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July News 2019

Ron's Ramblings



The club has enjoyed another good year We have had 12 months of events in the hall or on trips out Plus the coach trip to the War museum London It has to be noted that hiring a coach is becoming very expensive and also having to pay entrance fee's on top is becoming a problem we shall have to face in the future it if we are to continue with coach trips they looking to become just to expensive?

Our financings are stable as you will observe with assets of £28,500 at this present time. The annual show was yet again a resounding success giving us a net profit of £5,500.

I find this remarkable considering this is a one day show, and the standard of entries is something we should all be proud of.

Someone who deserves our thanks is our treasurer Ian, not only does he keep the books all year, the work that the show creates for a treasurer is phenomenal. Ian copes with it all in his methodical way; THANK YOU IAN you do a great job on behalf of the club.

Fortunately again, last year we were blessed with a fine but a very hot day 35 degrees I was told in the afternoon.

Again some 30 members turned out on the saturday morning to help set up at 10am, by 12 pm work was done all complete and ready to go.

Our thanks must go to Steve who has now come to know the operation and where to find things.

I found that most members do not even know where our storage van is located.. Due to age I find that I have no choice but to stand back as Steve takes over the main operation of the show.

Not forgetting Wife Sharon who now runs the trade stands which is so important. I recall it's no easy task especially keeping everyone happy ??? Traders are the worst!

On Sunday at the end of the day the field was clear by 6 pm and those that were left sat down for tea in the evening sunshine, All very pleasant, but all very tired

Thank you to every one who took part.

News letters and Web site

Andy turns out the three news letters per year and keeps the web site up to date and puts the show programme together, where would we get some one else to do that.? On behalf of the club THANK YOU ANDY FOR A JOB WELL DONE

Car marshals Pauline /Terrance with over 150 entries to deal with on E and F classes to sort out, no easy task and a lot of work, But not only that, she also organises the Annual dinner, a true club member.

John /Cherry D class, and the important main entrance gate marshal,

Colin Lake on A & B class

Julian now almost recovered from his operation is on S class.

Unfortunately we lost KEN MANN a stalwart member and good friend to many in the club who sadly passed away unexpectedly this year and who will be sadly missed.

I took over the Motor cycles for this year as an emergency as the forms were going to print on that very day.

Ron and Barbara Dearden who support in so many ways mainly Barbara's raffle , Race nights, Gate marshals - You name it they support it.

Ron Shrubbs vice chairman (because nobody came forward)

With his problems he is still willing to get involved as best he can, Ron has been a tremendous support over the years and a great help to me when ever he can.

Chris and Ann Hone after four years wish to retire from the doing the BBQ so a new idea for this year see the March newsletter. Chris after many years is to retire from the committee, but will stay as **advert secretary for the show**

Thank you to both Chris and Ann for all the work you have put in over the years, we know by experience it's very challenging work.

Sec John B who has the club at heart, but also is a very busy man. He believes and rightly too, that if you belong to a club you support it by getting involved.

Well in a nut shell he belongs to many clubs; Bless him he cannot say no!

(I know the feeling, I am a victim of that I've been told many times)

But having said that he has now taken a lot of work from me, and I very much appreciate what he has done. Not only as secretary, but talks, film shows, Liaising with the council etc. You name it, John is always there.

Maureen who took over from Jean has also done a great job this year ie; the Christmas party, making sure all the necessary needs for Tea and Coffee making are on hand at every meeting. Again without them both where would we be ?

Robert, our membership Sec has been doing that same job since we started Hooe Mark Two; from about 12 members to 150. No easy job keeping up with the membership every year, Thank you Robert.

To the future, when one thinks back just how many members we have lost in the past 19 years. Unfortunately there have been many, that have passed away whom I could name. But they are not forgotten.

The average age in the club must be **70 plus!** The future is not good.

Younger people in their 60's were brought up on Escorts, Corsas Minis

Triumphs, Muscle cars, and the like; things that didn't go wrong and need little looking after in comparison with the cars that we run, those clubs are strong. I feel that the chances of surviving another 50 years as we know it, are pretty remote.

