



CHAIRMAN:

RON WANMER 01323 840346

VICE CHAIRMAN:

JOHN GIBBONS 01323 502201

SECRETARY:

JOHN BISHOP 01323 843202

TREASURER:

RON SHRUBB 01323 767429

MEMBERSHIP SECRETARY:

ROBERT COOPER 01323 507135

ADVERTISEMENT SECRETARY

CHRIS HONE 01424 772682

NEWSLETTER EDITOR:

ANDY BINFIELD 01323 761119
(andybin@sky.com)

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



July News 2015



Half the year gone already, they say the older you get the faster time goes by, I'm beginning to think how true that saying is. A quick résumé of the happenings in the last meetings, starting with the annual dinner at Deanlands attended by over 50 members; no adverse comments, everyone had a good time, perhaps the band was not quite as good as in the past but that's only my personal feeling, all round excellent evening. Thank you to Pauline and Terence for the organisation, not a easy task when you have a choice of menus to sort out. The AGM, the previous committee members have stayed the same for the new year. We voted on the proposals to donate £3,000 to various charities (See on other pages of newsletter for details) all was agreed. No other major points were raised, so the second half was in the hands off Chris taking us on an illustrated walk around Hastings; he does this in his spare time with great enthusiasm and an extensive knowledge of the area. The Easter bonnet run was well supported on a lovely day, some 38 members finished up at the Green Man Hostelry in Ringmer for an excellent lunch. June Fletcher was judged as the best Easter bonnet, (see photo) Grateful thank you to John and Cherry Gibbons and family for the route and questions. Not forgetting the great effort by someone who will be nameless but the initials are JB, who broke down, got going again, got home, and managed to finish in his modern car.



The run to Penshurst Place on drive it day was organised by Peter Gilles; we had never been there before, a great deal of history I never knew about made it a great venue to visit. We joined the EHVC for this event, not sure how many turned out, about 10 I would guess, not good considering the two clubs joined together. Thank you Peter for a good day out, Quiz night Run by Chris and Ann Hone, well organised, and a lot of work was put into setting out the quiz papers and anagrams, I find it very frustrating when you are told the answers at the end and, that they were so obvious.

May 22nd to 26th, Dave Fletcher and me, with others in the Vintage motor cycle club did the French Confedrene des Vieux Clous (The Old Nails Run) . We covered 507 miles in the four days, one of the stops included visiting Agincourt and the medieval battle fields, a very interesting little village

with a lovely small museum, most of the residents were dressed in medieval dress armed with bows and arrows and various other ghastly looking objects designed to inflict an extremely painful feeling on the unfortunate recipient. A great trip, remember, David at 93 years, won the award for the most courageous ride. (How could he not win) and he coped very well all weekend. I just hope I could do the same at his age. He is planning to take the cup back next year???

Another trip with the Cresta to the French Car show in Arras in Feb. A very big show and Auto jumble with mainly German and French Cars on show, although there was a English contingent that apparently go every year; well worth a trip, especially to enjoy this French city and its beautiful buildings and good eating. Plus it's easy to get to.

June meeting was a WOW, a visit to CKL Engineering in Marley Lane, Battle was a Fantastic evening for those that are interested in high performance Jaguars and all the variants. The general trend was that we were talking millions in all directions, wherever one would look you feasted your eyes on exotic cars even down to the transporters; who would believe this amazing business operates in our locality. Attended by over 50 members, and 40 dining in the Squirrel pub. Thank you, Chris for the arrangements.

I note that member Chris Booth completed the pioneer run for ancient motor cycles again this year, his first attempt was in 1968 in a 1904 Tri car; by 1972 he had the 1914 Morgan restoration completed, and has used it every year since, That is a pretty impressive record, well done Chris.

Finally (BIG MISTAKE) Re: last newsletter under 'where are they now'

I said that Mr John Breach had passed away. I was wrongly informed I'm pleased to report, John is alive and well and resides in Robertsbridge in retirement; I made my apologies to his wife and family, and I will invite John to the Hooe show, where hopefully we can meet again. The old Morris travelling shop is now in Beaulieu motor museum. (See article in this newsletter)

Good news, Ron Dearden is well on the mend after his triple heart by-pass and is now starting back to work, well done Ron.

