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NEWSLETTER EDITOR:

JULIE SIMCOX 01323 423389



December News 2010

Anthony Hepburn's New Bentley

My journey started from my apartment in Westminster one day in December 2003. I took the train to St Neots, Cambridgeshire to meet the seller of a Bentley I had seen for sale, a 1924 four seater by Park Ward. Bill was a farmer in that area and a collector of Bentleys.



As we had never met, I told him I would wear a bright red shirt and to look out for a handsome face. On arrival I immediately recognised him as a typical farmer and he recognised the handsome face! We drove off and on approaching his house, turned into a long drive, which led to a very nice Georgian farmhouse. We had coffee with his very interesting wife who was busy painting Christmas cards and as I have been attending evening classes on painting for five years we had much to talk about.

Bill suggested that we should see the car and we went out to his beautifully insulated barn that housed five Bentleys including the one that I had come to see and possibly purchase. He then showed me all the intricacies of starting the Bentley, which I always find somewhat puzzling and complicated. Once started Bill proceeded to drive out along some narrow lanes and then suggested that I take over.

I then leapt into the driver's seat and once I was reasonably confident of its funny ways, started to put the Bentley through its paces. I should mention at this point that the accelerator is in an odd position, in the middle between the brake and clutch and in error when I was going round a nasty corner, pushed the accelerator rather than the brake. We nearly ended upside down but my quick reflexes saved us. I corrected the error and we landed back on the road. By this time the car was blowing a lot of steam and Bill looked as red as a beetroot.

Anyhow, I did purchase the car and took delivery a few weeks later. I received a large amount of documentation and noted that it had been on a number of important rallies – Vancouver, Montague, British Columbia, Pebble Beach and had been used in a film made by the BBC.

If any members wish to take a ride, please bring a crash helmet and I am sure a good time will be had by all.

Anthony Hepburn

At the last meeting we were told of the death of Else. Everybody was shocked to hear of this news. Else was always the mainstay at any quiz and was one of our 'ladies'. She will be sadly missed. Our sincere condolences go to Sam, Alan and the Family.

This month's cover photo shows a restored Renault spotted by Ron Shrubbs when in Bergerac advertising boat trips on the river Dordogne, France

Army Life

This is the text of a letter from a kid from Eromanga to Mum and Dad (for those of you not in the know, Eromanga is a small town, west of Quilpie in the far south west of Queensland)



Dear Mum & Dad,

I am well. Hope youse are too. Tell me big brothers Doug and Phil that the Army is better than workin' on the farm - tell them to get in bloody quick smart before the jobs are all gone! I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6am. But I like sleeping in now, cuz all ya gotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No bloody cows to milk, no calves to feed, no feed to stack - nothin'!! Ya haz gotta shower though, but its not so bad, coz there's lotsa hot water and even a light to see what ya doing!

At brekky ya get cereal, fruit and eggs but there's no kangaroo steaks or possum stew like wot Mum makes. You don't get fed again until noon and by that time all the city boys are bugged because we've been on a 'route march' - geez its only just like walking to the windmill in the back paddock!!

This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a bloody possum's bum and it don't move and it's not firing back at ya like the Johnsons did when our big scrubber bull got into their prize cows before the Ekka last year! All ya gotta do is make yourself comfortable and hit the target - it's a piece of piss!! You don't even load your own cartridges, they comes in little boxes, and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload!

Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster. Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers - he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozier.

I can't complain about the Army - tell the boys to get in quick before word gets around how bloody good it is.

Your loving daughter,

Sheila

Medway Festival of Steam & Transport Chatham Historic Dockyard - 12th April 2009

For a long time now I have wanted to visit Chatham Dockyard, and a Steam and Classic Vehicle Show provided the ideal opportunity. On arrival at the site, the first impression is the huge size of the place, the overview below is just a small part of the overall scene! I arrived in my A35 by coincidence just behind another A35 owned by a Kent member from Broadstairs, so as we were the only baby Austins present, the Marshals parked us up together, in our own exclusive corner – the spirit of Longbridge lives on!!!

