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March News 2011

CLUB EVENTS AND MEETINGS 2011

- 18th March 2011 Annual Dinner at Highwoods Golf House, Bexhill (as last year) - 7pm for 7.30pm. Details from John Bishop
- 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) see details in 'Future Events'
- 6th May 2011 Bring and Buy Sale at the Village Hall (EHVC invited – someone needs to buy the goodies!)
- 3rd June 2011 Quiz Night at the Village Hall
- 1st July 2011 BBQ at the Homestead from 7pm – bring your own meats, everything else supplied
- 6th August 2011 Saturday – Set up day on the field from 10am – help required for about two hours
- 7th August 2011 Show Day 2011**
- 2nd September 2011 Fish and Chip Run (Deanland Caravan Park Restaurant) from 7pm
- 7th October 2011 The Austin Story (Part 2) – Reg Brook and Alan Hodges in the Village Hall

Next newsletter out in July – all articles to Julie by mid June please
Please note that all Hooe Village Hall meetings start at 7.30pm

ERIC ALLEN

Eric was a founder member of the Hooe Club back in the 1970s. He was an enthusiastic member of the committee until his recent death, involving himself in the early planning of the Annual Dinner. An anchorman on the P.A. at the show, he enjoyed and always supported the coach trips. In his working life he was a well qualified engineer and retired as a production manager for ITT. Poor health for the past 20 years had always plagued Eric, but he always made the best out of his difficulties. He will be sadly missed. Our condolences to his wife June, Matthew and the family.



Ron's Ramblings



I'm feeling a bit put out at the moment, it only seems a few months ago that Jean and I were on the Queen Mary II in 5-star luxury and scorching hot weather crossing the Arabian sea heading for Thailand and beyond, it's all memories!! Back to reality. November was film show night and John gave us a great evening of classic films enjoyed by everyone not forgetting Tom and Jerry of course. Thank you John. December's Christmas Party – the simple word "disaster" comes to mind. A lot of work went on behind the scenes – Ron S, Dave and myself phoned everyone and sent out a new date only to be beaten again by the weather. Poor Sue had all her raffle prizes including Christmas puddings and the ladies had got all the food. I spent three hours trying to get there, and still didn't make it, I know that only two got there in the end, well done to those that did. The January coach trip was better and 44 people enjoyed the trip to Brooklands. Driver Gerry and hostess Julie looked after us in the usual excellent way. February – Mark Sawyer, Coxswain of the Eastbourne lifeboat gave a very interesting talk. I felt Mark made going out on a lifeboat a thing that is normal, it was always calm with no danger and no difficulties and Eastbourne bay was not much to worry about. We can only imagine what it's really like. Looking out to sea in windy conditions as we have had recently I say good luck to them. Brave men by any standards. Julie is telling me the newsletter will be like a telephone directory if I don't stop. Take note of the new law started in January. If your car is taxed it must be insured as well, even if it's off the road – if not, SORN it. We could also be faced with fuel problems if they put 10% ethanol E10 in future fuel, it's on the cards, more about that later in the newsletter.

Ron W

PHOTOGRAPHIC COMPETITION

The East Sussex Omnibus Society invite members of the Hooe's Old Motor Club to take part in our photographic competition with a presentation to be given at the Christmas December 8th meeting. The competition is open to ANY transport related subject taken this year 2011 in Sussex. The prize will be a certificate, where applicable a year's membership of the East Sussex Omnibus Society and monetary amount. The photograph must be 6" x 4" colour or monochrome and unretouched. East Sussex Omnibus Society Committee Members will not be eligible. Judging will be totally independent. All entries to James Luke, 10 Galley Hill, Bexhill on Sea, East Sussex TN40 1SX (01424 731991). Last entry date is 1st November. Please ensure your details are on the reverse side of the photograph and if you wish for return please enclose a stamped addressed envelope. Good Luck!

Our cover photograph shows Chairman Ron preparing for last year's Hooe Club Rally in his own inimitable way! Wait till he finds out who sent him this photo for Christmas ...

The Motor Mechanics' Handbook (new edition November 1919)

Note: these hints and rules were written before the government first (ever) produced the Highway Code, first published on 14 April 1931.

submitted by Robert F Cooper

Chapter XVII - Hints on Driving The Road

The simple steering and control of a car is an easy matter, and the novice on a clear road soon becomes the equal of an expert. Good driving, however, is quite another matter, and only comes from experience. Nothing more than motoring teaches a man to avoid being jelly-headed, or to hesitate; instant decision is often called for, and the steersman must decide his course of action, and, having done so, it is always safest to persist in it, and then other users of the highway can see your line of intended action, and act accordingly.

