



CHAIRMAN:
RON WANMER 01323 840346

VICE CHAIRMAN:
PAT WALKER 01424 845230

SECRETARY:
JOHN BISHOP 01323 843202

TREASURER:
RON SHRUBB 01323 767429
MEMBERSHIP SECRETARY:
ROBERT COOPER 01323 507135

COMMITTEE:
CHRIS HONE 01424 772682,
GEORGE GRIFFIN 01323 642351,
SAM ROLFE 01435 812477,
JOHN GIBBONS 01323 502201 ,
CHRIS ALLCHORN 01323 760687
NEWSLETTER EDITOR:
JULIE SIMCOX 07870 740194



November News 2011

Ron's Ramblings



So what have we done recently:

In **July**, 38 club members enjoyed the usual well organised BBQ, a lovely evening with free beer and wine, plenty of food and good fun. Thank you to all those hard working ladies that came very early to help make it all happen.

August – well, it was show time and 30 plus members turned up for set up morning, mostly done within two hours – well done and thank you to everyone. The show as we know was a great success but the weather could have been better, not much we can do about that. There was much consternation about the fact I changed the field around a bit to accommodate the excellent selection of trade stands that had booked in (sorry guys it had to be done) and with much head scratching we managed it, and at the end of the day the move was congratulated by many people as being the best ever. Profit from the show amounted to £2,500. Thank you to treasurer Ron S, think for one moment just how much work there is in keeping track of everything monetary

The transit body was purchased and delivered and set up in its new location. Four members of the committee were on hand to work on this, John G changed all the equipment to our new location during the show period (thank you John). So now we have a clean dry shed to store all the gear, we have since welded brackets on and are now able to lock it as well.

Our thanks must go to Nigel and his crew for the car parking again they did a excellent job and just bear in mind some of those ladies and gents are not club members! I have to also say, Nigel was a great help to me at 7am on Sunday shifting various things around – thank you Nigel.

Next year the committee have considered they would like to see a particular job with a name against it so that we know the job will be done, we have many members who are willing to help but co-coordinating them on the day is difficult. We will also arrange that the August Friday meeting will be reinstated and be a show meeting evening so that everyone will know what is going on and who is responsible for certain jobs, hopefully everyone will be informed and we can work as a team (as they say many hands make light work). Plus – if we have time something on at the club meeting as well.

Sadly we shall lose Julia and Ken, they have decided to retire as marshals for sections E, F and K. Thank you to you both for your work and support. You have done so well as marshals of the largest group in the show, you will be able to sit back and take a rest. Terance and Pauline have volunteered to take on sections E, F and K for 2012. Thank you to you both, more details on this later.

In **September**, 38 members supported the fish and chip run to Deanland, in my humble opinion it was very good with excellent service and just one complaint – I ate too much! By popular demand we will go back next year.

Our thanks to the professional team Gerry and Julie for the trip to Gaydon which was a very enjoyable trip with the usual excellent service. Big Phil supplied the chocolates – thanks Phil.

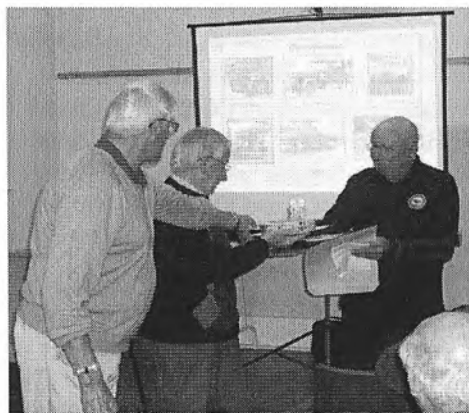
In **October** Alan and Reg gave us the final part of the Austin story from the humble beginnings to the sad end of the Austin name, unfortunately many other famous makes went with them. Oh dear, where did we go so wrong?? Hopefully China will resurrect the name but I fear it will never mean the same. A Chinese Austin! Herbert would turn in his grave. Or he would shudder at the thought like all of us.

We are still awaiting the details of the testing results for the additive for the new ethanol fuel which will be forced upon us at a later date. Watch this space.