But where do we start with so much of interest to see? The first thing to catch my eye apart from the huge array of Classic Cars, surprise surprise was the Dockyard Steam Railway, which traverses most of the Dockyard site.

Firstly Sydenham, well I've never seen anything like this Loco before, it looks like a cross

between a Railway Engine and a Road Steam Engine on rails, and is a delightful 0-4-0 Tractor Tramway locomotive built in 1895 by Aveling & Porter at their Rochester works.

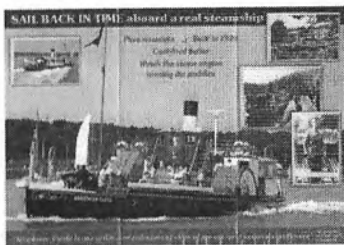
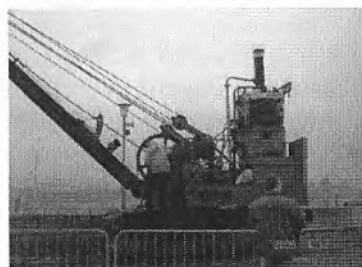
For part of the morning she was

coupled to an equally delightful little 0-4-0 Saddle Tank named Ajax, which was built in 1941 by Robert Stevenson & Hawthorn, and was supplied new to Chatham Dockyard where she has spent all of her working life,

As you would expect in a dockyard, cranes and in particular Steam Cranes were very much the order of the day, particularly the vertically boilered Crane seen right. Both Cranes shown though equally interesting in their respective designs.

Moving further round the site finds a good line up of Buses and Coaches, including the obligatory quorum of ex LT Routemasters. One particular Bus caught my eye, and that was a magnificent Leyland Lioness, that was apparently bricked up in its own exclusive garage in Jersey during the German occupation of the island throughout World War 2, and survived to tell the tale!

Looking over the adjoining wall at the River Medway, I am just in time to see the Paddle Steamer Kingswear Castle arrive, built in 1924 she still boasts a coal fired boiler. Moored at an adjacent jetty, is a beautiful single mast barge (barque?)



Staying with the nautical theme, further on are both a World War II Destroyer and a Submarine. HMS Cavalier (1944) was the Royal Navy's last operational World War 2 Destroyer, and is now preserved at Chatham as a memorial to the 143 British destroyers and the 11,000 men lost at sea during the war. HM Submarine Ocelot (1962) was the last Warship built for the Royal Navy at Chatham Dockyard. An "O" class Diesel electric Submarine and launched in 1962, she saw service throughout the Cold War until retiring in 1991. Her compliment would have been 69 Submariners but she could carry a maximum of 80. You can go on board and below decks on both these exhibits. Well, we've had trains and boats, the nearest I could find to planes was a nicely little preserved Sikorsky helicopter.



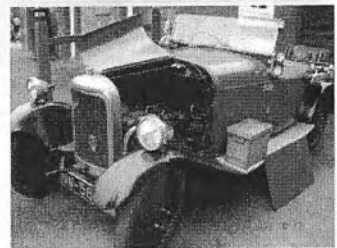
While I was walking around exploring, a parade of Steamers took place, including a beautiful Steam Lorry previously owned by George Stafford, Gold Medal winner for the manufacture of Black Puddings!!



Many of the warehouses at Chatham now house the museums and one in particular houses hundreds of vehicles, machines and general artefacts, looking at the roof timbers of these warehouses, I should think that they date from a good few hundred years ago.

Next visit reveals a Warehouse run by the RNLI with a wonderful display of boats from the early man powered boat which was lowered into the water by means of a horse drawn trailer to a boat retired during the nineties.