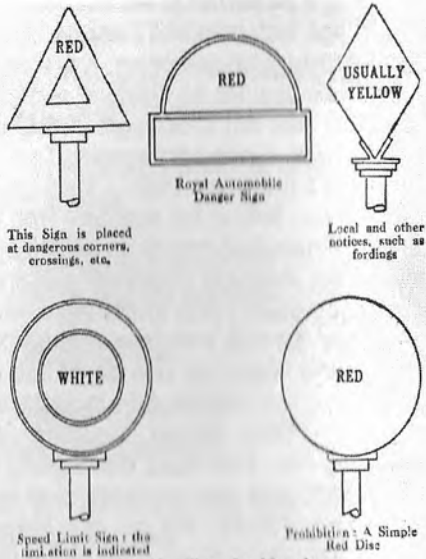


Fig. 90.—Signs for Motorists

The gift of intelligent anticipation by the experienced motorist can be brought to a fine art, and, strangely enough, this faculty requires its greatest exercise away from densely crowded traffic centres. The school child has no defined orbit, and its possible dash across your path must be provided for; a woman invariably stops when crossing, and goes back; the no-object-in-life person on the kerb steps off just as you pass; whilst the hand-barrow merchant, with a twist of the wrist, will turn in exactly the opposite direction for which he was previously making.

Again, the times of the day and the week each bring their peculiar types of traffic. The early morning produces the delivery cart and market gardener, both bad offenders against the usual road rules; later, the school and perambulator bring need for caution; the dusk produces the non-back-lighted vehicle, and the evening requires the need for avoiding all possibilities combined.

During work days most people move with some object in view; on holiday and Sundays they do the opposite, and greater caution is then necessary.

The following are good general rules for traffic:-

1. Observe the usual road rules, and sound your horn if passing or overtaking another vehicle.
2. Be careful when passing a tram; passengers therein have an awkward habit of alighting and passing round at the back.
3. Don't follow a tram too closely; their brakes are stronger than yours.
4. Beware of dogs; motoring is past their ken in the scheme of life.

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5. Always give cyclists plenty of room; some are nervous.
6. Be careful and slow down at cross roads.
7. Turn into a road, or go round a corner, at slow speed, and on your right side.
8. If there be an opening and you must get through, don't hesitate, especially with trams.

For Open Country

1. Take corners on your right side, and slowly.
2. Don't tear downhill; a herd of cattle may be at point of crossing at the bottom.
3. If you meet grease in the guttering, don't suddenly turn out, you may turn over or break a wheel; take it gently.
4. Observe all road signs; as illustrated
5. Remember, it is you, as a motorist, who must observe the rule of the road; others may if they like.
6. If the roads are narrow and winding and the hedges high, special caution is necessary.
7. Slow down for cattle and sheep; fowls can generally take care of themselves.
8. Give led or ridden horses a wide berth; they sometimes turn round to see who is coming, or going.
9. Never drive in the dark on open roads by guiding yourself by the telegraph poles; sometimes these cross over and the road does not.
10. If there be dust ahead, go slow; troops and sheep often give a misleading indication of a fast car ahead.
11. Don't pass another car unless the road is well clear ahead.
12. If there be mist, tie a lamp to your running board, and drive from the hedge or kerb, going dead slow.
13. If you skid, release your brake and re-apply. If your front wheels skid, there is on remedy.
14. If a smash is inevitable, take out your clutch and duck your head.
15. Never let a hare or rabbit detract your attention from the road.

Etiquette

The road has its unwritten rules, which should be strictly observed; they are too many and varied to have full justice given them here, but a few are appended.

1. Give way downhill to others coming up.
2. Your lamps are to light your path, not to blind others.
3. If you want to pass another, only do so if your average speed is much greater than his; your dust is equally objectionable to him.
4. Give pedestrians every courtesy; your hurry to pass may mud-bedrench some fellow traveller in a possibly humbler walk of life.
5. Noise is not necessary or beloved by those who live near highways; an open exhaust and sirens are more often abused than not.
6. Go round market places if you can; the rights of the many should precede those of the few.



