

Hove's Old Motor Club

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October News 2007

Chairman's Chat by Ron Wanmer

It's that time again. Where does the time go? No sooner than we get the cars out for Spring, it's Autumn! The very wet Summer has not been very encouraging to take anything out but I did the French Ballard Run in May with the Triumph – not too much rain this year so a very enjoyable event.

Laughton Cuckoo Fair – one can only say Saturday and Sunday were reasonable weather but Monday was a complete wash out. The lovely showground “yet again” was a disaster area.

Festival of Transport – all week before the event was rainy and cold then three days of perfect weather – unbelievable and lucky. With the ground so soft, just one day would have spelt disaster. With 35 steam engines and all that heavy stuff including a 50 ton truck, etc, can you just imagine it? It's good to hear it was an all round success this year and made a profit.

Club events have all been well attended:

Our secretary, John, stood in at the **February** meeting – the original booking was to see the 2006 video, but the speaker let John know half an hour before the meeting that he wasn't coming. Thank you John!

The **March** annual dinner was apparently very enjoyable. Jean and I were on our travels (see our report). Thank you to Ron Fellows for organising this event. The same venue has been booked for 2008.

The AGM took place at the **April** meeting. Minutes are available.

In **May**, Don Coe came and gave his talk on models which was of great interest and an outstanding talk that everyone talked about for weeks afterwards.

June was the Quiz Night run by Chris and Judy Allchorn – a fun evening won by the “Rockers”. Thanks to Chris and Judy.

July – the ladies catered for about 60 at the barbecue at the Homestead. Excellent food and company made for a lovely evening.

August – Show Day – everyone did a superb job. My sincere thank you to everyone who helped to make it a very successful day. So many cars turned up there was almost another show in the car park! A sunny day, everyone wanted to go out for a run and we appeared to be “the destination”. I have received numerous telephone calls and letters thanking us for a lovely show and enjoyable day together with excellent write ups and pictures in the local papers. All round brilliant success with a profit of £2,000 – it doesn't get better than that! I've been told by Julie that she has room for $\frac{3}{4}$ page – so that's about it. Finally, our congratulations to Julie for the Show Programme. It was very professional – well done. And the newsletter – just great. Thank you Julie!

Hooe's Old Motor Club would like to welcome the following new members who have recently joined:

John Arthy, Eastbourne; Leslie Bittan, Bexhill; Richard Brooks, Bexhill; Jeffrey Bridges, Battle; Mr and Mrs Cruse, Hailsham; Mr and Mrs Sutton, Boreham Street; Vincent Smith, Eastbourne; Philip Snowden, Mayfield; Mr and Mrs Thomas, Horam; Mr and Mrs White, Seaford and Martinho Dantas, Eastbourne.

As you can see from my report below, this must be the best year ever – a combination of good weather, large numbers through the gates, and a show akin to a village fete. My thanks to all those who helped make the day a success, be they club members or non-members, and of course the committee and marshals.

Ron Shrubbs, Treasurer

2007 SHOW REPORT

INCOME

ADVERTS	260-00
ICECREAM VAN	110-00
BERGER VAN	100-00
SUE/VICKY	105-00
PLAQUES-POSTERS	43-00
TRADE STALLS	306-00
GATE-NETT	4228-10
GATE-FLOAT	600-00
DONATIONS	00-52

5752-62

EXPENDITURE

PUBLICITY	170-00
ENTRY FORMS-ETC	236-00
HOOE.P.C	125-00
PROGRAMMES/POSTERS	557-00
LOCK UP RENT	260-00
TOILETS	264-38
INSURANCE	250-00
TROPHIES	99-70
P.A.SYSTEM	80-00
HOOE BAND	75-00
FIRST AID	211-50
GATE FLOAT	600-00
R.SHRUBB EXPENSES	25-07
R.WANMAR EXPENSES	142-64
FRIDAY -AD	211-50
PLAQUES	358-38
ROAD SIGNS	96-67

