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Always obey the road signs.



March News 2020

Ron's Ramblings



What's happened since the last newsletter -?,

The Christmas party 2019; Unfortunately it was very poorly attended and there were two and a half tables empty. Instead of the usual 50 plus, only 30 attended. Given the effort a few people make for this event to take place it was a shame and Maureen had prepared for the usual numbers, the committee have decided to give it one more go for next year or, as I have suggested, members will have to book in so that Maureen has some idea of how many to cater for in the future. Having said that, everyone who turned up came with a great selection of goodies and it was a very enjoyable evening. Thank you all .

The January coach trip again was six short; if it wasn't for the Motorcycle club, the losses on this day would have been significantly higher. Again, I must ask if the members are interested in a trip in January each year, as the club cannot continue to organise loss-making events, especially with the numbers of members in decline. And the cost of the coach, what's the answer? We perhaps reduce the size of the coach and sell first come first served could be the answer.

Those that went enjoyed the day out in London and I for one, spent the day in the Science museum and on to the Natural history museum, by that time my legs had more than enough as I struggled back to the coach. Lesson there from now on, learnt for me, not to do so much walking in the future.!

With the membership standing at approx 120 but for how long? Could members try to encourage friends or neighbours to join?. A copy of the calendar might persuade them that we don't sit around discussing camshafts, tappets or propping up a bar.

The new generation were brought up on 60, 70 s and 80s cars that's where the interest will be in the future for them, cars of interest that I used to sell new, Or service, from 1948 on (ouch shut up Ron).

This reminded me that at the last meeting we had the pleasure of three new members attending; one I noted was wearing a jacket with a Ford capri logo on it a few more of those and the club will turn a page for the better. And they were young.

Welcome to the club, it will be in your hands one day if there are enough of you, the club will have to change if it is to survive.

Time marches on, our true vintage cars will probably be consigned to museums looking at the environment restrictions which will probably come in to force in the not too distant future.

We have had so many good members who have had to drop out due to many reasons - illness, cannot drive in the dark, or lost their licence or just simply need to cut down the pressures of life , or to put it another way OLD AGE,. Anyone is deemed a youngster under 70 in the Hooe club as I have joked for many years, I know there are many of you out there, we send our best wishes, you are not forgotten.

For me, I hopefully will contribute to the newsletter and send them out in the future but not as Chairman, I will leave that to Colin, we have done our bit for the last 20 years, we are history. My sincere thank-yous; to all those that have supported me and the committee in the past years, it's been a real pleasure working with you and truly you have been great friends and long may it continue. Searching through the old doc's I found that we have donated over £25,000 to charities since taking over in 2012.

There will be changes to the club and to the show as the new Chairman and Secretary take over, but we are fortunate that Ian Garner will continue as Treasurer and Susan Garner will continue as Membership sec Thank you Ian and Susan.

At the last meeting I stood in to run the raffle, Sharon has kindly volunteered to continue to do this in the future. Thank you Sharon, this adds to the tea money which goes to the Christmas party and the extra's.

February 7th was the first club meeting in Hooe's village hall for 2020.

Steve Young presented a selection of British Transport Films ranging from The London Underground, to Haulage companies and moving abnormal loads, and associated problems. There was also a Tourist Information type film in which at one point the narrator was discussing Brighton sea front while the video provided nice shots of Eastbourne sea front. Caused some amusement. A very enjoyable evening Thank you Steve.

March 21st is Hooe's Old Motor Club Annual Dinner at the White Hart Catsfield 6.30pm for 7.00.

Booking forms are at the back of the hall or on the Club 'Calendar' page or contact Pauline on 01323 728129 . so please make it if you can. Book today.

We have had one committee meeting when for the first time John and myself stood back and offered our experience and assistance where necessary John B will continue to act as events sec, the transition is going well.

More details after the next meeting of the committee, which will be on MARCH 4th in time for the AGM .

