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July News 2018



Caption anyone?

Ron's Ramblings



As I write this it's cold, a high wind and rain pouring down, welcome to May! which reminds me we had to cancel the March meeting because of the Beast from the East so not much changes.

Well one bright note, the annual dinner at the new venue was just an excellent evening very good food enjoyed by everyone I spoke to. Many thanks to Pauline & Terrance for all their work in making this one of the best annual dinners for a long time.

No Easter bonnet run this year, the reason being that it fell on the very next day after the dinner, so this year we thought we would give it a miss. Which reminds me, we need volunteers to run the event next year.

The AGM went well, no complaints; as mentioned in the last news letter we had one or two standing down and again others taking their place. After the votes, yours truly still finishes up as chairman with others now taking over various jobs that I have done in the past. (And as long as my health continues to let me cope,)?? so I'm glad to report a very strong committee; Excellent finances reported from Ian and this year we are able to give £4,000 to various charities.

While on the finance subject the current subs are only just covering our expenses so it was agreed from next year an increase to £15 single membership and £20 for double membership will come in April next year. Still excellent value when one considers just how much we get in return. Cheaper by far than most clubs.

The AGM evening was finished off by a film show of AUSTINS by Ian; this was a very interesting video of the Austin factories in the 30's a great deal of very rare film, everyone was just so fascinated. Thank you Ian, please find some more.

Drive it day: It was a last minute thought at the AGM that we might make a run to Ashburnham Place. I have lived in this area all my life and never been there,

7 members turned up which was good to see considering it was never mentioned before, except on the web site. What a grand place, well worth a visit, beautiful gardens, lakes, large car park, all free, excellent orangery doing cream teas etc, all in all a very pleasant afternoon. Must do that again. Sadly they do not have dogs, so Jean stayed at home with Toby.

I attended the funeral of Mr Hugh Clifton at Hooe church.

Wow, - I have never seen so many people attending there must have been 200/300 all trying to get to the church down the very narrow lane before the service. Hugh was a very popular local farmer and a steam engine enthusiast with a varied collection of WW2 guns and Lorries.

We are greatly indebted to him for allowing us to use his field for car parking, this enabled us to extend the show and boosted our income enormously.

His wife Ruth has kindly given us permission to use the field this year for which we are very grateful; without it what would we do ??

We donated £100 to the Congress hospital Renal unit via the Funeral directors in his memory.

May. Member Alan Hodges, returned with the 2nd edition of postcards of old Eastbourne, Alan's enthusiasm is so infectious and so interesting. £100 was donated to his pet charity the JPK project Thank you Alan.

Two days of perfect weather greeted the Mag Motors this year with a packed seafront and thousands of people, and a huge array of cars converging on Eastbourne from the entire south east and beyond. My personal small criticism was that there were just too many clubs and cars of the same make taking up huge areas of the site. The marshals did a great job in getting everyone in and out, many being our good friends the 1066 marshals as usual.

I went to the Laughton show on two days, 70 acres stuffed full of just about everything, even the organisers are concerned. I had a real job trying to find a space with the Bedford to stake my spot and that was Friday evening?? Still a great show.

Andy Smith has been in the Motor trade most of his life and runs his garage in Sidley; he has kindly said that he is willing to help any club member with any problem they may encounter or give advice. Specialist assistance. Thank you Andy.

June: Go-Karting at Filching manor; this should have been a joint arrangement with the EHVC, but it didn't happen. I was quite concerned for the numbers but I should not have worried, 30+ people turned up for the evening. By the reports on Facebook with loads of photographs, everyone thoroughly enjoyed it . It was great to see so many ladies willing to have a go. And all voted to go again next year. Thank you to Karl of the Manor and his team for putting it all on, and at a special price. !

A reminder from me, Subs are due, and we have to contend with the new Data protection law, so please take note of our membership Secretary's inclusions in this newsletter; this will bring our membership details up to date.

