendid time across Europe and down from Algiers to Tamanrasset, covering 450 miles on successive days across the desert tracks. Then they hit the soft sand before and after In Guezzam. The heavy car (which weighed two tons) bogged down. One day they achieved only 120 miles, but they made up time by driving on through the night and, with a final day's dash of 445 miles, reached Kano in under eight days. This was the same time as the then quickest air service**