



**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/>



Hope springs eternal for a would-be coach driver,  
we're all rooting for you John!

March News 2016

# CALENDAR

Please note:- all meetings will take place in Hoee Village Hall at 7.30 p.m.  
unless stated otherwise.

- March 4<sup>th</sup>** Film show / presentation by Ron Shrubbs
- March 19<sup>th</sup>** Annual Dinner at Blackstock Farm, Hellingly. Contact Pauline or Terence on 01323 505454
- March 27<sup>th</sup>** Easter Bonnet Run will be starting at Wicks (Diplock Way) at Hailsham leaving at 11-00 a.m. finishing at the Green Man Ringmer for lunch If required.  
Details John / Cherry Gibbons 01323 502201
- April 1<sup>st</sup>** A.G.M. (Really, - no April fool joke here!)  
2nd half - New Zealand in pictures by Chris Hone
- April 24<sup>th</sup>** DRIVE IT DAY - Join with the E.H.V.C. Start 10a.m. from the Station Rd car park at Hailsham.  
To Bentley Wildfowl and car museum
- May 6<sup>th</sup>** Run out to Seaford Museum which is in the Seaford Martello Tower. Meet outside at 7.00 p.m. For 7.30 p.m.  
(There will be an entry charge)
- June 3<sup>rd</sup>** Greyhound Race Night, run by Ron and Barbara - do you feel lucky ??
- July 1<sup>st</sup>** **B.B.Q.** please note- this is a **SATURDAY**  
12.00 mid-day at Marwin Farm, Marley Lane, Battle TN33 0RE
- August 5<sup>th</sup>** Final SHOW Briefing: 2<sup>nd</sup> half TBA
- August 6<sup>th</sup>** Set up on **Show Field 9.00 a.m.**, All hands to Battle Stations.
- August 7<sup>th</sup>** **SHOW TIME** Starts at 8.00 a.m. for marshals (Or not later than 9a.m.) there is a lot going on and help is needed,  
**And please remain for the clear up after. Usually about an hour or less,**
- September 2<sup>nd</sup>** Fish and Chip run Details in next Newsletter.
- October 7<sup>th</sup>** Quiz evening Run By Pauline / Terence
- November 4<sup>th</sup>** John's Annual Film Show (including Tom & Jerry of course)
- December** PARTY Venue *MAY* change, - SEE NEXT NEWSLETTER
- January 2017** Coach trip to Bletchley Park - Home of the code breakers  
Details later, J.B. in charge

# Ron's Ramblings



Here we go, "another year older, and deeper in debt," well that's how the song goes! Running a car and maintaining it doesn't get any cheaper especially when you need spares. But after all that, the pleasure we get from driving our older vehicles and meeting other like minded members, and the camaraderie one enjoys at any show, more than compensates for the expense.

I noted in recent motoring magazines there is mention that cars up to the 1960's are not supporting shows in the numbers that have been enjoyed in the past, which is causing some concern. Well, as I have said so many times before, we are a generation that was used to looking after, and learning to do minor repairs on the cars we owned to keep them going. I can remember many vintage vehicles from Motor cycles to Steam Engines that we used to see regularly, and suddenly the vehicle never appears again. Mainly because they have been left to the next generation who are not used to doing anything with an older vehicle, and do not expect to; and certainly cannot be bothered to even find out. I know from my own experience I continually have to check, repair or fiddle with something just to get to a show, and certainly check oil and water etc, as we all do. In contrast our new Nissan we have owned for 18 months; now at 28,000 miles, I have lifted the bonnet twice in that time just to fill the screen washers. If there is something wrong, what can you do about it anyway? No Chance.

At the Hooe show we are fortunate to have a very strong support in those classes up to 1960; but as the years roll by it becomes obvious just how many good friends drop out for various reasons.

On a brighter note. We have new members joining. A sincere welcome to all new members. It's nice to know also that some have looked to our help and advice and that's nice. Just how it should be, within the club we have an enormous cross section of vintage machinery and experience to share.

Since the last newsletter what have we done?

Christmas party supported by a full house "What no more chairs" - that seems to be a problem recently. Thank you to the Ladies and everyone that brought

along their favourite goodies to make up the tables which were over-flowing, I'm sure everyone had more than enough to eat.

A big thank you too, to our regular entertainers, who always make up the evening. And to those who made the effort to dress up; they were all brilliant, and to Barbara for organising the excellent raffle, To you, I say on behalf us all, a big thank you for helping to make it a most enjoyable evening.