We are not alone, in many cases clubs similar to our age group are in the same situation.

So a plea - if you would feel that you would get more involved in what is a very happy easy to run club, **Now is your chance.** It's fun and it's rewarding.

After three years of warning, this must be taken as a **definite and final warning that, next year I will retire.** but hopefully will still be around and capable of doing something small.

I'm like a duck, - looks good on top, but paddling hard underneath !

Finally my sincere **THANK YOU to all the Ladies and Gents that get involved in the show, and the club,** there are too many to mention, but (you know who you are), the work you put into the club is much appreciated and it's not forgotten, for it is a fact that there would be no club without your support.

Ron W.

Recap in brief

This time we start off with the Annual Dinner, 35 members enjoyed a great evening at the White Hart Catsfield; a Big Thank You to Pauline for organising this event.

Next came the AGM, not much change here except Colin Lake was voted onto, and welcomed to the committee.

2nd half we enjoyed John's trip to a car show in a village in Switzerland.

Easter Bonnet run, over 30 members turned up for the new idea which was easy to organise, if anybody would like to take over next year? starting from Pevensey Castle and finishing up at the Kings head Carvery Ninfield. Thank you to the ladies who made the effort, and were suitably adorned for the occasion.

Drive it day we joined the EHVC for the run to the Blue bell railway I was very impressed by the tour around the workshops where a steam engine was in the process of being rebuilt, 10 years so far, and an estimated 2 years to go.

Wow that's dedication, good luck to them

May 4th Ron and Barbara's Race night, some you win some you lose. I always seem to be on the latter!

Thank you both for a great fun evening perfectly organised as usual.

July 5th We were away in France (see middle page) for the go karting evening, I am informed that a good many turned up but, only five took to the track in apparently very wet conditions . Karl very kindly opened up part of his museum which always makes the evening.

Thank you KARL on behalf of everybody who attended.

Notes from the committee meeting

The question of a gift was discussed at great length to celebrate the 50th anniversary show It was finally decided that we would order 400 Badged key rings as give-a-ways on show day.

As a coach trip for next year many destinations are being considered, the cost of coach hire is a primary concern

The mayor of Bexhill would be invited to open the show if he was available Ian will look into this.

Our finances are well with £10,000 in the holding a/c, and £18,000 in the current A/c

Charity Donations this year suggested were :-

Family for Autism £500 Ship wreck heritage museum, £500 Trestle trust £500
Cancer research £500 Wild life fund £500 , 1066 Marshall's £250

These will be put to the club for agreement at the show discussion meeting Aug 2

R. W.

FUTURE EVENTS

- August 2nd** Show Briefing: (2nd half) David Bone and the 2nd half of his slide show.
- August 3rd** SHOW SET UP DAY on Field 10am Questions to Steve Young if required
- August 4th** 50th SHOW DAY START 8.30 am
- September 6th** FISH and CHIPS Deanland Wood restaurant.
- October 4th** Alan Hodges Talk / film / slide show
- November 1st** Film Show ! Courtesy of our esteemed Secretary.

NEXT NEWS LETTER November - any articles etc to Andy by October 11th

To Test or Not to Test

On leaving school at 15 I had a couple of ideas in the way of jobs I would like to do, neither of which met with my parents approval, so being a bear with a little brain I found myself employed by the GPO, as it was then, as a Telegram boy in Bromley, South East London. Being of a tender age I was limited to cycling around the immediate area delivering telegrams. On attaining the age of 16, I was pressured, against my will, to move on to Motorcycles, which in those days were BSA Bantams probably of 125cc with a sprung frame. Despite my protestations, which was odd as I had been riding a BSA 350 Empire star on a bomb site behind my house since I was 13, the day arrived when this instructor turned up out of the blue shouting for me to take my first lesson.

