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July News 2020

Ron's Ramblings



Well here we are still in lock down although things are looking a little brighter subject to continued improvement. Hooe Chairman Colin, has decided with the committee that the show would be cancelled for this year, a great shame. Our excellent show that has been such a success over the past years goes along with nearly all the shows in the area - a victim of this virus nightmare. When one thinks of the situation in depth, i.e: Who would want to collect money? , Toilets, and the problems from that; crowd / gate control and distancing, refreshments, Car parking and so it goes on. And if some considered they caught it from the show and the possible legal complications from such a situation. Sad as it is, a wise decision .

With no shows or events to report on things are a bit quiet .

As Jean use to say - I will talk about grass if I need to while commentating !
(That's not nice)

We find ourselves in very difficult times with this virus about, upsetting just about everything we enjoy in our daily lives. There is great concern within the vintage clubs throughout the country that many clubs will fold as interest wanes, with no personal contact and no events taking place. It is expected that most clubs will rely on social media to keep in contact with its members, hence I have been doing a monthly write up on the Hooe web site .

We at Hooe are very fortunate in that we have a lot of history and deep friendships; many of us have known each other for 20 -40 years plus.

But for the club this unfortunate time has also come with a new Chairman and Secretary and changes in the committee.

As the past Chairman and those that also are also retiring, we leave office with the club in a very healthy condition with a considerable stable bank account and a membership of approx. 140, and also a show that is considered to be one of the best one day shows in the South |East. The diverse selection of cars which support us is truly staggering, and good many are rarely seen anywere else.

Over the past twenty years the club has seen many improvements from approx. 10 members to our present current 140, and there have been major changes in

the club and the show. There was always a problem with car parking, but in 2015 the permission for the car parking field was obtained from Mr Hugh Clifton, which immediately improved our takings to approx. £10,000, and profits approx. up to £6,000 each year and has proved to be a major step forward.

As there has been no AGM, there has been no chance to thank all those that have put in so much time in the past. I personally thank all those that have supported me and played such an important part in the success of the club over the past twenty years that of course includes the efforts of the many ladies. Hopefully soon there will come a time when I will have the opportunity to show my appreciation. (I have plans)

Nick Strickland, a member for many years, has spent many hours making a video of the entire 50th show and he has done an excellent job. He has offered to make copies, so if anyone would like one, contact me and I will pass on details, but only with his permission.

Plus, he has obtained a selection of very interesting vintage films which I will look forward to showing one evening when things improve.

Thank you Nick .

In the meantime, let's hope we can soon get back again to normal times, my thoughts on this are not till next year; well we shall see. Who knows??

On to a simple point, that arose with me the other day, my grand daughter Jade who has a class 1 heavy lorry driver's licence and drives 42 tons (The joke is, she is a petit young lady about 5'7" tall and weighs about 10 stone), I say that, so you get the impression she has some idea what goes on, came round in her unrestored A35; Thinking, here is an opportunity to get her to try and start my cars. Well as you can imagine she didn't have much idea!

Now here's a question -

How many in YOUR family could start and drive your vintage car or cars ???

We have 6 adults 4 grandchildren over 25 in our family, who without asking, would have knowledge on how to start any one of them!!!!

The answer in my case is none, Food for thought!

Even son Colin, who was bought up with them and now lives and works in Thailand, tells me to do a start list on the cars, he says he will never remember otherwise!

Brings to mind one of the last jobs I did for a Film company. I got a pleading phone message asking would I go down to Seaford Head. They had a 1933 unrestored Hillman they were trying to start. Nothing really wrong with it when I got there, - it was just them.

Out of all the crew that were around no one had any confidence they were doing the right thing.

The usual thing, they were turning the key but nothing happened?, then some one found the starter cable pull, still no go, the choke had a replacement choke cable and at some stage in its life finished with no markings and it was tucked under the dash anyway, so basically they were finished. They were not sure what they were doing so -- Call Ron.

It finished up with me spending three days with the unit, on call just to make sure it would start when they wanted it . Three days later I had a call to go to London for much the same reason . So instructions on the phone was the best I was prepared to do.