Talking of the FBHVC, 12 members enjoyed and supported the drive it day to Batemans (see report and pictures later in this newsletter). John B Secretary, tells me that we put on a good show and the organisers were well pleased. Thank you John and also those that supported this event.

At the **October** meeting it was Dave Fletcher's 90th Birthday – he still rides his motorcycle, a card was signed by as many as we could find and a birthday cake was duly given to Dave (I noticed we didn't get any!) Well, I know it's only November so this the last opportunity to say ...

HAPPY CHRISTMAS and have a VERY HAPPY NEW YEAR



Our cover this month shows Dave Fletcher and his wife June celebrating Dave's 90th birthday at the October club meeting. I wonder if he was the 90-year-old man who went to the doctor's office to get a sperm count as part of his physical examination. The doctor gave the man a jar and said, "Take this jar home and bring back a semen sample tomorrow."

The next day the 90-year old man reappeared at the doctor's office and gave him the jar, which was as clean and empty as on the previous day.

The doctor asked what happened and the man explained: "Well, doc, it's like this First I tried with my right hand, but nothing. Then I tried with my left hand, but still nothing.

Then I asked my wife for help. She tried with her right hand, then her left, still nothing. She tried with her teeth in, then with her teeth out, and still nothing.

We even called up the lady next door and she tried too, first with both hands, then an armpit and she even tried squeezin' it between her knees, but still nothing." The doctor was shocked! "You asked your neighbour?" "The old man replied, "Yep. And no matter what we tried we still couldn't get the lid off that jar!"

BRUCE'S WORLD OF WHACKY MOTORING

True stories from the pioneering days of motoring.

Chapter 3 : A STUPENDOUS CHALLENGE

1907, a good year for wine with an after-taste of the previous year's French Grand Prix, where once again pioneering Motorists' appetites were whetted, and thoughts of another endurance race loomed large. On 31st of January the celebrated French Paper *Le Martin* challenged the automotive industry to a "stupendous Challenge", and lay down the gauntlet with the question, **IS THERE ANYONE WHO WILL TRAVEL FROM PARIS TO PEKING BY AUTOMOBILE!**

Immediately Count De Dion snatched the glove claiming that De Dion-Bouton would eat the challenge for breakfast! (His drivers actually ate his words in dust and mud, it proved later!)

Then Prince Scipione Borghese, an Italian Nobleman, with pizza between teeth, removed his own olive oil stained gloves and promptly stroked both cheeks of the Count, then immediately ordered a car from the Itala factory in Turin. So excited the first of a total of 25 challengers, though eventually only five cars kissed the starter line, and the reason? The entry fee was set at 2200 francs, an enormous amount of money, exceeded only by the enormity of the task in hand!

The organisers then decided to reverse the route, with the finish in Paris making a glorious spectacle for the car-mad French public. (Well, it makes sense doesn't it!)

On the 10th of June at 8.30, (after a sumptuous breakfast), the five intrepid competitors set off for Paris, with supplies and spare wheels drooping over every side of their vehicles, (except the one cylinder tri-car).

To the disbelief of every Pekinese China man present (and there were a LOT of them, and hard to tell apart too), they watched as Victor Ollignon, driving a De Dion for France, Borghese, driving a Itala (Italy), Charles Goddard, a stunt motorcyclist AND jockey (what better credentials?) driving a Spiker, then another two cylinder De Dions driven by Georges Cormier, all of them with mechanics, and some with journalists too, lined up on the starting line!

Ah, you ask, that's four, what was the fifth entrant? It was a one cylinder tri-car (driven by Pons), so small they had little room for rations. Well, it was only a 10,000 mile race, a pushover! The word "plonker" comes to mind!

But back to those inscrutable Chinese. The State Council feared that the "fuel chariots" was a cover for the west to survey a route for a future invasion! The cars were ushered out of Peking ASAP to avoid corrupting the locals with "western germs"!

The route would challenge even Jeremy Clarkson today, just imagine this, from Peking north-west to Mongolia, across the Gobi desert (no Little Chefs there!) over the uncharted Siberian plains to Moscow, then via recognisable roads (?) to Warsaw, Berlin, (via Check-Point Charlie?), and on to Paris. Phew, I'm exhausted just reading it!