3762-84

5752-62

3762-84

PROFIT

1989-78

Forthcoming Events and Rallies

**Saturday 6th &
Sunday 7th October**

Hastings Classic Car Show, The Stade, Hastings
Sarah Crosby, Hastings Borough Council

Sunday 7th October

Autumn Show at Ricardos, Shoreham, West Sussex by
Shoreham Airport from 10.00am to 4.00pm.
Admission £5 classics, £1 spectators, £10 autojumbler.
No prior booking required. Contact: Nick Panayi on
01903 244511 evenings or www.southernclassics.org.uk

Sunday 11th November

Autojumble and Collectors' Market, Amberley Museum
Contact: 01798 831370 or www.amberleymuseum.co.uk

HOW NOT TO SHARE A VEHICLE'S OWNERSHIP (PART 2)

by David Tame

In the last issue, we read how David and his colleague acquired a Series IIA Ambulance and set off on the road to restoration. Now read on ...

Stripping down as many body parts as we could, the task of removing a millennium of cammo black, green, mickey mouse, drab olive and desert beige took almost three weeks and two divorces to get it down to its original deep bronze green. The desert beige was on the wings, which must have been from another vehicle, as it had no history of use in that sort of area. Lower door panels were pretty well past their sell-by date. An expedition was mounted and we were lucky to find these at a local breaker's yard. They came off an FFR which had seen service in Northern Ireland. Even had Kevlar window guards which I later sold off, recouping most of the original cost of the two doors. (Much in demand apparently). Various other odds and ends were located at most unexpected places. A local boot sale yielded some much needed door keys; the trader (Arfur Daley?) had the biggest bunch of car keys I have ever seen. Now have four separate keys and locks to worry about. Picked up a Smiths heater motor for a fiver and rebuilt the heater unit – now works – too well sometimes.

Next item on the agenda was to sort out the electrics, or should I say “non-electrics”. All the bits and pieces from the civvy type blues and twos were discovered lurking at the back of one of the many storage compartments that this type of vehicle is blessed with. The wire mesh grille was cleaned up and the Red Cross became more prominent against the white background. Found a few bloodstained field dressings – ugh!! Took almost a week of spare time to sort the lot out to some degree of efficiency.

The original switch panel for the blues and twos was just a piece of old aluminium stuck under a screw of the instrument panel top edge and labelled with Dymo tape. A rather strange thing took place whilst checking the four-way emergency flashers, just could not get them to work. It was now getting dark so decided to call it a day. About two hours later, my colleague phoned me to ask why they had been left on and how could he switch them off. I took little notice of this at the time but a similar problem was experienced when getting the lights in the rear stretcher cabin to work. They just used to come on at will. Did not always work when switched on even. Was it haunted or not??

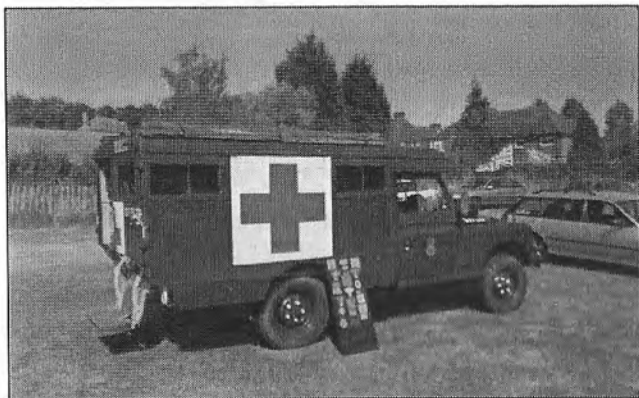
Next job on the list of many such items was to paint out the rear cabin, remove all the stretchers, straps and such like. As I was not keen on the original “vomit green” colour, decided to use the more attractive Duck Egg Blue/Green engine paint (I had a little left over). Lashing the two barn doors back to get more light, paint brush in hand and off we go. About halfway through I started to get a bit heady from the fumes. Wiping paint drips off the side of the tin there was a warning “contains lead,

use only in well ventilated areas”, rather like having a severe hangover but without the benefits of a good booze-up the night before.