And now what I hope you will take as a gentle reminder that any outstanding subs for this year are due by the show date of August 2nd otherwise you will deemed a non member from this date

FUTURE EVENTS

July 4th **ANNUAL BBQ 12pm** AT CHRIS and ANN HONE'S
Marwin Farm, Marley lane Battle TN33 ORE
PLEASE NOTE, THIS IS ON SATURDAY

July 31st Friday Club meeting in Hall ; Show briefing plus an
Illustrated vision of China

August 1st (SAT) SHOW SET UP MORNING, ALL HANDS PLEASE FOR
2 HOURS would be appreciated 9.30 a.m. on the field .

August 2nd SHOW DAY Start 8.30 a.m .

September 4th FISH and CHIP RUN to Deanland Wood Resturant. It is **very important** to know numbers attending, so tickets will be supplied for this. Must be booked **BEFORE** Sept 2nd with Ron Wanmer 01323 840346

October 2nd Terry Blackman –FILM SHOW, he is an acclaimed transport photographer for magazines and transport shows. Terry has an enormous collection of photographs taken over the years and he will be presenting a small selection from his collection

November 6th John's Annual Film Show, put your requests in now!

December 4th Party Time. **Start 7pm** Any goodies welcome to help out

January 10th Coach trip to the Milestone's museum at Basingstoke.
For the 10th January 2016 we have booked Lynn's Travel for a visit to Milestones Museum at Basingstoke. The museum houses all things related not only to Basingstoke's transport heritage but Hampshire as well. It has undergone a revamp so worth another look if you have been before. The cost is £11.50 per head for the coach and the entrance is extra. I shall negotiate a price for entrance nearer the date. Those interested please contact Hon. Secretary John Bishop - tel 01323 843202

NEXT NEWSLETTER DEC All details to Andy by NOV 20th

Apologies for the size and quality of the printing on the next page, it is a copy of a page from the magazine of the Morris Commercial Club, telling about John Breach's travelling shop, (see 'Ron's Ramblings') and to get it to fit in our newsletter a few sacrifices had to be made!

Morris-Commercial T2 Travelling Shop

Dear Clive,

I was interested to see the photograph of the above Morris-Commercial T2 in 'Recalling' number 50, as I used to own this vehicle.

After its bodywork had been constructed by Vicarys of Battle Ltd (a Morris Dealer) during 1933, the vehicle was supplied to a grocer called Mr Fred Martin of London Road, Battle. Fred then used the T2 to travel to villages around the Battle area in connection with his business.

NJ 1294 was not used after the War, although it was always kept in dry storage. When Fred Martin died in 1970, I purchased the T2 and then started to restore it, putting it back onto the road in 1972. During the next 30 years, NJ 1294 was often taken to rallies in the East Sussex area, where it became quite well known.

In 2004, NJ 1294 was sold, together with all of its period grocery contents, to the National Motor Museum at Beaulieu, where it has remained ever since.

Enclosed are some photos of NJ 1294 which you may wish to publish in 'Recalling'.

Yours sincerely

John Breach

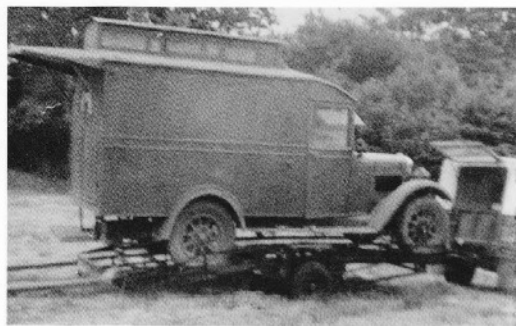


Above and below: Pictures of NJ 1294 taken on the day John Breach bought the vehicle in 1970, showing its condition after being in dry storage for some 25 years.

Note the extended roof at the rear of NJ 1294, to protect customers from the elements when they were buying groceries, and the headlamp masks, to suit wartime regulations.



The interior of NJ 1294, showing its shelving and all of its period grocery contents.



Following a painstaking restoration, John Breach is seen driving the T2 at a rally in Ardingly in 1988. Note the masked headlamps

WHO REMEMBERS, OR HAS USED SILVER CITY AIRWAYS ?

By Ron Wanmer

Probably not many people will recall SILVER CITY AIRWAYS, but in the 1960's we used to fly with the Bedford, and my previous Vauxhall E type, to Le Touquet France to start our holidays to Switzerland & Italy etc, On the front of my Bedford there is a badge that was issued by Silver City which has been there since that time.

To save time, I will copy off from the internet the details of this company, it was an interesting time, the ferries were only a fraction the size they are now and the airline was very competitive and convenient, and an exciting way to start the holiday.

Prices for one way were up to 14 feet - £19 and anything over was £27.

