



**CHAIRMAN:**  
RON WANMER 01323 840346

**VICE CHAIRMAN:**  
RON SHRUBB 01323 767429

**SECRETARY:**  
JOHN BISHOP 01323 843202

**TREASURER:**  
IAN GARNER 01424 842188

**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/>



*March News 2019*

# Ron's Ramblings



WELCOME TO ALL NEW MEMBERS We trust you will enjoy the club events and our social evenings at the Hooe village hall

Now into another new year! Stop the clock, I need to get off.!

November:

The annual film show run by John, starting and keeping up the tradition of course has to be Tom and Jerry; as is usual John didn't disappoint, plus with a fine selection of vintage films of trains - What no Buses ? After so many years it must be difficult to find something different. Thank you John yet again it's hard work getting all the stuff there and back. But he has now done it for at least sixteen years

December:

It's party time Our new social sec Maureen took over this year and what a great job she did. Yes I know everyone was marvellous in supporting the event, but it still needs a lot of organising.

A sincere Thank you, and well done Maureen, and all the ladies and gents who all helped in some way. A great fun evening in the old traditional way. Sadly we missed our usual high class acts due to folks being poorly or just couldn't make it. At least it didn't snow, I remember those nights a few years back, with a car full of food and goodies and trying desperately to get there. John Gibbons was the only one to make it! Yes it really was that bad.

January:

The trip to The Imperial war museum initially had a full coach, unfortunately 8 people had to drop out at the last call for various reasons. John decided to return their money so we made a small loss on the event. A very interesting day as usual. Thank you J/B for the organisation, never an easy thing to do. April is the AGM again, I still say **would anyone like to take over as Chairman?** I would give them all the support they would require. It's not a hard job, in fact it is a very rewarding one.

The current committee do an excellent job and every meeting is a pleasure to work together, and in all the 19 years I have been involved there has never been a silly argument or bad feeling.

Which brings me to the next point - a volunteer is needed to organise the Easter Bonnet run; Easy to do, I have organised a run starting from Pevensey Castle 11a.m. as a stop gap. - Unless someone comes forward. See **Future events** .

A reminder that subs are now due. Note this year a slight increase as was passed at the last AGM. See renewal form by our Membership Sec Robert; also a plea from Robert - please renew as soon as possible so we can keep our membership up to date. (Membership forms are on the web site on the 'Join Here' page.)

February:

Our good friend Dave Bone showed us a selection of old photographs, and some of his working day jobs with the Water board.

Well we started with approx 45 members turning up in the cold, by the tea break someone looked outside to find a full blown snow storm with large flakes that were laying fast;

John B decided to end the meeting early & within 10 minutes the hall was cleared and everyone had gone. Yes it was bad, large amounts of snow had already laid in the lane, but when we got to the main road , Bingo! no snow and the road was clear "typical ".

Notes from the committee meeting in brief:-

Annual Dinner organised by our hard working Pauline on March 16<sup>th</sup>. Last call for this event must be March 10<sup>th</sup>.

I note that the Ringmer show has been cancelled for this year due to the chairman retiring. No one wanted to continue, sign of our times I suppose as I so often say, we are a passing generation. Very sad after all those years dating back to the 70's I guess that's when it started I recall.

BBQ - I have booked the BBQ at the Bull inn Boreham Street See **Future events**

Ian our treasurer reports we have a total of £28, 800 in our a/c's, and recommends we donate £4,000 to charities from last year's show.

John B will be arranging the fish and chip run, going back to Deanland wood restaurant again this year.

Drive it day - Joining the EHVC for the run to the Blue Bell Railway see **Future events**,

Ron W will be running an emergency Easter Bonnet run starting from Pevensey Castle car park at 11.00 am to the Kings head carvery, Ninfield arriving at approx 12.00 pm.

Entry forms will have '50<sup>th</sup> Anniversary' on the front, Plus there will be a free anniversary badge given to all entrants this year. We are looking at costs for a special badge and design.

As the entry forms were going to be printed on that very day, I heard that Ken Mann had passed away. I needed to fill the post immediately on the entry form, so I have taken up the post of Motor cycle marshal for the return address, assisted by Leigh who has kindly stepped forward to marshal the motor cycles at the show as he done for the past 4 years so all is well.

We again supplied a Christmas Hamper to the Hooe village Christmas fair, Ian our worthy treasurer sorted that out Thank you Ian

Enjoy the new year and the shows etc, there are a lot to chose from with some new venues to try. My best wishes and enjoy the summer season.