Now looking quite pristine in its new deep bronze green livery and resplendent Red Cross panels, attention could be turned towards the driver's cabin. Seats re-upholstered in new black vinyl, centre storage box from a scrap yard installed, new vent seals and washer jets fitted. Some new switches, even put in a radio (sacrilege you say?) Rebuilt the Smiths heater again (needed new copper pipe and heater hoses). Brass Pyrene fire extinguisher and so on. Managed to get some large Royal Welch Fusiliers stick on badges for the doors (compliments of Caernarvon Castle Museum).

Organised the “casualty area”. Nice red blankets, tin hat, emergency side webbing pack plus items from my late father's Naval Fleet Surgical Kit and some of my own from my years as a medical rep. Now it was all ready to be shown at the Bexhill 100 classic car show on the May Day Bank Holiday weekend. All done in the space of fourteen weeks. Loaded up with sleeping bags and nosh for the weekend. White coats hanging up just for more effect and ready to go.

But a dark cloud loomed on the horizon, my colleague had made it clear that the hand clutch conversion was a lot more than he said it was and that he now wanted to dispose of his share of the project, alternatively sell the vehicle to the highest bidder? There was heard a clamour of bells ringing from Hastings to Christendom! To complicate matters even further, his wife now wanted it off their premises. (Guess which was the real reason?) My reply was to the effect that he should have done more research before leaving me to hold the baby (all 2½ tons of it). It was then left up to me to find a new home for the ambulance which, by luck and good fortune, came about quickly. But having to find a buyer for his half share was not his forte. A dealer's valuation of £2,600 was obtained for this purpose. Having made little or no effort to find such a buyer and refusing to fund any future work to obtain the asking price, in desperation, he reduced his share to £800, which I eagerly paid him (the bells fell silent at last).



After about three years of happy summertime outings to various shows, winning “Best Military Vehicle on Show” at the Bexhill 100 for two years running, I decided to hang up my R.E.M.E. uniform and ventured into the classic car brigade – making many new friends along the way.

CLUB MEETINGS 2007/08

- 2nd November** Vintage film show with John Bishop from 7.30pm
- 7th December** Christmas Party in the Village Hall – the ladies in charge!
Everyone please help out with a little something i.e. sandwiches, cakes, etc – bring own drinks – 7.30pm
- 6th January** Coach trip to Science and Natural History Museums in London
(separate form available at meetings or phone Ron W)
- 1st February** Video Evening from 7.30pm in the Village Hall
- 7th March** Club Annual Dinner (separate form available at meetings or phone John Bishop)
- 4th April** Club AGM at 7.30pm
- 2nd May** “Hands on History” – bringing to life the Roman, Dark Ages and Medieval periods of soldiers, armour and weapons 7.30pm

Next newsletter published in March

I'M TIRED (from Ron Fellows)

YES, I'M TIRED. For several years I've been blaming it on middle age, poor blood, lack of vitamins, air pollution, Saccharin, obesity, dieting, under arm odour, yellow wax build up, and another dozen maladies that make you wonder if life is really worth living.

BUT I FOUND OUT IT AIN'T THAT, I'M TIRED BECAUSE I'M OVERWORKED

The population of this country is 51 million.

21 MILLION are retired

That leaves 30 MILLION to do the work

There are 19 MILLION at school

That leaves 11 MILLION to do the work

2 MILLION are unemployed and 4 MILLION are employed by the government

That leaves 5 MILLION to do the work

1 MILLION are in the armed forces, which leaves 4 MILLION to do the work

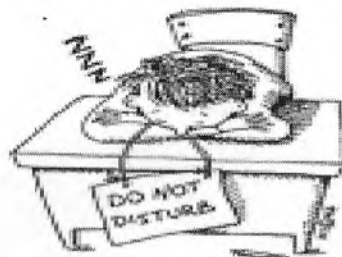
3 MILLION are employed by county and borough councils leaving 1 MILLION to do the work

There are 620,000 people in hospital and 379,998 people in prisons

Which leaves 2 PEOPLE to do the work

YOU AND ME ... AND YOU'RE SITTING ON YOUR ARSE READING THIS.