Jan 10<sup>th</sup> was the coach trip to the Milestones Museum; J/B took charge of this; the committee were concerned we would have difficulty filling the coach, but as it turned out he was overwhelmed with support, so much so that we had to say no to a number of members; our apologies for this, it took us completely by surprise. I took my car with 5 members to ease the pressure, I know there were a number still on the waiting list. It's usual that we get drop outs toward the date for various reasons, but even this did not happen. On behalf of us all, Thank you John for organising the trip, I know you had a worrying time. It was a very enjoyable day. Where shall we go next? Well the latest is Bletchley Park, well known for the code breaking exploits during the War. J/B will be in charge, details later in the year. A new selection of future events for the coming season which the committee have put together for everyone to hopefully enjoy, is contained in this Newsletter including the AGM. If you have anything to suggest now is the time,! Even stand for Chairman could be a good idea?? I have passed my sell-by date!

Please note, if you can think of an interesting subject for club nights please bring it to the committee's attention, or even do one yourself, there must be a good many members that have something of interest to talk about. We would like to hear from you.

A good many entry forms for our August Show are coming via email or the post assuring us of a very interesting season to come.

February Meeting. A very interesting talk and slide show by the local wild life and rescue expert Trevor Weeks; he gave us a close insight to the work they do operating 365 days a year, 24 hours a day out of the wild life hospital based at Whitesmith, that Trevor, with others have built up over the last twenty years. Animals trapped in wire fences, to birds trapped in bird feeders, you name it they get stuck into it. A well prepared and informative talk that had the whole hall enthralled.

The club were pleased to donate £500 to this deserving wildlife charity, Trevor was visibly shocked, that was the largest donation he had ever received for one of his talks! Thank you to John B, sec, for arranging one of the most interesting talks for a long time.

We had an excellent Committee meeting on 8th Feb; Ron S. Treasurer reported the final figures referencing the 2015 show standing at £5,578.61, an amazing figure yet again. Full report at the AGM, with a lot going on as you will see. All the members are involved in some sort of way, that's just how it should be. My sincere thank you's to everyone that strives to make the Hooe club such a success.

Just as a point of interest, Class E-F class marshals have already reported an entry list of 70+ and it's only early February, - **have you sent in yours??** Remember, being a club member does not automatically guarantee entry in the show, especially if your class is over subscribed, and you're late in sending in your application!

Our good wishes to all those that have been poorly, or recovering from operations recently, Unfortunately quite a number, too many to mention; but you are not forgotten. Our very best hopes for a speedy recovery.

**BERT WRIGHT.** Sadly passed away OCT 21<sup>st</sup> (Too late for the last newsletter) . I knew Bert from the early 1950's; we did M/C Trials riding together for many years; 1969 was a major setback for Bert when he was involved with others on an evening run with the Eastbourne Motor Cycle club in a major accident with a car. This resulted in Bert losing his leg. Recovering and undeterred, he purchased a new Matchless 500cc G80 Motorcycle and trials sidecar which he used for several years. Bert with Betty were still very active, acting as trials section marshals in events around the South East and the Festival of Transport from its early beginnings, and also with us at Hooe, as motor cycle marshall, until poor health forced him to retire. He will be sadly missed by everyone.

## 2015 Show Report

<u>INCOME</u>		<u>EXPENDITURE</u>	
ADVERTS	625.00	STORAGE	260.00
ICE-CREAM VAN	300.00	PUBLICITY	616.00
BURGER VAN	300.00	ENTRY FORMS, STAMPS, PRINTING ETC	726.04
STALLS	556.00	BAND	100.00
TOMBOLA STALL	295.00	PROGRAMMES	890.00
LATE ENTRIES	330.00	INSURANCE	230.00
BISHOP CALWAY INSURANCE	200.00	TROPHIES	81.98
HANKHAM MOTORS	200.00	HOOE P/C FIELD	150.00
SHOW FLOAT	665.00	CAR PARK FIELD	150.00
GATE NET	7630.00	RED CROSS	211.20
PLAQUE SALES	1.00	P.A. SYSTEM	100.00
BACK GATE	80.00	PLAQUES	312.00
		R.W. EXPENSES	60.00
		R.S. EXPENSES	40.09
		TOILETS	474.00
		SHOW EXPENSES	349.16
		SHOW FLOAT	665.00
<b>INCOME</b>	<b>11182.00</b>	WEB SITE	187.92
<b>EXPENDITURE</b>	<b>5603.39</b>	<b>EXPENDITURE</b>	<b>5603.39</b>
<b><u>SHOW PROFIT</u></b>	<b><u>5578.61</u></b>		

As you are probably aware, it was decided last year to increase the annual subscriptions to £12 for a single membership, and £17 for couples.

