

Hooe's Old Motor Club

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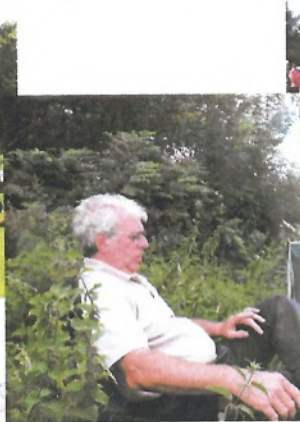
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November News 2009

The cover shows the well deserved winners in the Lady and Vehicle Competition at the Show. I had so many lovely photos of the rally that I wanted to include as many as possible: thanks to Pauline P and John B for sending me their photos (more on the back page) ... Julie



PRESIDENT'S MESSAGE

Well, what a wonderful fortieth Show. The weather was beautiful and I am sure Ron, our Treasurer, will not complain about the record attendance by the public. The quality of the entries was high and we received a very good write-up in the Bexhill Observer.

I must say a big Thank You to Ron, our Chairman, who gave an excellent commentary throughout the day. His knowledge of the motoring world is amazing.

Thanks also go to John, our Secretary, and to all the Committee and Marshals who did a grand job on the day. In fact, as far as I could see, I would say all Club members were doing something, including the newer ones. It is great to see everybody take part; it does help lighten the load for the Committee if everyone lends a hand.

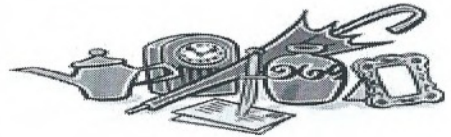
As President, I enjoy going round the Show ground and meeting members of the public and the entrants to listen to their comments on all different points. When you hear both public and entrants saying how they enjoy our Show, and that they look forward to it each year it is very rewarding.

I always make a point of having a word with Mr and Mrs Lawrence of Hooe Silver Band. The band enjoys the opportunity of playing at the show and are an added attraction.

It will soon be time to start planning next year's show. So hopefully the sun will shine for us and we will have another successful day.

Ron Fellows, President

Our Generation



It's our generation, it is, why we hang onto
that – and to this

Well, we know that the thing we've just thrown away, we'll really need the very next
day!

Carrier bags, paper and pieces of string and of course the obligatory old OXO tin!

I've jar of old buttons that I'll never use, odd nuts and bolts and wire for the fuse

Long forgotten receipts and old car tax, pencil stubs, chalk and ... sealing wax?

Pieces of timber that really should go but wood's so expensive, and you just never
know!

I'll try on once again all those clothes that have "shrunk" but I MIGHT lose this
weight – so back in the trunk!

Clothes that have had it, I'll cut into rags and put them in one of the carrier bags!
I give them to Ron for use on his cars, first removing all buttons – that's more for me
jars!

I'm glad to say one "hang on" is slipping ... gone the cup with no handle that used to
hold dripping

My son and daughter accept Mum's a hoarder and when something is wanted, where
do they come? Yes, of course, to good old Mum!

So, the throw away culture I'm giving a miss, 'cos it's our generation, it is!

Sue Stone

Ron's Ramblings

Back in April which now seems a long while ago, Ron S organised the run to Deanland in aid of Children with Cancer. £100 was raised and Ron provided an interesting route which everyone enjoyed, well done Ron and thank you.

In May, Reg and Alan gave us an interesting talk on the history of the Austin Motor Company. At the June meeting, Chris Hone talked about living with bees – a good many of us just did know just how complicated keeping bees was – very interesting and a very knowledgeable talk, thank you Chris.

In July approximately 60 members attended the BBQ and the ladies did us proud as usual.