**KEN MANN.** It was very sad to report at the last meeting that our good friend and member and our motor cycle marshal for many years passed away unexpectedly on Wednesday, January 23<sup>rd</sup>; Ken had been a member from the early days of Hooe mark 2 and had always supported the club in all the events. He will be sadly missed. His funeral was on February 20th attended by a large number of family, friends, and members from the club.

## **FOR SALE**

**Armstrong Siddely, drop head Saloon 16H.P. manufactured 1947 with only 53,000 miles on the speedometer. This is genuine and proof is with the car. The car is immaculate and is two tone blue in colour and the price is £16,000. John Pulfer (brother of the late EHVC member, John Pulfer) has had the car for 10 years and it is a reluctant sale.**

**Contact [johnatbobhs@gmail.com](mailto:johnatbobhs@gmail.com)**

## FUTURE EVENTS


- MARCH 16<sup>th</sup>** ANNUAL DINNER ( Last call by March 10th )  
Contact Pauline on 01323 728129
- APRIL 5<sup>th</sup>** AGM Second part J B's SWISS ODYSSEY
- APRIL 21<sup>st</sup>** EASTER BONNET RUN START TIME 11am NEW IDEA  
(Nothing too much but we do need some one to do it)  
Meeting at the CAR PARK beside Pevensy Castle, Just a short run (playing follow the leader). Finishing at the Kings Head Ninfield Carvery No booking needed. The restaurant will be asked to reserve an area for 25 Get your Easter bonnets out Ladies there is a bottle of wine and some flowers to be won.
- APRIL 28<sup>th</sup>** DRIVE IT DAY Join the EVHC with a drive to the BLUEBELL RAILWAY. Start from Boship petrol station 9.30 am
- MAY 4<sup>th</sup>** Ron & Barbara's Greyhound race night. Do you feel lucky?  
Start at HALL 7.30 pm
- JUNE 7<sup>th</sup>** Go Karting at Filching Manor START 6pm
- JULY 5<sup>th</sup> Friday** 6.30pm BBQ meeting at the Bull Inn Boreham Street  
Start 6.30 pm. This is a NEW IDEA, THE COST £5 EACH, THE REST WILL BE SUBSIDISED BY THE CLUB.  
IMPORTANT, I Will have to know number attending see form inside back page or Contact Ron W. on 01323 840346
- August 2<sup>nd</sup>** Show Briefing: ( 2nd half) David Bone and the 2nd half of his slide show.
- August 3<sup>rd</sup>** SHOW SET UP DAY on Field 10am Questions to Steve Young if required
- August 4<sup>th</sup>** 50th SHOW DAY START 8.30 am
- September 6<sup>th</sup>** FISH and CHIPS Deanland Wood restaurant.

*NEXT NEWS LETTER JULY - any articles etc to Andy by June 15<sup>th</sup>*

Vicarys of Battle - in 1914, and fuelling a nice looking Riley in 1960



CHEAPEST HOUSE FOR ACCESSORIES.

AGENTS FOR <b>ARIEL MOTOR CARS,</b> <b>RALEIGH CYCLES,</b> <b>ROVER</b> " <b>DURBAR</b> " <b>ELSWICK</b> " <b>JAMES</b> "	<p style="text-align: center;">32 &amp; 35, HIGH STREET,                  BATTLE, Sussex.</p> <p style="text-align: right;">Aug 6<sup>th</sup> 1914</p> <p style="text-align: center;"><i>M. Dr Kendall</i>                  Battle</p> <p style="text-align: center;"><b>BOT. OF VICARY'S STORES,</b>  <b>MOTOR &amp; CYCLE ENGINEERS.</b></p>		
Aug 4	24-galls Petrol	3 0 0	
Received with thanks  A.C. Vicary 6/8/14			

I wonder what car Dr Kendall was driving in 1914, and how many miles he got for his 2/6d per gallon petrol! (12½ p)

## Items collected from various magazines and newspapers

Arthur J. Balfour, Prime Minister from 1902 to 1905 - "The Motor Car will help greatly to solve the congestion of traffic and over-crowding on the roads".

*From a 1960's Road Test Report*

"The use of a sloping rear window enables parcels to be carried on the shelf, and there is ample room for passenger's heads should they drop off during a journey".

From the Sales Brochure for the **1920 TROJAN** it was said that you couldn't afford to walk compared with running a Trojan car. Petrol was one shilling and sevenpence a gallon (8p)

Ernest Marples, Minister of Transport in the 60's said that "...three-lane roads are dangerous only in certain circumstances . . . For example, when all three lanes are in use".