The last thing we want to do is lose your support and friendship. So please attend to it ASAP; We have made Sunday 5th August the Final Cut-off date. Membership sec Robert will be at the club tent during the August show, and will look forward to seeing you . After that date, - No more news letters. One final plea (I really should not have to say this) - Please advertise our show at the events you chose to go to. It's your club and your show, please support it in the last month.

No excuses, there are plenty of Posters etc.

Enjoy your car and the events, the season goes far too quickly.

See you all at some event soon

Ron W

FUTURE EVENTS

- August 3rd** SHOW BRIEFING Plus motor related adventures from N.Z. By Chris Hone
- August 4th** SHOW SET UP START ON FIELD 10.00 a.m.
- August 5th** SHOW DAY starts 8.00 a.m.
- September 7th** FISH AND CHIP RUN @ Minnie Bertha's 47, the Marina, BEXHILL (Opposite the sailing club) Meet at 7.00 p.m. Plenty of seating, NOTE - Need a rough guide to numbers Contact Ron W
- October 5th** Ron & Barbara's Greyhound racing Do you feel Lucky? Hall 7.30 p.m.
- November 2nd** J/B's FAMOUS ANNUAL FILM SHOW Hall 7.30 p.m.
- December 7th** PARTY TIME Contact Maureen Bishop
- THE USUAL GOODIES TO HELP OUT PLEASE. Start 7.00 p.m. in the Hall

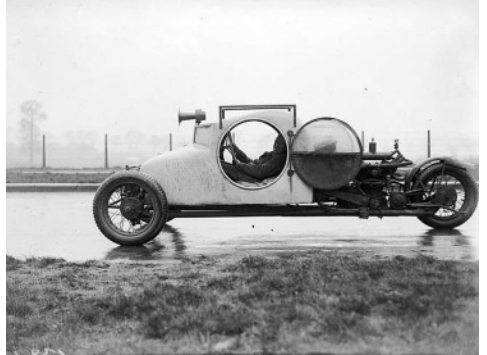
2019

- January** Coach Trip TBA see next news letter
- February 1st** Trains, boats, and things with wheels;
A selection of pictures and reminiscences by David Bone
Next news letter due, all articles to Andy please by February 16th at the latest.
- March 1st** Vintage phonographs and gramophones. by David Holmwood (now you wish you hadn't thrown yours away!)
- March 16th** Annual Dinner : White Hart Catsfield . to be confirmed
Pauline / Terrance in charge

Where are they now? - All those old favourites that we used to see every day on the streets



Anyone identifying any of these vehicles will earn my undying gratitude



Except for this one, which I do know



And here's a new(ish) one, spotted at Tinkers Park Steam Fair; a Reliant Robin with caterpillar tracks, and an outboard engine!!



As there appears to still be some confusion over the MoT test for older vehicles, I have reprinted the most germane section of the last newsletter's article here

Vehicles of Historical Interest (VHI): Substantial Change Guidance

Most vehicles manufactured or first registered over 40 years ago will, as of 20th 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 was specified in the March newsletter, and can also be found in the (old) newsletter section on our website. Further information can also be found on the government website by searching the title of this piece.



And the lesson here is - Don't annoy the guy who collects the supermarket trolleys!

A Reminder about Membership Renewal

If you have not yet renewed your membership, please do so as soon as possible. The membership fee has stayed the same for some time. However, we may need to increase this price in line with rising printing & postage costs, and therefore it is our intention to only issue newsletters to members who have rejoined the club. Single membership for the current year will still be £12.00 – Joint membership will still be £17.00.

Please complete and send in the new 2018 renewal form quoting your membership number when renewing. This form will be found on the “Join Here” page of the club website, and will also be available from the club tent on show day. Membership of the Club will be suspended if not paid by August at the latest.

Robert Cooper, Membership Secretary

A few pics from the recent club visit to Filching Manor for a go-kart evening; apologies for the quality, I only had the camera on my portable electric telephone for the pictures and it was a bit misty!