In August, well it was show time again, I could go on forever it was such a success. Saturday was set up day and around 50 turned up. Thank you to everyone that helped – all set up by 12.30pm. Sunday dawned bright and sunny so in very brief terms, a fantastic day, we should give ourselves a pat on the back, and say well done, I could mention so many names it would be a very long list. The whole field was cleared by 6pm, now that's a club working together, thank you to everyone

The lady and car entrants were amazing the detail and high standard of all the ladies was one of the highest turn outs that Angela and myself had ever seen and I say that with 34 years experience, PLEASE all come back next year for 2010 it really makes the show. I'm told that from many people. You do not have to come in a new outfit, over the years I have seen the same dresses over and over again, it does not matter – the dress that does not win this year often wins the next year, as a matter of interest there was only three points separating the 1st to the 3rd winners. A fantastic turn out - well done everybody and great entertainment

September and the evening visit to Antony Hepburn's garden, cars and museum, was enjoyed by approximately 40. Thank you to Antony for the evening and the teas and coffees etc.

October - I have to say, just before this event, I said to myself, what a stupid idea! But come the night, "Amazing!" the hall was full of bric-a-brac, autojumble, etc, etc. I'm told it was a great evening.

But I still didn't sell my new wellies!

October 7th Committee meeting report in brief ... there has been a rumour going round that the club are to amalgamate with another club. Just to put it all straight on behalf of the committee and chairman this is not going to happen. We have no intention of joining up with anyone.

The show report from our treasurer Ron S showed a profit of £2,265.

The club has now purchased a new marquee.

We decided to keep the Best Picnic Award going. One thing came up about the show, some people did not know who the judges were. So, in future we will have some yellow vests made with the word "Judge" marked on them to make the judges more visible. John and Maureen will judge the Best Picnic for 2010 and assist Mike Kellaway in judging the cars, etc.

The bone of contention for many years is what cars will be judged? We have decided that any vehicle on the field will be judged The entry form will be changed accordingly.

The coach trip in January 2010 will go to The London Transport Museum at Covent Garden. See separate form. Yours truly will be away at this time. So John the secretary will take in forms and numbers

Pauline Preston has kindly offered to take on the Trade Stand Marshall (a new name) which is lovely. We need members to take on these jobs; the committee's average age is over 75. Thanks Pauline. I am grateful; it will relieve the pressure on me on show day. All other marshalls are willing to carry on.

Bob - our membership secretary reported we have 149 paid up members.

Reminder : sew on and plastic badges are available from Bob direct or at club meetings.

Nigel arranged a film to be made of the show. These DVDs are now ready at £6 each and they will be available at club meetings

For next year there is a great line up of monthly events. Hopefully of interest to everyone. Approximately, 50 to 60 attend monthly meetings

The ladies do a great job in all capacities and I'm sure you will agree with me in saying a big thank you, your efforts on behalf of the club are much appreciated, it's a fact that 30% of the membership are ladies.

The RAM motor club challenge quiz was again won by HOOE - we fielded two teams - Elsa. Judy Allchorn, and me on "A" team and Ron S, Chris Allchorn, Chris Hone on "B" team All I will say on our team well done the ladies. I had no chance - I might as well not have been there!!!!

Finally, thank you to Julie for the newsletter.

**OUR BEST WISHES FOR A HAPPY
CHRISTMAS AND A GREAT NEW YEAR
TO EVERYONE**

Ron and Jean



Festival of Transport August 2009... he didn't have any food all day ... caught in the act!

June and Dave Fletcher

2009 SHOW REPORT

INCOME

ADVERTS	425.00
ICE CREAM VAN	120.00
BURGER VAN	150.00
SUE/VICKY	103.00
PLAQUES, ETC	23.50
TRADE STALLS	336.00
GATE NETT	3854.20

5011.70

EXPENDITURE

PUBLICITY	318.88
LOCK UP	260.00
ENTRY FORMS	213.96
HOOE P.C.	150.00
TOILETS	258.75
P.A.SYSTEM	90.00
HOOE BAND	75.00
FRIDAY AD	215.64
PROGRAMMES	365.20
FIRST AID	115.00
R.WANMAR EX.	21.30
R.SHRUBB EX.	32.24
PLAQUES	227.13
SHOW EX. CASH	87.34
INSURANCE	200.00
TROPHIES	115.95

2746.39

5011.70

2746.39

PROFIT 2265.31

Ron was so pleased with his profit that he sent us all a joke ...