The First recorded Car Theft? When Armand Peugeot drove his first motor-car (Steam-driven) from Paris to Lyon in 1889 it was stolen!!

The 1908 Rolls Royce 'Silver Ghost' offered as an optional extra **A SPEEDOMETER** - Price 15 Guineas

**The 1910 6hp Rover ..... the car had only one cylinder, maximum in the gears was 5, 14 and 25 mph, but it would comfortably do 45-50 mph in neutral downhill....**

1956 Motoring Correspondent:  
"Flashing indicators will never be any good to replace the semaphore arm type. No-one will ever know what all these flashing lights mean!"

1924: Car parking in St. James' Square, London has become such a problem that it is proposed to build 'parking garages'.  
Worry about the future was . . . "What will it be like in a few years time when new cars are being delivered to fresh owners?"

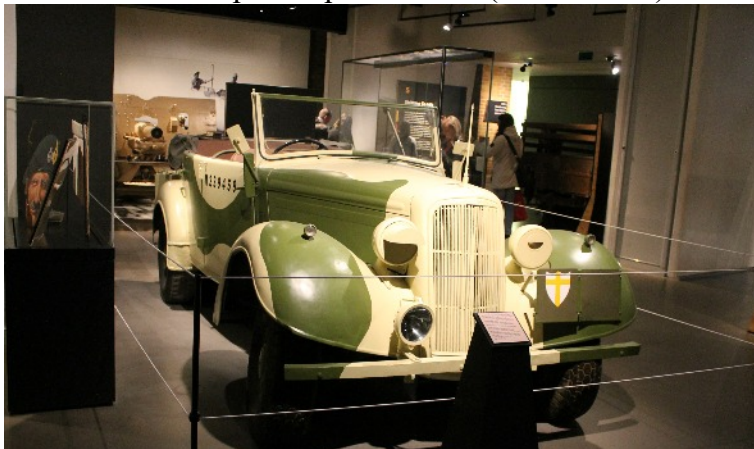
Early motor cars attracted barking dogs: - The 1984 Peugeot catalogue offered as an optional extra a "dog-chasing whip at £2"

And when you grumble about having to take your car in for a service at 6,000 miles, - spare a thought for the Australian who wrote to "Autocar" magazine many years ago; his car required servicing every five hundred miles. His nearest agent was exactly two hundred and fifty miles away!



A few pictures from the recent visit to the Imperial War Museum, London

Humber Super Snipe Staff Car (Old Faithful)



This staff car was used by Montgomery as his personal chauffeur-driven transport while commanding the British Eighth Army in North Africa, Sicily and Italy. Attached to his Tactical Headquarters (The Monty Caravans), 'Old Faithful' was used by Montgomery to visit the troops in the field, and from it he gave his famous 'pep' talks that did so much for morale.

Willys MB Jeep 4x4 (Red Cross)



Second World War multi-role vehicle manufactured in the hundreds of thousands.



Avro 683 Lancaster Mk 1 (nose section) from 467 Squadron Royal Australian Air Force, based at Bottesford, Lincolnshire. Took part in 49 sorties over enemy territory during 1943 - 1944.



V1 Flying bomb or doodlebug. 10,492 flying bombs were launched against Britain in the 10 months from June 1944 resulting in 24,165 casualties and extensive damage to property.

Remains of a car damaged in a car bomb attack on the book market at Al-Mutanabbi Street in central Baghdad on 5th March 2007



## **Some notes about William Morris's involvement with Wilmott Breeden Ltd.**

When the post war boom in business collapsed in 1920, new car sales dwindled and, in common with some other motor manufacturers (eg. The Austin Motor Co. Ltd., where the Receivers were called in), Morris Motors Ltd. got into financial difficulties and faced bankruptcy. The company's financial position was exacerbated at this time because it had a contract for the supply of 40,000 engines and gearboxes with Hotchkiss et Cie of Coventry, from which it could not escape as Hotchkiss were unwilling to halt production owing to their contracts with at least a dozen firms for the supply of components.

To stimulate car sales at this time, William Morris (WRM) gave instructions for the price of Morris cars to be reduced (eg a Morris Cowley 4 seater tourer was reduced by £100 from £575 to £475) and he negotiated with following persons to overcome Morris Motors' financial crisis and, thereby, save the company:

A.B. (Arthur) Gillett and the 7th Earl of Macclesfield, who gave Barclays Bank a guarantee of £40,000 each to enable Morris Motors Ltd. to have overdraft facilities of £132,000 – about £4.5 million at today's values using the Retail Price Index.