NO WONDER I'M BLOODY TIRED!!



Wanmer's World

Notes from Koh Samui, Thailand - one of the stop offs on our excursion to other parts.

All of Thailand/Samui is predominantly transported around on scooters or mopeds - thousands of them - everyone from nine to ninety rides one. Entire streets are covered in parked scooters, etc. No laws or Health and Safety here: no crash hats, no insurance, no licence.



Convinced this is the way for us to get around, we hire one from just one of the hundreds of shops renting them (250 Bahts per day = £3.50). They require nothing but the money. Given the keys, sort out what starts what, and off we go.

Now at this point I should mention that Jean has covered many thousands of miles on a motorcycle up to 20 years ago when that was it - never again - well, things change when desperation, walking and heat come into it! So, clad in light blouse and shorts - this is the motorcycle gear - we set off. The air is so hot it burns as you drive along in the sun. We head for the mountains, passing water buffalo and elephants trekking. The hills are 1:3 but the moped just makes it. I was beginning to think "we need to shed some weight" but that decision would not have been popular. We come back down and that this road and that, cannot understand the signs, but by sheer luck, we hit the coast next to our resort.

Afternoon arrives and we are back on the beach and swimming pools. The sea is warmer than the pool. Come evening we need to eat. We decide to go into the local town on the scooter. Somehow we miss the town we had in mind and finish up in another town with a magnificent beach (they all have). We need fuel - we stop at a "gas shop" and buy one litre of fuel pumped out of a 40 gallon barrel into a milk bottle - this is it - 40 Bahts (70p). I pay the pretty young girl and off we go.

Well, it's home going time (the rush hour). We join thousands of others going in all directions, some coming towards us on the right or the left or just turning off. Dogs seem to like lying on the road edge, they are usually very still - perhaps they died months ago - but one just has to avoid them. On road edges, it's very common, there are large manhole covers - no grilles just holes, or what was posts - a large concrete lump with bolts coming out the top, the intended sign long since disappeared! All this needs a continuous line of concentration if falling off it to be avoided. We have a lovely dinner, it's now dark, we have to find our way back. I keep well away from the edge of the road, the chances are, in the gloom, the dogs may still be there. Coming off with just a sleeveless shirt, shorts and no hat is not an option I feel obliged to take but we survived. See you soon!

1903 - 2003

100 Years of Licensing and Registration in Britain

2003 marked 100 years of licensing and registration in Britain. When the Motor Car Act of 1903 was passed, 17,000 vehicles were registered in Britain. Today this figure stands at nearly 30 million, with 72% of British households now owning at least one car, and 71% of British adults holding a valid driving licence.

DVLA has worked at the heart of road safety since 1974, and to celebrate this milestone in British motoring the Agency compiled a dossier of motoring facts and figures examining 100 years of motoring in Britain.

Vehicle Licensing and Registration

The number of vehicles licensed in the UK and the number of newly registered vehicles is increasing year on year:

- In 1951 only 14% of British households had a car, with 1% owning two cars. By 1969 this figure had increased to 45% for one car and 6% for two cars. Currently 46% of households own one car, 22% two cars and 5% three or more cars.
- Almost 1/3 of households buy another car as a result of a teenager/young adult passing their driving test.
- 71% of adults in Britain now hold a full driving licence - that's 32.3 million people.
- Male drivers still outnumber women drivers with 82% of men holding a valid licence compared to 60% of women. This has increased dramatically since 1976 when only 29% of women held a licence compared to 69% of men.
- In 2001/02 DVLA processed 81.7 million vehicle transactions and 16.1 million driver transactions.
- Blue is the most popular colour for motor cars with 6,302,346 currently licensed. This is closely followed by red at 5,693,327.