I finally said "NO," Remember, I am Retired, Finished, and Sadly, Good bye. Take care and stay safe *Ron W*

In these difficult times it is important that when making phone calls and needing to spell out differences between 'B' and 'T', and 'M' and 'N', that a clear phonetic alphabet is used. This one might help when spoken clearly by those without NATO experience: -

A for 'orses	N for mation
B for mutton	O for the wings of a dove
C for 'thailanders	P for relief
D for mation	Q for fish
E f'r brick	R fr minute
F for vescent	S for the rest..
G for a fag	T for two
H for dropping	U for me
I for Novello (remember him?)	V for la France
J for oranges	W fo' niium
K fr ancis (remember her?)	X for breakfast
L for bet	Y for Pete's sake?
M f'r seamier	Z fr breezes

Just let your jaw go slack, and adopt whatever you think a Cockney accent might sound like, then try saying them!

From Ian H.

Membership Secretary note -

I hope you are all keeping safe and well at this difficult time. I would just like to remind you that if you have not yet renewed your membership can you please do so as the Club's regular yearly outgoings continue and are in the region of £1000 p.a. (insurance, printing, hall hire etc.).

Many thanks

Membership Secretary

Membership forms can be downloaded from the club website via the 'Join Here' page, or use the loose insert from the March issue. If you are having difficulty, please contact Sue Garner, details on the front page.



VEHICLE REMINISCING

I thought that a good feature for our magazine would be to ask members to write something about the vehicles they have owned or known. So here goes with my memories.

The first cars I remember belonged to my grandfather, who attended car auctions in Wandsworth and regularly came back with almost 'dead' cars in the mid-fifties. He told me that there were always dodgy car dealers there and if they spotted something good would produce a small bottle of oil from their pockets to put under the engine to put other buyers off.

My father's first car was an Austin Sheerline, which was huge, heavy and very comfortable and we travelled around Europe in 1958. I remember a fully loaded roof rack flying off onto the bonnet due to heavy braking and leaving not a scratch in the bonnet. We continued camping with a Morris J van, which my father converted (dexion angle, aluminium sheeting, marine ply etc.), which was very reliable. I recall driving through Europe sitting on the engine bay while my father had his sliding door open all the time. Each country was very different then with customs at borders and it did seem like a real adventure. He next moved on to a Commer campervan (purpose built), it looked the part but quite unreliable. He then had a Mark 2 Zodiac which eventually I drove (very, very fast) and the servo brakes were too good.



My first car was an Austin Nash Metropolitan convertible. It looked and drove like a bath tub. Unfortunately I drove into a parked milk float when my father was teaching me to drive, I can still see his face. My next car was a 1960 Consul convertible with a power hood. This was not very fast, which was fortunate as the brakes were not up to much. I was still touring Europe with my parents when they



bought a Mark 3 Zephyr. I remember driving it on a German autobahn at 110 mph and being overtaken by loads of cars – very scary.

A distant relative living in America wanted an old car for a rally in San Francisco. My father bought an Austin Beardmore taxi for £35 and drove it to Dover for shipping.



In my early 20's I saw many cars that I thought I wanted, such as Austin Healey 3000 (£200), Jag XK150 (£250) and an AC Acacia (£300) but my dad always put me off them, on reflection they were all well past their best. Then a 1960 Triumph TR3A, bright red, wire wheels, cream interior and hard top. Quite fast in a straight line, lethal around corners and suicidal in the wet but it



looked good, However, one day I noticed some rust on the rear wing, sounds familiar? Next a 1966 Mark 2 Triumph Spitfire, British racing green, wire wheels and a hard top, a very nice drive. Luckily I had the hard top on the day a motor cyclist drove into me and landed head first on the roof, fortunately he survived but the car didn't!

Then an early mini, very good reliability, then one of the last maxis, I liked it but had to keep changing rubber bushes. A mini clubman estate, OK, a new metro awful. And then my favourite car an Austin Farina Mark 2. We had a few of these, they never let us down for over 25 years and also appeared in some major films: a full shot of it in The Bank Job.

