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To tell, or not to tell, that is the question -
Whether 'tis nobler in the mind to point out the error,
Or to take Arms (and Legs) to a safe distance and wait for the fun to start
(With apologies to W^m. Shakespeare)



March News 2015



The Christmas Party now seems a distant memory, a real fun evening was enjoyed by over fifty members. A big thank you to our resident stars who did their party specials, it all helped to make it a very enjoyable party. A sincere thank you to all those who made, or supplied the delicious cakes and goodies etc., not forgetting the Ladies and Gents that all help in some way.

January. 2015. The coach trip to Convent Garden was a good day out enabling people to decide what they would like to go to. I personally went to the Transport museum, it was very good, but I did expect it to be larger; being restricted to just Past London Transport does limit the amount of exhibits one would see in a normal museum. Sadly ten people had colds or flu on the day and had to withdraw. Thank you to Ron S for the entire organisation.

February. A very interesting and informative evening. Two members from the First Response team came to explain how it is so important to know what to do in an emergency, ie: people who had collapsed or fainted, having a stroke or heart attack. I remember the last piece of the advice, - it's better to do something rather than nothing! You never know when any one of us will be faced with this type of situation. Hopefully after that, we should all be able to do something. Thank you to John Gibbons for making contact and organising the evening; you may recall we donated £500 last year to this worthy cause.

We are starting the new season by taking the Vauxhall Cresta to the ARRAS Car show in France on the 14th March for 3 days, which reminds me that Spring and Summer are now just around the corner and entry forms are dropping through the letter box. I have recorded a list of those I have received up to the newsletter going to print. Some new shows are now coming in which is encouraging, but there are also a few that have disappeared inc: Ardingly, - a show that goes back to the early seventies, and certainly will be missed. Let us hope the weather will be kind, and we all have an enjoyable show season. A welcome to new members who have been attending club nights recently; please come forward and make yourself known, you will appreciate we do get rather involved on club nights and it's a job to get round and say hello to everyone. We are well aware of those that are poorly and we try to keep up with all that's going on. Ron Dearden is about to have a heart bypass operation, the very best of luck Ron and get well soon we shall be thinking of you. Looking forward to April, it's AGM time, do not forget if

you wish to put forward anything for discussion. Inform the secretary John Bishop A.S.A.P. You will notice in some future events we have to know numbers attending, I'm afraid it's become necessary due to the amount of members supporting, and to avoid disappointment and a telling off from the venue managers we are attending. Guessing has got really difficult! I know it's something extra to think about, but there is little alternative. Good news, we were all aware that there was an increase in subs due this April. At the last committee meeting it was decided to postpone the increase for a further year. Thanks to the treasurer's excellent book keeping, our money organiser Ron S is happy to manage for another year helped by the fact that we have done so well in the past year. We are aware that the Show entry form will show the increased costs, but Robert will adjust it for any new members wishing to join. A variety of runs out and visits to look forward to, and hopefully see you there.

Ron Wanmer

Obituary:

Tony Held who was a Hooe member passed away after a short illness on Sunday 1st February. Tony did not attend our meetings, but he was a well-known Vintage Motorcycle club member, and loved his motorcycles. He was chairman of the local Vintage Motor Cycle Club for many years, and was very knowledgeable on all vintage m/c's. With Barbara they rode in just about every major vintage motorcycle event in the UK, and attended all the national and continental meetings, riding 20's 30's or 50's motorcycles; he will be sadly missed. Tony was a guy that would help anyone, his friendly jovial attitude made it always a joy to be with him. He was a brilliant precision engineer. You name it he could make it. He will sadly missed by everyone. Our condolences to Barbara and the Family.

Just a little reminder...

Many of you have access to an internet connection, and you must all be aware that the club has a fairly extensive website on which we document our activities in a far more comprehensive manner than is allowed in the confines of this newsletter. The website is updated occasionally, and I then send out emails to notify members of any changes. If you would like to receive these notifications and **don't already do so**, then I need your email address! (Or an updated version if you have recently changed your email address, and not received notifications recently). Let me know at andybin@sky.com.

AndyB

FUTURE EVENTS

MARCH 6th

Illustrated talk by Alan Hodges

MARCH 28th

SATURDAY Annual Dinner at Deanland Wood Restaurant; there will be a booking form for this. Terence / Pauline in charge.

APRIL 3rd

AGM /// Second half - An illustrated walk around Hastings old town with Chris Hone

APRIL 5th

EASTER BONNET RUN Ladies get your best hats out will finish for lunch if required at a local hostelry. Start 11am Wickes carpark, Diplocks ind estate, Hailsham. Contact John / Cherry Gibbons on 01323 502201 as they would like some idea of numbers attending.

