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March News 2018

Ron's Ramblings



We start with November and JB's annual film show; as is the norm beginning with Tom and Jerry, John always puts on an interesting evening. This year he has found a 1906 film of San Francisco's Market Street,- a masterpiece considering film in those early years had not long been invented, and how interesting it was, going down the main street with cars weaving in and around the horses and trams, there appeared to be very little conception of 'Rules of the Road'! Great Evening, Thank You John.

December was party time, Jean always worries about the Party, but with the help of Maureen and so many other members too numerous to mention all pitching in, the evening went very quickly with our usual home grown entertainment and Lee giving us a few Christmas carols and songs, and more than enough food to satisfy anyone's appetites. Thank you to everyone for your part, a great social evening that any club would be proud of.

Now we're into a new year - 2018. The years fly by, the older we get, the faster they go, I'm sure there is some truth in that saying. Hopefully we can look forward to a great new season. In the year 2018 at our age I'm grateful we have got this far.

The coach trip to Brooklands was well supported with a full coach, well I did have a full coach, but due to unfortunate illness and our worthy and much respected editor setting his alarm clock to PM instead of AM (sorry Andy I just had to say it!!) , We finished up with 30. Everyone enjoyed the day, and with the new aircraft displays and new layouts Brooklands was very much improved. With a little negotiating, our entry costs were reduced by £4.50 so it was well worth a little hassle. A big thank you to Mick Mortlock for supplying the tin of chocolates; but beware, the entrance price is now £15 if you would like to go in the future.

(Editor's note: wear reading glasses when setting alarm clock in future.)

February saw a change from the published events, Ian was unable to give his talk which is now scheduled for the second half of the April AGM meeting. However, JB stepped into the breach showing slides of old post cards and photos of interest travelling along the South coast and back with old buses and, YES - trams of the period. A very absorbing evening, bus companies like SOUTHDOWN and MAIDSTONE and DISTRICT; all stuff that I and many others were brought up on. You could tell where you were by the individual colour of the local buses, Great Evening, Thank you John.

The latest situation for the positions within the club:-

Maureen B has offered and will take on the very important task of chief Social Secretary from Jean who has done the job for the past 17 years. As I have said before, Jean has supported me in all my past undertakings, on behalf of the club it's right that I thank her for all her support and hard work, - I'll give her a big kiss!!!! - (I just might be allowed after 62 years).

Ron S would still like to be involved, and has offered to take over as Vice Chairman from John G. Again, John has supported the club for many years and I must thank him and his wife Cherry for all their support, but note that they are still Class D marshals which is much appreciated.

The hoped for offers to take over as Chairman have not been overwhelming, so it looks like a case of Wait and See ???

All show marshals are happy to continue, plus we now have Julian taking over from me as S Class marshal Its nice to see a new name coming forward Thank you Julian.

Late news Sadly after writing this - Julian has recently suffered a heart attack (He is still willing to continue if possible). Our very best wishes for a speedy recovery, as he is now waiting for a triple by pass.

I'm sorry to report we have so many people on the sick list

Unfortunately some are quite serious, including Mr Hugh Clifton who kindly allows us to use his field as the main car park for the show. I can only wish all those who are poorly on behalf of all the club our very best wishes for a quick recovery and we look forward to seeing you soon.

On top of that we have four regularly attending members that have had to give up driving in the last 12 months. All very sad. We shall miss them and their company.

The club supported the Hooe Christmas fair by supplying for the raffle a Christmas hamper which was much appreciated.

A committee meeting was held on the 14th February; Robert reported we have 148 paid up members, All show requirements are now in place. Entry forms are out and have been sent, **Late entries** will be charged at £10 per car, everything else stays the same.

We have decided that we will give donations totalling £4,000 this year. £1,000 has been agreed by the committee to go to the Hooe village hall fund. All these details will be brought up at the AGM.

ANNUAL DINNER, New venue this year will be at Catsfield. Pauline has gone to great lengths to keep the price down which is a major problem these days.

Note, Numbers are limited to 50, Details are in this newsletter.

New MoT rules are coming in on May 20th; again see Sec J/B'S report on this important subject. (*A précis is just past the middle pages*) We are fortunate for many years to have a great dedicated committee; please support Andy with any reports or write-ups, the more there are, the more interesting the newsletter will be. And don't forget the web site is there for you too. Any suggestions for the AGM should be directed to secretary John B ASAP.