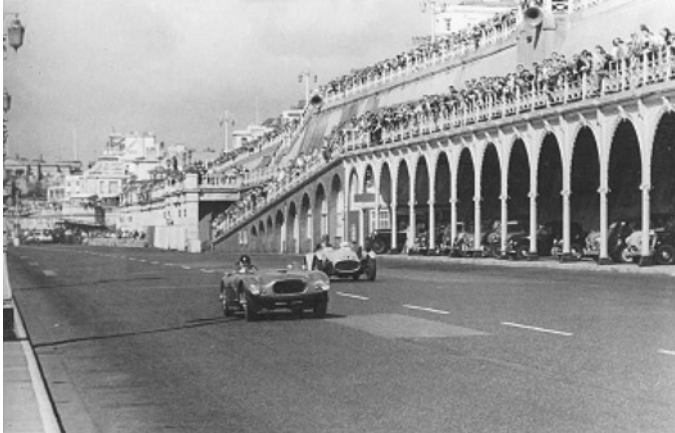


I purchased a 1938 Cambridge in the mid-eighties, which was an ideal family car, quite reliable. But it seemed top heavy and going down hill was exciting. I bought my Ripley in the late 1980s which thanks to Andrew Smith (who refurbished the engine and lots more) keeps on going. In the mid- 1990s I made a mistake and purchased a 1932 Wolseley converted to a shooting brake, apparently for a greengrocer. It looked OK, the engine was an advanced 6 cylinder but everything else, the chassis, wheels were extremely basic. It did not drive well on very thin tyres, I couldn't wait to get rid of it. You rarely see 1930s Wolseleys at rallies and I think I know why. In the late 1990s I bought a very nice Morris Traveller (£800!!) which I used everyday until it was stolen from outside a Wimbledon school.



Well that's all folks, perhaps you would like to share your memories?

Ian Garner



Brighton Council closed Madeira Drive during the Covid 19 pandemic to allow people to use it for exercise.

Now a small minority are lobbying to ban all motor vehicles permanently.

This would mean the end of all motor events on Madeira Drive and would mean the end of the Frosts Brighton Speed Trials as well as other events. It would also mean that members would not be able to drive to the clubhouse on a Wednesday night.

Please sign the petition to stop this and ensure the future of the club and its activities.

For more details or to sign the petition, please view the following link:

<https://present.brighton-hove.gov.uk/mgEPetitionDisplay.aspx?id=694>

Details supplied by the Brighton & Hove Motor Club

With hope eternal I have listed these few events which are all that are left which may possibly happen (pandemic granting!). Keep an eye on the website if you're able for up to date info.

FUTURE EVENTS

September 4th Fish 'N' Chip Night

October 2nd Alan Hodges for another brilliant slide show

November 6th John Bishop's Film Extravaganza

December 4th Party Time Again!

Old vehicles on the channel 'Talking Pictures TV'.

If you like to see old vehicles being used for their original purpose of providing transport, try some of the films on 'Talking Pictures TV'. This costs nothing as it is on Freeview, channel number 81. We may sometimes curse modern technology but this really is good use of it.

The service runs twenty four hours a day, every day and shows old films, television series, occasional interviews with actors and performers plus documentaries from sources including The Imperial War Museums, British Film Institute and British Transport Films. There are sometimes short amateur films, such as holiday home movies. Much of the content is British but American made items appear regularly. It's not all in black and white, films and TV series in colour are well represented.

Films made in the 1940s, 50s and 60s are in abundance with many from 1930 to 1990 also given an airing. They seem to have hundreds or maybe thousands available with some of the titles being listed every few months. If you miss one, it will probably be shown again. The schedules are published several weeks in advance so, if you have a suitable recorder and something of interest is set to be broadcast at an inconvenient time, then record it and try to find an opportunity to watch it.

It is great fun to see what we regard as old vehicles in daily use, they start every time and just drive off. Exterior scenes in towns and cities provide opportunities for vehicle spotting and a chance to see the streets devoid of yellow lines and with a distinct lack of heavy traffic, even in London. Look for once common names on shop fronts. The Home and Colonial Stores, Timothy Whites, Liptons, Fine Fare plus Freeman Hardy and Willis and many more that have gone now. Notice how the old bombed sites are still there, even many years after the second world war.