Don't give up reader, this is where it gets really unbelievable! Although they had decided to travel in convoy until Irkutsk in Russia, half of them promptly got lost! Goddard couldn't read a map, and Pons in his tri-car gave up and completed the first stage by train! The rest took seven days to travel 200 miles! The Chinese roads were strewn with boulders and Coolies had to pickaxe a path for the cars, and at one stage strip the cars and using teams of

mules, drag the cars through gorge and mountain pass until they finally reached the Mongolian plateau. THIS WAS A RACE?

The Gobi desert saw the demise of Pons and his tri-car who retired and probably took up horse riding. Meanwhile Borghese who had planned meticulously his trans-desert crossing, went from fuel supply to provision dumps, all located by camel trains in advance, smart boy! For about 800 miles they all followed the telegraph wires until the wires changed direction, then into the wilderness, quote “for hours with no guide except common sense”! (Come on now, if they had had an ounce of THAT they wouldn’t have taken the challenge!)

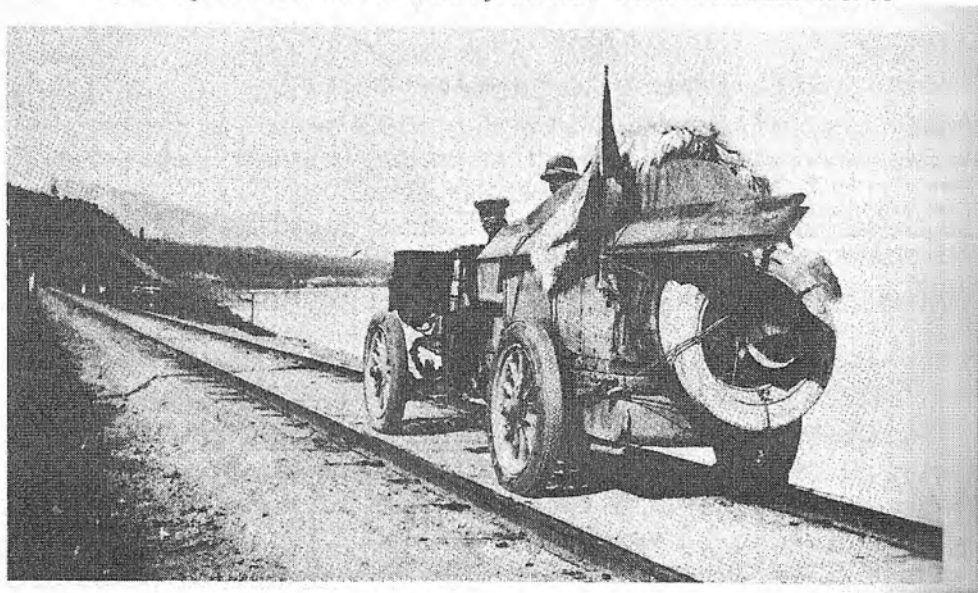
Borghese was constantly bogged down in deep mud, and occasionally shot at by Siberian bandits! In one incident a team of passing Mongolian horsemen appeared and rigged up their oxen to the car. The hapless animals were reluctant to pull until the engine was fired up, with remarkable results, “suddenly the car came out of its furrow with one bound”!

By now they were caked in black dust and mud caked their clothes in a thick crust! A pith helmet was Borghese’s only protection again torrential rain and the burning sun. Making constant use of the Trans-Siberian Railway, he nearly lost his life when a bridge collapsed under the excessive weight of the Itala. The car was eventually winched to safety. Meanwhile, some way behind our jockey stuntman was reported to resorting to theft to stay in the race, while other crews hitched half-wild horses to their cars to ford deep rivers.

Prince Borghese was, by Moscow, 18 days ahead of his nearest rival so he “afforded a lengthy detour to visit St Petersburg” then despite “social engagements” increased his lead through the rest of Europe and arrived triumphantly into Paris on 10th of August after 60 days of unspeakable trials and privations. The Spiker arrived 20 days later followed by the two De Dions. These men were incredibly tough and strong, with a resolve that we should all emulate today, true heroes to a man.

The Itala became famous throughout Europe and was in great demand. However it met its “Waterloo” when it accidentally slipped into the Genoa dockside en-route to New York and was too badly damaged to be exhibited! A Whacky old world then, for sure!