APRIL 26th

SUNDAY Federation of British vehicle clubs DRIVE IT DAY. Join with the EHVC to PENSHURST PLACE Details from PETER GILLES 01825 830319

MAY 1st

QUIZ NIGHT courtesy of Chris and Anne Hone

JUNE 5th

Friday 6pm Visit to CKL, Marley Lane, Battle TN33 ORE. Racing Jaguar specialists. See C and D type cars plus others. To be followed with a fish and chip supper at a Pub to be arranged later.

JULY 4th

SATURDAY : ANNUAL BBQ 12.00 Midday. AT CHRIS and ANN HONE'S - Marwin Farm, Marley Lane, Battle TN33 ORE

JULY 31st

Friday Club meeting in Hall ; Show briefing plus extra event to fill time To be arranged

AUG 1st

SHOW SET UP MORNING, ALL HANDS PLEASE FOR 2 HOURS would be appreciated 9.30 a.m. on the field .

AUG 2nd

SHOW DAY Start 8.30 a.m .

SEPT 4th

FISH and CHIP RUN to Deanland Wood Resturant. It is **very important** to know numbers attending, so tickets will be supplied for this. Must be booked **BEFORE** Sept 2nd.. Ron Wanmer 01323 840346

October 2nd

To be arranged

November 6th

John's Annual Film Show

December 4th

Party Time.

The Generosity of Lord Nuffield. An unexpected find

Shanty Town is a theme park based on the pioneering days of saw mills, gold mining and the like situated on the North West coast of the South Island of New Zealand near Greymouth. The owners have collected a series of old buildings and artefacts to mimic the early history of New Zealand.



Among the buildings is a recreation of an early hospital. (Check out “Rewa Hospital, Shanty town”). I was intrigued to see a Both Respirator residing in the corner. Although nicknamed an “iron lung”, Edward Both, an Australian, manufactured them using plywood. There was a poliomyelitis outbreak in the late 30’s and although the “Iron Lung” had been recently invented by the

Americans, they were expensive and difficult to maintain. In 1938, Edward Both was based in England, and set up a workshop to manufacture a few of his “cabinets”, one of which was featured in a film produced by the Nuffield Department of Anaesthetics at Radcliffe Infirmary. This film was viewed by William Morris (The Viscount Nuffield) who was inspired to construct the devices at his Morris Motors Limited factory and offer them free of charge to any Hospital



in the Commonwealth that requested one. In the years that preceded WW2 approximately 1800 Both-Nuffield respirators were supplied to Hospitals around the world at the conservative value of £62,620, about £3 1/2 million these days. They were manufactured from 1938 to 1944.

The respirator in this “hospital” was surely one of the respirators so donated and bears a plaque to that effect. It was used in the Westland hospital in the adjacent town of Hokitika. Sadly, the respirator is missing its bellows but members who wish to learn more should Google “The Both Mechanical Respirator”. There is a host of information including a three part silent film showing it in use. I wonder if any senior members of the club have experienced treatment in the “iron lung”?

Chris Hone.

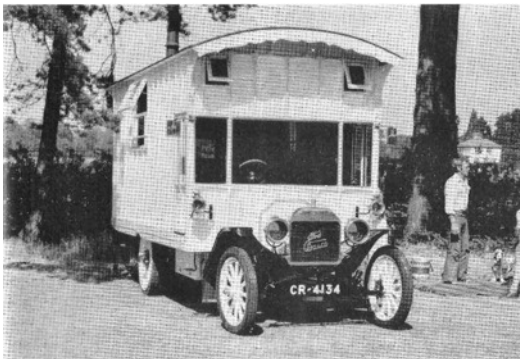
Where are they now? is a question I often ponder.

No, I do not want to buy them, just curious. I started work in a garage back in 1948, and at that time army lorries and equipment were being sold off at next to nothing; it was well known if you bought a lorry, there were usually a number of Motor cycles in the back as well!