Sunbeam Motor Cycle Club

Founded 1924

Presents:

THE IXION CAVALCADE

To be held at Barnabas Church, Bexhill on Sea

By kind permission of Fr. Roger Crosthwaite

Sunday 8th May 2011

Safety run starts at 10.30



A safety run and public show for motor cycles built before 1940, celebrating the life and times of the pioneering motor cycle journalist and author 'Ixion' the vicar of St Barnabas, Canon Basil Davies BA

IXION CAVALCADE, BEXHILL ON SEA 8TH MAY 2011

Last year, the Hooe Old Motor Club made a very generous donation to the Sunbeam Motor Cycle Club (S.M.C.C.) for a plaque to commemorate Canon Basil Davies, vicar at St Barnabas, Bexhill (alias Ixion of "The Motor Cycle").

The unveiling of the blue plaque will take place on 8th May 2011 at St Barnabas Church, Sea Road, Bexhill on Sea, together with a motorcycle show and road run for machines built before 1940. This new event has space for 40 machines on show to the public and includes a road safety run of over 30 miles designed especially to favour lower powered machines of the veteran and early vintage era, with awards to the finishers and

prizes voted for by the riders as the most coveted machine, and the visitors' favourite machine.

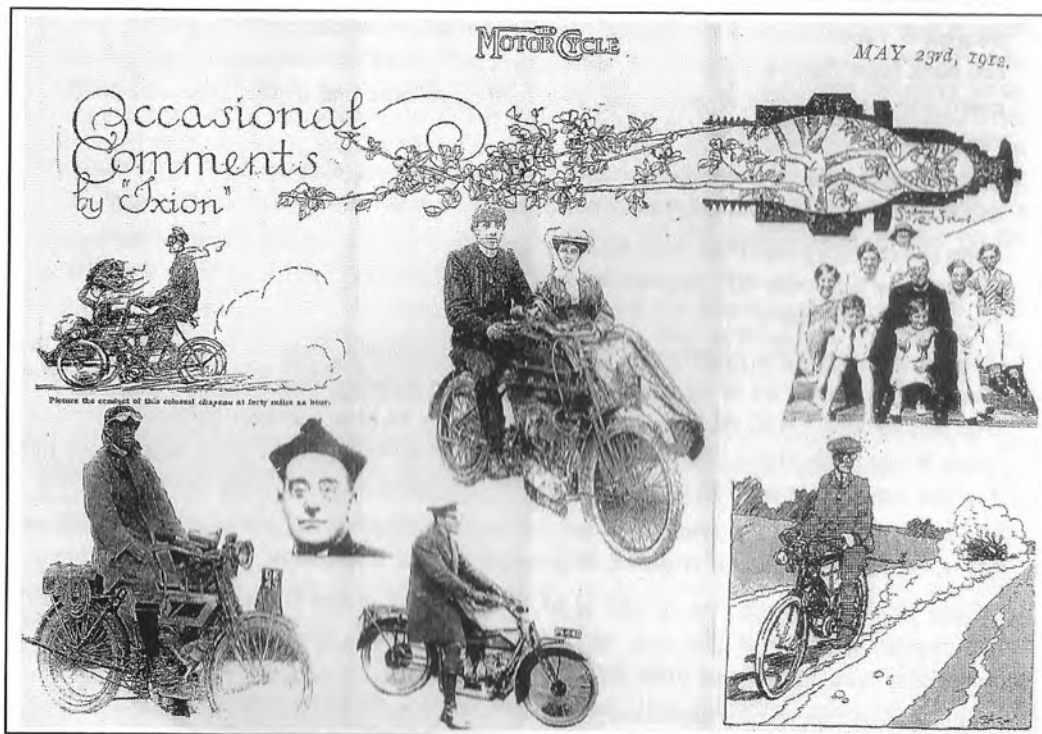
The name of "Ixion" is well known to vintage motor cycle enthusiasts as a key journalist for "The Motor Cycle" from 1903-1961, his "Occasional Comments" were far from occasional, their being found in most issues of the magazine. Ixion kept his day time career very separate from his competitive and journalist motor cycle interests and, even now the name of Canon Basil H Davies BA is not easy to link with his alias of "Ixion".

