

Hooe's Old Motor Club

PRESIDENT: RON FELLOWS 01424 445229

CHAIRMAN: RON WANMER 01323 840346

VICE CHAIRMAN: DAVE FLETCHER 01323 842342

SECRETARY: JOHN BISHOP 01323 843202

TREASURER: RON SHRUBB 01323 767429

COMMITTEE: ERIC ALLEN 01424 220275

GEORGE GRIFFIN 01323 642351

SAM ROLFE 01435 812477

PAT WALKER 01424 845230

NEWSLETTER EDITOR: JULIE SIMCOX 01323 423389



November - April News 2006

Welcome to the Winter edition of the Hooe Old Vehicle Club newsletter. First of all, I'd like to introduce myself as the magazine editor. A lot of the club members will know me already and a lot more will probably know my car. In case you don't, I have featured "Polly" on the front cover.

I hope that members of the club will support me in my new role by providing articles on rallies they have attended with their vehicles, any restoration projects that they are involved in and anything else of interest including quizzes, poems and vehicles and items for sale. I would also like to feature a club member's vehicle on the front cover of every issue, so dig out those old photos and send them to me at 9 Hillside, East Dean, East Sussex, BN20 0HE or by e-mail at gerryandjulie@fieldmouse.plus.com and you never know ... your vehicle may appear on the front cover of the next issue.

Julie

President's Message

I would like to say how impressed I was with the show this year, and would like to congratulate all of you, and the Committee, who did an excellent job of putting the show together and running it on the day.

This was endorsed by comments made to me by the entrants and public.

The club has certainly taken off since we have moved to the Hooe Village Hall; we owe a thanks to all the new members, also the members of longstanding who supported us over the years.

It has been said to me and other committee members that it's a very friendly club, may this continue for years to come.

Ron Fellows, President

ERIC WYCHERLEY

It was with deep regret that the club heard of the passing of long term member Eric Wycherley. Eric had been a stalwart of the club from its early days when we used to meet in the Red Lion. He was a regular at club meetings and dinners and especially at the annual rally where, from his wheelchair, in later years, he was to be seen judging the various competitions, especially the Lady and Car, though whether it was the ladies or their costumes he was most interested in I would hesitate to say. He never complained but remained cheerful despite his deteriorating health. I would like to thank him and his wife Maureen for their genuine friendship and companionship, not just to Bob, Gilly and myself, but to everyone else he came in to contact with. THANK YOU ERIC FOR JUST BEING YOU.

Michael Moore

KEEPING UP TO STANDARDS

Having once owned a 1955 Standard Super 10 in really A1 condition (except for a well worn interior roof lining), I began to think back and reflect on earlier associations with the marque. Having now just passed the 'magical' three score years and ten, you may have to forgive any inaccuracies in my memory box!

Going back to those somewhat halcyon days before WWII, I seem to remember that an uncle used to visit in a pre 1930 8 or 9 tourer with dickey seat. He was a commercial traveller for Shell oil company and liked to surprise his young nieces and nephews with little gifts bearing the oil company logo, playing cards and other "giveaways" from out of the depths of the rear dickey seat. The car had a leather hood, (probably not standard) which he kept in a superb condition with liberal use of Dubbin. A trick he learnt from his army service in WWI, he used to tell us. The radiator had a gable shape, with the circular Union flag in the centre. A Gordon England model?

My next two memories relate to Phase 1 Vanguards, the first belonged to a beekeeper friend from schooldays. He used the capacious boot to transport the hives from area to area around Baldock and Hitchin to obtain the best pollen from lime trees and clover fields. The car was in a light green metallic colour, popular at that time. I do recall causing him some annoyance when I inadvertently snapped off the plastic knob from a quarter vent fastener! A common fault I learnt later on! Serving in Germany in the R.E.M.E. as a vehicle mechanic, I was posted to an R.A.O.C. unit in Munchen Gladbach (B.A.O.R. 34 as it then was). Our C.O., a Captain Magill, had an identical Vanguard as his personal vehicle for which he paid in 1950 the princely sum of £444 through the N.A.A.F.I! No tax being levied. (They used to be advertised in the Solider Magazine). His staff car was at first a 1937 Mercedes 190SL Coupe which was believed to have been the private car of a Panzer officer who never recovered it! Our C.O. was then issued a Volkswagen (much to his chagrin) as R.E.M.E. had taken over the Volkswagen plant.