No. 1 At the Four throws garage in Hawkhurst, where I started work at a tender age, the garage had a Chevrolet Quad which was purchased from an auction for £100. The back was cut out and a Harvey Frost crane was fitted and it became a breakdown and recovery truck. These vehicles in the army were

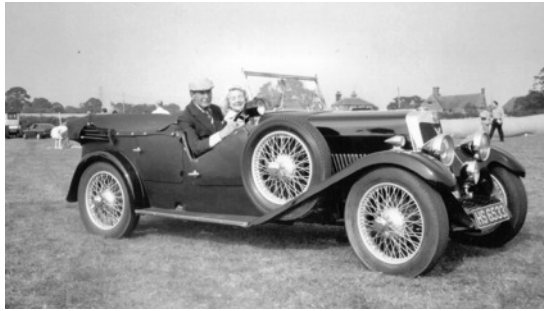


used as heavy gun towing tractor units, having a distinctive shape unlike all the other lorries, I know it was used up to the 1980's. The garage was sold for development and the old Chevrolet disappeared. By chance a lady came up to me recently at a show, who somehow knew I had worked at the Four throws garage until I left to enter the RAF in 1952. Amazingly she produced a photograph of the very same Chevy standing outside the garage, I do hope it was not scrapped, it was a unique vehicle. Does anyone know of its whereabouts, or have you seen it around ??? (or the lady, I still have no idea who she was)



No. 2 Back in the 70's there used to be a magnificent Model T Motor caravan with all the correct interior and fittings inc the coal stove, which could be seen around regularly. Sadly I have not seen it for many years, does anyone know its whereabouts?

No. 3 We all knew Richard Dumeresq and his sister, who regularly would be at all the shows and enter all the Lady and Vehicle competitions at Hooe. They passed away a few years ago; where did the lovely Lea Francis sports go, or is it still around Eastbourne ???



No. 4 I had a 1960 Panhard Lavassor back in the 80's, now a very rare car. I sold it for £600 to someone in Lewes; again, has anyone seen it ?

Photograph taken at the FOT, with Colin sitting in it, looking very young !!

No. 5 Many years ago, Mr John Breach from Johns Cross Garage used to show a magnificent 1933 Morris commercial mobile shop with all the groceries and fittings, just as it was used all around the Robertsbridge area for many years. It was a great unique attraction; just looking in the back was a revelation, it really was a complete shop on wheels.

Is the Morris still in the area ??



No. 6 Was a lovely Austin A35 This car passed through my hands twice I gave it a minor restoration, I know it was at the F.O.T for many years. I know the last owner - Mr King passed away a few years ago, but I have not seen it recently. Whatever happened to the pretty A35? I could go on...

Ron Wanmer

HOOE'S OLD MOTOR CLUB ACCOUNTS 2014

<u>INCOME</u>		<u>EXPENDITURE</u>	
Club Subs	1135.00	Show Outlay	5154.88
Bank Refund	8.00	<u>Club Expenses</u>	
Donations	65.00	Insurance	152.00
Club Dinner	765.00	Hire of Hall	133.00
Liphook Coach Trip	1012.00	F.B.H.V.C.	62.70
<u>Trip Refund</u>	20.00	Speaker, Prizes,	
Raffle on Coach	38.50	Expenses etc.	241.89
Show Gross	11410.50	News Letters	300.00
London Coach Trip	530.50	Bank Charges	8.00
		Club Dinner	792.35
		Coach, Liphook	545.00
	14984.50	Entrance	460.00
	8699.29	<u>Refund on Trip</u>	44.00
<u>PROFIT</u>	<u>6285.21</u>	Stationery	313.97
Balance From		London Coach Trip	445.00
2013	10068.26	J / Bond Refund	46.50
	<u>16353.47</u>		
Less Donations	3020.00		<u>8699.29</u>
	13333.47	<u>Donations</u>	
Money Manager		Demelza House	20.00
Account	8091.51	C.W.C.F.	1000.00
Interest	4.59	Heart Start	500.00
Community A/C	13333.47	Hailsham Pavilion	250.00
		Windmill Trust	250.00
<u>GROSS FUNDS</u>	<u>21429.57</u>	K.S.S. Air Ambulance	500.00
		Ninfield Scouts	500.00
			<u>3020.00</u>

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

Two small corrections to the 2014 Show report in the last newsletter; - under the heading of Expenditure, the amounts for 'Storage' and 'Plaques' should be £130 and £312 respectively. Final figures were less than originally quoted.

Find out what your tyres are telling you



You will find the size of a tyre on its sidewall. With a brief explanation as to what the different numbers mean, you will see that it is very quick and very easy to find out a tyre's size.

Looking at the image on the left, you will see the mixture of letters and numbers: "205/55 R16 91 W"

I have broken down each section in the following table, explaining what each number/letter means:

205 - means the tyre has a nominal section width of 205 millimetres.

55 - is referred to as the aspect ratio and is the height of the tyre sidewall as a percentage of the nominal section width.

R - means the tyre has a radial construction, the most commonly used of three different types of tyre construction: cross ply, radial and bias belted.