Austin 10 NJ 960

The Restoration - part 3. The interior and electrics.

Examining the interior, it was clear that it had seen better days, - moth in the leather, the headlining was rotten, and woodworm in the plywood door cards.



Through our connections with the London Taxis we were dealing with at the time, we found a coach trimmer in Lamberhurst who did leather trim for new London Taxis, also bespoke leather work for Rolls at Goodwood and

other vintage cars. He agreed to re-leather the seats and door cards, and after some searching we found an almost perfect match to the original. This work (as it always does) took 2 years to complete!

The carpets were rotten, being of a mottled black/tan colour as was the Austin practice, and proved difficult to source;

however, Dennis Parkinson carpets found a near perfect match of an industrial quality. This was duly ordered but arrived in the wrong colour. Back to square one, we visited every carpet shop for miles around but no luck! We then emailed the first supplier asking for black/tan samples. These duly arrived and yes, there was a good match. This was ordered and they supplied the last 4½ metres they had - just enough. The carpet was then cut using the originals as patterns, and the edges bound.



Lots of reference photos were taken and the headlining removed, also the door seals and other side trims. New plywood panels were made for the door cards and the door seals were made using round sponge cord and covered with leather strips.



These and other parts were stitched using an old Singer sewing machine given to me by another colleague who exhibits at the Hooe show. Paper patterns were made from the old headlining and new pieces cut out on the garage floor! Fitting the new headlining is

not a task for the faint hearted, mastering the magnetic tack hammer and stretching the cloth to the required shape and tension and tacking in place.

The seats were then re-fitted and the interior was almost complete. The wooden dashboard was stripped, sanded and re-varnished, and the instruments and switch gear overhauled. The steering wheel rim was cleaned, the finger grips filled and re-profiled, then painted using high build primer and black gloss.

The sliding roof was then re-covered inside with headlining material and outside with black waterproof fabric and re-fitted. All window glass was replaced using laminated glass as original.

The electrics were tired and dangerous! So a new loom was made using the original as a pattern and re-fitted to the dashboard switch box, but new wires were added to take flashing indicators, also extra fusing as required. A master cut out switch was fitted to isolate the battery.

As this was a 6 volt system, it was essential to use the thickest gauge wire possible, as this helps to lessen voltage drop. Everything worked, - quite a relief and the car was ready for extensive road testing. To date it has done some 700 miles and is just settling in.

There are a couple of things left to do, a coach line as per the original on the outside, and the re-making of the rear window blind, but can't yet find any material of the right type or colour!.

Andrew Smith

Mean Green Machine *by Robert F. Cooper*

In 1980, I purchased a 1961 Vauxhall Victor (F) Super, in Versailles Green with light grey interior.

When I first laid eyes upon it, it was love at first sight. I purchased it from a garage in Cornfield lane, Eastbourne (the garage has since gone) after reading an advert in a local paper.

The Vauxhall Victor F model was produced between 1957 – 1961; this was the first of a line of Victor models, which continued with the FB, FC, FD and FE into the 1980's.

The Victor F was made in an American style for the British market under the influence of General Motors who had purchased the Vauxhall / Bedford Motor Company many years earlier. It had over the top chrome pieces covered the bodywork, which gave its appeal as we tried to leave the drab war years behind. The vehicle had many American influences such as the soft ride suspension, front bench seat and column gear change lever. Was powered by a 1507cc 4-cylinder engine with a 3-speed gearbox.

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Nearly one year after selling her in 1987, I had a strange dream one night, and was later told it could never come true, as this dream was not about a living person.

The dream:

I was walking along a pavement of a side road, alongside an old style red brick wall, when I came to a wooden door, which was open. I went in, and in front of me was a brick building (same style as the wall) and I walked towards it and walked through a doorway into the building. In the room, the walls were not covered (just red brick).