Returning to civvy street in 1951, my own transport traversed from a Corgi, Vespa, Swallow Gadabout, two BSA Bantams and a Francis Barnett Falcon, Bond Minicar! My brother – five years my senior – had gone from pre-war Matchless 500, Tiger 100, Singer Le Mans Coupe, Hillman Minx and a



huge 1934 Rover 14. The Minx he was once quoted as saying “had a gearbox topped up with ½ pint of nails!” Probably the dealer who sold it to him had also filled up a noisy back axle with sawdust! (All is forgiven Arthur Daly).

Needing a larger car to transport my parents for day trips and to their holidays at Clacton-on-Sea, he purchased a 1948 Standard Flying 14. As new cars were still on quota due to the exporting of most of manufacturers’ production, second-hand values were still fairly high. Some dealers however were re-importing cars from the Channel Islands and Ireland and selling on at seemingly bargain prices. The one he bought was from County Tipperary – FI 3870. It had all the extras – sunshine roof, radio, etc. One had to appreciate that such cars had a pretty rough life, knowing the lack of quality of Irish roads and the fact that no licence or driving test existed then.

But, even taking into account these factors, a good clean up and decoke etc was all that was needed. Helping my brother to remove all the carpets and seating, was a necessity as it seemed as though a pig farmer had used it to take his pigs to market and back, phew!

Needing to carry out a decoke, some trouble was experienced removing the aluminium cylinder head. I can’t recall if he used a trick we used in the army to remove stubborn heads, and that was to loosen all the holding nuts to the same distance from the head, start the engine, run it about 1500 rpm and the head would gradually lift from the block. If this did not do the trick, gently squirt oil down the carb inlet, that would always have the desired effect. Don’t do this at home! Find an open field! (Memories of using Holts quick decarbonising kit also).

By now, married and living away from home my next venture was the Bond Minicar. Had it sprayed in two tone red and cream, hoping it might be mistaken for an early TR2! Better than the Francis Barnett for the winter trips in those awful winters we used to have in the mid 1950s to and from north west London to Aylesbury.

My wife and I decided to seek more summer climes and tentative plans to move to Cape Town. Having to fund this ourselves (no £10 fares!) meant returning to London to seek more lucrative employment and to be near my wife’s parents in Neasden Lane. Pa-in-law had treated himself to a British Racing Green Standard 10 late in 1954. I used to get him to add on bits and pieces like wing mirrors, wheel rims, headlamp eyelashes, etc at trade prices.

My mother-in-law got me to order a complete picnic set in a green leatherette case for one of this birthdays, this I used to display in the back set of my own 1955 Standard Super 10 if you please!

In early 1957, due to the effects of the Suez crisis and petrol rationing, second-hand values had reached an all time low for any car over ten years old. One dark dismal

day, I purchased almost on a whim a 1935/36 Standard 9 for £35! Getting it back to the in-laws' place where we were staying the night, I noticed the number plate DMT 400, this being my brother's initials! Mine being MDT – what a coincidence! Adding some bits and bobs – see photo below (wish I still had that badge bar!)



I eventually sold it when petrol rationing stopped for £65 – the same amount for one single passage on the old mail ship RMMV Winchester Castle from Southampton to Cape Town. By coincidence my elder brother served on the same ship as a Royal Marine when it was an armed merchant ship!

So now full circle and I was the proud owner of a 1955 Super Ten LFN 660. It was in absolutely A1 condition, no rust problems, just needed a new driver's seat or expert repair to a couple of small tears. The previous owner phoned me a couple of weeks after I took delivery to tell me that he had forgotten to sell me a ready made roof lining in good quality Melton cloth complete with DIY instruction sheet, what good fortune. He had paid £70 for it five years ago and would not take more than £20 from me. I had previously made enquiries about having a new roof lining put in by a local "expert" who quoted £300 to £400. I managed to fit it with the help of a local enthusiast but what a job! Needed a few wrinkles to be steamed out, otherwise a perfect fit.

The first classic car rally I entered with this car was the Bexhill 100 over a May Day bank holiday weekend. The judges were simply amazed at the almost pristine condition, but no prizes this time.

The only other problem was a leaking water pump, solved by fitting a second-hand one from a friend's Triumph Herald (same engine). Noted the non-existence of a grease nipple on the boss so I presumed it was pre-lubricated for life?