"The Bedford" Entering the Bristol freighter (Photo taken on my old wind up Kodak cine camera) in 1965



First started in 1946 by Air commodore Taffy Powell and others, first flights were in 1948. In 1953, Silver City took delivery of its first Bristol Superfreighter. The following year, the company

moved to a new permanent home at Lydd Ferryfield, Britain's first newly constructed post-war airport. The same year, Silver City Airways came under the control of the Peninsular and Oriental Steam Navigation Company (P&O). By the mid-1950s, Silver City had become the biggest air cargo carrier in the United Kingdom while annual passenger numbers at its "Ferryfield" base had reached a quarter of a million. During that time, the airline also inaugurated air ferry services between Scotland and Ireland and from/to the Midlands.



This period also saw the launch of a London to Paris coach-air-coach/rail service, with the cross-Channel air portion operating between Lydd and Le Touquet.

In 1957, Silver City accomplished its one-millionth Channel crossing. In summer 1958, Silver City's "Ferryfield" base recorded more aircraft movements than any other UK airport. That year, also marked the conclusion of Silver City's first decade of air ferry operations during which the airline operated more than 100,000 flights carrying over 200,000 vehicles and three quarters of a million passengers, with peak-day frequency exceeding 200. In 1959, Silver City took over sister airline Britavia's Handley Page Hermes fleet and Manston base. That year, the airline also began oil industry support flights in Libya.

By 1960, Silver City's 40,000 annual cross-Channel flights transported 220,000 passengers and 90,000 vehicles while network-wide freight haulage reached 135,000 tons a year. The following summer, the airline reached agreement with a French rival to co-finance construction of a branch line linking Le Touquet Airport with the nearby main railway line to reduce surface travelling time from/to Paris. Unsustainable losses as a result of the loss of the Libyan oil industry support flight contract, increasing competition from roll-on/roll-off ferries and the lack of suitable replacements for the ageing Bristol Freighters resulted in growing financial difficulties, culminating in Silver City's takeover by British United Airways (BUA) holding company Air Holdings in 1962.

The Air Ferry service continued at Ferryfield with other operators - British United Air Ferries and then British Air Ferries - for another nine years. The last Bristol 170 flight from there was in October 1970, and the last Air Ferry flight - by an Aviation Traders ATL-98 'Carvair' - took place in January 1971. A number of reasons contributed to Silver City's demise - an important factor being that short routes such as Ferryfield to Le Touquet were heavy on aircraft wear and thus increased their maintenance costs. The answer was to operate on longer routes but suitable aircraft could not be found when they were needed. Improvements to cross-Channel ferries - with their more convenient 'Roll On - Roll Off' facilities reduced the attractiveness of the Air Ferry. The policy of consistent price cutting also has to be questioned. In its thirteen years of operation, Silver City had provided a unique service that had developed into a huge operation, the like of which will probably never be seen again. Friendly, personal and efficient service plus an excellent safety record has ensured that their passengers still look back on them with fondness and respect. Ron W

Consequences of Discontinuance of the Tax Disc

The issues around the tax disc rumble on, not the fact of its removal, but some of the consequences.

As some of you will have seen, some unexpected consequences have reached the national media, not least a claimed increase in clamping. The FBVC is watching to see if it has any specific relevance to historic vehicles.

There is however, one point of clarification of which we think we ought to remind members. It is clear in the explanation of the actual legislative basis, but its practical effect may not be obvious.

The DVLA, accurately in the vast majority of cases, has been referring to the tax ending upon 'sale'. But actually the tax ends on change of keeper. Not all changes of keeper are the result of a sale.

To take just one instance, if you pass on your treasured historic vehicle to your son or daughter you probably will not think of that as a sale. You will be more likely to consider it a gift. But to make it work you will have to complete the relevant parts of the V5C to provide notification of change of keeper with the DVLA. When you do that, the tax ceases. It is automatic so there are no exceptions. So don't get caught out. Simply, whenever you change the keeper the new keeper will need to renew the tax.

On a happy note, we recently received the following from one of the charities that we donated to last year, with a thank you from the team.

Children With Cancer Fund, a small registered charity based in Polegate that has been helping families who have a child with cancer for 17 years, has received one of the highest accolades awarded to volunteers – The Queen's Award for Voluntary Service.

The award recognises the outstanding work done by local volunteer groups in their own communities. It's the equivalent of an MBE, and was created by the Queen in 2002 to celebrate her Golden Jubilee.