16 - means it fits a 16" diameter wheel. (Although I don't know why they chose to mix up decent imperial units with those foreign millimetres)

91 - is the load index. This identifies the maximum load capacity of a tyre when driven at maximum speed. Overloading a tyre, by carrying more weight than it is designed to or running at a lower than specified pressure can cause heat build up and blow outs. Load indexes for passenger cars usually range from 70 - 110 and the maximum load per individual tyre is shown in the table below (I'm afraid these are in foreign kilograms - I'm not racist, I just prefer to understand lbs and oz)

W - is the speed rating. This represents the maximum speed that a tyre can sustain at full load

Other common speed ratings are:

Q - for cars with max speeds up to 100mph

R - for cars with max speeds up to 105mph

S - for cars with max speeds up to 113mph

T - for cars with max speeds up to 118mph

H - for cars with max speeds up to 130mph

V - for cars with max speeds up to 150mph

Z - for cars with speeds over 150mph

W - for cars with max speeds up to 168mph

Y - for cars with max speeds up to 186mph

Load Index and Maximum Load per Individual Tyre

Load Index	Load (kg)	Load Index	Load (kg)	Load Index	Load (kg)	Load Index	Load (kg)
70	335	81	462	92	630	103	875
71	345	82	475	93	650	104	900
72	355	83	487	94	670	105	925
73	365	84	500	95	690	106	950
74	375	85	515	96	710	107	975
75	387	86	530	97	730	108	1000
76	400	87	545	98	750	109	1030
77	412	88	560	99	775	110	1060
78	425	89	580	100	800		
79	437	90	600	101	825		
80	450	91	615	102	850		

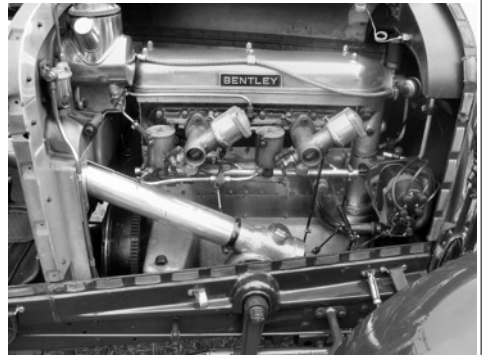
Sloper SU Carburettors.



A rather special car appeared at Rye Car and Horse Show last summer (2014). It was an early 1920's Speed model 3 litre Bentley in immaculate condition and was the correct choice for "Best in Show".

The owner displayed it for most of the time with the off side bonnet cover open. This revealed a pair of Sloper SU carburettors, immaculately polished. SU carburettors were

made by the Skinner Union factory which was eventually taken over by William Morris in 1926 who then abandoned this design in favour of a host of variations of the side draught design, (although there was a down draught variant made). William Morris made extensive use of the carburettors in the Morris and MG series of cars and other later models in which he had an interest. The SU carburettor was a very efficient unit due to the fact that the petrol mixture



was precisely controlled by the demands of the engine when the throttle was opened unlike fixed choke models which used the vacuum of the venturi to suck in the petrol. However, the Sloper carburettor had its faults. The position of the float chamber in relation to the slope of the vacuum cylinder of the unit meant it had limited use in where it could be attached to the engine block and worse still, the position of the petrol level in the float chamber, in relation to the needle and choke tube, varied in relation to the aspect of the car. As it went up a hill, the level of petrol in the float chamber diminished, so the mixture was weakened with consequent loss of power at a time when it was most needed!



Ultimately the Sloper SU carburettor design was phased out.

This Bentley had the logo Carburetter (sic) cast onto the top of the aluminium vacuum chamber. I wonder whether the pattern maker was castigated for his spelling mistake. Lower picture is the more conventional SU's on a slightly later 4 ½ litre Bentley .

Oh, to get my engine as smart and polished as these are!

Chris Hone.

The Annual General Meeting is coming soon (APRIL), and your committee is looking for local charitable causes suitable for receiving our annual donations from the excess raised by the Hooe Show. Contact any committee member A.S.A.P. so that nominations can be put forward for consideration at the AGM.

And apropos of nothing in particular

Those were the days!



Importance of Tax Return accuracy

HERE IS AN EXAMPLE of the importance of accuracy in your tax return.

HMRC has returned the Tax Return to a man in Evesham after he apparently answered one of the questions incorrectly.

In response to the question; "Do you have anyone dependent on you?" the man wrote: "2.1 million illegal immigrants, 1.1 million crackheads, 4.4 million unemployable Jeremy Kyle scroungers, 900,000 criminals in over 85 prisons, plus 650 idiots in Parliament, and the whole of the European Commission".

HMRC stated the response he gave was unacceptable.

The man's response to HMRC was: "Who did I miss out?"
Name and address supplied

Valley News



A few pics from the Christmas party.



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