There is certainly no shortage of things to see at this ever improving historic site. There is a huge Warehouse (closed when I visited) used for the making and winding of rope, there are also many other medium to long term projects taking place. So after 4½ hours walking round, thoroughly enjoying myself, I close my article with some of the lovely vehicles on display.



Alan Hodges

Easter Bonnet Run

by
George Griffin

On Easter Monday, 5th April 2010 fourteen Hooe's Old Motor Club members' cars and two non members' cars met at the Asda Car Park, Langney, Eastbourne (see below). Some of the members' cars were decked out in ribbons, flowers and Easter Bunnies. Nina and Joe's car stood out from the rest, apart from bows and flowers they had a chicken (not a real one) fixed to the roof of the car.



After a drive of approximately 16 miles via Herstmonceux, Horsebridge and Chalvington we arrived at the Berwick Inn, Berwick village, next to the railway station. The restaurant had been reserved for Hooe's Old Motor Club where the food was very good and ample, so much so we will run it again next year. A number of the cars are seen below at The Berwick Inn in brilliant sun.

Photographs—John Bishop



Early Reminder about Membership Renewal

Please don't forget that membership of the Hooe club is due at the AGM in April. Single membership is now £10.00, and joint membership £15.00. Remember that membership of the club will be suspended if not paid by 1st August at the very latest.

Robert F. Cooper, Membership Secretary

Tool Library

In a previous newsletter, it was decided to start a club tool library and Chris Hone offered to keep a database of specialist tools listing what the tool is, who holds it and the owner's contact telephone number. The interested party would contact Chris for the tool owner's contact number, thereby members' can mutually help each other without frustration and expense. This idea has received a limited response so far so if you think you have a tool or other mechanical device that may help others or you have a need for something special, please contact Chris on 01424 772682 or by email at honest660@btinternet.com. The items in the library so far:

Hub Puller	5 Stud face type	Volvo
Arc welder	Heavy duty	
Reamers	Austin/Morris kingpins	BMC cars
Clutch tool/sealfitting tools	Mini	
Starter Bendix spring Compressor		

2010 SHOW REPORT

INCOME

ADVERTS	490-00
ICE CREAM VAN	150-00
BURGER VAN	175-00
TRADE STALLS	396-00
SUE/VICKY	108-00
GATE NETT	4587-45

5906-45

EXPENDITURE

PUBLICITY	423-20
LOCK UP	260-00
ENTRY FORMS ETC	303-59
HOOE P.C.	150-00
TOILETS	264-38
P.A. SYSTEM	90-00
HOOE BAND	75-00
FRIDAY AD	187-50
PROGRAMMES	365-00
FIRST AID	141-00
INSURANCE	200-00
TROPHIES	116-32
R.WANMER EX.	173-91
D FLETCHER EX.	34-05
J.BISHOP EX.	33-84
J.SIMCOX REFUND	12-00

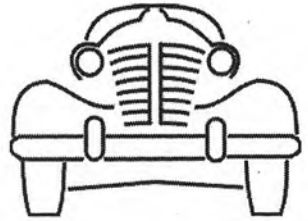
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PROFIT 3076-66

Ron's Ramblings



Where has the time gone I always say to myself, the next newsletter I will make up as we go, but it never happens, poor Julie is again at my heels chasing me, and my fingers are not the fastest any computer has seen, in fact it's pathetic, but I have mastered being able to send it to her by email so it's ready to print - mistakes and all. Well what have we done?

July : 68 people attended the BBQ. A lovely evening, great companionship and good weather made it the perfect event. Thanks to the ladies, also Sue and Vicky for the raffles.

August : What more can be said! An excellent show, a fantastic array of superb cars and motor-cycles, all round opinion from many people that this year's show was the best ever. We have an enviable reputation that our show is the best one day show in the area even it is said in the South East. Just the mention of the Hooe show usually gains immediate response as the best show around. Say no more. Show results £3,076.66 profit. The highest ever.