Enjoy the new season, I'm sure we shall meet on many occasions While enjoying the unlimited sunshine, or am I just kidding myself. ????

Ron W

FUTURE EVENTS

- March 2nd** **The history of phonographs from a bygone age**
By Dave Homewood
- March 31st** **Annual dinner at The White Hart, Catsfield TN33 9DJ**
18.30 for 19.00 hrs (See facing page for details)
- April 6th** **AGM : 2nd Half A look at Austins "That Famous Name"**
by Ian Garner
- May 4th** **Alan Hodges Returns With More History Of Eastbourne**
- June 1st** **Go Kart Racing At Filching Manor 6 p.m.**
- July 7th** **BBQ 12.00 Noon at Marwin Farm , Marley Lane, Battle**
TN33 ORE (there will be a flag marker outside the entrance)
- August 3rd** **SHOW BRIEFING Plus motor related adventures from**
N.Z. By Chris Hone
- August 4 th** **SHOW SET UP START ON FIELD 10 am**
- August 5th** **SHOW DAY starts 8.00 a.m.**
- September 7th** **Fish and Chip run from - T.B.A.**
- October 5th** **Ron & Barbara's Greyound Racing**
- November 2nd** **J / B 's Annual Film Show**
- December 7th** **PARTY TIME - TBA**

Annual Club Dinner

These details are also on the web site at

<http://www.hooeoldmotorclub.org.uk/calendar.html>

Where you can download a form to fill in; - if you don't have an internet connection, please use the information below.

Meal Choices

Starters

Broccoli and Stilton soup (A)

Prawn Cocktail. Brown bread and butter (B)

Crispy Breaded Whitebait / salad, tartar sauce dip (C)

Crispy Trio of Brie Wedges /salad, red currant jelly (D)

Main Meals

Vegetable Curry (E)

Shortcrust Steak Pie / choice of potatoes / new,mash, saute, chips (F)

½ Roast Chicken with chunky chips, salad (G)

Mixed Veg. Lasagne / dressed salad / garlic bread (H)

Deep Fried Breaded Plaice / salad / chunky chips / peas (J)

Desserts

Fruit Cheesecake (K)

Vanilla Ice Cream (L)

Spotted Dick (M)

Chocolate Fudge Cake (N)

(all can be served with custard/cream / or ice cream)

Cheese and Biscuits (O)

You should indicate your choices by quoting the capital letters in brackets by the various dishes. The cost of the meal is £18 per person, cheques to be made out to

Hooe's Old Motor Club.

Send to Mrs P.A.Harrop

Flat 34, New Derby House

506 Seaside

EASTBOURNE

BN23 6NP

Before 21st of March, *as this will be limited to the first 50 persons*

HOOE'S OLD MOTOR CLUB ACCOUNTS 2017

<u>INCOME</u>	<u>£</u>	<u>EXPENDITURE</u>	<u>£</u>
Club Subscriptions	1373.00	Insurance	168.00
Donations	95.00	Hall Hire	154.20
Club Dinners 2017/2018	597.65	Club Dinners	321.65
Coach Trips 2017/2018	814.00	Coach Trips (2018)	425.00
		Stationery/Postage	285.54
		Donations	
		Memory Lane Dementia	600.00
		East Sussex Foster Care	600.00
		Sussex Spinabifida	600.00
		Motor Neurone Disease	600.00
		Children with Cancer	600.00
			3000.00
		F.B.H.V.C.	66.00
		Speakers'/Sundry Expences	228.15
		Newsletters	555.00
Annual Show Income	9893.02	Annual Show Outlay	4781.59
<u>TOTAL INCOME</u>	12772.67	<u>TOTAL EXPENDITURE</u>	9985.13
Profit	2787.54		
Balance from 2016	14608.19		
Money Manager Ac.	10106.62		
Bank Interest	3.34		
<u>TOTAL FUNDS</u>	<u>27505.69</u>		

I have examined the books and vouchers presented to me and certify that the figures herewith give a fair and true representation of the accounts.

D.M.DYER. HON.AUDITOR

THE LONESOME SPITFIRE

A good few years ago while working TV etc, I noticed a Spitfire parked in a garden on a now disused corner of The A3059 near Newquay, Cornwall. I passed it many times over the years. In September we visited the area, on holiday and on this occasion having more time, I stopped to investigate. The owner now an elderly and poorly man. Showing I had a strong curiosity and an interest he came out to talk to me. His name was Barry, and he purchased the Spitfire over thirty years ago for £11,000 and put it in his back garden where it still stands, now looking a tad dirty and the canopy covered in green mould.