Hi,

Just wanted to say Thank You for being part of the team that made CWCF what it is today and for helping in a big or little way, we have attached the press release that was sent out in case you are interested. As far as we are concerned, this is your award as well and what a fab team we make together, Take care and be happy,

Chris, Ursula & The CWCF Team

Plans to implement an Ultra Low Emissions Zone in central London were given the go-ahead last week, along with news that all historic vehicles will be exempt from any charges or restrictions. The 24-hours-a-day seven-days-a-week ULEZ will share the same borders as the current Congestion Charge Zone and will come into effect on 7 September 2020.

Petrol cars built before 1 January 2006 and motorcycles older than 1 July 2007 are likely to fall foul of the new regulations, as will most diesel vehicles manufactured before September 2015 (a handful produced in the year before will meet the required standard). However, agricultural, military, non-road-going construction vehicles and some mobile cranes will be given a permanent reprieve – as will all historic vehicles that are eligible for VED exemption. If the rolling exemption system continues, by the time the ULEZ comes into effect, any car built before 1 January 1980 will be unaffected by the new regulations, which will result in non-compliant vehicles being charged £12.50 per day to enter the zone, with the fine for HGVs, busses and coaches being set at £100.

THE GYNAECOLOGIST WHO BECAME A MECHANIC

(If you don't laugh out loud at this one, your "laughter" is broken!)

A gynaecologist had become fed up with malpractice insurance and paperwork, and was burned out. Hoping to try another career where skilful hands would be beneficial, he decided to become a mechanic. He went to the local technical college, signed up for the evening classes, attended diligently, and learned all he could.

When the time of the practical exam approached, the gynaecologist prepared carefully for weeks, and completed the exam with tremendous skill. When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the Instructor, saying "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade?"

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. You put the engine back together again perfectly, which is also worth 50% of the total mark."

After a pause, the instructor added, "I gave you an extra 50% because you did it all through the exhaust, which I've never seen done in my entire career."

Pauline

A TRIUMPHANT REUNION by Dave Coltham



This 1930 Triumph Super Seven was rescued after being discovered in 1971 in undergrowth with parts missing, in a very sad state, at the far end of a field in a smallholding near Cripps Corner, Staplecross, East Sussex. A friend had heard of this and sought permission from the owner to go exploring, and asked me to help search and identify anything we found.



Armed with scythes and hooks we started clearing a path to the area it was thought to be. After an hour or so of hard work, we came across a vehicle that appeared to be a van with no bonnet or radiator, and other parts missing. It was about Austin 7 size with worm drive rear axle, semi elliptical front springs and hydraulic brakes. I thought it was a Triumph Super Seven, which was

confirmed after clearing more debris, and a plate was found marked Triumph Motors.

On investigation it appeared to have been much modified from a two seater - it had angle iron extensions on the rear of the chassis supporting an aluminium van body, with the cockpit open, traveller's brougham style. Upon checking the reg number it was found to be 1930, therefore Vintage and well worth saving, and restorable. We negotiated its purchase with the smallholder and obtained the car for the sum of £5.00,



sharing the car between us. Neither of us had any spare room under cover, so it was towed to a piece of secure open ground, cleaned up, oiled and sheeted over. After a year or so, my friend having too many other commitments, I took over full ownership. Over the next few years I managed to collect spares and parts that were missing i.e. - spare

wheel, back axle, half shafts, instruments etc., although not a bonnet or radiator before I finally sold it in 1977 to another enthusiast who had been keenly trying to buy it from me for some time. (I'm afraid I cannot at present, recall or find a record of his name). I have often wondered about the fate of this car, and was amazed to see it at Amberly, in West Sussex at a pre war rally in splendid restored condition. I was happy to pass on the above information to the new owner, who had little previous history.

These are the charitable donations that the club is making at the Hooe show this year.

Hooe History Society £100, Pett Level Lifeboat £200, Ninfield Scouts £200 and these to be donated before the show; however the following would be invited,

St Wilfrid's Hospice £500: St. Michael's Hospice £500:

View Craft- Herstmonceux Blind Group £500 :

Demelza £500: and JPK Project in Eastbourne £500.

Serious Dates to Remember

National Cherry Day

16 July 2015

The Romans first brought cherries from Persia and introduced them here in Britain. Some even say that ancient roads can be traced from the spots where marching Romans spat out their seeds and caused a new tree to grow!

**And here we see the young police car, hunting
for the first time without its mother.**



**From JULIE SIMCOX,
Lynns Travel are going to Dover Transport Museum
& Battle of Britain Memorial on Sunday 4th October so please
contact Julie via fieldmouse@fieldmouse.plus.com**

**Any articles, pictures or suggestions for Newsletter content will
be gratefully received; - contact Andy (details on front page)**