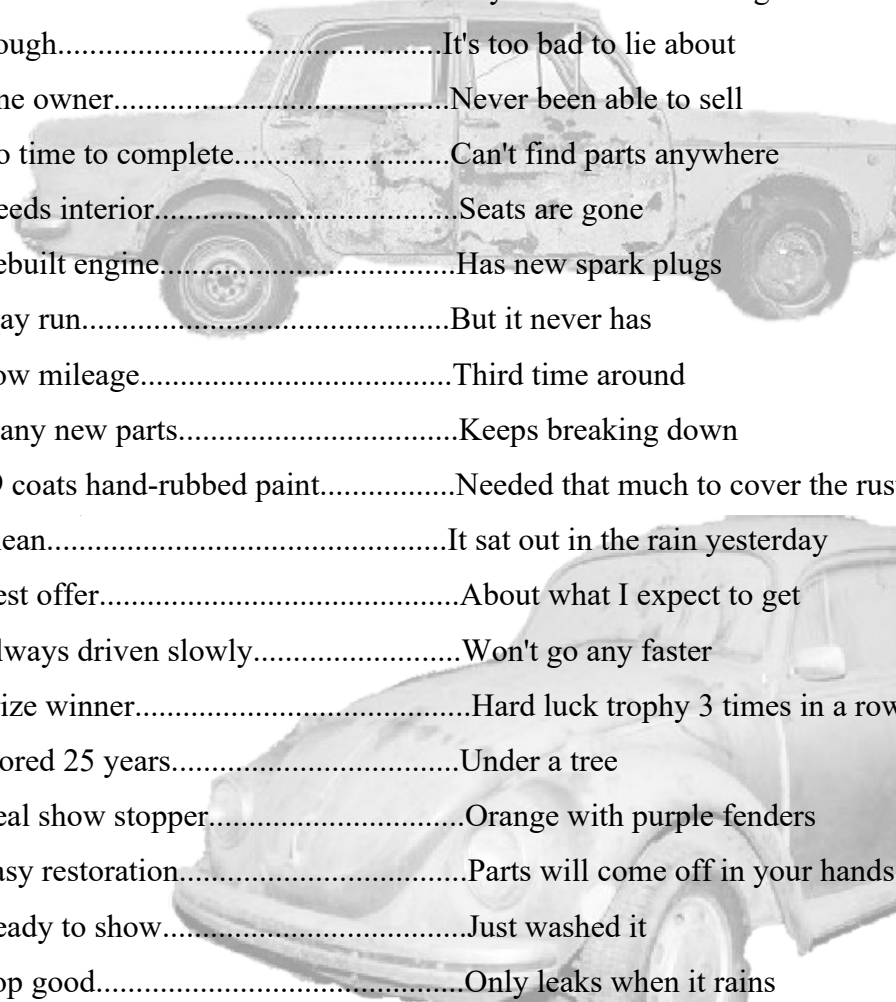
Could you spot the non smokers, there aren't many and as for the depicted consumption of alcohol, particularly amongst the toffs, how did they afford it plus, in real life, what would be the long term effects? You can also marvel at the way some people used to speak in that reinforced tone reminiscent of BBC announcers and newsreel commentators.

The trouble is there seems to be so much that could be worth investigating. If you really struggle for time, you'll end up in my situation with dozens, or is that hundreds of items recorded and waiting to be seen.

Why not have a look. Freeview, Channel 81, Talking Pictures TV.

Nicholas Strickland. June 2020.

How to understand the descriptions in used vehicle adverts.



Rare modelNobody liked them when new either
Older restoration.....Can't tell it's been restored
Needs engine work.....It's been frozen for 30 years
Uses no oil.....Just throws it out
No rust.....Body and fenders missing
Rough.....It's too bad to lie about
One owner.....Never been able to sell
No time to complete.....Can't find parts anywhere
Needs interior.....Seats are gone
Rebuilt engine.....Has new spark plugs
May run.....But it never has
Low mileage.....Third time around
Many new parts.....Keeps breaking down
29 coats hand-rubbed paint.....Needed that much to cover the rust
Clean.....It sat out in the rain yesterday
Best offer.....About what I expect to get
Always driven slowly.....Won't go any faster
Prize winner.....Hard luck trophy 3 times in a row
Stored 25 years.....Under a tree
Real show stopper.....Orange with purple fenders
Easy restoration.....Parts will come off in your hands
Ready to show.....Just washed it
Top good.....Only leaks when it rains
Good investment.....Can't depreciate any more

Here, and on the back cover - a few Pics from the Past





Start of the PLYMOUTH

It all began in the summer of 1928; Walter Chrysler was very much the man of the moment in the American car industry. He was now in the process of taking over the Dodge company even before the deal had been done. Chrysler was planning to bring out a new low priced model to gain a foothold in the lucrative Ford and Chevrolet market sector. The first example of this new car rolled off the production line in June 1928, the news was leaked to the press a week later which stated the new car was to be called PLYMOUTH and designated as the model U.