The Spitfire is a Mark 9, it's all complete and still has the D Day markings. I guess it was flown by a Polish squadron; the front engine panels still show the Polish emblem, badges, and other small details. He has a number of old damaged

engines and a selection of bits and pieces scattered around his garden that he has accumulated over the years.

He is a very interesting character, unfortunately he has been plagued with vandals getting in and on one occasion smashing the canopy. He has surrounded the site with cameras to hopefully deter any more of this sick behaviour.



As I said at the beginning he is a poorly man. I had to ask "What are you going to do with it" ?

"It's his pension fund" he said.

In my humble opinion he needs it right now. Bless him for his forethought many years ago.

Ron W

1933 Austin 10/4 Saloon NJ960 Restoration Part 2

The Body. *(A follow on from the November issue)*

It was evident on dismantling that the body shell was badly pitted in places with rust, although structurally sound, which conventional sanding wouldn't remove!



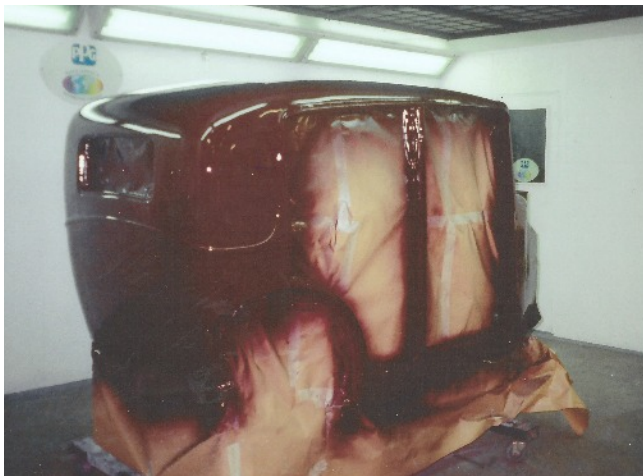
The shell was taken to a firm in Ticehurst who carefully shot blasted the body. The sills, gutters and other vulnerable parts were then sprayed with a hot metal spray, in which molten zinc is sprayed using a special spray gun which melts zinc wire at the spray gun nozzle. - This gives a durable galvanized finish.

The shell was then sprayed with a zinc rich primer followed by high build epoxy primers. After much flattening, the shell was painted black inside and out, and allowed to harden for several weeks. More flattening and guide coating, and the maroon top coats were then applied using 2K paint.

After allowing this paint to dry for several weeks, the body was then flattened with the finest wet & dry paper and then machine polished; this gives a flat finish with a good lustre and looks more like cellulose.

The same process was applied to the doors and bonnet panels, but to avoid

heat distortion the bonnet panels were not shot blasted. These were sent to a specialist firm in the Midlands, chemically de-rusted and electro-coated, and then painted as before.



The four wings needed more TLC! After shot blasting, several splits had to be repaired and trial fitted to the body shell before following the same paint process with the addition of anti-chip stone guard to the undersides.



The body shell was then lifted with a block and tackle, lowered and secured to the finished chassis.

Using the original running boards as patterns, new ones

were made, having obtained replica rubber covers from 'Available Austins' in Coventry.

The wings were fitted next, followed by the running boards and the four doors, shimming the hinges as required.

It was now time to fit the radiator, the chrome surround was sent to be re-chromed but they distorted it during polishing, and would not admit liability or compensate me. Another one was sourced from Pat Kent, (another Hooe Club member with an Austin 10), and this was re-chromed in the Midlands as was all the other chrome work on the car.



With the radiator installed, the four piece bonnet was assembled and adjusted to fit. The bumpers were then fitted and luggage rack installed. Now it looked like a car!

Andrew Smith

Vehicles of Historical Interest (VHI): Substantial Change Guidance

Most vehicles manufactured or first registered over 40 years ago will, as of 20 May 2018, be exempt from periodic testing unless they have been substantially changed

1. Large goods vehicles (i.e. goods vehicles with a maximum laden weight of more than 3.5 tonnes) and buses (i.e. vehicles with 8 or more seats) that are used commercially will not be exempted from periodic testing at 40 years.

A vehicle that has been substantially changed within the previous 30 years will have to be submitted for annual MoT testing. Whether a substantially changed vehicle requires re-registration is a separate process.