Thank you to all those that were involved : 43 members turned up on the Saturday morning and it was all done in two hours. On the Sunday evening everyone pitched in and as a result everything was packed away and the field was cleared by 5.30pm. Then the after show, the BBQs started, I came back at 9pm to collect my last signs and bits, and behold the BBQ was still going, by this time a few members, whose names I will not mention were not as bushy tailed. I guess you know what I mean. It was great to see everyone enjoying themselves.

September : Fish and chip run to Deanland : 36 members attended, service and food was superb in lovely surroundings. That's a must for next year. What no old transport? I saw two, and one was mine.

October : Tim Lawrence gave us a talk and slide show on a trip to Scandinavia, mainly on his passion for trains etc, amazing he knew every type and railway company operating them. In Finland, Denmark, Sweden, etc.

The vexing question of shows charging entrants fees is often a topic of conversation. My personal thoughts on this are well known. I don't mind if they are offering something in return i.e. Medway show at Chatham dockyard, Shoreham Air Show, but all these other money making smaller shows who see fit to charge £3-£5 just to make money for their charities. It's not for me. I help make, and give enough money to charities without adding to theirs. Second point is without us, they have no show, it costs enough to maintain, insure and petrol to go to any show these days. (My older cars cover approx 12 miles to the gallon on a good day!) If a show cannot cover its own expenses then it's not worth running. There is a old saying "Don't bite the hand that feeds you."

Coach trip to Stondon private museum run by Gerry and Julie. A beautiful sunny day but I thought the private museum that I had never heard of before could not be very much! WRONG! My trust in Julie and Gerry paid off, it was an excellent day. The museum surprised us all, a vast collection of 1930's but mainly 1950-60-70s cars and commercials, buses, etc, and a very interesting array of motor cycles and general automobilia. Our Phil had tears in his eyes while looking over the M/C display - a few needed a little TLC. Julie

acted as the trolley-dolly and generally being the excellent hostess that Virgin Atlantic premier class would be proud of. A great day – thank you to Julie and Gerry.

Changing the subject! Another word of warning - trailers, caravans. Trust me, don't just rely on the silly little bit of Bowden cable that will put on the brake if the trailer parts from the tow vehicle, that will either break or the trailer goes off on its own. Back in the 1960s I went to a accident on the A22 a small trailer had disconnected went across the intersection and hit a Vauxhall Viva and killed the woman driver. My experience was transporting two motorcycles on my trailer, I travelled all the way to Somerset, then turning off a main road, bingo! The trailer disconnected. But mine was chained on. Can you imagine £8,000 of someone's M/Cs careering off down the road.

Which brings me to a recent accident our good friend Jim Lunnon had with his 1904 Oldsmobile on his trailer, coming down the hill from Rolvenden. Guess what? (I did wonder why he was not at the Hooe show!) Trailer came off and the complete unit finished up down a bank into a stream virtually upside down. Jim tells me the insurance has finally agreed a price for repairs, lucky, as cars on a trailer are usually not covered. Hopefully Jim's 1904 Oldsmobile will live again. Ask Tony working on the motorway - he sees it almost every day. Take note, it could happen to you!

Brief notes on the last committee meeting :

- ◆ Bob reported we have over 150 members;
- ◆ Tobin and Lulham who sponsored our plaques this year are willing to continue for 2011;
- ◆ It was agreed the show entrance price would be increased to £5 not to make more money but to save on the enormous amount of change that Ron S has to obtain and distribute. Children still £1 and the price will include a programme;
- ◆ The best picnic will be dropped next year due to lack of entries, we have given it a fair run over the past five years;
- ◆ The Chairman noted that out of the 300 car stickers, very few if any at all could be seen at events prior to our show. They are excellent advertising, so where were they???
- ◆ A big thank you to Julie for the arrangement and printing of the programme;
- ◆ And also to Pauline our new trade stand Marshall, not forgetting Chris Hone for the excellent advertising, we had two slots on the local radio from Chris and Nigel;
- ◆ Thanks to Nigel and his crew for the car parking - they are not members, but they do a great job which we very much appreciate;
- ◆ It was suggested that we purchase a flag or some sort of banner so that we may book in at shows as a club stand so that we may park together, at most shows we usually have 10 plus members. We will ask if there is some one that would take this small task on for the next season and see how it goes;
- ◆ The ladies report that they have sufficient funds to cover the Christmas party, thanks to Sue and Vicky's raffles and the generous support at the BBQ.