I looked forward and walked through another door into another room. In this room (just like the first room), a man was sitting on a chair by a wall, I asked him if he had any Vauxhall parts and he pointed to another doorway just straight ahead. So I walked through this door and found myself outside in what could be described as a courtyard, surrounded by the same type of brick wall. I looked to my left and saw a line of vehicles (cars) stacked up three high just like at a vehicle scrapyards/breakers. I walked towards them and was able to see around the side of the building, there was a line of cars stacked three high stretching back towards the road, but within this courtyard area.

That is when I saw my Victor's bonnet just sticking out of the line on the ground level some distance away. So I walked towards it alongside this stack of old cars.

But when I got just within a few feet of my Victor, it had gone?. And in its place was a black wooden coffin. I then woke up.

I have never had that dream since, but can remember all the details as if it was yesterday. No one has been able to explain this? Can you?



Interesting that another AA box has been recovered by club member David Long. Dave found this one, or the remnants of it; Originally sited on the A1067 Falkenham to Norwich road at Little Walsingham. Approximately seven different models were made starting in 1920. By the photographs Dave has sent me, this is a 1950 version which was the most common and the one we always associate with that special AA design. All that can be said is WOW! Congratulations, what a superb restoration down to the finest detail. Well done David and thank you for sending in the pictures for us to share.

Ron W

Hybrid cars set to be banned sooner than expected

by [Jamie Rogers](#) | Motoring
May 15, 2018



Just when you thought ‘future-proof’ motoring meant going hybrid or all-electric, rumours have been leaked regarding the Governments ‘Road to

Zero’ strategy, which is looking at banning the sales of certain new hybrids from 2040, along with diesel and unleaded.

Currently, there is no defined list or parameter regarding the ban, although it’s thought that Road to Zero will target plug-in hybrids that offer less than 50 miles of travel on electric power only, which would mean most of them on sale today.

In fact, it’s been estimated that 99% of the hybrid cars sold today would not be allowed under the proposed legislation.

Knee-jerk reaction

A recent study has described the UK’s air quality as a ‘national health emergency’, so it’s entirely possible that the ‘leaked’ proposals are to combat that. However, a statement from the Department of Transport states “it is categorically untrue that the Government is planning to ban the sale of hybrid (and plug-in hybrid) cars in the UK by 2040. The Road to Zero strategy is yet to be finalised and has not been agreed by ministers”.

As to the reality of the situation, it’s entirely possible that the Government could take this action, but is this more a question of being seen to do something, rather than looking to introduce heavy-hitting measures against cars?

Hybrid-powered cars have been around for decades, the first true hybrid dates back as far as the 1900’s ([Lohner-Porsche Elektromobil](#)), but in more recent times, the car that started it all was the Toyota Prius, introduced back in 1997.

The purpose of hybrid

Putting aside performance cars, a hybrid vehicle has been designed for one purpose only, and that is to offer something ‘greener’ for the average motorist. If you wanted economy, there are dozens of cars that will outperform a hybrid in terms of pure MPG, and some cynics may say that manufacturers are jumping on the bandwagon in response to the CAFE legislation (Corporate Average Fuel Economy).

Hybrids have been designed to travel only short distances on electric power but making a vehicle travel further than 50 miles on battery power alone is easy, just ask Elon Musk. The technology is available, manufacturers are already looking to extend the ranges of most of their hybrids anyway, so is this shocking headline anything more than the British Government beating their chest and proving their green commitment to the world?

Mike Hawes, Chief Executive of the SMMT says “unrealistic targets and misleading messaging on bans will only undermine our efforts to realise this future, confusing consumers and wreaking havoc on the new car market and the thousands of jobs it supports”. Surely the number of industry experts who are warning the government on this matter should be raising flags to the Environment Secretary? At this time of change, the car industry needs stability as the transition to an electric world starts.

Long-term effect

Technology changes day-to-day, the legislation does have to keep pace to a degree, but announcements such as this “Hybrids will be banned!” effectively means nothing today. We have another two-decades before we face the ban, isn't it likely that as a natural progression, hybrids will be able to travel further than 50-miles?