E.H. (Edgar) Blake, who was the General Sales Manager of the Dunlop Rubber Company and who agreed to give Morris Motors Ltd. extended credit on their account with Dunlops for tyres. (In 1926, Edgar Blake became a director of Morris Motors Ltd. and WRM's deputy. Positions he held until he retired in 1933).

C.L. (Charles) Breeden, who was the Sales Director of Joseph Lucas Ltd. and who agreed to give Morris Motors Ltd. two months or more credit on their account with Lucas for electrical equipment.

It is understood that L.W. (Lancelot) Pratt of Hollick & Pratt Ltd., who were manufacturers of vehicle bodies, assisted Morris Motors Ltd. at this time but evidence has not, so far, been found. In any case, in 1919 he gave Morris Motors Ltd. a loan of £19,000 – about £¾ million at today's values using the Retail Price Index. (In 1922, Lancelot Pratt became WRM's second-in-command with the title of deputy governing director of Morris Motors Ltd., a position he held until he died in 1924).

WRM also prevailed on other, smaller, component suppliers to extend their credit

terms and he insisted on a cash payment before a new car was despatched from Morris Motors' factory.

Sometime in 1921 (probably at the end of 1921), Carl Breeden had a boardroom row with his brother-in-law, Oliver Lucas, which resulted in Breeden's resignation from Joseph Lucas Ltd. Breeden then, apparently, approached WRM for a job and, as a result, he was appointed the General Manager of The Morris Garages in Oxford, in place of the previous incumbent, E.C. (Edward) Armstead who, it seems, was given another position in the business. (At this time, Cecil Kimber was the Sales Manager of the company).

However, Breeden only stayed with The Morris Garages for a short time as he acquired the Wilmot Manufacturing Company of Birmingham, during the early part of 1922. In 1927, the name of the company was changed and Wilmot-Breeden Ltd. was formed, which became well known as a supplier of components to Morris Motors Ltd and other motor manufacturers.

WRM not only owned all of the Preference Shares in Wilmot-Breeden Ltd., via his holding company Morris Industries Ltd., but he also gave mortgages to enable Breeden to purchase Wilmots' premises. Interest on these loans was paid to Morris Industries Ltd. but, unlike others, there is a note in the ledgers of Morris Industries Ltd. about a mortgage given to Wilmot-Breeden Ltd. This states that there was no provision for re-payment of the mortgage but that a verbal agreement of £250 per quarter should be paid and, in addition, the mortgage had no fixed term!

The ledgers of Morris Industries Ltd., also show that Wilmot-Breeden Ltd. received loans from Morris Industries Ltd. of £27,000 on 14th March 1927, £50,000 on 22nd January 1935 and £49,900 on 25th July 1940, and there were probably others, while the minutes of Morris Industries Ltd. dated 2nd July 1927, show that it was resolved Andrew Walsh and Wilfred Hobbs, (WRM's solicitor and secretary respectively) be appointed directors of Wilmot-Breeden Ltd. On WRM's behalf, these directors no doubt kept an eye on the money WRM had invested in Wilmots and, at the same time, Carl Breeden received sound legal and financial advice, bearing in mind that Wilfred Hobbs was a chartered accountant, from those who WRM trusted.

In addition to their business connections, WRM and Carl Breeden became friends as revealed by Miles Thomas in his book 'Out on a Wing', in which he says: 'There were plenty of people in the motor trade who wanted to cultivate [Lord]

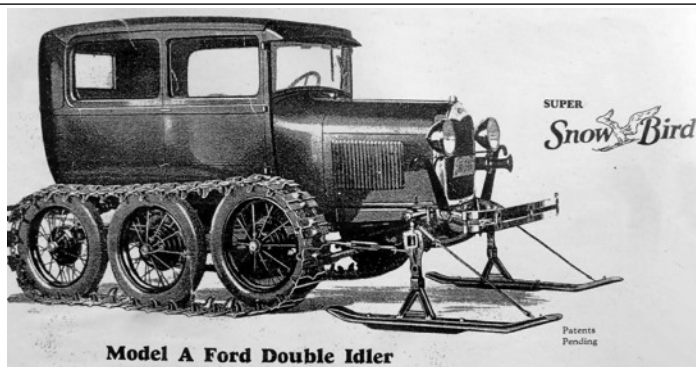
Nuffield socially. These his wife helped fend off, with the notable exceptions of Charles Breeden, the late sales director of Lucas's, and Arthur Aman, a genial extrovert bachelor stockbroker.'