This car was eventually "swapped" for a Humber Hawk, replaced by a Rover P5B Coupe, replaced by a Rover P4 105R, replaced by a Vanden Plas Princess, replaced by a Rover P6 V8, and at today's date replaced by a Rover P5 3 litre saloon! I really must stop this as I'm getting a reputation!

David Tame

A little ditty to remind the pensioners why they like retirement so much and to let the rest of us know what we've got to look forward to ...

Question: How many days in a week?

Answer: Six Saturdays and one Sunday

Question: When is a retiree's bedtime?

Answer: Three hours after he falls asleep on the couch.

Question: How many retirees does it take to change a light-bulb?

Answer: Only one, but it might take all day.

Question: What's the biggest gripe of retirees?

Answer: There's not enough time to get everything done.

Question: Why don't retirees mind being called senior citizens?

Answer: The term comes with a 10 per cent discount.

Question: Among retirees, what is considered formal attire?

Answer: Tied shoes.

Question: Why do retirees count pennies?

Answer: They are the only ones who have the time.

Question: What is the common term for someone who enjoys work and refuses to retire?

Answer: Nuts.

Question: Why are retirees so slow to clean out the basement, attic or garage?

Answer: They know that as soon as they do, one of their adult kids will want to store stuff there.

Question: What do retirees call a long lunch?

Answer: Normal.

Question: What is the best way to describe retirement?

Answer: The never-ending coffee break.

Question: What's the biggest advantage of going back to school as a retiree?

Answer: If you skip lessons, no one calls your parents.

Question: Why does a retiree often say he doesn't miss work, but misses the people he used to work with?

Answer: He is too polite to tell the whole truth.



And they ask why I like retirement!

Do you enjoy Comedy and Buses together on film? Why not join the "On The Buses Fan Club" for TV comedy at its best. Go to www.onthebusesfanclub.co.uk or call Robert Cooper for details on 01323 507135 or 07903 253293



Cars and Automobilia for Sale

MORRIS MINOR 1000 four-door, first registered December 1969, smoke grey, sailed through MOT in May with no problems, radio, 34,000 miles on clock (not guaranteed), alternator converted, reasonable condition, sensibly priced at £1,250. Telephone: 0132 3 423389 (East Dean) or e-mail to gerryandjulie@fieldmouse.plus.com

LOTS OF AUTOJUMBLE BITS, especially AA badges and radios. If you are looking for something in particular, I may have just what you want. Please call Gerry on 01323 423389

1972 SUNBEAM ALPINE Fastback, white, low mileage (33,000), a little work needed, on SORN, good runner - £1,550 o.n.o. Ring Ted Dove on 01323 488916

MOTORCYCLE TROUSERS, new, with armour, black. Removable lining. Size M 34" waist - £35.00. Also **MOTORCYCLE JACKET** with armour, zip in/out quilted lining. New/unused, 38" chest - £45.00. Please phone George on 01323 642351

MOTORCYCLE FOR SALE – YAMAHA VIRAGO XV 250S, S-reg, show condition, various extras, £1,150. Phone George on 01323 642351

A Reminder about Membership Renewal

If you wish to pay your Membership Renewal at a monthly meeting, please bring along to the meeting your Membership Payment Card with your Renewal Form, and not forgetting to quote your Membership Number. Membership of the club will be suspended if not paid by August at the latest.

Robert Cooper, Membership Secretary

MESSAGE FROM THE SECRETARY – *John Bishop*

The Festival of Transport is over with and time now to devote a little time to my new role as Secretary of the Hooe's Old Motor Club in the newsletter.

As members are well aware Ron Fellows stepped down as Secretary of Hooe's Old Motor Club. On the lead up to the planned 'operation' I was proposed as the new Secretary after a comparatively short time with the club. My membership was even by default inasmuch it was payment for the annual film show I give in November each year!

My agreeing was on the basis I would not be about for many of the functions through 2006 and still you wanted me! Well I hate to say it I am in harness now after our trip to Russia when the prestige function, August Rally was on. I can honestly say I feel it an honour to serve the club and you are now well and truly lumbered!

We have had one committee meeting which I actually attended where we were all able to acquaint with one another and plan the August Rally. As a parting gesture below is a Moskvich photographed in July this year outside a restaurant in Varna, Bulgaria purely as an advertising feature trouble is there are still loads being used in every day use! My close friends know of my passion for trams, trolleybuses and buses so it does go to prove I have interests in other quarters.