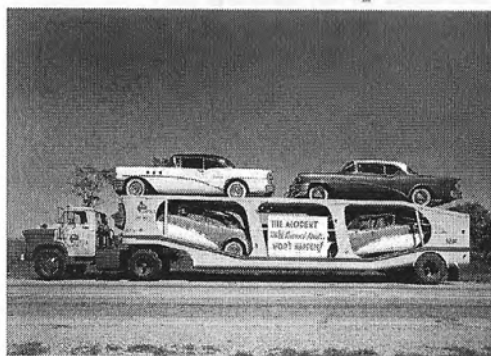
Full details of the minutes are available at any meeting.

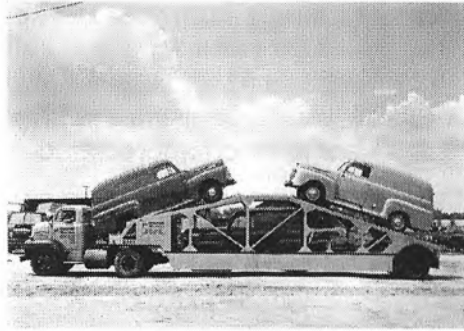
Finally, I would mention that both Elsa Rolfe and Judy Allchorn are both unwell and our thoughts are with them and their families at this difficult time.

It's been a busy year for us, January to March on the Queen Mary 2 for five weeks, finishing up in Shanghai in China, home for two weeks and then to USA Three weeks later on the Laon trip in France. And now it's nearly Christmas so I'll take this opportunity to wish everyone **A VERY HAPPY CHRISTMAS AND HAPPY NEW YEAR** and thank you for your support.



Car Transportation in the 1950s





from Pauline



PRESIDENT'S MESSAGE

What a great show this year. I believe this – our 41st – was the most successful to date. With takings in excess of £3,800 we ran out of parking and had to turn people away.

We are lucky to have access to Hooe Sports Field and thanks to Hooe Parish Council the ground is always in good condition to stage our event.

However, no sooner has one show finished than not long after, plans are being made for the next one. It's all down to a lot of work by the Committee and Club members that keeps things running from year to year. I would like to name you all but this message would be yards long and I am conscious of our printing budget in these cash-strapped times. I would just like to say thank you to all of you, your hard work organising the show and the various events for our calendar for the year is much appreciated.

December sees an end to our year with the Christmas party and I am sure all will have a good time. I would like to wish you a Merry Christmas and a Happy New Year.

Ron Fellows, President

BROOKLANDS MUSEUM



HOOE'S OLD MOTOR CLUB
COACH TRIP TO BROOKLANDS MUSEUM
SUNDAY 16TH JANUARY 2011

BROOKLANDS IS UNIQUE - A LARGE SELECTION OF CARS,
MOTORCYCLES, WAR TIME AND COMMERCIAL AIRLINERS ARE ON
DISPLAY AND THE MERCEDES DISPLAY IS ALSO NEARBY

PLUS A SPECIAL EXPERIENCE TRIP ON CONCORDE
(AT EXTRA COST OF £4 FOR ADULTS)