What's in a name? - the article symbolises the endurance, strength, enterprise, and rugged determination of the pilgrim band who were the first American colonists.

The price range \$670 / \$725 though was not earth shattering low, but was enough to pull in 58,000 sales in the first year. Larger car plants had to built, by 1931 a new model was to be announced. The all new model PA with an all new free wheel system, hydraulic brakes, generous room for 5 passengers, and a new silver dome high compression engine, and a floating power unit (engine on rubber mountings). 3 speed gearbox synchro gears on 2nd and top, automatic ignition vacuum advance and retard, and giving the car a 60mph top speed. To prove the new car's reliability, one car was taken off the line and was driven from Detroit to San Francisco 3,000 miles. Serviced and driven back to Detroit, as a publicity stunt which proved highly successful.

Three cars are known to have been sent to the UK for the 1931 motor show designated the PAXX; slightly different to the US models with smaller 21hp engines to counteract our horse-power tax, twin blade bumpers, and right hand drive, priced at £425. Very expensive for the English market in 1931 when one could buy a Morris, Austin, Ford for approx £125. One always assumes that being American the engine is 6 cyl, **Wrong** the PA models were all 4 cyl giving 65 bhp.



I purchased this car in 1973 and totally restored it over a number of years. It was originally brown /black

It was redone White/ Black as the USA paint colours. A total engine rebuild was done in 1998. Last year I finally changed the electrics to 12 volt, why oh why did I not do that in the 40 years before????

I was missing two hub caps, and in 1978 we visited a car show in Zephyr Hills Florida, there on an auto jumble stand are two rusty wheels with hub caps I enquire the price only to be told I have to buy the wheels as well and he didn't want them back. So we continue to look around, everything you could wish for but no hub caps, so back to the original stand we buy the wheels take the hub caps off walk up the stands and resell the wheels!

But I'm on a winner I have got two hub caps, all for \$10.

Back in 1976 at the Ardingly show, a lady approached me to say she was sure her granddad had purchased the car in 1935 and she was taken to school in it. She later found the original invoice when her grandfather purchased the Plymouth in 1935 and sent it on to me, after all those years this was amazing.

A major engine overhaul was required in 2004 after a piston broke while on the A27 at Firle. American cars were fitted with a 2.8 litre engine, when I came to replace the pistons this gave me a lot of head scratching, every book and part suppliers in the US stated and insisted that the piston size was $3\frac{3}{8}$ " , mine were $3\frac{1}{8}$ " only. Chrysler heritage centre in the USA finally answered the problem. Records show that only 55 engines were ever built with the smaller size piston and bore, so none were available other than to have them made (that would have been painful!!)

After much sorting I finally found Standard Vanguard pistons fitted perfectly with a slight alteration of having to bush the gudgeon pins, so a major problem was overcome.

By 1976 we were ready and exhibited at Ardingly, Hooe, The first FOT, The Royal Windsor show and the Congress Theatre where I met Ian Dean. After a conversation, this became the very first starting point of the FOT; Ian suggested we could run a show in that same year, and wanted a field, I just happened to know someone with a field. The rest is history.

Used on T/V, Films, Weddings for 40 years always reliable and easy to drive. Will cruise at 45 mph all day long. Yes I can say without question, Walter Chrysler built a very fine car.

What happened to the other two cars I have never been able to find out. Other than in the US I have never heard of another one of this model in the UK.

I guess they have gone for scrap years ago, shame - I could do with the spares.

We took on the Dieppe Retro with good food and a run in Normandy France in 2018 covering 250 miles with no trouble, I did not even lift the bonnet. A great trip, we were going to do the same this year but due to the COronaVIrusDisease 2019 like everything else, it has been cancelled.

Lets hope it will be possible next year.

HOLIDAY TIME DURING THE 1960s IN CARS FROM SINGER TO CITROEN.