These amounts are due by NO LATER than the 30<sup>th</sup> April. To avoid giving our Treasurer and our Membership Secretary conniptions, please ensure that these sums are remitted in good time, thereby avoiding possibly embarrassing situations or rude remarks that may otherwise occur.

## Hooe's Old Motor Club Accounts 2016

<u>INCOME</u>		<u>EXPENDITURE</u>	
Club Subs	1120.00	Show Outlay	5603.39
Donations	20.00	<u>Club Expenses</u>	
Club Dinner	756.65	Insurance	152.00
Coach Trip London	22.00	Hire of Hall	169.00
Coach Trip Milestones	260.00	F.B.H.V.C.	63.60
Show Gross	11182.00	Speakers, Prizes }	
		Expenses etc	329.77
		Web Site Update	100.00
		News Letters	264.00
<b>INCOME</b>	<b>13360.65</b>	Club Dinner	754.45
<b>EXPENDITURE</b>	<b>8013.53</b>	Coach Milestones	475.00
		Stationery	72.32
<b>PROFIT</b>	<b><u>5347.12</u></b>	Refund on Dinner	30.00
Balance from 2014	13333.47		<b>8013.53</b>
	<u>18680.59</u>	<u>Donations Paid Out</u>	
Less Donations	3000.00	Ninfield Scouts	200.00
	15680.59	Pett Level Boat	200.00
Money Manager A/C	8096.10	Hooe History Soc.	100.00
Interest	4.61	Viewcraft	500.00
		J.P.K.	500.00
		Demelza House	500.00
		St. Wilfrids Hosp.	500.00
<b><u>GROSS FUNDS</u></b>	<b><u>23781.30</u></b>	St. Michaels Hosp.	500.00
			<b><u>3000.00</u></b>

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

D.M.DYER, HON AUDITOR.

## Members Classic -- Sue and Bob Colson's Lagonda Rapier

December 4th, the HOOE's Old Motor Club Christmas Bash was a great success with a splendid buffet and so much chat that it was a challenge to hear the conversations. We enjoyed the light-hearted and amusing entertainment, and noted Ron's request for material for the magazine --- maybe a brief story about a members classic car?

We are virgin members and hope to bring our recently acquired 1934 red, black and chrome 1176 cc, Lagonda Rapier Abbott Tourer two plus two, to the 2016 show.



This car was bought by our brother/brother-in-law in 1980 in Cheltenham and taken to his adopted Canada, as a retirement restoration project when he was able to move from frozen Montreal to temperate Vancouver Island in 1997.

He poured in the TLC for a nut and bolt full restoration and it is now well presented in its renew

uniform over a new ash wood frame and gleaming stout steel chassis. In Canada the car won some awards at shows in 2012 and has been driven only 10 miles.

Later, the owner, Ken Douch had not used the car for a while and decided to repatriate the car to England under our responsibility. It took six weeks to journey from Vancouver via the Panama Canal to Lisbon and on to the Netherlands before docking at London Gateway. The carriers took it to Suffolk for a check over for transit damage and then delivered it to us in East Sussex at the end of November..

Now here, unscathed from all the salty air, we are checking the car over for a new lease of life, attending to the battery, the fuel, the electrical systems, cooling and such things to make it ready to drive to shows under its own steam, or not too much steam we hope!





Trevor Weeks - Founder of the East Sussex Wildlife Rescue and Ambulance Service receiving a donation from the club after a very interesting talk and slide show about the W.R.A.S. at the February meeting.

Entertainers at last December's Christmas Party



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

## FOR SALE

NEW, 640 X 13 INNER TUBES £10 each

2 - 575/600 X 16 WIRE WHEELS WITH SPLINE FITTING

and TYRES, (cross ply's) complete

All in Good condition will separate if Req, Fit Triumph MG etc, sports cars

Wolseley / Riley 1.5 Bumper Overrider's Good chrome no damage £10  
each Phone 01323 840346

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The Panther Lima pictured below will be for sale (minus the young lady!) at around the beginning of May, contact Alan Mead after 31st March on 01424 733 892



## Recommendations and Services sympathetic to older vehicles

**RESPRAYS and** general paintwork. Alan Crompton Eastbourne 01323 503443

### CHROMING

RB Metal & Chrome Roy 01959 573152 (Keston Biggin Hill)

### Tyres Tubes etc

North Hants tyre 01252 318666

Tyre Finder Mick 07796188283

### MOT,s General repairs for vintage Cars Etc (local)

Hankham Garage, MOT, Repairs etc 01323 763376

Vehicle electric's Vic Callagan Smith 0785843169

Automotive paints, Cellulose paint matching etc Fred Kennard 01273 478111

Car Parts and accessories Car Crazy Queens Road Hastings 01424 445923

I note that Peter Seymour has written a letter re the Chevrolet Quad I wrote about in earlier news letters, I have been in touch with him but he never replied.