The bikes were kept in the garage under the sorting office, so we trundled up the road to find a bike. I found the mechanic who said the available bikes were always kept by the fuel pump, so to help myself and any time I require a bike and no one was around in the workshop just check the fuel and off you go. So the instructions began thus; "as you can ride a bicycle you shouldn't fall off, which is quite important. Now when I raise my right arm you change up a gear, and if I raise my left arm you change down a gear". (It might have been the other way round. It was a long time ago) "To go faster or slower turn the control under your right hand, each time you change gear pull the lever on the left handle bar, and the front brake lever is on the right. The rear brake is operated under your left foot, and the Levers to start the bike and change gear are on the right. Always pull the clutch in when changing gear and always apply the rear break before the front one. Got that ?

Right; off we go. I want to see a friend in Gravesend and we are leaving a bit late so do your best to keep up". And off we went for lesson number one.

About two weeks later another instructor, or so I thought turned up, except he was an examiner. So after one lesson I was taking my test. Off we went to the garage to collect a bike and there was one standing at the pumps, I checked the fuel and off we went with the examiner telling me the route to take and he would be following. I had only gone about 100 yards when I realised top gear was missing leaving me with just 1st and 2nd. I therefore went through the motions of changing into 3rd although the bike stayed in second. Travelling down Bromley High street a pedestrian on the crossing stepped out in front of me so I had virtually to perform an emergency stop, which already being in second was a great help. Not so for the instructor who crashed into the back of me. He was impressed at how quickly I had

managed to stop. On the return to base he said he couldn't really fail me considering what had happened, so a licence was duly applied for. On returning the bike to the garage I got a telling off for taking the bike with a broken gear box. Well, you win some and lose some.

Life didn't change much when I was in the Army: whilst serving in Cyprus the Adjutant came charging out of his office and ordered me to get a Land Rover from the MT section and take him to Nicosia, a journey of about 60 miles each way in some of the worst roads I have encountered even taking into account all the UK pot holes. Also they had some of the worst drivers you were ever likely to encounter. Again my protestations were ignored.

On our return I asked the adjutant thought of my driving and he said it was fine; why? Because I don't have a licence to drive cars, only motor bikes. The adjutant went a sort of white rushed into his office and wrote me a licence for all categories. Wasn't that nice of him.

Although I have subsequently obtained an Advance Driver certificate from the Institute of Advanced motorists I shall never know if my riding/motoring skills would have been acceptable back in the day.

So you see, that is the question?

Colin Lake

HOW TO RIDE MOTORCYCLES **1962 Safety Rules from Honda**

Taken from a 1962 Honda Motor Cycle Instruction Book. Translated by Honda for the American Motorcycle Rider

- 1. At the rise of the hand by Policeman, stop rapidly. Do not pass him by or otherwise disrespect him.**
- 2. When a passenger of the foot, hooves in sight, tootel the horn trumpet melodiously at first. If he still obstacles your passage, tootel him with vigor and express by word of mouth, warning Hi, Hi.**
- 3. Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go smoothly by.**
- 4. Give big space to the festive dog that makes sport in roadway. Avoid entanglement of dog with wheel spokes.**
- 5. Go soothingly on the grease mud, as there lurks the skid demon. Press the brake foot as you roll around the corners, and save the collapse and tie up.**

From an article in the Rye and Battle Observer earlier this year.



A grocers van which originated in Robertsbridge and dates back to the 1930s was recommissioned and driven to the village this week. The 1934 Morris Grocers Van has spent the past 20 years sitting in a motor museum deteriorating. However, having been purchased by a collector in the West

Country, Peter Russell, from Horsham in West Sussex, was asked to recommission the period interior with a myriad of old shop and grocers artefacts. On Wednesday the van was driven two and a half hours to Robertsbridge where Peter hoped someone would remember it. He said: "Other than moving forward and backwards in the garage, today (Wednesday) was its first test run, and Robertsbridge seemed an appropriate destination." "We left from my garage near Horsham at 9.30am, and it took us two and a half hours to cover the 53 miles there, and exactly the same for the return – all with good oil pressure and no problems. "Another reason for heading to Robertsbridge is that someone



may remember the van and be able to fill in some of its earlier history when it plied its trade around the locality." Peter said – during recommission – parts of the van's body and roof was found to be rotten and required rebuilding. The mechanics were also found to be in an equally deplorable state and ended up with a full mechanical rebuild. Peter said the whole process took around 12 months, during which time he wondered about its original East Sussex registration number and the written sign of Breach which included a Robertsbridge telephone number. Do you remember the van?