Hooe's Old Motor Club Accounts 2019

<u>INCOME</u>	<u>£</u>	<u>EXPENDITURE</u>	<u>£</u>
Club Subscriptions	1387	Insurance	176
Donations	95	Hall Hire	169
Club Dinners 2019/2020	1038.4	Club Dinners	1294
Coach Trips 2019/2020	590	Coach Trips	637
		Stationery/Postage	417.54
		*Donations made	3250
		Web Update	25.98
		Membership computer and accessories	364.97
		FBHVC	70
		Speakers/sundry expenses	285.19
		Newsletters	640
Annual Show Income	10769	Annual Show Outlay	6246.04
<u>TOTAL INCOME</u>	13879.4	<u>TOTAL EXPENDITURE</u>	13575.72
		*Donations Breakdown	
Profit	303.68	Trussell Trust	100
Balance from 2018	18971.43	Family Autism	500
Money Manager Account	10123.26	Sally's Cancer Research	500
Bank Interest	18.54	Hastings Shipwreck Museum	500
		1066 Pink Ladies	200
<u>TOTAL FUNDS</u>	29416.91	Children with Cancer	500
		Sussex Wildlife Trust	500
		Macmillan Cancer Support	200
		1066 Marshalls	250
		Total Donations	3250

A few words from the Chairman (Colin Lake)

Ask not what your club can do for you—ask what you can do for your club.

Every year a small number of club officers and occasional helpers put in huge amounts of time and effort to make sure that our club runs as seamlessly as possible, so you may imagine the disappointment when these efforts are apparently disregarded and reflected in poor attendances at meetings and other events that we try to arrange. We very rarely get any feedback from members concerning just what form our monthly meetings take or suggestions for speakers etc.

THE HOOE'S OLD CAR CLUB is here for you, but we do need your help. Any thoughts on improvements, on subjects for meetings, trips, or just general assistance will be gratefully received.

You will see from the front page of this newsletter that the post of Advertisement Secretary is vacant at present, this is a post that involves a small amount of contacting those people or organisations who want to advertise in the club show programme, and probably amounts to a few hours work each year. The programme adverts are a very important source of funds for the club, if you feel able to help in this regard, please contact any committee member (*see front page*).

Also, The club really needs volunteers for the show this year to take money from the public and to hand out programmes at each of the following gates:

Main gate , Rear gate , and the Late entry gate

From 10.00 – 11.30; 11.30 – 1.00; 1.00 – 2.30; 2.30 – 4.00. Just an hour and a half shift will be immensely helpful.

If you can help please phone one of the committee members or see us at the monthly meetings. Without extra help we may not be able to continue with the show.

Finally, **membership renewals** are due. Please return your form (loose insert in this newsletter, or on the club website on the 'Join Here' page) with payment along with S.A.E and cheque payable to Hooe's Old Motor Club to treasurer Ian, who will be at the AGM to collect subs.

Prompt payment would be appreciated. Still No Increase!
Cheapest And Best Value Club Membership In The Area.

Save money on batteries by only putting them into your clock when you want to know the time

Just a



little

bit of



light



entertainment



FUTURE EVENTS

- February 7th British Transport Films Presented by Steve Young
- March 6th Early Transport Slide Show Presented by Terry Blackman
- March 21st Annual Dinner at the White Hart Catsfield - Pauline in charge
3 course meal £20; menu details and booking forms available online
- April 3rd AGM 2nd half : Film Show with Ian Garner
- April 13th Easter Bonnet Run - Emma in charge
meet at South Road car park, Hailsham at 10.30.a.m.
- May 1st Quiz Night Pauline in Charge
- June 5th Go Karting Filching manor 6 p.m.
- July 3rd BBQ the Bull Inn Boreham Street 6.30 p.m. Ron Wanmer in charge
- July 31st Show Briefing and T.B.A.
- August 1st SHOW SET UP a.m., On field 10 a.m please, Steve Young in charge
- August 2nd SUNDAY : SHOW DAY Starting 8 a.m.
- 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!

This is my usual plea for any member's pictures / articles / reminiscences / suggestions for inclusions in the newsletter etc; if I don't get them, you'll have to put up with whatever my limited imagination can come up with, plus whatever it may be that the Chairman, Secretary or Treasurer force me to put in!

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 note - changed from my previous

The Electrification of Historic Vehicles - FIVA release their position

The subject of converting existing historic vehicles from internal combustion engines to electric motive power has been one that has sparked great discussion and debate amongst the FBHVC community in recent months. The discussions have been generated, on the whole, by an increase in the number of companies appearing in the UK offering conversion work on historic vehicles. This is also reflected across Europe, so much so, that FIVA (the Fédération Internationale des Véhicules Anciens), have released a statement clarifying their position on the matter.