Year	Number of licensed Vehicles	Number of newly registered vehicles
1903	17,000	No data available
1920	591,000	No data available
1946	3.1 million	No data available
1956	6.3 million	751,000
1966	12.0 million	1.5 million
1976	17.3 million	1.8 million
1986	21.7 million	2.3 million
1996	26.3 million	2.4 million
2001	29.7 million	3.1 million

Drivers and Driving

- Distance travelled by car per year has increased for the average Briton by 11% over the period 1989/91 to 1999/01. In 1989/91 the average person travelled 4,806 miles in their car per year, today, the average person travels approximately 5,350 miles.
- Average trip lengths in cars have also increased since 1989/91 from 8.2 miles to 8.7 miles in 1999/2001 - an increase of 6%. In contrast the average length of all trips has increased by 13% over this period, from 5.9 miles to 6.7 miles.
- 70% of GB citizens drive to work on a regular basis; the average journey time of 20 to 21 minutes has remained constant for all modes including cars.
- The average number of journeys made by people in their cars has increased over the period 1989/91 to 1999/01 from 619 trips to 639 trips per person per year.
- The number of driving tests conducted in the UK has decreased in the past 10 years from 1.8 million to 1.2 million. The pass rate for tests has also decreased from 51% in 1991 to 43% in 2002.

- Car travel accounts for 80% of the total distance travelled by the UK population.
- In Britain, we spend approximately nine days per year travelling by car.
- 60% of car trips are taken by one person alone (as measured by single occupancy rate), and 36% are shared by two people.
- 27% of household cars are 3 years old or less. 27% are more than 10 years old.
- The average lifespan of a UK car is 14 years.

The Cost of Motoring

- The average household spends £55.10 per week on their motor vehicle including insurance, taxation, petrol and servicing. That's £2,865 per year per household - an increase of 61% over 10 years.
- In 2000, 4,230,000 motor insurance claims were made at a cost of £7,078 million. An average of 17% of the motoring population make an insurance claim every year, an average payment of £1,673. This is an increase of 5.9% in cost terms over the past 10 years, however frequency of claims has reduced by 2.9%.
- In 1971 the best-selling family car was an Austin Morris 1300 at a price of £931, the 2001 equivalent was the Ford Focus costing £12,710.

Historical Overview

- The Motor Car Act 1903 introduced measures to help identify vehicles and their drivers. County Councils and County Borough Councils were made Registration and Licensing Authorities; the vehicle registration fee was twenty shillings and the drivers licence fee was five. The speed limit was raised to 20mph.
- The Roads Act 1920 required Councils to register all vehicles at the time of licensing, allocating a separate number to each vehicle. People had to notify the local council when they bought a vehicle. The term 'owner' was replaced by 'keeper' on a vehicle logbook.
- The Road Traffic Act 1930 abolished the 20mph speed limit and set a variety of limits for different classes of vehicle. There was no speed limit for vehicles carrying less than seven persons.
- Motor Vehicles Regulations 1935 saw the introduction of driving competency tests for all persons who commenced driving on or after 1 April 1934. These were suspended in 1939 for 7 years due to the Second World War and in 1956 for 1 year due to the Suez crisis.
- By the 1960s active driver's records had reached 14.9 million and 12.9 million vehicles were registered. To keep track of drivers and vehicles, in 1965 the Driver and Vehicle Licensing Centre was planned with the headquarters in Swansea, supported by 81 Local Vehicle Licensing Offices.
- The first computer produced driving licence was produced in 1973.
- In 1976 DVLC introduced the first 'till 70' full driving licence.
- The 1982 Motor Vehicles (Wearing of Seat Belts) Regulation Act came into force on 31 January 1983.
- Lead-free petrol was introduced in 1987, and in 1989 the introduction of associated tax advantages signalled its widespread use. In January 2000 leaded petrol became obsolete.
- June 1999 saw the introduction of a reduced rate of VED for cars with an engine size of 1100cc and below. This threshold was subsequently increased to 1549cc.
- In a bid to help the environment, in 2001 DVLA introduced Graduated Vehicle Excise Duty where VED payable on new cars was based on their CO2 emissions.