Well we did it, all the way to Laon France in a Bedford / Martin Walter camper Regularly driving a powerful modern car with auto gearbox and brilliant brakes. I have to admit my ever faithful friend is showing her age and is definitely now so dated

Back in the 1960's that was the norm we did not know any better,

No complaints, the Bedford performed perfectly, and that's saying something for a vehicle now nearly 60 years old. And 98,000 miles on the clock that I have not had the head off in the past 40 years .

But with a high wind and lashing rain across the expanse of northern France (that didn't help) it was slightly painful up and down the 3 speed gearbox and 1508cc power unit working hard. to maintain 50-55mph.

So popular was the Bedford amongst the 761 entries , Yes 761, thousands of photographs must have been taken.



The French are so enthusiastic with anything on wheels, in Towns and villages we always drew loads of interest. A total of 480 miles, keeping away from the Autoroutes where possible The majority of the roads are just excellent. Where have we in the UK gone so far wrong ????

We also met our good friend Dave Taylor with his 1954 Ford Zephyr mark 1

Now Dave has got it right, he trailed his car on the back of his modern Motor caravan That's not such a bad idea, !!!!

21st May 2019

Federation of British Historic Vehicle Clubs announce results of 2019 Cost of Ownership Survey

- **Number of historic vehicles on DVLA database has increased to 1,241,863.**
- **9.8m people in the UK are interested in historic vehicles.**
- **Average distance covered by an historic vehicle is 2,214 miles per annum.**
- **21m people see historic vehicles as an important element of the UKs heritage.**
- **11.3m people think historic vehicles should be exempt from restrictions of low and ultra-low emissions imposed on other vehicles.**
- **5.1m people are interested in owning an historic vehicle.**
- **60% of owners say owning an historic vehicle is one of the most important things in their life.**
- **An owner spends an average of £1,489 per historic vehicle per annum.**

The results of the 2019 National Cost of Ownership Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed at a press conference within the Houses of Parliament on 14 May with the full research document now available to download on the FBHVC website at: <https://www.fbhvc.co.uk/research> .

Historically, the Federation has undertaken major research projects every 5 years, the most recent being the 2016 National Historic Vehicle Survey. Back then, the data revealed that the historic vehicle industry employed 34,900 people and generated £5.5 billion towards the UK economy. However, to gain more up-to-date insights into the attitudes and interest in transport heritage and the ever-evolving pressures on enthusiasts using yesterday's vehicles on tomorrow's roads, the Federation has produced its first ever 'mid-term' survey.

The aims of the 2019 National Cost of Ownership Survey

This mid-term, national survey was split into two areas:

The first, carried out by Kantar Research, examined the behaviours and attitudes of the UKs adult population towards historic vehicles.

The second, focused on obtaining detailed information on the costs of ownership for historic vehicle enthusiasts from respondents within the Federation's member clubs.

Furthermore, in response to the difficulties that some of the Federation's member clubs have cited regarding the recruitment of younger members, the survey also sought to identify differences in attitudes and behaviours between different generations.

Positive attitudes

The attitudes towards historic vehicles were shown to be positive on the whole, with 21 million people in the UK seeing historic vehicles as an important element of the UK's heritage. Encouragingly, that represents nearly a third of the UK population.

Furthermore, 9.1 million people said that they had a specific interest in historic transport and 4.6 million people went a step further and responded with an interest in actually owning an historic vehicle at some point in the future.

Even more encouraging, is that the results reveal that the level of interest in owning an historic vehicle at some point in the future, is strongest amongst younger adults, indicating positive news for the future. However, the figure of 5.1 million agreeing that they would like to own an historic vehicle but cannot afford it, indicates that purchase and running costs are still perceived as a barrier to entry for new owners.