In the 1960s, you might well have gone on holiday in an A60 with that enormous boot. However, in 1964 we went to Butlins, Bognor Regis in SDY 500, a Singer Gazelle. It was dark blue with a light blue flash along the side and light blue interior. There was a folding fabric sunshine roof. I was eleven and this was our first holiday anywhere. It was also the furthest away from home my brothers and I had ever been, sixty five miles. Father left mother, my brothers and myself for the week and went back to work. We enjoyed Radio Butlin and being summoned by tannoy to the second sitting for meals. A girl called Pearl was our waitress for

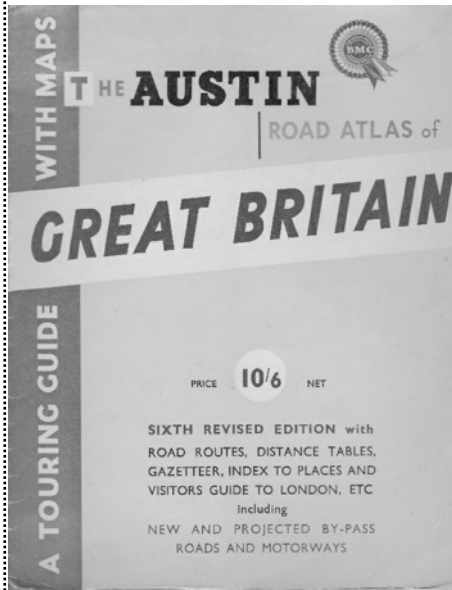


the week and I still have her autograph somewhere. The Beaver club enrolled us boys and the Redcoats entertained the happy campers. Our favourite activity was going on the pedalo boats. My goodness, we had fun.

In 1965, there arrived an Austin 1100, DAP 806 C, dark green with maybe a tan interior. The exhaust pipe was below the middle of the bumper rather than to one side which seemed most odd. This car somehow managed to accommodate up to six of us, with luggage in the boot and on a roof rack. There was a site called Sandy Balls, oh yes there was. It was in or near the New Forest, at Godshill, not far from Fordingbridge. We went there several years running. Father would transport us, unload the car, then go back home and carry on working in the family agricultural business. We would be collected two weeks later.

The enterprise took tents and caravans but also had permanent wooden chalets. Two were reserved for ourselves. Three boys in one, mother and the youngest brother in the other. These rather basic huts were dotted around the site in amongst the trees and I don't think there was electricity to those outposts. We possibly had to carry the water from standpipes. Cooking and lighting was by Calor gas and we always had to ask someone to change the empty cylinder. Mother was worried about blowing us all to smithereens. The facilities were in several blocks so no mod cons really. We washed ourselves in our accommodation using water from enamel bowls but I don't recall whether we had showers or a bath in the wash blocks. Maybe we didn't bother.

We loved going to err.... Sandy Balls, spending much of the time fishing or going off by ourselves for a couple of hours exploring in the woods. Sometimes we'd go for a ride on the Hants and Dorset buses (or was it Wilts and Dorset?), get off somewhere and walk back several miles to the site. I suppose that was to give us something to do and fill up an afternoon. Once we were walking back in the rain and were recognised by another family who were staying at the same place. They stopped and we had a lift in a Ford Consul, two families in one car. Despite the squeeze, the Consul seemed enormous to me at the time.



A Triumph 1300 took us there in 1966 and 1967. DDY 80 D was white with ambla type vinyl dark blue seats and rather swish blue carpets. It too had a folding sun roof. This installation in every car guaranteed that each year, my father could tan his pate and, occasionally, burn it. Most of his working day was spent at livestock markets and on farms, so the process of scorching his head didn't really need any assistance from a hole in the roof of the car.

Later, from when I was fifteen and had a holiday job then permanent employment, I missed out on the month or six week long summer sojourns in Wales. Five or so of these annual events took place. One person less to transport but that space was needed for the camping or caravanning gear initially being stuffed into and on top of a mark two Ford Cortina. It was a drab beige tinged grey, bottom of the range, four door F registered 1500cc. The family business had been absorbed by a national company and people were allocated a vehicle rather than given a budget and being allowed to go off and buy what they fancied. No sunroof either. Father took the others in this basic thing with a red interior, stayed a night or two, then came back to Sussex and the business. He made the return journey to bring them home. A year or so later, a 1600cc Cortina was on the drive. Rather oddly for a family of six, MNA 831 G was a two door. It was metallic silver, black inside and a step or two up the luxury ladder from the previous Ford. This car also did the Wales run. I wonder whether the paint started peeling after a few years. Do you remember when they did that?