The FBHVC, as a member of FIVA, who are the worldwide organisation dedicated to the preservation, protection and promotion of historic vehicles and related culture were consulted fully in the creation of the position statement on electric vehicles and as such we support this stance entirely. David Whale, Chairman of the FBHVC said; “Whilst we must fully accept that owners are free to do what they wish with their historic vehicles, we must make clear our definition of those converted vehicles in terms of their historic status. We, like FIVA, feel that the combustion engine and related engineering, is a key part of the heritage of a vehicle and is crucial to how it looks, sounds, smells and feels in order to represent the era in which it was constructed as a historical piece.”

In addition to our support for the FIVA statement, the FBHVC is keen however to make it clear that electric vehicles, manufactured in period, of which there are many examples throughout history, are very much supported as a key part of our transport heritage and will be represented equally alongside internal combustion and steam as pivotal to transport history. The FBHVC recognise that there are some superb examples of electric motive power amongst historic vehicles.

David Whale continues, “Electric cars are not a new thing, especially within the passenger car industry; indeed, we will be exhibiting a 1912 Baker Electric at the forthcoming Classic Motor Show at the NEC and I own a rare electric motor and bespoke gearbox produced in 1940 to substitute the internal combustion engine fitted to Lucien Rosengart’s cars in the 1930s. These are all integral to the richness of transport history that we will continue to represent and support.” Furthermore, this position also excludes vehicles that have been produced as modern tributes to older vehicles, often by the OEMs themselves, with electric power to emulate, replicate or look like historic vehicles – these are considered simply as modern cars regardless of what external styling they may have.

Position statement from FIVA:

An increasing number of commercial outfits are offering to convert historic vehicles to run on electric power, replacing the entire drivetrain with an electric unit and batteries. In this way, they claim, it's possible to retain the classic appearance of the vehicle while meeting modern environmental standards. As an additional benefit, the conversion might also increase power and performance. Some conversion companies have even obtained permission from the type approval/certification authorities to retain the original Vehicle Identification Number (VIN) of the donor vehicle, despite more or less replacing the entire drivetrain.

Impact on the historic vehicle movement

Conversion of historical vehicles from their original internal combustion engines to electric power does not comply with the FIVA definition of a historic vehicle, cannot be carried out in accordance with the Charter of Turin, and does not truly achieve the goal of preserving historical vehicles. Vehicles so converted cease to be historic vehicles, except for "in period" changes.

FIVA's Position

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) understands the motivation of some owners to electrify their vehicles – and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice. However, FIVA – as an organisation dedicated to the preservation, protection and promotion of historic vehicles – cannot promote, to owners or regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle's powertrain. Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes. According to FIVA, a historic vehicle is 'a mechanically propelled road vehicle' that is: - *at least 30 years old, preserved and maintained in a historically correct condition, not used as a means of daily transport & is part of our technical and cultural heritage.*

Concludes Tiddo Bresters, FIVA's Vice President, Legislation, "It is not, in our opinion, the shape or body style of a vehicle that makes it 'historic', but the way in which the entire vehicle has been constructed and manufactured in its original form. Hence if any owner, motor engineer or manufacturer chooses to make such conversions to a historic vehicle, FIVA would strongly recommend that any changes are reversible, with all the original components marked and safely stored. In this way, the vehicle may – if so desired in the future – be returned to its original state and may once again become a historic vehicle.

Editor's comment...apparently this is a pretty hot subject in many areas, and a simple answer is not at all clear; here are a few internet links if you wish to investigate further.

<https://autoweek.com/article/green-cars/autoweek-asks-would-you-convert-your-classic-car-electric-drive>

<https://www.footmanjames.co.uk/blog/should-i-convert-my-classic-to-electric>

<https://www.electricclassiccars.co.uk/>

<https://cleantechnica.com/2018/06/02/what-was-i-thinking-a-tale-of-an-ev-conversion-that-was-over-before-it-began/>

<https://www.autocar.co.uk/car-news/industry/ev-conversions-slammed-classic-car-experts>



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**I'M OLD ENOUGH TO
REMEMBER WHEN PAPER
BAGS WERE BEING BLAMED
FOR THE DESTRUCTION OF
TREES — AND PLASTIC BAGS
WERE THE SOLUTION!**