Coach cost £10 per person, entrance fee is £7

COACH WILL LEAVE VICARAGE FIELD HAILSHAM AT 9.30am

LEISURE CENTRE ALL DAY FREE CAR PARKING

Will leave Brooklands at 4pm, estimated time home 6pm

Return separate booking form to Ron Wanmer

CLUB EVENTS AND MEETINGS 2011

- | | |
|------------------------|---|
| 16th January 2011 | Coach trip to Brooklands Museum (see booking form) |
| 4th February 2011 | Talk on the RNLI by Mr Mark Sawyer, Coxswain of Eastbourne Lifeboat |
| 4th March 2011 | Talk on the Queens Bodyguard by Mr Bert Keeys |
| 18th March 2011 | Annual Dinner at Highwoods Golf House, Bexhill (as last year) - the time has been revised to 7.00 pm for dinner at 7.30 pm. John Bishop will be taking names but at present there are no menus or price |
| 1st April 2011 | AGM (anything for discussion to Secretary John Bishop two weeks before event please.) |
| 25th April 2011 | Easter Bonnet Run (George Griffin in charge) |
| 6th May 2011 | Bring and Buy Sale (EHVC invited – someone needs to buy the goodies!) |
| 3rd June 2011 | Quiz Night – tba |
| 1st July 2011 | BBQ at the Homestead from 7pm |
| 6th August 2011 | Saturday – Set up day on the Field from 10am |
| 7th August 2011 | Show Day 2011 |
| 2nd September 2011 | Fish and Chip Run (Deanland Park Restaurant) |
| 7th October 2011 | tba |

Please note that all Hooe Village Hall meetings start at 7.30pm

BRUCE'S WORLD OF WHACKY MOTORING

True stories from the pioneering days of motoring

Article one : "JARROTT'S JAUNT" - The 1902 Gordon Bennett Paris to Vienna Race

The early days of motoring were indeed pioneering, and often motorists relied heavily on their ingenuity, often improvising in order to complete their journey, or cross the winning line! And today's whacky story is about a car race which started in Paris on the 26th of June 1902, some 108 years ago!

The starters were made up of some famous cars and wealthy drivers in the veteran motoring world of that period, brothers Louis and Marcel Renault (founders of the Renault marque) driving Renaults (no surprise there), American driver William K Vanderbilt (his nickname was "Willie K", the "K" unfortunately stood for "Kissam" – I bet he got some stick at school) who drove a Mors. Another colourful character on the starting grid was the flamboyant Count Eliot Zborowski driving his favoured Mercedes. (He was born in New Jersey of Polish stock, but made it big-time when he married into the Astor family – smart boy! He moved to England, became a "Brit" then in 1903 promptly died while doing a hill climb – not so smart boy!)

Bringing up the rear in his "modest" 13.72 litre Panhard (with pistons the size of flower pots), was the famous English hero Charles Jarrott with his mechanic George Du Cros, who proved to be an asset "extraordinaire" as we shall soon see! (Author's note: I hope you are keeping up with me, there will be a test at our next meeting!)

Away roared the 148 competitors and the hundreds of spectators hurriedly boarded a special train for Belfort to witness the end of the first stage!

Reader, just imagine the chaos, French bread snapped in half, spilt wine and squashed cheeses, but what dedication! At one stage of the journey the railway ran alongside the road and spectators were amazed to see Henri Fournier's car speed past at nearly 80mph (no 12 mph max speed as in Britain, we must have been the laughing stock of Europe!)

I didn't mention Henri before, and I'm not going to mention him again because he broke a drive shaft, that'll teach him to speed!

The second day saw the intrepid drivers charging through Switzerland (the Swiss hated cars), eventually tackling the 5,912 foot Arlberg peak in Austria and arriving in Vienna on the fourth day on the 29th June, after various mishaps and crashes, the race being won by Marcel Renault in his remarkably small 16 hp Renault.

The reader needs little reminder (but I've done it anyway) of the fact that the early cars were made of copious quantities of timber, just ask a man who owns a Brush!