Insurance Funnies

The following are actual statements found on insurance forms where car drivers attempted to summarise the details of an accident in the fewest words. These instances of faulty writing serve to confirm that even incompetent writing may be highly entertaining.

"Going to work at 7am this morning I drove out of my drive straight into a bus. The bus was 5 minutes early."

"I was driving along when I saw two kangaroos copulating in the middle of the road causing me to ejaculate through the sun roof." (from an Australian claim form)

"The accident happened because I had one eye on the lorry in front, one eye on the pedestrian and the other on the car behind."

"I started to slow down but the traffic was more stationary than I thought."

"I pulled into a lay-by with smoke coming from under the hood. I realised the car was on fire so took my dog and smothered it with a blanket."

Q: Could either driver have done anything to avoid the accident?

A: Travelled by bus?

The claimant had collided with a cow. The questions and answers on the claim form were Q: What warning was given by you? A: Horn. Q: What warning was given by the other party? A: Moo.

"I started to turn and it was at this point I noticed a camel and an elephant tethered at the verge. This distraction caused me to lose concentration and hit a bollard."

"On approach to the traffic lights the car in front suddenly broke."

"I was going at about 70 or 80 mph when my girlfriend on the pillion reached over and grabbed my testicles so I lost control."

"I knew the dog was possessive about the car but I would not have asked her to drive it if I had thought there was any risk."

"I didn't think the speed limit applied after midnight"

Q: Do you engage in motorcycling, hunting or any other pastimes of a hazardous nature? A: "I Watch the Lottery Show and listen to Terry Wogan."



THE NEW BOY WRITES! (John Bishop)

As each newsletter looms up Julie keeps saying, 'Are you going to do something for the Mag?' So here goes with a few lines plus an update with the Bishops starting with a look at the past meetings so far from my eyes. The May meeting was presented by Don Coe and thought the prospect of model aircraft rather like putting you all through a talk on British Trolleybuses! I was grateful to be proved wrong for nothing would prepare me for a superb interesting presentation. Well-done Ron. The quiz in June went well with Bob Cooper entering a few below belt questions causing us a few 'scratching of the head'. I am amazed just now absorbing quiz evenings are as they consume you from a devil may care attitude to sheer 'I am going to win' in such a short time. July loomed sandwiched between cloudbursts and anything else one could throw from the skies for a superb sunny evening at Ron's abode in Ersham Road, Hailsham. As you can see above I seemed to have been lumbered for the cooking with Julie, Gerry and George pretending to assist! A great evening had by one and all and a huge thanks to Dev, Jean, June, for their preparation of the food throughout the day and Sue with the raffle to prove these events do not just happen. Finally, 'The Hooe's Old Motor Club Show'. What can one say when blessed with cracking weather, which in fact was the hottest day of the year? I am sure much will be said and even more will be said for next year but rest assured it will NOT get bigger. Records were broken and we can all afford to pat ourselves on the back. As they say, 'Beat that!'

I can now see the bottom of the page looming and there is still a couple of items to be said re future events. The Hooe's Old Motor Club dinner is booked for Friday 7th March 2008 at the Cooden Beach Golf Club. Provisional bookings can be made now and a menu will be available at our evening meetings from October onwards. Last year was very successful and fully booked so do not think about it – DO IT!

Finally Ron Wanmer and I filmed the 2007 rally in glorious Technicolor and even sound and is now prepared on DVD after much tweaking and quite watchable. We are still waiting for the 2006 epic and guess this will be a long wait. The old

saying goes if you want a film of our event, do it yourself! Because of all the associated costs it will be available to members for £7.50 through John Bishop telephone 01323 843202.

Well that's all folks and thank you all for making Maureen and so welcome in this great Club.
Photograph – Maureen Bishop