A mother was working in the kitchen, listening to her five-year-old son playing with his new electric train set in the living room.

She heard the train stop and her son saying, 'All of You b*****ds who want off, get off now, 'cos we're in a hurry! And all of you b*****ds who are getting on, get on now, 'cos we're going down the tracks'.

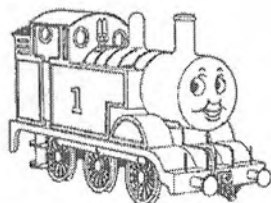
The horrified mother went in and told her son, 'We don't use that kind of language in this house. Now I want you to go to your room and stay there for TWO HOURS.

When you come out, you may play with your train, but I want you to use nice language.'

Two hours later, the son came out of the bedroom and resumed playing with his train. Soon the train stopped and the mother heard her son say, 'All passengers who are disembarking the train, please remember to take all of your belongings with you. We thank you for travelling with us today and hope your trip was a pleasant one.'

She hears the little boy continue, 'For those of you just boarding, we ask you to stow all of your hand luggage under your seat. Remember, there is no smoking on the train. We hope you will have a pleasant and relaxing journey with us today.'

As the mother began to smile, the child added 'For those of you who are pi\$\$ed off about the TWO HOUR delay, please see the fat controller in the kitchen!'



350 CARS AND BIKES

HAYNES INTERNATIONAL MOTOR MUSEUM



Haynes International Motor Museum

In May 2008, we visited the Haynes Motor Museum at Sparkford in Somerset, which contains over 350 cars and motorcycles and a collection of other automobilia and is the largest international museum in the country.

The museum, which was established by John Haynes of Haynes Publishing Group in 1985 and is divided into several halls containing different exhibits:

- Hall one includes exhibits dating from before 1910 including a 1900 Clement 2.25 hp Voiturette and a 1910 Renault Twin Cylinder AX.
- Hall two, *The Red Room*, contains red sports cars from around the world including a 1981 Lamborghini Countach and a 1965 AC Cobra.
- Hall three includes a wide range of cars from a 1953 Morris Minor to a 1971 Rolls Royce Corniche.
- Halls four and five cover British and American classic cars, from a 1965 Morris Mini Cooper to a 1959 Cadillac Sedan DeVille and 1965 Jaguar E-type. Pride of place in the American collection is a 1931 Duesenberg J Derham, one of only eight built.[1]
- Hall six focuses on speedway motorcycles
- Hall seven depicts varied disciplines of motorsport including a 1996 Ferrari Formula 1 Type F310 (DC) and 1926 Bugatti Type 35B.
- Hall eight covers British cars.
- Hall nine covers British motorcycles, including rare models by BSA and Norton (motorcycles).
- Hall ten has cars built since 1980.

Nearly every car in the museum is driven at least once a year and the trust which runs the museum believes that to preserve our motoring heritage properly all vehicles must be maintained in full working order. Many of the Rolls Royces and Bentleys are regularly used as wedding cars.

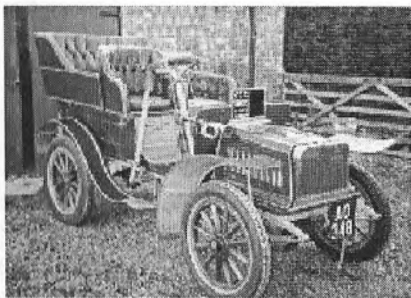
The museum also has an outdoor military vehicle collection, cinema of motoring and Michael Schumacher's Formula One show car. It is well worth a visit for anyone passing through that part of the country.

Julie and Gerry Simcox

Ron Fellows thought the article below might be of interest to Hooe Club members. His father owned a 1904 Alldays & Onions Swing Seat Tonneau model.