In school holidays, I was now working as part of the maintenance and gardening gang at a local nursing home. It was here, over fifty years ago, that I first met John the mechanic who has serviced my A50s for the last fifteen years.

Pay was five shillings an hour (twenty five pence) but increased to six bob in 1969 when given responsibility for ensuring that all of the drains were clean and clear of debris. I was saving for my first mechanised transport, a scooter. By the time I was sixteen and a couple of months, my Trustee Savings Bank (red covered pass book) and National Savings (grey card cover, later blue plastic) accounts held ninety pounds, eighty five of which bought a very shiny two tone, low mileage Lambretta. Childhood was over and vacations not possible, other than a trip to Paris in 1969. It was the week that Neil Armstrong walked on the moon and a year after the riots. My mother had friends who lived in the centre of the city. They had an apartment with very large rooms in one of those buildings with a concierge in a little booth at the foot of the stairs. I spoke French all week, consumed peculiar food and smoked lots of smelly French cigarettes. One of the family cars was a grey Citroen 2CV and I still want one. Was it fun going out in that every day? Most certainly but that will have to do for now.

Can we learn about your adventures with cars? The editor will be pleased to hear from you.

Nicholas Strickland. June 2020.

A 1956 BMW 600 Bubble-Car, not a vehicle you would team the name Stirling Moss with, but around 1987 he bought it because in his own words ‘ it was just the right size for the city and our garage, it seats 4, has two doors and a separate boot space’. It was restored and rebuilt by Don Haldenby (Stirling’s ex racing engineer), and sold at Earls Court Motor Show in 1997 - price unknown, but estimated at £8000 - £10000 at that time.



Thanks to Jack Andron for this.

Chris Hone writes:

Every now and then something crops up which you need to share. In this case it was the discovery of the web site; WWW.Zenoswarbirdvideos.com. This is an American website which really is a shop selling WW2 digitalized authentic film. However, they have a “matinee” which is a free taster as to what’s on offer. It is changed monthly. (The site is well worth a look at if you are interested in authentic genuine WW2 films. Not recreations like The Dam Busters, 633 Squadron, Midway, etc and other modern films.)

I decided to share this with John Bishop and Ron Wanmer. This immediately stirred up memories in Ron’s life which I didn’t know about. He replied as follows in two email replies detailed below.

Thank you Chris,

I have looked at all sorts on the films.

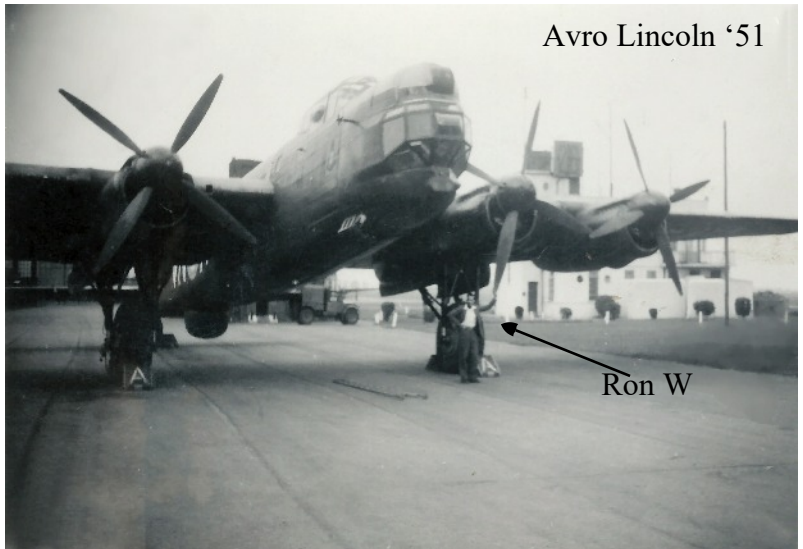
Interestingly I flew in a B29 and Lancaster’s and Lincolns when I was in the ATC (Air training corps) when 14, 15, 16, 17 years old. Looking back now, I was so fortunate to have those opportunities, plus other aircraft of the time.

We use to go to an operational base every year for a week either camping or being billeted in

the famous wooden huts. I was working, but had the time off without pay!