Next chapter will be about the race from NEW YORK TO PARIS in 1908



CLUB EVENTS AND MEETINGS 2011/12

- 3rd December 2011 Christmas Party from 7pm – as usual bring a little something to help out – ladies in charge! Fancy Dress is the norm but optional. Let's hope we get there this year!
- January 2012 Coach trip – Committee have decided that due to the inclement weather we have had the last two occasions we will run a coach trip later in the year
- 3rd February 2012 Eastbourne in the 1960s by Phil Gardner
- 2nd March 2012 Video Show – The Schlumpf Museum – a visit to the French National Museum (Ron W and John B)
- 16th March 2012 Annual Dinner at Highwoods Golf Club, Bexhill. 7.00pm for 7.30pm start and the price is still the same (£20) which is good value - names to John Bishop
- 6th April 2012 AGM – all details next newsletter
- 9th April 2012 Easter Bonnet Run (further details to follow)
- 4th May 2012 Dog Racing – A Night at the Dogs (Ron Dearden in charge)
- 1st June 2012 Quiz Evening with Quizmasters Chris and Judy Allchorn
- 6th July 2012 BBQ at The Homestead from 7pm - bring own meats, everything else supplied
- 3rd August 2012 (Friday) Show Meeting plus second half Dave's War – RAF History by Dave Fletcher
- 4th August 2012 (Saturday) Show Set Up Day on field from 10am please
- 5th August 2012 (Sunday) SHOW DAY
- 7th September 2012 Fish and Chip Run to Deanland Park

Next newsletter out in April – all articles to Julie by mid March please

Please note that all Hooe Village Hall meetings start at 7.30pm except where otherwise stated

A Sussex Farm during the 1950's

Windmill Hill Windmill Trust has pleasure in welcoming Ian Everest who will present a stunning account of farm life of the 1950s in Bishopstone near Seaford using a copy of original colour film. Truly not to be missed!

18th November 2011 - Doors open 7pm for 7.30pm

Herstmonceux Village Hall on main A271 Hailsham Road

Only £5.00 to include tea or coffee. All proceeds to the continued restoration of the Windmill. Tickets on the door.

Bee Frost 01323 833033

www.windmillhillwindmill.co.uk

The following article appeared in the latest edition of the Federation of British Historic Vehicle Clubs' newsletter which some Hove Club members may find of interest

E-petition to restore a rolling 30 year old exemption to VED

On the face of it, this is an understandable move to eradicate the invidious gap between the VED treatment of pre-1973 vehicles and more modern classics, caused by the actions of Gordon Brown who, when Chancellor, stopped the rolling nature of the Historic VED category. The FBHVC have consistently asked for reinstatement on a thirty year basis (originally it was 25 years) but whilst Labour were in power it proved impossible.

Prior to the election last year the Conservatives acknowledged the anomaly and agreed to review it if they gained power, while warning that it would probably need to be fiscally neutral. (That's before they opened the books!) The political climate (Coalition) and economic situation have deteriorated dramatically since the change of government. With the programme of deficit reduction adversely affecting government spending, including that for vulnerable sections of society, it is, in my personal view, the wrong time to raise the profile of this anomaly and could prejudice any future change for many years.

The theory behind e-petitions is that if the petition gets 100,000 signatures, and gets the support of the Backbenchers' Committee, it will be debated in the Commons. It is inevitable that the coalition would be against change at this juncture since it cuts across the main government policy and would give away revenue to a minority interest. You can also imagine the reaction of the opposition; it would be perceived as giving away revenue to 'Hooray Henrys' in their expensive classics whilst at the same time cuts to expenditure on the NHS, Social Services, concessionary fares for OAPs and libraries continue. Issues raised in any debate would leave a lasting bad feeling against our movement and make it politically impossible to change the concession for many years. It is also possible that some opposition members might question the continuing existing concession. It is vitally important to retain public and political support for our movement and to avoid any accusations of being a blinkered self-interested minority. Adverse press coverage would be inevitable.

The FBHVC board will debate the merits of this petition at its next meeting on 21 September and no doubt it will also be a topic for discussion during the AGM.