Poor old Louis R was hit from behind by a Mercedes while waiting at the Salzburg control point which smashed several wooden spokes. (Mercedes have since improved their braking systems!) With no spare wheel, Louis's mechanic whittled some replacements using nothing more than a sharp knife (no doubt a Swiss Army pocket knife,) There's never an AA man about when you want one!

But the heroes of the day must surely have been Jarrott and Du Cros in their mammoth Panhard. On the second day out the car's wooden chassis collapsed short of Bregenz in Austria. In the true spirit of improvisation they managed to find a drill and bolts but searching for four strong pieces of timber proved fruitless. Settling down for the night



"FATHER'S GETTING A BIT OLD FOR THIS,
CAN'T WE FIT A STARTER MOTOR?"

in their hotel, Jarrott had a "Eureka" moment when his eyes fell upon a table and realised the legs were exactly the members required for the chassis repair.

Reasoning that it was too late to ask the hotelier (quite right too), they proceeded to dismantle the legs and drilled four holes in each, ready for installing in the morning (perfectly reasonable). Du Cros decided to drill against the wall for support, but brought down a quantity of plaster in the process (naturally), and then tried the other wall and damaged that too. (Well, it evened up the décor I suppose!)

At this point Jarrott ran the drill through his arm necessitating ripping up bed linen for bandages, he said later "I hate to think what must have been the expression on the proprietor's face when he discovered what had taken place!" (I bet the air was blue and did nothing for Anglo-Austrian relations!)

Dawn rose on a silent town, save for two suspicious figures scurrying around the corner of a hotel carrying table legs! By 7 o'clock they had mended the car and reached Salzburg in time to scotch a rumour that they had been killed in an accident.

But they weren't out of the woods yet! (Out of the woods, hah, no? Oh please yourself!) Leaving Salzburg they proved the strength of their chassis reinforcement; however with just three miles to Vienna, Du Cros had to lie full length along the bonnet and seal a leak with a towel wrapped around the water pipe. Then the gearbox, aggravated by stress from the distorted chassis, finally gave up the ghost, scattering lumps of metal along the road. (I don't believe it!)

Now, dear reader, at this point most of us would have thrown in the towel, stretched out on a comfortable embankment with a fine bottle of vino, and contemplated one's navel and inevitable fate. But not Jarrott and Du Cros, who were made of much sterner stuff! Jarrott commandeered a bicycle and pedalled off for help only returning later to find the resourceful Du Cros had enlisted a horse which was towing the car towards the finishing line. (We are now down to one horsepower!)

Jarrott was furious, and refusing defeat on the last knockings slashed the tow rope and took the wheel. As the car excruciatingly chugged away belching smoke and water, the exhaust box parted company with the car (couldn't take the embarrassment I suppose). With a final heroic gesture, the car free-wheeled across the finishing line and finally expired, unable to move another foot. Against all the odds Jarrott and Du Cros had completed the Paris to Vienna race. A truly magnificent achievement of ingenuity and improvisation. Those guys were truly "tough as old boots"!

Charles Jarrott went on to become England's first successful racing motorist, his exploits earning him legendary status, admired by many, including Sir Stirling Moss. He saw service with the Royal Flying Corps during WWI and was appointed the OBE in 1918. He wrote a good many articles about motoring, and a "classic" book in 1906 entitled "Ten years of motors and motor racing". He died in 1944, the very same year, and month, as William K Vanderbilt. As for Du Cros, his story could make a 10 page article in itself! He was born in Dublin in 1875 and contributed, with his brother, to his father's business, the Dunlop Tire Company no less! In 1891, when he was only 16, George du Cros went to the US and showed Americans how to make the first pneumatic tyre manufactured there. He died in the mid 1940's. Fascinating, or just plain whacky!

My next article involves a very tough dog and it's brush with those wooden spokes! Don't miss the outcome in the next issue of Hooe's Old Car Club newsletter.



'Bad luck Grigson...another year and the first motor insurance policy would've been available.'



A selection of photos from the 2010 Hooe Rally – thanks to Pauline and John B