Keepers of VHIs exempt from periodic testing continue to be responsible for their vehicle's roadworthiness. Keepers of vehicles over 40 years old can voluntarily submit vehicles for testing.

Keepers of VHIs claiming an exemption from the MoT test should make a declaration when renewing their vehicle tax. The responsibility to ensure the declared vehicle is a VHI and meets the criteria, rests with the vehicle keeper as part of their due diligence. If a vehicle keeper is not sure of the status of a vehicle, they can consult a marque or historic vehicles expert, a list of whom will be available on the website of the Federation of British Historic Vehicle Clubs.

If a vehicle keeper cannot determine that the vehicle has not been substantially changed, they should not claim an exemption from the MoT test.

The criteria for substantial change

A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles, are:

Chassis (replacements of the same pattern as the original are not considered a substantial change) or Monocoque bodyshell including any sub-frames (replacements of the same pattern as the original are not considered a substantial change);

Axles and running gear – alteration of the type and or method of suspension or steering constitutes a substantial change;

Engine – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment.

The following are considered acceptable (not substantial) changes if they fall into these specific categories :

- changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available ;
- changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within ten years of the end of production);
- in respect of axles and running gear changes made to improve efficiency, safety or environmental performance;
- in respect of vehicles that have been commercial vehicles , changes which can be demonstrated were being made when they were used commercially .

In addition if a vehicle (including a motorcycle) :

- has been issued with a registration number with a ‘Q’ prefix; or
- is a kit car assembled from components from different makes and model of vehicle ; or
- is a reconstructed classic vehicle as defined by DVLA guidance; or
- is a kit conversion , where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle;

it will be considered to have been substantially changed and will not be exempt from MOT testing.

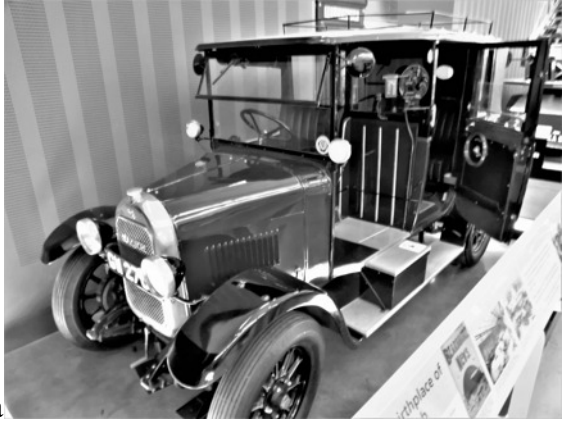
However if any of the four above types of vehicle is taxed as an “historic vehicle” and has not been modified during the previous 30 years, it can be considered as a VHI.

Editor’s plea:- as many of you will know, I send out notification emails to members when there has been a reasonable update of the club site. Occasionally however I do get one or more of these notifications returned and marked as not known, or ‘no such address’ or rarely, ‘delivery refused’. Many of the addresses I send to (for security reasons) have no personal identification attached , so I am unable to contact these persons in any other way. The point of this missive is that if you have recently changed your email address, and still wish to receive updates, please let me or Robert Cooper know of your new details. The same applies if you haven’t had any such updates during the past 6 months.

AndyB

A Scottish Trip

Back in September Mavis & I took a coach trip to Scotland; In going through Glasgow we passed the Riverside transport museum, a place I have read about in Old Glory Magazine from time to time, and I thought I would never get a chance to go there. The next day we were going to Fort William, but the weather was unsettled, and we went back to Glasgow. We spent the first two or three hours in town to do our own thing, then it was off to the Museum, this is a freebie. There is a lot to see, all to do with the Scotland's industrial past, a bit like Milestones.



My feeling is it is a bit cramped together in places, making taking photos rather difficult. There was a lot to see in the two and a half hours we had. I have to say I have never seen so many model ships of all sizes and shapes, but being on the Clyde, it's only to be expected as the ship builders had to show the customer what they were buying. There are some beautiful Scottish built

cars there, i.e. Argyll- Arrol Johnson – Albion Cars & Lorry's – Beardmore- The First London Taxi. But there are many other exhibits to absorb your time and interest if you have the time.

Ron S.



The proud owner of a magnificent 1956 Chevrolet convertible had restored the car to perfection, and sent this:

On a very warm summer afternoon he decided to take his car to town. It needed petrol, as the gauge was practically on empty, but he wanted ice cream, so he headed first to his favourite ice cream shop. It took him quite a while to return to his car. When he did, his worst fears were realized, his car was gone.