I appreciate that Peter is well informed on the Morris version of these WWII vehicles but there were a number of manufacturers that built Quads or Gun tractors during the war built to a Army specification with slight variations. But using their own engines and drive trains namely, Morris, Ford, Chevrolet, and Guy. Etc.

There were 5,000 Chevrolet Quads built in Canada and shipped to the UK during the war. Regardless of make they all looked very much the same with slight variations even down to the grille meshes.

At the Four Throws Garage in Hawkhurst we had a CHEVROLET, ours had a General Motors, six cylinder OHV engine.

Not that I need it, but I have two old friends that also worked at the garage who can verify that ours was a CHEVROLET. who are equally concerned what happened to it.

When I was about sixteen I was told to take the head off and decoke and reface the valves etc . One of my first real jobs. Its something that always sticks in your mind, I was on my own, They trusted ME.

Many years later now, running the Hailsham service station, we had a Ford version as a breakdown lorry. Yes with the famous Ford V8 with a 6 volt battery!

How could they have done that?? Did anyone even consider 12 volt, On those engines,

I know it was a American habit, come to think of it I have two myself, Peerless and Plymouth both with 6 volt systems. Even in the RAF we were blessed with a crash tender which had a Ford V8 with a 6 volt battery which had to be connected to the mains at all times and kept warm, I don't have to question why, !!! The Bren gun carrier was blessed with the same V8 engine , on a cold morning it was probably quicker to throw your rifle at the enemy and start running before you could start the engine.

If you wish to look up on Google, there is a great deal of history on all the military vehicles that were produced with that same design.

Having said that it's still a mystery where the old Chevy went when the garage closed. I have had no other information that has come forward, I still just hope it was not scrapped. R/W

## A FEW FUTURE EVENTS AROUND THE AREA

Some of these dates are unconfirmed at time of printing, so check before you go!

- April 2<sup>nd</sup> Pevensey Yesteryear Show, Pevensey Bay. 01323 500075 for further information.
- April 3<sup>rd</sup> E.H.V.C. Collectors fair, Polegate Community Hall, for details contact 01323 507135
- April 24<sup>th</sup> Drive it Day, join with the EHVC 10.30 am start at Station Road car park, Hailsham, to Bentley Wild Fowl and car museum
- April 30<sup>th</sup> - 1<sup>st</sup> May Magnificent Motors, Eastbourne. Contact Jayne Howard at 01323 415415
- May 1<sup>st</sup> - 6<sup>th</sup> Ixion Cavalcade Pre 1940 M/cycles, Dave Masters 01424211873
- May 28<sup>th</sup> - 30<sup>th</sup> Laughton Cuckoo Fair contact 01323 811264
- June** Appledore car show (date unconfirmed) contact 01233758263
- June** Senlac Classic Car Show at Bodiam (date unconfirmed)
- July 16<sup>th</sup>/17<sup>th</sup> Mitchelham Priory classic car show contact 01323 844224
- July** Bexhill Roaring 20's (date unconfirmed) Contact 7739373567
- July** Fairlight Festival (date unconfirmed) Mrs Pulfer 01424 814866
- August 7<sup>th</sup> **Hooe Show** details elsewhere!!
- August 13<sup>th</sup>/14<sup>th</sup> Firle vintage show See web site
- August** Rye classic car show (date unconfirmed) contact 07860772425
- August 27<sup>th</sup> - 29<sup>th</sup> Festival of Transport, Hellingly Contact 01323 479 200 or see web site
- August 28<sup>th</sup> Rons Ramble for Motor Cycles and Cars if you wish, Start 10am from The Homestead Bacon sarnies and coffee (Finish at FOT approx 2pm)
- September 3<sup>rd</sup>/4<sup>th</sup> Dieppe Retro (I will possibly go - Details Ron W)
- September 9<sup>th</sup> - 11<sup>th</sup> Goodwood Revival. If you can afford it, But there are various ways you can go more cheaply, Enquire Direct, or book for outside in the display area it's still good.