Canon Davies was vicar of St Barnabas Church in Bexhill on Sea for 14 years until his retirement from the clergy in 1940 when he moved to Bournemouth. Basil Davies and his wife Frances had six children of whom only one still survives, Godfrey, known in the family as "Joff" is now 99 years young and hoping to be present on the day in order to unveil a special blue plaque commemorating his father as both priest and motor cycle journalist. The plaque will be attached to the church wall with the unveiling at 2.00 pm.

Riders can assemble with their machines at 9.30 am with the road run starting at 10.30 am, flagged off by the current vicar Fr. Roger Crosthwaite, awards being presented by the Honourable Mayor of Bexhill Councillor Jimmy Carroll at 3.00 pm.

Ixion's writings are very important to the social history of motor cycles from the late 19th century. In his two books of "Reminiscences" published in 1920 and 1927 he outlines with the most delightful wit and eloquence the birth of motor cycling in Britain from the point of view of a rider. These books and his journalist contributions give us the best witting evidence of the birth pangs encountered by pioneer riders, and he was still writing with interest and humour in "The Motor Cycle" just a month before his death in 1961. Ixion deserves a place in the history of our hobby and sport. His best known book being "Motor Cycle Cavalcade" published in 1950 outlines the first 50 years or so of the British motor cycle industry and can still be found regularly at motor cycle autojumbles – don't miss it! Usually priced between £10 and £15 a copy, but for the event organiser, Dave Masters, Ixion's best books are "Motor Cycle Reminiscences" and "Further Motor Cycle Reminiscences" which are very personal and amusingly written.

For an entry form and regulations for this event, please send an A5 SAE to Ixion Cavalcade, SMCC Ltd, c/o Dave Masters, 6 Fairlight Close, Bexhill on Sea, TN20 4PT or phone Dave or Maggie on 01424 211873 for further information.



31st January Committee Meeting in brief

Bob reported 159 paid up members, and Ron S reported with a balance sheet that we have a healthy balance.

Charity donations proposed for this year are East Sussex Association for the Blind (recommended £300), Herstmonceux Windmill also £300 and RNLI (thanks to the speaker on 4th February) £100.

John (Secretary) reported that the annual dinner is well underway with menus available.

The showground this year will have four toilets - one more than last year, ice cream van and band are all booked for 2011. The rally plaques would be again sponsored by Tobin and Lulham and will depict the Chevrolet belonging to Bruce Moore as it is the 100th anniversary of Chevrolet. More car parking was needed for the show and Ron W in connection with Paul Fuller arranged to have a word with the owners of the field opposite the showground. We need a small access gate opposite, otherwise it would be excellent. Since the meeting, Ron has spoken to the owners and unfortunately the owners won't allow a gate and this would mean people having to walk in the main road. So this has to be sadly a no go. After much discussion over the show entrance fee - £4 or £5 - it finally went to the vote, so the entrance fee for 2011 stays at £4 for one year.

Ron W had spoken to Dick Carey reference having our own shed or Luton body on his ground, for our kit and the committee thought this to be a good idea, further discussions on this will take it forward.

George G reported that the Easter bonnet run will take place starting from the Asda car park (see 'Future Events'). First and second prizes will be available to win and the event will finish at the Berwick Inn, menus are available and it would be wise to book if you would like lunch. Details from George.

Judy and Chris have done the quiz for many years, as we all know Judy has been poorly and hopefully she will be OK, but if not Bruce Moore volunteered to run the quiz.

John (Secretary) reported that we have been invited to a special event at Batemans at Burwash on Saturday 10th September (see 'Future Events'). More later on this but keep the date in your diary.

John also attended a meeting about Magnificent Motors; they have agreed to remove the £2.50 charge, we in turn are asked if we can supply a few marshals for the event and joining with EHVC this would be an opportunity to have our own tent or gazebo as a Hooe Motor Club stand. Ron W will raise this at the AGM to see what support we have for the event. We need to support John who has taken responsibility to organise this.

Club stands at shows in order that we can be together has moved on and John Gibbons and Bruce Moore have volunteered to arrange this for the coming season.

Thank you to everyone who turned up at this meeting; it was full of discussion and a lot of interest is shown in the club and a lot of items were covered, a full report of the minutes are available from John Bishop.

Thank you all for your attendance.