Two Morris Cowley Cars
This is the story of two Morris Bullnose Cowley Cars,
a Concrete Mixer – oh, and an MG Magnette

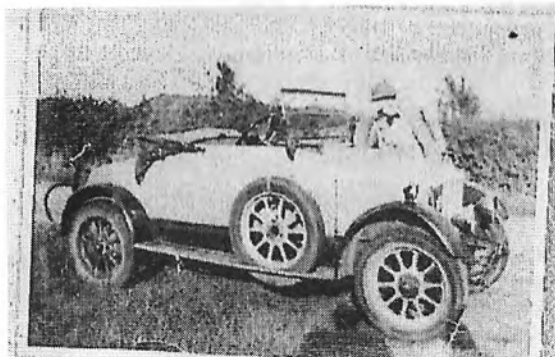
In 1955 I was working for M.P. Harris & Co Ltd, Builders Merchants, at their branch in Cavendish Place, Eastbourne, involved in the sales and haulage side. I had just sold a new small concrete mixer to one of our customers who were plastering contractors. One of the partners in the firm asked me if I would be interested in their old mixer, so I went round to their yard and found a rather decrepit 'Baby Benford' 3/2 mixer smothered in plaster with two broken wheels. I took a chance and gave them £5 for it, this at the time was half a week's wages and I believe the new machine was around £95. I took the machine home, parked it in the small backyard of The Sweet Shop in Herstmonceux where I was living with my parents. My mother took one look at it and went ballistic. 'All you bring in is mess and rubbish' she declared! The upshot was, I found some new wheels for a couple of pounds, cleaned, repainted the machine and serviced the engine (on my mother's kitchen table), sent it to Hailsham Market, went on holiday to Cornwall and when I came back found to my astonishment that it had been sold for £60 less a bit of commission (later my mother congratulated me on my good fortune).

Soon after this with nearly sixty quid burning a hole in my pocket, I found an advert for a Morris Cowley in the local paper for £30, expecting something in the mid 1930s. It turned out to be a 1925 Bullnose Morris Cowley two seater with a dickey seat GM796. I promptly bought it and ran it for about four years, but more later.

I had a friend, Rowley Pratt at Boship Farm, Lower Dicker, Hellingly and I called in one day around 1957/8, by this time I was a Service Engineer with Atco Mowers! Rowley had a four seater Morris Cowley TA8757 in the barn which had been turned over by his friend Jack Neilson, who had loaned it to go to the Old Oak pub at Arlington that was a popular venue for the 20 somethings in the mid 1950s. I quote Rowley who, in his plummy upmarket accent stated 'Jack took a 35mph bend at 45mph and turned the bloody thing over'. Rowley had partially restored the car by this time. While I was chatting to Rowley he said that he wanted to go on holiday but had 'no bloody money' and would I like to buy his Bullnose for ten quid. I had my eye on an old Bullnose round the corner that had been turned into a tractor and, as this was thrown in, I gave him the ten quid, took the engine out of the tractor, had it overhauled and put in my Bullnose. Meanwhile TA8757 remained in the barn for a year or two and Rowley's sister – Trish – kept telling me that they would be charging me rent for storing it. I took all this with a pinch of salt, one day my phone went and a chap who introduced himself as Nicholas Bacon said he understood I owned the Bullnose at the Boship and was interested in buying it. I asked him what he had in mind and

The Sweet Shop around 1968 when I had refitted it in an attempt to help my mother retire!





*GM796 outside Tony Darbin's house at
Rushlake Green around 1956 with Tony leaning
on the bonnet*

he suggested around £15 which I thought was pretty good. He said he did not actually have £15 but an 1936 MG Magnette Saloon which to me seemed quite reasonable (it would be worth a fortune now). I explained that I was on the road a lot but if he were to park the MG outside my workshop in Boreham Street, take the keys and the log book to my mother at The Sweet Shop in Herstmonceux, she would give him the log book to TA8757. This went through okay. Later that evening, I

went to my workshop at Boreham Street and found this black MG with a 'glass' sunroof!

My friend David Harris and I jumped into it, it started and I drove it down Boreham Hill okay, but coming back up we had to open all the windows due to clouds of smoke coming up through the floorboards! Otherwise, it did not seem too bad but it would need a bit of work!