## **Make sure you know exactly what you're buying!!**

At a recent Bonhams auction the following item was offered for sale:-

*Owned from new by Sir Douglas Bader*

1938 MG Midget TA Roadster

Registration no. GPC 671

Chassis no. TA 1753

Engine no. MPJG 2010

Douglas Bader pictured here c. 1940 when he was a Squadron Leader. He was later promoted to Group Captain and was knighted,

He hardly needs any introduction such were his exploits as a WW2 Fighter Pilot. His TA was supplied new and may well have been modified to cater for his disability



***But then*** - Bonhams Saleroom Notice re MGTA GPC671

Please note that we have been informed of another claimant to this car's identity. This claim is disputed by the current owner. A metallurgist report commissioned by the owner is available for inspection. Accordingly, Bonhams are unable to categorically verify this Lot's catalogued provenance.

Since then, the following details have emerged.

MG TA, chassis no. TA1753, was built at Abingdon on 28<sup>th</sup> September 1937, and was fitted with engine number MPJG 2010. It was sold to Douglas Robert Stewart Bader and was first registered in his name as **GPC 671** at 134 West Kensington Court, LONDON W14 on 14<sup>th</sup> January 1938.

The source document for these details is the original buff log book (R.F. 60) which came up for auction at Cheffins Auctioneers, Cambridge on 26<sup>th</sup> January 2006 with an estimate of £200 - £300.

The log book actually sold for £850! (plus buyer's premium of 22.5%)

Several 'changes of ownership', which were actually changes of address as Bader moved from RAF Station to RAF Station are recorded in the log book with the last (the 5<sup>th</sup> change) in Bader's name being date stamped 23<sup>rd</sup> May 1941 when he was stationed at RAF Tangmere in West Sussex.

The car was all but forgotten (if indeed it had ever been remembered!) but the auction of the original buff log book in 2006 changed all that.

The November 2005 edition of *Totally T-Type* carried the forthcoming auction of the log book as a News item and the then Editor (a Mr John James) commented at the end of the News item "All we need to do now is to find the car!"

Imagine the current *Totally-Type 2* Editor's surprise when at a joint MGCC/Octagon Car Club 'natter' in the spring of 2006, Richard Iles from Chippenham, Wiltshire came up to him and said "I used to own that car". Unfortunately, whilst in Richard's ownership the car was involved in an accident in 1967 on the Upper Bristol Road in Bath. A Ford Cortina came straight out of a side turning and hit the MG amidships, extensively damaging it.

The body literally fell to bits and the chassis was badly damaged. Remember that this was the 1960's when the cars were not viewed in the same light as they are nowadays, so the decision was taken to dismantle the car.

The engine had already been swapped out prior to the accident as it leaked like a sieve and with a weak cylinder block it was only good for spares (ancillaries) and was sold. A replacement engine had been fitted from another TA owned by Richard which he had purchased from a Mr Pratten, a timber merchant, whose flourishing concern is still around to this day.

The chassis, apart from being banana shaped was seriously corroded at the rear with acid leakage from the twin 6-volt batteries not exactly helping to keep the metal in pristine condition. In fact, such was the condition that the rear end of the chassis was held together by pieces of Dexion.

Nowadays a decision might well be taken to refurbish the chassis (especially given the pedigree) but this was the 1960's! Additionally, it was not known at the time that this was the ex- Douglas Bader TA as this only came to light with the emergence of the original buff log book in Bader's name.

The chassis was therefore hacksawed into manageable pieces for transportation by Richard's brother, Timon and taken to George Flower's scrap yard in Chippenham. The yard covered a vast area in the town and since closure has been redeveloped for housing.

Sadly that's where the chassis of Douglas Bader's TA ended up – a rather ignominious end, but perhaps some of the better metal on it ended up as rivets?

So, there you have it folks, that's the story of **GPC 671** from Richard Iles' brief period of ownership. There is surely at least one more continuation log book covering the period *circa* 1945 to 1966. I have tried, so far without success, to contact Alan Ivor Tucker, the first named owner in Richard's continuation log book. There is always the possibility that he might recall the name of the previous owner, albeit we are now fifty years down the track.

As regards locating the bits of the Bader MG TA which have survived this has been a difficult assignment. All the bits are on the same site with the easy to find ones in a triple-garage which is relatively tidy. However the harder to find ones are 'buried' in a former slaughter house amongst years of accumulated *bric-a-brac* and there is every chance that more will be revealed. One item which will not be found is the chassis – that's accounted for as destroyed and scrapped.!



Two views of all that is left of the rear nearside quarter of Bader's MG TA.



The offside bonnet side of Bader's car showing the damage inflicted (most of the damage was further back as the Ford Cortina hit the car amidships as the MG was making a right turn).



the radiator surround and spare wheel tripod from Bader's MG TA

right: the radiator.



The steering wheel from Bader's MG TA.



GPC 671 before the ac-

## March Miscellany



Don't ask!!