Forthcoming Events and Rallies

IT ONLY TAKES A MINUTE TO ERECT THE HOOD,
OR FIVE MINUTES IF THE FAMILY HELPS



Monday 25th April - George Griffin is again organising the Easter Bonnet Run meeting from ASDA car park, Langney Point, Eastbourne between 11am and 11.30am for the road run. There will be a prize for the best bonnet and also the best decked car – so come on ladies, give it a go! After a drive of approximately 16 miles, we will arrive at the Berwick Inn, Berwick Village where we will have lunch, the restaurant has been booked seating up to 40 places – Hooe Club members first. For those not wanting lunch, there are tables in the bar, bar snacks available. There will be menus available at the next club meeting, if you can pre-book it will help the chef and cut down on waiting time, or you can order on the day. Pre-book via the Berwick Inn on 01323 871277.

Saturday 30th April and Sunday 1st May - Magnificent Motors at Princes Park, Eastbourne. Note the new venue. Marshals are required to keep down the entrance fee which proved controversial last year. Any takers to John Bishop 01323 843202.

Saturday 18th June - The Lavender Railway Line based at Isfield Railway Station near Lewes have invited us and our cars to a social evening starting after 6.30pm. I (John Bishop) have been there regularly over the last few years and there is an engine in steam giving rides throughout the evening plus a buffet which is on a first come first served basis but quite filling. They ask for £5.00 to cover this and the engine rides which is a bargain at anyone's price.

Sunday 17th July - This year we are having a Club Stand at Appledore, as the ground is small – smaller than Hooe – 25 members are permitted on the stand on a first come first served basis. Please email Ron Fellows at ronfellows@btinternet.com who will email you the entry form. When you have the form, write under 'Clubs' HOOE'S OLD MOTOR CLUB and also write your email address clearly and legibly so next year, they can send you a form. When you get the entry form, please follow the instructions to the letter, and post it off to the Chairman Nigel Peck - not to Ron thank you! Nigel's telephone number is 01233 758206 and his email is nigel_peck@hotmail.com. When you get to the show, tell the marshal that you are on the Hooe stand, he then will direct you to the stands.

Saturday 10th September - As members are aware we are members of the Federation of British Vehicle Clubs and they are having another 'drive it day' at Batemans House, Burwash. We have extended the 'hand of friendship' to the Eastbourne Historic Vehicle Club and they are cordially invited as well which should give us a good display.

Sunday 25th September - Julie and Gerry are running a coach trip for club members to the Heritage Motor Centre at Gaydon, home to the world's greatest collection of British Cars! The motor car is over 100 years old and one of the world's most influential inventions. The motor museum in Gaydon tells its story, from some of the very first cars to take to British roads, right up to the latest designs. The Gaydon Autumn Classic is also being held on this day at the museum which is a display of Classic Cars which can be viewed free of charge by everyone. An additional event will be the Boot4Ben car boot sale with proceeds going to the BEN Automotive charity. The cost of the coach trip is £22 per person to cover the luxury coach with choice of Eastbourne or Hailsham pick up including entry into the museum. If interested, please phone us on 01323 423389 or e-mail on gerryandjulie@fieldmouse.plus.com as this will be a popular trip and places are limited.

There were a couple of items in the Federation of British Historic Vehicle Clubs newsletter which club members should be aware of. These are outlined below:

1. FUEL NEWS

The Federation has been monitoring the progress of The Motor Fuel and Merchant Shipping Regulations 2010 that will increase the uptake of renewable fuels in the UK as part of the European campaign to slow climate change. The net outcome of these EU directives is the inclusion of bio-ethanol in petrol, and inclusion of components such as vegetable oils in diesel fuels, in addition to the reduction in sulphur content. We raised concerns about the increased biofuels content and the effect that it would have on historic vehicles with the Department for Transport last year. The DfT commissioned a report from QinetiQ which was eagerly awaited and finally published in the public domain in January.

Report Recommendations

The report found that:

- The majority of vehicles 10 years old or older will not be compatible with E10 due to fuel system material incompatibility issues.
- Carburetor vehicles and powered two wheelers will suffer problems due to material incompatibility, corrosion, and driveability issues.
- Field experience has demonstrated that vehicles and petrol fuelled equipment fitted with glass fibre fuel tanks may suffer catastrophic failure due to the incompatibility of the glass fibre resin with petrol ethanol blends.
- Based on vehicle age, approximately 8.6 million vehicles will be unable to run on E10... based on average vehicle life of 13 years approximately half these vehicles will be in use when the proposed phase out of E5 takes place in 2013.

The report also has a recommendations section which makes interesting reading.