The bigger question should be regarding infrastructure, and how that will affect us. It's clear that fossil fuels are on the way out, motorists are slowly coming to terms with electrification – just 5.2% of all new vehicle sales this year have been electric, although that number is steadily rising, but while we will be encouraged to go green, just what are the logistics?

Over two-thirds of households in London have no access to off-street parking, being able to access a charging spot could be more difficult than parking outside your own home, and while there are new technologies in development, who foots the bill?

Charging an electric car in public costs around £10 for an 80% charge on average, including subscription costs, connection fees and monthly recurring fees. It is a necessity for an electric vehicle to have an overnight plugin spot as using the public speed charging points can be harmful for the battery with long-term use.

However, whether the Government do/do not ban certain hybrids in 2040, it's unlikely that any car purchase decision made today will impact any driver in 22 years time.

Following a harrowing day with my 1930 Jowett Long Four Fabric Saloon last Sunday,
I composed the attached ode.

We'd all enjoy our Drive It Day, or so it seemed to me,
we'd drive around the countryside and then go home to tea.
The day was planned most carefully, so nothing should go wrong,
then off we went to meet our pals. It wouldn't take too long.

It all went well initially, we met up as arranged.
But then I learned the Run was long, and so my plan I changed.
I stopped a while and waited, beside a farmer's gate.
And I was pleased to think that now, for once we'd not be late

I waved to all the drivers as each one came along
a happy smile as they went by, and then I joined the throng.
But soon it seemed that everything was not as it should be
and we stopped beside the busy road. We might be late for tea?

At first I thought a sparking plug, might not be quite 'on song'.
I changed it and away we went, but not for very long.
A little way along the road I was obliged to park,
as once again it seemed that we, might still be short of spark.

I now changed the condenser as it seemed a likely cause.
Again it seemed I'd fixed it, but soon there came a pause.
What could have caused the problem? There's not much left to blame
so I changed the old ignition coil, and off we went again.

We made a quarter of a mile then to a halt we came.
So what about the fuel supply? Could this be what's to blame?
A rotten rubber washer, was found and quickly changed
and now we made it all the way, to meet where we'd arranged.

But when it came to home time we couldn't leave the park.
I KNEW it couldn't be that we, were once more short of spark.
It HAD to be the fuel supply, but there's plenty there to see
So why is it not getting to, the place where it should be?

It turned out that the little pipe that vents the petrol tank
was blocked up in a big way, that's what I had to thank.
I simply left the lid off, and the fuel flowed quite well
and so we made it home again, with quite a tale to tell.

Remember this the next time, when it comes to Drive It Day
as you make your preparations, before you go to 'play',
when making plans to be quite sure, that everything will run,
that nasty little gremlins may sometimes spoil the fun.

Jan Howell

John B's memories!



This was taken at a garage where I served my apprenticeship from 1958 to 1965 before moving on. Taken about 1963 this Talbot was taken in part exchange and in order to move it on was advertised for the princely sum of £60. Today this would fetch thousands. With an epicyclic gearbox it was a dream to drive. The garage was W.J.ADLINGTON in Connaught Road, Hove now long gone, but note the BP pump on the right where a gallon would cost you 4 shillings and tuppence (0.21pence) which was considered to be a gallon of cheap petrol!

Editor's plea and no apologies for including this again!:- 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' This happened at the recent update sent on the 13th June. Many of the addresses I send to (for security reasons as well as the recent GDPR) 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

FOR SALE



1950 MG TD. Considered to be in 1st class condition. Finished in a pleasing deep red by previous owner, it has good tan leather interior, starts and drives well. Current owner for last 5 years in which time it has had replacement brake shoes, master and slave cylinders. Side screens and tonneau. New luggage rack.

£18250.00 o.n.o.

'Phone Richard on 01323 724019



**1932 Chevrolet Confederate Deluxe Special Sedan £18,000
contact Bruce Moore on 07798 665 258 for further info and a viewing.**

Many more details on the Announcements page of our website.