Of some concern was that the results of the attitudinal questions suggest that younger people do not identify as closely with the issues and challenges around historic vehicles that are understood by older generations, revealing that there is still work to be done in respect of educating younger generations on the threats to the sector.

One such threat is the ability for historic vehicles to enter our city centres in the future. In that regard, the British public showed support for historic transport retaining access to our city centres, with 11.3 million people in the UK of the opinion that historic vehicles should be exempt from the restrictions of low and ultra-low emissions that are to be imposed on other vehicles.

More vehicles, travelling further.

Growth in previous years in the historic vehicle industry (as shown in the 2016 study), has resulted in an increase of 201,913 historic vehicles registered with the DVLA over the 2016 figures to 1,241,863.

The figures show that the mileage covered by these historic vehicles has also increased since 2016, with the average distance now 2,214 miles per year. That represents quite a significant increase on the 1,124 miles per year shown by the

2016 research, so the possibility of a more enthusiast based sample group this time around, coupled with the record-breaking temperatures of last summer, have no doubt had a hand in that result.

Use of historic vehicles has kept spending healthy, with the average owner spending an average of £1,489 per vehicle each year indicative of a buoyant sector that is investing in the use and enjoyment of historic vehicles.

The motivations behind such spending appear, from the results, to stem from the desire of enthusiasts to enjoy the lifestyle that surrounds historic vehicles. This is further backed up by the statistic that 3 million people attend historic vehicle events each year and a rather heart-warming insight reveals that 60% of owners say that owning an historic vehicle is one of the most important things in their life.

David Whale, Chairman of the FBHVC said,

“Whilst I can confirm that public enthusiasm for and interest in, the historic vehicle sector continues to be very strong, there are changes that will affect all historic vehicle enthusiasts. This mid-term research is incredibly useful to monitor progress at such a time of rapid change. The Federation celebrated its 30th anniversary in 2018 and it is clear that if we are to celebrate a further 30 years, as enthusiasts with a common interest, we must all focus on communicating and engaging with younger people to ensure they develop an interest in historic vehicles.”

A Bedtime Story

A father overhears his daughter’s bedtime prayer - “Please God protect my parents and my Granny. Goodbye Granpa!”. The next day Granpa dies.

Six months later he again listens to her prayer - “Please God protect my parents. Goodbye Granny!”. Next day Granny dies.

Six months later father is shocked to hear her pray – “Please God protect Mummy. Goodbye Daddy!”

The poor chap is terrified throughout the next day, looking at his watch and checking his pulse all day long. Without giving her any details he tells his wife he’s had a very bad day. “Well darling,” she responds, “so have I. Our postman died of a heart attack this morning!”

A 1600KM ride on a 108cc scooter through Thailand.

Thailand's average temperature of 30° C (86F) would have the British Daily News Story Papers warning the UK population of instant death if they walked outside in the middle of the day. They would also be warning pet owners that anything with paws would have its legs instantly burnt to a stump if they went outside. But nothing happens here. No one dies and pet poodles do not burst into flames when they venture out for their daily routine.

People have developed a tolerance to the heat and have stopped dropping dead and stray dogs and cats appear to have miraculously developed fireproof legs and fur made of asbestos. The only thing that does happen here is that if the temperature drops below 26° C, jumpers and jackets are quickly adorned to fend off the cold!

I am leaving the coastal town of Hua Hin (3hrs South of Bangkok, Thailand) and riding to Phuket.

Phuket is a long way South - a really long way South when you are sitting on a hairdryer. It is a roughly 1600KM round trip and it may not be one of the best ideas I've ever had. But then again, it can't be much worse than one of my previous rides from the UK into the Arctic-Circle and back during one of the worst summers for 25 years.



Today it is 34° C (92F) - in the shade, and woolly jumpers are tucked safely away as I put the side-stand up, pull on the brake lever and prod the starter button of my 108cc Honda Click. Affectionately known as "The Hairdryer" as it sounds similar to one and has about as much power.