- Vehicles ten years old or older, carburettored vehicles (including powered two wheelers) and first generation direct spark ignition vehicles should not be fuelled on E10 unless the manufacturer can state the vehicles are compatible with E10.
- E5 should not be phased out in 2013, its widespread availability should continue for the foreseeable future.
- Consideration should be given to maintaining a specification for E0 fuel for historic and vintage vehicles.

Conclusions

One area where there seems to have been a softening of attitude is in the life of E5 which will be available only until 2013 and then it would be phased out to be replaced by E10. The statement that E5 is likely to be around until at least 2015, backed up by the suggestion of provision of low ethanol fuel for historic vehicles

is a positive development and one in which we feel the FBHVC can claim to have made an impact.

2. CONTINUOUS INSURANCE ENFORCEMENT

Thousands of motorists risk having their cars clamped and seized in their driveways under tough new "round the clock" insurance rules announced by the Government. Ministers say the crackdown – which includes automated £100 fines dropping through the letterbox – is designed to tackle the hard core of more than a million uninsured 'rogue' drivers. But motoring groups fear many forgetful law-abiding drivers could also be unfairly penalised if their car is off the road on the drive. Driving without insurance is already a criminal offence. But the new rules – called 'Continuous Insurance Enforcement' (CIE) – which come into force in the spring mean a car must be insured round the clock, 365 days a year – whether on the highway, on a driveway or even in a garage.

Historic Vehicle Drivers

For historic vehicle owners, there are a number of important things to remember:

SORN – if a SORN is made and the tax disc surrendered because the vehicle is not in use, then the vehicle will not be subject to CIE;

Pre-SORN vehicles – vehicles which have been kept off-road before SORN came into force on 1st February 1998 are exempt from CIE unless they are brought back into use, in which case they would need to be insured or a SORN made;

Vehicles manufactured before 1st January 1973 – thought the vehicle may have a 'nil value' tax disc, it is classed as being 'taxed' and a SORN should be made if uninsured and not in use;

askMID – if you want to check your vehicle is recorded as 'insured' on the Motor Insurance Database, visit the free service at www.ask.MID.com.

Tool Library

The tool library database of specialist tools is expanding, please contact Chris Hone if you think you have a tool or other mechanical device that may help others or you have a need for something special. Phone Chris on 01424 772682 or email at honest660@btinternet.com. The items in the library so far:

Hub Puller	Arc welder – Heavy duty
Reamers	Clutch tool/sealfitting tools – Mini
Starter Bendix spring Compressor	Large Slide Hammer
3 Leg H/D hub puller	3 leg hub puller, various
Selection M/C gear and clutch pullers	Slide hub remover
Picavent brake pipe kit 3/16, 1/4	Speedo cable Mandrel Kit
Various size box spanners	Brake pipe clamps
Vernier Gauge	Compression tester
Steering alignment tracking unit	Clutch alignment kit – various sizes
	Car transporter trailer

BRUCE'S WORLD OF WHACKY MOTORING

True stories from the pioneering days of motoring – Chapter 2

Mad dogs and non-Englishmen : The first Gordon Bennett Trophy Race

The condition of the roads in those early days was atrocious, barely adequate for horse and cart, let alone a driver urging a ton of automobile at speed along the unmetalled surfaces, dodging bottomless potholes and fighting the wheel to climb out of ruts at break-neck speeds. If that wasn't bad enough, drivers had to contend with another adversary, animals! Free-roaming sheep, cows and wildfowl, and particularly dogs, seemed hell-bent on blocking the speeding car with sometimes disastrous results, the animal sadly coming off second best in most contests! Those wooden spokes were unforgiving, but the dogs were equally tough! And this is one such story, so brace yourselves!

But first a story about my Dad as a boy, and his sheep dog, Glen. A casual attitude to dogs on the road existed in bygone days. Few cars ever appeared, they were outnumbered by horse-drawn vehicles and bicycles, so not surprisingly a noisy car belching smoke excited dogs to the chase! Most dogs were free to roam at will! (Poor Will.) Glen was a typical sheep dog, independent, and enjoyed nothing better than roaming the neighbourhood seeking out horse dung to roll in and then return home smelling like, well, HORSE DUNG! Dad would hose him down after which he would escape to the roadside and seek out another dollop of "canine number five". Consequently when the family went motoring he was consigned to the outside of the family car, positioning himself between the front fender and the engine hood with his paws firmly planted on the headlight bar, embracing the lamp, and barking incessantly. No red flag required here, Granddad's approach was heralded by Glen, both by sound - and scent!