The oddly-named **Alldays & Onions** was an English automobile maker, it manufactured cars from 1898 to 1918. The cars were sold under the Alldays name.

Alldays & Onions Pneumatic Engineering Co of Birmingham, was a company founded in 1889 by the merger of the long established Onions (dating from 1650) and Alldays (dating from 1720) engineering companies. Like many such companies they turned to bicycle manufacture and sold a



*1905 Alldays & Onions 10/12hp
Four Seat Tourer*

range under the Alldays name. They also started making motorcycles in 1903 under the Alldays-Matchless name; these had no connection with the London based Matchless company, and in 1915 presumably following representations from them, the name was changed to **Allon**. Manufacture of these continued until 1927.

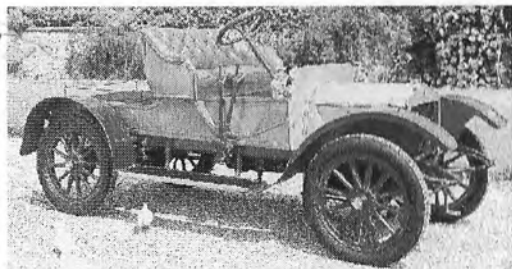
In 1898, the company produced its first car, the Traveller, a quadricycle made in private and commercial forms, steered by a wheel. It had an unsprung rear end, power generated by a 4hp De Dion single-cylinder motor. However, series production did not start until 1903/4 with the 7hp model. Larger commercial vehicles of up to 5 tons were also made in the years preceding the first World War and saw service during the conflict.

The company hit commercial success with the 1.6-litre, vertical-twin side valve 10/12, which was made from 1905 to 1913. It was popular with commercial drivers and did well in period formula events and hill-climbs. A 16hp 4-cylinder joined the lineup in 1906, and in 1908, the Enfield Autocar Co. was acquired. Shortly afterward, the range was rationalised, with most models being sold under both brand-names. The Alldays contribution to the equation was the well-established twin- and four-cylinders that put out 14 and 20 hp, always shaft-driven. A 30/35 hp six-cylinder was listed from 1911 to 1914, compressed-air starters being optional in 1911. In 1913, the 990 cc V-twin Midget cyclecar was introduced, featuring air cooling and shaft drive, selling at £138.10s. An 1100 cc 4-cylinder version with a bullnose radiator appeared in 1914, popular at the price of £175. Pair-cast side valve four-cylinders rated at 12/14, 16/20, and 25/30 hp filled out the immediate pre-war offerings.

Alldays & Onions merged with Enfield, a company they had owned since 1907, and produced cars called Enfield-Allday until 1925.

Main Car Models

Year	Model	Engine	
1898-1904	Traveller	4 hp De Dion single 500 cc	Quadricycle type. Two seater - passenger in front of driver. Wheel steering. Rear "suspension" unsprung.
1903-1908	7	Flat twin 7 hp	Rear engined. Four seater. Although not put into production until 1903 this car had actually been shown at the 1900 National Show. Described as being of "novel construction" with a mixed shaft, gear and belt transmission, combined with great inefficiency.
1903-1907	7 and 8	6.5 hp single (7hp) and an eight hp single	Shaft drive
1905-1913	10/12	1611 cc twin	Three (early) or four speed gearbox. Shaft drive. Van version from 1906.
1906	16	3402 cc pair cast four cylinder	
1906-1911	20/25	3261 cc four cylinder	
1908-12	14/18	2500 cc four cylinder	
1911-	Expressodel	7/8 hp	Tri-van. Chain drive.
1911-14	30/35	4891 cc six cylinder	Compressed air starter from 1911.
1912-16	12/14	2174 cc four cylinder	
1912-16	16/20	3012 cc four cylinder	
1912-16	25/30	4082 cc four cylinder	
1913-14	Midget	990 cc V twin	Cyclecar. Van version in 1912.
1914	8/10	1094 cc four cylinder	Bullnosed radiator