The engine sounded good - for a hair dryer. The little water-cooled engine was quiet, the automatic clutch was working automatically and the constantly variable transmission system was constantly varying. It was time to go for a ride - a long ride!

At first sight, a road trip in Thailand may not be the best of ideas. Thailand's roads are often hailed as being some of the most dangerous roads in the world but, as always, this is an oversimplification of a more complex subject.

When you commonly have three people to a bike, often four, and when you have swarms of young teenagers coming out of schools and attaching themselves to a multitude of small



two-wheeled conveyances and balancing down the road like groups of young White Helmet stunt riders. You can guess that when it all goes wrong, as it inevitably will, it goes wrong in a big way.

Riding in Thailand is different to other countries. The road rules are different and the attitude to road rules are indifferent. There appears to be some form of priority from the right where people can pull across in front of you even when you are on the main road and you have to give way. The same occurs at roundabouts where you stop on the roundabout for those joining.

I say this as if it is a rule. But it isn't. It is something that kind-of happens - sometimes. According to my calculations, it depends on many things including the level of the local Gecko population that day and the amount of snowfall in Antarctica for some unknown reason.



At busy junctions you don't try to predict where a fellow rider is going - thinking can cause complete chaos. Instead, you stick to your path, close your eyes and keep going. Miraculously bikes, cars, people and dogs tend to flow around you as water flows around a rock in a river. I think it's all this Buddhist Zen thing they have out here.

It is worth noting that, although nothing much more than a form of orderly chaos rules the roads here, in the total round trip, I never once heard the sound of a car horn, not one angry voice nor the mating call of a single humpbacked whale. This is because Thai drivers are, in general, very patient and polite until, that is, you get into the bigger towns where a 'swarm mentality' takes over and it is a case of doing anything to get in-front even if you are going the wrong way, never give up the chase.

For the next two days I travelled south keeping away from the main N/S road and taking Thailand's smaller roads where I could. Long deserted beaches of hot white sand passed by my sun-dimmed visor as I wound my way through fields of pineapples, Aloe Vera, sugarcane, rubber trees, mangoes and mangroves. It was a wonderful ride.



On the return journey I rode along the border with Myanmar (Burma) through mountainous jungles with the roadsides covered in giant office plants for as far as the eye could see. It was a biking paradise.

The round trip took a total of 4 Days and a total of 40 hours riding.

I put together some snippets of the journey on YouTube just type **Hua Hin to Phuket Speed Ride** in Google or YouTube and select the videos by **P Peterson**.

There are 4 Videos in total. Advanced advice... Video 3 requires an adult rating and warning for those with a weak heart. It is Thailand after all!

1. **Hua Hin to Phuket. 780KM Speed Ride in 4 minutes**
2. **Kamala and Patong Bay. Speed Ride Pt2**
3. **Bangla Walking Street Patong Bay Phuket Speed Ride 3**
4. **Phuket to Hua Hin 781Km in 7 minutes Speed ride 4**

Colin Wanmer (Pete in Paradise)



In A.D. 1958

In the ads of "Motor Sport",
A Bullnose cost you fifteen pounds,
With an engineer's report.

Ten years later, the car is sold,
But something has gone queer!
Its value has increased somehow,
By a hundred pounds a year,

It reflects on modern motors,
The horrors of this age,
That your vintage car pays you £2.
By way of a weekly wage.

While your obsolete modern motor,
Last year's big surprise,
Rusts to a fine brown powder,
Before your very eyes.

People, you see, like the challenge
You don't find in driving an "Imp",
Whose mysteries could be mastered
By a modern-minded chimp.

But this does not excuse the madness.
It's getting out of all bounds,
When, if you want a Bullnose 4-seater,
It costs you a thousand pounds.



A few pics from the June Go-Kart meeting at Filching Manor, followed by a visit to the museum there. A poor weather forecast probably kept many away, however a few brave souls did complete a number of laps; average lap times in seconds shown below

Matt	in Kart 15	35.773
Tim	in Kart 7	35.891
John	in Kart 18	37.817
Steve	in Kart 8	37.667
Bob	in Kart 4	52.267