But back to France (oh, didn't I mention that before?) and a memorable race on the 14th June 1900. Road racing was still banned in the UK, but the French revelled in the sport, with a scant disregard for safety of both drivers and the public at large!

The French became the envy of the world, their racing escapades inspiring an American Newspaper magnate to propose an international event bearing his name - GORDON BENNETT of course! A beautiful trophy was commissioned and rules were drawn up. Bennett was eager to end the French monopoly of motor racing, and the first "Gordon Bennett Trophy" race was staged on French soil between Paris and Lyons, some 353 miles (that's half way to Scotland!) ironically won by a FRENCHMAN! (Sacré bleu Bennett probably muttered!)

It was a competition between national teams, with no more than three cars per country, with the winning nation having to organise the following year's event. The idea was resurrected some 70 years later for the



Eurovision Song contest! This race was also significant in being the first in which each nation had their own racing colours : France – blue, Germany – white, Belgium - yellow, and the States – red. Later England would come in with, you guessed it, racing green! So THAT'S where those colours originated! (Remember that, it might be in the next quiz!)

The French selected Panhards, driven by their three famous racers – Charron, de Knyff, and Girardot. The popular French motor car firm Mors were disgusted they were not selected so they put forward their own non-competing entrant, driven by Levegh. Belgium was represented by Jenatzy in a Bolide, Eugene Benz in a “guess what” for Germany



(in white remember), and two Wintons for the United States driven by Alex Winton (surprise, surprise) and Tony Riker, the first American cars ever to compete in Europe. What a shambles the start was! The Benz withdrew due to tyre problems, and Riker's Winton was not ready in time! That left five starters plus the rogue Mors.

To the embarrassment of the official French team, Levegh streaked ahead in the Mors and soon built up a 30 minute lead over the Panhards with the Americans a distant last. (This is getting exciting, isn't it! Hey, where's the dog I hear you say?).

Then one by one the cars fell victim to various problems. De Knyff and Jenatzy (Panhards) retired, as did Winton in his Winton, while Levegh in his Mors was beset with mechanical problems, and Girardot got lost near Orleans (obviously holding the map upside down! My wife does that!)

That left just Charron in the lead, with his trusty mechanic Henry Fournier working overtime! They had earlier hit a gutter and bent the axle, so H.F. had to trickle oil continuously onto the chain. With just 10 miles to go the fat lady had hardly cleared her throat when it happened! Charron, powering down hill at 60 mph, yes 60mph, was suddenly charged by the hound from hell!

Tough as a rhino's hide the intrepid beast, froth foaming from his jaws, went for the front wheels (bad mistake) and finished up jammed in the steering, sending the Panhard veering across a field, mud and turf flying, and eventually skidding back onto the road!

Fournier jumped out, changed his pants, then levered out the hapless dog at a safe distance and restarted the engine. The collision had broken the water pump from its mountings and poor old Fournier had to hold the pump drive against the flywheel to keep water circulating, AS WELL AS oil the chain for the last 10 miles, wow, what a hero! Charron cajoled his Panhard into Lyons, winning ahead of the Mors and saving face for the French team. Meanwhile Bennett exclaimed “Sacré bleu” and made a mental note to find another American car for the following year!

The Gordon Bennett Trophy remained a fixture for the next five years, and was superseded by the French Grand prix. Two years later our immortal British driver Selwyn Edge won the event driving a Napier in BRITISH RACING GREEN! (horrific!)

Oh, the dog you ask, did it recover? Did it hell, it was as dead as a Dodo, well what do you expect, a happy ending? Now, wasn't that exciting? “GORDON BENNETT” I hear you exclaim!