A few days later the petrol pump attendant from Harris Bros Garage opposite handed me a card with a note on it – '£19 for the MG?' with a phone number in Hastings which I rang and arranged for him to give my mother at The Sweet Shop the money and she would give him the keys and log book. This went through without a hitch. Some days later I was in Northiam and who did I bump into? Only Nicholas Bacon taking his family for a spin in the Bullnose Morris TA8757! A few weeks after this I spotted the MG outside the Robert de Mortain pub on the Ridge at Hastings. It had all been done up and the lady I saw said they were delighted with it! So it all ended happy ever after!

As for my Bullnose GM796, by 1959 I had got involved in the self-drive car hire business as a sideline. And it went in part exchange for £50 towards a Ford Prefect. I watched it being driven away by Tanya Crouch who at that time was a well known stock car driver and I dreaded to think what would be the fate of my Bullnose Morris.

About six or seven years ago Chris Booth the Morgan man traced GM796 through the Morris Register to Platt's Garages at Marlow who had been Morris dealers in the old days. I got in touch with Mr Platt who told me they had owned the car for over thirty years but he seemed none too interested in letting me see it as it was in storage. I asked around various people as to how much it would be worth now and the general consensus was £12,000 to £14,000 in top order, and a minimum of £6,000. As I had sworn to keep any cash for my 'old age' I decided to abandon any idea of buying it or even looking at it in case I was tempted.

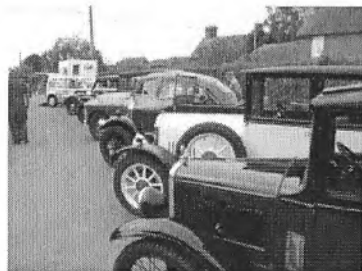
I am pleased to say we still see Nicholas Bacon at the Hooe's Old Motor Show in August, usually with his monster Hudson car loaded up with youngsters in fancy dress in the 'Car and Lady' competition. Some years ago I found him listening to me recounting this story (which I do quite often) – I hope that he took it all in good part.

Pat Walker

Hooe Club Events

On Saturday, 24th September, Hooe Village staged a presentation of activities; past and present to involve the village. Hooe's Old Car Club was invited to bring a few cars to illustrate the village's association with the car club since its inception 43 years ago in the car park of The Red Lion. Space was limited with the cars parked as an echelon in the road opposite the Village Hall and this had to be shared with a bell ringing display and a four in hand and a single pony all pulling traps. Ron Shrubbs presented some of the Historic Advertising posters of previous shows. Larry Hess brought his Morris Minor; Ron Shrubbs his Wolseley; Chris Hone his Bullnose; George Griffin his Humber; Ted Stoddard his Standard; Jo Gerlack an Austin 7 Chummy and there was a non member Bexhill, Clive Heddle brought a 1934 Austin 12-6. This will probably become an annual event, so next year we will have to find a few different cars to represent us.

Chris Hone



The Hooe's Car Club Line Up



Back to the good old days

From the Federation of British Historic Vehicle Clubs newsletter:

Heritage Open Days is a nationwide initiative co-ordinated by English Heritage in which many historic properties open their doors to the public for free. Once a year it's a fantastic opportunity to experience stunning houses, gardens and interesting heritage locations. Over the weekend of 10-11th September around 200 properties opened their doors free of charge and in a number of locations visitors were able to experience vehicle displays kindly arranged by member clubs of the Federation. A display of twelve cars and a Bedford lorry appeared at the National Trust property, Batemans; a beautiful 17th century Jacobean house in East Sussex, home of the writer Rudyard Kipling. Our appreciation to Hooe's Old Motor Club and Eastbourne Historic Vehicle Club for their support. Heritage Open Days demonstrates a clear opportunity of connecting road transport to the heritage that is displayed through historic buildings and locations. Here we have the opportunity to introduce vehicles to a broader audience and make the connection with highly reputable bodies having significant political influence in promoting the preservation and accessibility of our national heritage.



Left to right: John Bishop Secretary Hooe's Old Motor Club, the National Trust's management representative for Bateman's and David Bone Secretary Eastbourne Historic Vehicle Club



The vehicles at Bateman's included a pre-war Bedford commercial, Morris, Wolseley and Vauxhall cars. Post war vehicles included an early Morris Minor, MGTD, Humber Super Snipe, Austin Healey, Rover, Daimler and John Bishop's Austin caravanette.