Photograph John Bishop

FOR SALE

1933 Morris Minor £4,750

In excellent condition
Rebuilt engine

1924 BSA Motorcycle 2.75hp £3,500

Excellent runner

1933 Morris Minor £4,750

In excellent condition
Rebuilt engine

1971 Morris Minor 1000 £1,450

4 door with over £500 of spares

Work Lathe £80

Arc Welder £20

Any of the above please contact:
Ron on Telephone number: **01323 840 346**

Club Meetings

- 1st December** Christmas Party – bring a little something to help the ladies please. Bring your own drinks.
- 14th January** Coach trip to RAF Museum, Hendon (booking form enclosed). Contact is Ron W and the coach will be leaving at 8.45 a.m. from Hailsham Vicarage Lane car park
- 2nd February** Video film evening including 2006 Hooe show video at 7.30 p.m.
- 2nd March** Annual Dinner (details enclosed)
- 6th April** AGM at Hooe Village Hall from 7.30 p.m.
- 4th May** Talk on Model Aircraft by Don Coe at 7.30 p.m.
- 1st June** Quiz Evening at Hooe Village Hall from 7.30 p.m.
- 6th July** B-B-Q at The Homestead from 7.30 p.m. – bring your own meats
- 5th August** Show Time – usual help required Saturday and Sunday
- 7th September** Fish 'n' Chip Run – details to be advised

Next newsletter published in April

Forthcoming Events and Rallies

- 6th/7th May 2007** Magnificent Motors, Western Lawns, Eastbourne
(Contact: 01323 415442 or events@eastbourne.gov.uk)
- 19th/20th May 2007** Bill Targett Memorial Rally, Highbridge, Colden Common
(B3354), near Eastleigh (Contact: 023 8061 7382)
- 20th May 2007** Southborough and Highbrooms Family Fete, Ridgeway
Playing Fields, Southborough (A26) (Contact: Colin
Murrells on 01892 531276)
- 28th/29th July 2007** Ringmer Steam and Country Show, Ringmer (Contact
01903 233240)

Notes from the Chairman

Shows this year have mainly been blessed with fine weather. It has been a direct contrast to the motorcycle runs I have entered.

The Brighton Rotary Club Charity Run in April (80 miles) and I took the AA outfit. It never stopped raining all day! In May, I went on the "Ballard Run" to France – 500 miles of high winds and lashing rain for most of the four days!



But after that, sunshine all the rest of the year! Looking back briefly:

June – Quiz Night : great fun, run by Chris and Judy Allchorn and won by the Steel Magnolias

July – B-B-Q Evening : again the ladies did us proud and the event was attended by 60+ people – a very enjoyable evening

August – Show Time : blessed with fine weather and what an excellent show we had. Saturday was set up day with plenty of humour and laughter – the work was done in a few hours. Highly commendable comments from many of the entrants and excellent reports and pictures in local and national papers and magazines. We did well considering that our date clashed with four other local events. The new ideas and changes that were used and made this year proved to have worked well, and everyone did an excellent job. Basically this will now set the standard for the future. Sincere thanks to everyone who was involved and helped to make the show a great success and enjoyable despite the work.

September – The Dinner/Lunch Run to Barnsgate Manor organised by Ron Shrubbs – a very enjoyable and excellent dinner with good company made this another memorable event.

September Fish 'n' Chip Run to Bexhill enjoyed by nearly 40 members with excellent food made it a good evening.

October : Tony Wooller from the Highways Ag ency gave an interesting talk on what it's like working on the motorway, in his case the M23, M25 and M3 patch, some 200 miles on each shift! He answered many questions which lots of us motorway users had!

Finally, my usual thank you to everyone for their continued support – the club goes from strength to strength.

Congratulations to Julie for the newsletter – new ideas ... new thinking ... there's nothing wrong with that – well done Julie.

HAPPY CHRISTMAS AND NEW YEAR TO EVERYONE!

Ron



Well known figure, generally specialises in dry scone munching

John Bishop and Ron Shrubb having a wash - well it is Party Time!



Photos from the Hooe Vintage Car Show



Date for your diary : next year's Hooe Vintage Rally is Sunday 5th August 2007