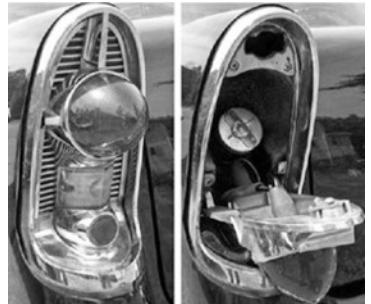
He called the police. About ten minutes later the police called him to say they had found the car abandoned and unharmed near a petrol station a few miles out of town.

It seems just before he called, the police had received a call from an employee at a self-service petrol station. She told them that three young men had driven in with this beautiful old convertible. One of them came to the window and prepaid for £20 worth of petrol.

Then all three of them walked around the car. Then they all got in the car and drove off, without filling the tank.

The question is, why would anybody steal a car, pay for petrol that they never pumped and then abandon the car later and walk away?

They couldn't work out where to put the petrol! Are you old enough to remember where the fuel cap is located?

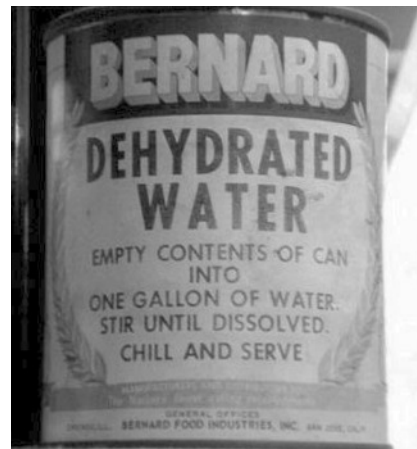


Here's an article from a French source via a mate of mine, interesting facts for the environmentalist. How will we ever save our planet? **Bruce Moore**

TAILPIECE: More about Diesels: (All facts given here are totally unverified) The current paranoia regarding the DIESEL concerns only motorists!!! Trucks, Coaches, Ships are excluded! Just to point out the degree of paranoia of the most virulent detractors of the DIESEL vehicle, it is necessary to reveal to them the data of the maritime industry which has demonstrated that, considering the size of the engines and the quality of the fuel used, the 15 largest Cargo ships pollute as much as the entire 760 million cars of the planet. These container ships that feed us with products that were manufactured in our offshore plants, today they each burn 10,000 tons of fuel for a round trip between Asia and Europe. These unfortunate 15 ships are part of a fleet of 3,500, to which must be added the 17,500 tankers which make up the whole of the 100,000 ships that crisscross the oceans. To avoid leaving the maritime domain, let us recall that the French yachting fleet is about 500,000 units, including 5,000 yachts over 60 meters in length. The average of these burns about 900 litres of fuel in just one hour, while the 24% of French households that heat with oil with fuel have difficulty to fill their tank for the winter. To continue on the path of paranoid schizophrenia, let us take into account the whole fleet and the 4.7 million heavy goods vehicles in transit across France, the thousands of planes that ply the sky and whose consumption per passenger per km travelled is 3 times more harmful to the climate than the automobile. (taken from a French original if you were puzzled by the bias and the slightly strange language).

Although the facts and figures quoted are unverified, you don't need a degree in common sense to agree with the gist of the article.

Old motor-cyclists just fade



FOR SALE

Morris 1100, 1970, good condition, runs well, needs a small amount of attention to lower doors. Good cheap to run classic. Interesting registration number (JFK 999H). Offers around £2,200. Gerry 07870740194



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2005 Fiat Panda 1.2 petrol
43,500 miles with a full service history
2 previous owners
MOT until October 2018
New tyres 10,000 miles ago
Fiat books and both sets of keys £995
Call Colin on 07737316183



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2002 Rover 75 2L V6 Club SE
109,100 miles only.
New Front Tyres (500 miles ago)
New Battery : 2015.
New Brake Pads front & rear : 101,000 miles
(April 2016).
New Thermostat housing and hoses fitted :
Dec 2016.
2 new wiper blades. (very recent).
Waxoyled Sept 2015.
New Cam Belts: 24,000 miles ago = 2011.
Interior original and again excellent.
Drives very quietly and smoothly, SUPERB !!
OFFERS AROUND £1,495.



Larger pictures in full colour of all of these on the web site at
<http://www.hooeoldmotorclub.org.uk/announcements.html>

A few pics by J.B. from the recent Brooklands trip