Chris you got me thinking
The thing I most remember from the English planes was the difficult and very small

spaces to manoeuvre into. Sitting on a wooden seat that hinged down across the entrance to the forward gun turrets and bomb aiming point. I always remember in the Lancaster there is a main spar across the centre, with all the kit on, I remember struggling to get over it and being lifted and pushed over by one of the crew no doubt muttering (bloody kids).



Lancaster



I must have been 13 or 14 in about 1948-49 when they were still on training missions to Heligoland bombing ranges, - 4 hours return

from Waddington and Upwood, Cambs. - Now a housing estate.

B29



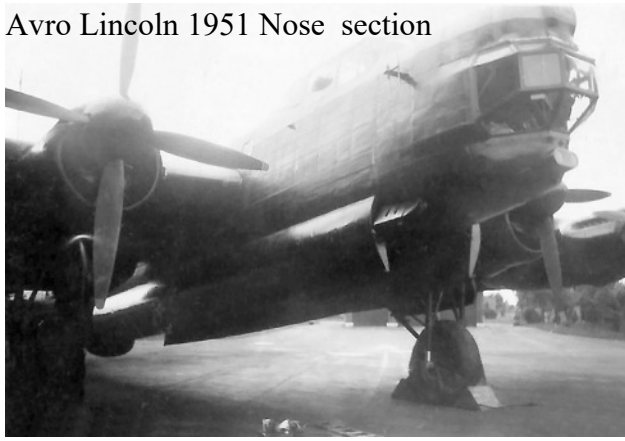
In the B29, it seemed like sheer luxury, with padded seats, flying from Lakenheath I guess about 1950/51. Large open area for pilot and flight engineer as I remember, like sitting in a big framed dome a stark contrast to a

Lanc. Engines much quieter than sitting in between four Merlins or Griffins, straight out the sides with no silencers; at 2,000 rev's my ears were ringing for an hour after, just wish I could do it again, I would take a lot more notice ?? I still have the old camera photos (which is why the pictures here are a little blurred - 1950 box camera ! *Editor*)

Avro Lincoln tail guns



Avro Lincoln 1951 Nose section



I also flew in Ansons and Varsitys on navigator training from Hullavington Wiltshire while in the RAF. Course was from base to Wolf Rock light house, along the coast to Hastings, left to Cambridge, sharp left back to Hullavington 3 hours approx. Very enjoyable at 3,000 ft on a summers evening and 150 mph.

Sweets were still on ration, we used to get a small bar of chocolate, “Wow “ those were the days. No Gatwick or flight paths to worry about!!! 1952/53, this was when I was in the RAF on national service. During those years with the ATC we went to Waddington, Upwood, Lakenheath, and Thorney Island.

Ron W



B29 Superfortress
at Waddington in
1951 with RAF
markings!

This is my usual plea for any member's pictures / articles / reminiscences / suggestions for inclusions in the newsletter etc. Very many thanks for the items I have since received; so many in fact that several will have to be held over for the November Newsletter. This does not mean that you can stop sending articles!, this is your Newsletter, we need your inputs to ensure that the Newsletter is both relevant and interesting. Also, a reminder that if you want to receive email notifications of updates to the website or any other late developing information, please make sure that we have your current email address and that your email program is allowed to receive emails from myself andybinfi@gmail.com

A couple of early show posters



VINTAGE CAR RALLY
CONCOURS D'ELEGANCE
THE RED LION HOVE NR. BATTLE SUSSEX
SUNDAY 4th AUGUST 1974

FREE CAR PARK 11.30—5.30
ENTRY 15p. CHILDREN 5p.

LICENSED BAR SIDE SHOWS REFRESHMENTS

D. HANCE
4 Beaupri Home
Farm Cottages
Battle Road
St. Leonards-on-Sea



VINTAGE CAR RALLY
CONCOURS D'ELEGANCE
THE RED LION HOVE NR. BATTLE SUSSEX
SUNDAY 10th AUGUST 1975

FREE CAR PARK 11.30 - 5.30
ENTRY 20p CHILDREN 10p

LICENSED BAR SIDE SHOWS REFRESHMENTS

D. HANCE
4 Beaupri Home
Farm Cottages
Battle Road
St. Leonards-on-Sea