Alldays 2 Seater (1909)



*1904 Alldays & Onions 7hp
Swing Seat Tonneau*

CLUB EVENTS AND MEETINGS 2009/10

- 4th December** Christmas Party in the Village Hall at 7.30 p.m. Please help by bringing a little something. To make it different, this event will be FANCY DRESS (optional) – ladies in charge as usual!
- 10th January** Coach Outing see newsletter for details – Bookings to John Bishop on 01323 843202
- 5th February** Hastings in colour with plenty of nostalgia starring Rob Crouch and Terry Blackman.
- 5th March** The British Steam Car Challenge – Bruce Moore
- 2nd April** A.G.M. – time to have your say!
- 1st – 2nd May** **Magnificent Motors – Western Lawns Eastbourne**
- 7th May** Reg Brook and Alan Hodges present Part II of the Austin Story
- 4th June** Quiz Night
- 2nd July** BBQ at Jean & Ron's – Homestead, Ersham Road, Hailsham
- 1st August** Showtime at the Recreation Ground – Hooe's Old Motor Club Show. Set up on Saturday 31st July 2009 at 9.00 a.m. onwards when it is all hands on deck
- 28th August – 30th August** **35th Hellingly Festival of Transport**
- 3rd September** Fish and Chip Supper Time – see newsletter for details
- 1st October** Tim Lawrence presents a Scandinavian holiday
- 5th November** John Bishop's film extravaganza
- 3rd December** Party Time – who knows what cabaret act will be on!

A police patrol car pulled over a Morris Minor crawling along the A12. The officer asked the little old lady at the wheel why she was going so slowly. "It said 12mph on the last sign" she replied. "No Madam, that is the road number – the speed limit is 70mph" the officer explained. Then he noticed the lady-passenger, ashen-faced and cowering in the front seat. "Are you alright missus?" he asked. "Not really" she replied "We've just come off the A140".

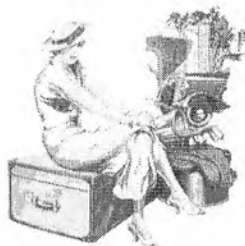
CARS OF MEMORY

from *Evergreen magazine*

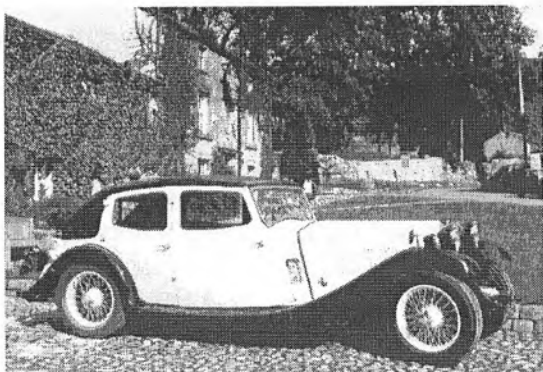
Morris, Austin, Standard,
These were the names we knew,
Along with Ford and Vauxhall,
To mention but a few.

The cars we drove in Britain
Were known the whole world over,
Like Humber, Wolseley, Hillman,
Armstrong Siddeley, Alvis, Rover.

The great Rolls-Royce and Daimler,
And the beautiful Lagonda,
The highway stretched before us,
Beckoning us out yonder



*On the road at Boconnoc in Cornwall
— a black Austin Six saloon*



*A 1934 Riley Kestrel sports car at
Malham in Yorkshire*



In my book of memory
As I turn the pages back,
I remember quite distinctly
When motor cars were black.

In these days of so-called progress,
There are cars of every colour,
But compared with those of
yesteryear,
They really are much duller.

It's really hard to ascertain
Which will suit us best,
As every one you look at
Seems the same as all the rest.