Heritage Motor Centre, Gaydon, September 2011 by Alan Hodges

For a long time now, I have always wanted to visit Gaydon, which after a somewhat nomadic past, has finally established itself in the lovely county of Warwickshire as the Museum and archive centre of the British Car Industry, that we once had. Or perhaps better described as a Museum housing examples of products of the British motor industry, that we once had, before we threw it all away, sounds familiar? ref Motor Cycle Industry, Ship building, Coal, Steel, where do I stop?.

So, once again I find myself on a coach, on another excellent trip organised by Gerry and Julie for Hooe's Old Motor Club. An early start is needed for a fairly long trip like this, and after an effortless journey we arrive at the front of Gaydon's art deco building, ready to start a most enjoyable day.

The Museum was opened in 1993 with a large amount of funding from the now defunct Rover Group and not inconsiderable help from Land Rover and is now owned by Ford. It is located on the site of the once RAF Gaydon, which in the mid fifties was home to 138 Squadron, the first of Britains V-Bombers Stations, before moving to Wittering. On entering the Museum, where to start? It's like "being a kid in a toyshop", you don't know where to look first.

There are certainly too many lovely exhibits to photograph, let alone write about, from the earliest form of Motor Car to the latest, from Rover's experimental Gas Turbine Cars, to Paddy Hopkirk's Mini. There are also several examples of Formula 1 racing cars plus Austin's 1908 100hp Grand Prix car. The Museum is absolutely excellent and the best advice that I can give anyone reading my demented ramblings, is to visit Gaydon, even if you are not a Classic car enthusiast you will find yourself looking at cars that you or your parents once owned, what price nostalgia ? It is definitely well worth the journey!

Alan's photos of Gaydon appear on the back page together with overview shots taken by Ron S – thanks to all club members who supported the trip and hope you all had an enjoyable visit – Julie and Gerry

For Sale - 1960 Ford Popular De Luxe 100E, new MOT, low mileage less than 35,000 miles, excellent condition

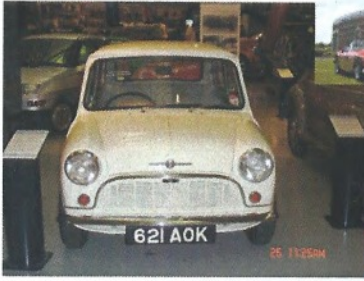
Spares : I have acquired a large selection of 1940s, 50's, 60's, 70's and 80's points, condensers and rotors including continentals, anyone want spares ring Ron W or call round with pattern

Garage to rent in Lower Willington area, £35 per month or arrangement
RON 01323 840346

Large heated Industrial unit for storage in Hailsham for any size of vehicle, £100 per month

For all the above, phone Ron W for details on 01323 840346

For Sale - 1994 Transit van 2.5 diesel 59,000 miles £925 ONO, very good condition, new MOT - contact 01424 846821



First Morris badged Mini to leave Cowley



Early Rover P4 (Cyclops)



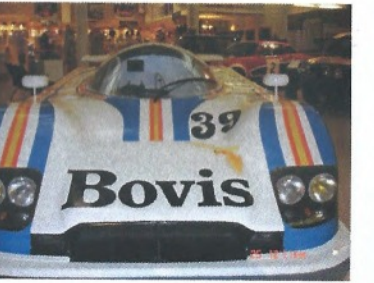
1908 Austin Racing Car



1931 BMW Dixi (German Austin)



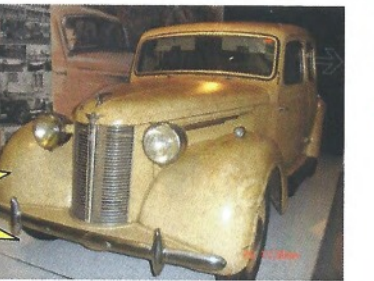
1938 EX135 MG Record Car



1982 Aston Martin NIMROD Le Mans sports Car



Vauxhall 10



1 millionth Austin, originally signed by all Austin workers