Next chapter, the 1907 Peking to Paris “Marathon”

HOOE'S OLD MOTOR CLUB

ACCOUNTS 2010

INCOME

SUBS	971-00
BADGES	72-00
RAFFLE	160-98
SHOW INCOME GROSS	6526-45
LONDON TRIP 09	180-00
CLUB DINNER	858-00
DVD SALES	29-00
DONATION	2-00

8799-43

8799-43

5881-61

PROFIT 2917-82

BALANCE FROM 2009 7115-12
10032-94

LESS DONATIONS 2050-00
7982-94

LESS TRANSFER 1000-00
COMMUNITY ACCOUNT 6982-94

MONEY MANAGER ACCOUNT
2009 3081-04

ADD TRANSFER 1000-00

ADD INTEREST 1-92

MONEY MANAGER ACCOUNT 4082-96

TOTAL BANK BALANCES 11065-90

EXPENDITURE

SHOW OUTLAY 3449-83

CLUB EXPENSES:-

SPEAKER P. A. 100-00

HALL 96-00

NEWS LETTERS 419-10

STATIONARY 146-74

FBHVC 46-62

SPEAKERS 100-00

R.S.EXPENSES 102-34

R.W.EXPENSES 28-98

1039-78

LONDON TRIP REFUND 120-00

CLUB DINNER 897-00

COACH HIRE BROOKLANDS 375-00

5881-61

DONATIONS PAID OUT

SUSSEX AIR AMBULANCE 700-00

RACHELS HOUSE 700-00

HOOE BAND 250-00

HERSTMONCEUX SCOUTS 250-00

ST.BARNABAS CHURCH 100-00

CANCER RESEARCH 50-00

2050-00

TRANSFER TO MONEY

MANAGER ACCOUNT 1000-00

A quotation seen in Pennsylvania
on the back of an Amish carriage:
*"Energy efficient vehicle. Runs on
oats and grass. Caution - do not
step in exhaust"*

The club welcomes a number of new members since the August rally of 2010:
Mrs J Menger of Hooe, Mr I Hopkins of Hailsham, Mr and Mrs J Compton of
Hooe, Mr and Mrs A Beecher of Bexhill, Mr D Carpenter of Peacehaven,
Mr and Mrs D Taylor of Horam

The Titanic Artefact Exhibition

RMS Titanic was the largest passenger steamship in the world when she set off on her maiden voyage from Southampton, England, to New York City on 10 April 1912. Four days into the crossing, at 11.40pm on 14 April 1912, she struck an iceberg and sank at 2.20am the following morning, resulting in the deaths of 1,517 people in one of the deadliest peacetime maritime disasters in history.

On 1 September 1985, Titanic was discovered resting on the ocean floor. Twenty-five years after her discovery, RMS Titanic Inc has embarked on the most technologically advanced scientific expedition to Titanic ever organised. With the aid of deep-sea submersibles and a remotely operated underwater robot with grabbing arms, they have started to bring some of the Titanic's amazing artefacts to the surface. Some artefacts have never been shown in public before and over 300 of these items are on show at the O2 arena and we visited the exhibition in February.

On arrival, we were first given a White Star Line boarding pass in the name of one of the passengers on board – I was Mrs Jerwan from New York, a second class passenger travelling alone and Gerry was Mr Francis Millet from Massachusetts, travelling first class and accompanied by a friend, Major Butt. At the end of the exhibition you could check if you survived the sinking or not – more of that later.

Then we had the opportunity to have a close look at the artefacts on show. In addition to very well preserved china plates, dishes, glass items and metal cooking pots, there were many items which you would not have expected to have survived 73 years of being submerged in freezing water such as handkerchiefs, playing cards and even letters and banknotes. Some perfume bottles were on display in a cabinet with holes cut out so you could smell the perfume as if it was bottled yesterday. There was also a reconstruction of one of the first class cabins and the engine room from where the ship was powered. There was also an iceberg but we were sceptical that it was the original iceberg that the ship struck!

We also read stories of some of the passengers on board the liner including Violet Jessop, an ocean liner stewardess and nurse who was on board Titanic's sister ship the RMS Olympic, when it collided with the HMS Hawke in 1911 and also survived both the disastrous sinkings of sister ships RMS Titanic and HMHS Britannic in 1912 and 1916 respectively. You wouldn't want to be on a cruise with her, would you?

Before leaving the exhibition, there was a board on which all the passengers on the Titanic were listed and whether they survived or not. We found the name of one of Gerry's ancestors – William Mackie – a steward on the Titanic's sister ship the Olympic who had been offered overtime on the doomed ship and had perished with many of the other crew members. Mrs Jerwan survived and continued on to New York, but unfortunately both Mr Millet and Major Butt had drowned.

The exhibition gives an insight into the personal lives of the ship's passengers on its fated maiden voyage and is well worth seeing. It runs until 1 May 2011 at the O2.

Julie and Gerry Simcox



Courtesy RMS Titanic, Inc.



RMS Titanic
15th April 1912