A young man named Gordon bought a horse from an old farmer for £100. The farmer agreed to deliver the horse the next day, but when the farmer drove up he said, "Sorry son, but I have some bad news... the horse is on my truck, but unfortunately he's dead." Gordon replied, 'Well then, just give me my money back.' The farmer said, "I can't do that, because I've spent it already." Gordon said, "OK then, we'll just unload the horse anyway.' The farmer asked, "What are you going to do with him?" Gordon answered, "I'm going to raffle him off." To which the farmer exclaimed, "Surely you can't raffle off a dead horse!" But Gordon, with a wicked smile on his face said, "Of course I can, you watch me. I just won't bother to tell anybody that he's dead." A month later the farmer met up with Gordon and asked "What happened with that dead horse?" Gordon said, "I raffled him off, sold 500 tickets at two pounds a piece, and made a huge, fat profit!!" Totally amazed, the farmer asked, "Didn't anyone complain that you had stolen their money because you lied about the horse being dead?" To which Gordon replied, "The only guy who found out about the horse being dead was the raffle winner when he came to claim his prize. So I gave him his £2 raffle ticket money back plus an extra £200, which as you know is double the going rate for a horse, so he thought I was a great guy!!" Gordon grew up and eventually became the Chancellor of the Exchequer, and no matter how many times he lied, or how much money he stole from the British voters, as long as he gave them back some of the stolen money, most of them, unfortunately, still thought he was a great guy. The moral of this story is that, if you think Gordon is about to play fair and do something for the everyday people of the country for once in his miserable, lying life, think again my friend, because you'll be better off flogging a dead horse!!!!

Chris Hone

IF MY BODY WERE A CAR ...

If my body were a car, this is the time I would be thinking about trading it in for a newer model.

I've got bumps and dents and scratches in my finish and my paint job is getting a little dull ... but that's not the worst of it. My headlights are out of focus and it's especially hard to see things up close. My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

But here's the worst of it - almost every time I sneeze, cough or laugh ...

Either my radiator leaks or my exhaust backfires!



Pauline H (Tadpole)

Bluebell Railway – Autumn Steam Gala – October 2008

This event held every year by the Bluebell is an absolute must for the Steam Railway enthusiast, and as usual the railway excelled itself, with a busy timetable with some trains double headed. Visiting Loco's this year were the former Somerset and Dorset Joint Railway class 7F No.53809, This engine was built in 1925 for use on the famous "S & D", Somerset and Dorset Joint railway that once linked Bath and Bournemouth, known by many of the locals as "the slow and dirty". Built for the S&DJR (No. 13809) by Robert Stephenson & Co Ltd to a Derby design, the locomotive was preserved in 1975, and was visiting from The Midland Railway, Butterley.

The second visiting engine was LMS Jinty 0-6-0T No.47493, which was built 1927 at the Vulcan Foundry Limited and initially worked suburban and freight services over the former North London Line. From 1954 it worked in the North West until sent to Woodham Bros scrap yard in Barry. Moving to the East Somerset Railway, Cranmore in 1973, it was overhauled and returned to steam in January 1976. It was moved to Tunbridge Wells West in March 2000 for overhaul, and it returned to service in March 2004.

Unfortunately after all the effort in bringing the Loco to the Bluebell for the weekend, it failed, and therefore did not turn a wheel!!

On arrival at Sheffield Park on Sunday morning, just after 10am, I knew that the Bluebell were in for a successful day when I found the main car park already full. So what's this on the station forecourt, a delightful little Scammel Scarab. On one occasion at a Bluebell event there were three of these lovely little vehicles on display, today only one, no matter still a pleasure to see.

Arriving on the platform, I have three quarters of an hour to wait for the next train so plenty of time to browse and soak up the atmosphere.

In the distance I can see our train waiting in shed area pulled by a delightful GWR Prairie – 5199 that has been on loan to the Bluebell for most of the year. After a short wait the train pulls into the platform amidst clouds of atmospheric steam, what a sight!!

Soon we are off, and enjoying the Autumn tints along the line as summer (what's that??) changes to autumn. On arrival at Horsted Keynes the platforms are strangely quiet, a lot of people must be riding the line.

There are plenty of trade stands to explore, so I can't hang about particularly as there might be a railway lamp waiting for me to buy it!! so off we go. Quite enjoyable, but mainly model Railway Loco's, rolling stock etc. But, wait a minute ... here is a trader selling lamps and other railway artefacts, must check

this out. Disappointment!! I won't be taking a lamp home from this trip as there is nothing there that really catches my eye. Well I have been at Horsted Keynes for a couple of hours now, so its lunchtime and time for a quick snack, a coffee and then back to Sheffield Park, particularly as the weather is very overcast and getting chilly. But before I go, the 4 Cor Electric Power Car is open, so let's have a quick look. These Electric units, Pompeys or Nelsons as they were known ran in units of twelve coaches semi fast between Waterloo and Portsmouth Harbour, and used to fairly rattle through Surbiton on the old LSWR line where I used to train spot when I was a kid. Never used to take much notice of them then, Steam Loco's being so much more attractive, but I have got a soft spot for them now. This example at Horsted Keynes, is like the one in the Railway Museum at York, a Power Car. I have a quick look in the cab and sit in the driver's seat, ok, a bit more civilised than a Steam Engine cab, but still pretty basic, and without heating, very cold during the winter.

So, as I board the train for Sheffield Park, I change my mind, the train to Kingscote is the visiting 7F, so alright I will take the long route back to Sheffield Park. Wow!! What a powerful beast this Loco is as it pulls away from Horsted Keynes toward Kingscote with seven or eight carriages behind it, with very little effort, but then I guess with a 7F classification it should be powerful. Back at Sheffield Park with the day virtually over, as I walk down the driveway what's this?? I had forgotten that the Bluebell are running a Vintage Bus service to the Railway from Brighton and Lewes, due to the predictable weekend engineering works on main line metals.

Well, day over, no lamp to buy, but I did buy a brand new ex Connex/Railtrack wristwatch for only £10 complete with case, not quite the sort of thing that I look for, but better than nothing.

Alan Hodges

For Sale

MGB Roadster, 1981, with 59,704 miles showing on the clock (believed genuine). Jubilee model, MOT till June 2010, regularly serviced by myself. The car has been resprayed before I purchased it. Brand new front apron fitted. Recent leather seats fitted. The deckchair type seat covers are still available and in good condition. The carpets are fairly new. Double duck hood in very good condition with no rips or tears, a few scratch marks on the plastic back windows which is usual. Engine bay is clean, boot is clean. Painted wire wheels. Rubber bumpers polished to a nice shine. Overall

condition of the vehicle is very good. Rear fog lights fitted. Radio/cassette. Full tonneau cover in excellent condition. Complete with Haynes manual, some parts and with registration number NCD 10W valued at £800. Passport to Service book included with name and address of first owner and showing 16 service history entries. Lots of bills and history of the car. Lots of previous MOT certificates. Although the car is not concourse, it's in a nice overall usable condition and ready for miles of enjoyment. £4,995 o.n.o. Contact Gerry for further details on 01323 423389.



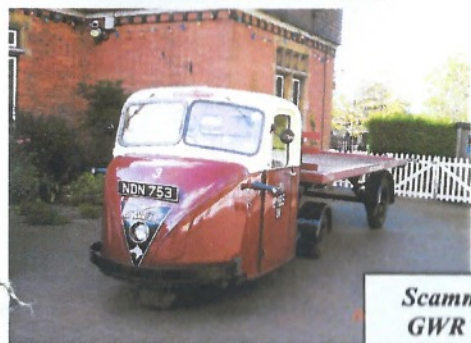
**Somerset and Dorset Joint Railway class
7F No. 53809**



LMS Jinty 0-6-0T No. 47493



**4 Cor Electric
Power Car**



**Scammel Scarab and
GWR Prairie - 5199**



Vintage Bus service





Hooe Rally August 2009