WRM always remembered the debt he owed to those who helped him in a time of need. The remarkable assistance he gave to Carl Breeden is a prime example of how he repaid one of them.

Another example of how WRM repaid someone who helped him concerns a Mrs Higgs. In 1893, WRM set up his own bicycle repair business at his parents' home, using the garden shed as a workshop, and a short time later, Mrs Higgs loaned him her savings of £4 so that he could buy parts to make a bicycle for the Revd. Francis Pilcher. To show his appreciation, WRM had his shirts made in later life by Mrs Higgs' daughter. On the other hand, if someone thwarted his business, WRM could make a situation unpleasant for them, notably the Air Minister, Lord Swinton: see 'Wolseley Radial Aero Engines'.

*Peter Seymour*

*April 2015*



A motor mechanic was finishing off an engine rebuild when he noticed a well-known cardiologist had come into the workshop to look at his car, which was being serviced. The mechanic shouted across to him "Hey Doc, do you want to take a look at this?"

The cardiologist went across to where the mechanic was working. The mechanic wiped his hands on a cloth and said, "So Doc, look at this engine. I opened up its heart, took the valves out, repaired and replaced anything damaged, and then put everything back in. When I'd finished, it all worked like new.

So how is it that I make £20,000 a year and you make a million, when you and I are doing basically the same work?"

The cardiologist paused, leaned over, and then whispered to the mechanic ...

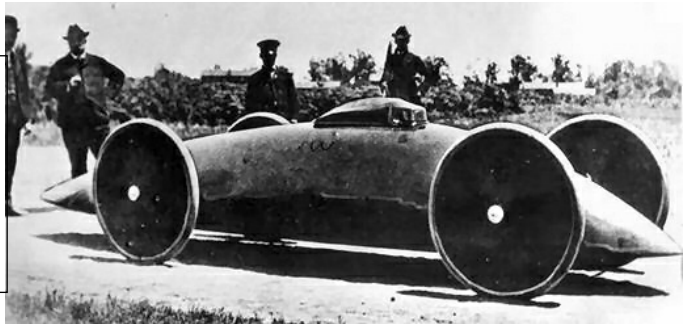
"Try doing it with the engine running."

## A little bit of trivia!



Clyde Barrow (of Bonnie and Clyde) in 1934 wrote to Henry Ford, "I have drove fords exclusively when I could get away with one, It has got every other car skinned, and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V-8"?

Seat belts were first fitted to a motor vehicle in 1902, in a Baker Electric streamliner racer which crashed at 100 mph on Staten Island



The Spirit of Ecstasy - the official name of the mascot of Rolls Royce, is the lady on top of their radiators. Also known as "Nellie in her nighty"

Ford, who made the first pick-up trucks, shipped them to dealers in crates that the new owners had to assemble using the crates as the beds of the trucks. The new owners had to go to the dealers to get them, thus they had to "pick-up" the trucks.

# Bearings

by G. ALLEN.

*Mr. Allen has recently completed an excellent restoration of his 1925 Oxford. On hearing that Mr. Allen worked for The Glacier Metal Co. Ltd., we quite naturally asked him a few questions about "Bullnose" bearings. We feel his reply to our questions is of general interest to all Bullnose owners—Ed.*

UNTIL 1923 The Glacier Metal Co. Ltd., largely existed as manufacturers of ingot white-metal sold to the motor manufacturers like Wolseley, Sunbeam, Riley, Humber, Austin, Morris, etc., all of whom in those days manufactured their own main and big-end bearings. The type of bearing then in use was either a bronze shell lined with white metal or an assembly where the white-metal was run straight into the connecting rod or even the cylinder block for the mains.

In 1923, however, Mr. W. R. Morris, as he then was, sent for the proprietor of our business and said that instead of buying the metal from us they would in future like us to supply the complete bearings. Our founder had misgivings about this, because we were largely a foundry and not a light engineering concern. Mr. W. R. Morris, however, offered technical help and production engineering assistance if we would agree to setting ourselves up as bearing manufacturers on reasonable scale. Ultimately our owner agreed to do this, and purchased what is now our present London factory, here at Alperton. Mr. W. R. Morris arranged to send to us for a couple of weeks what he described as "one of his promising young production engineers to lay out our machine shop and generally to specify the plant and fixtures we needed." This young man was none other than Mr. L. P. Lord.

At the end of 1923 we got into production manufacturing bronze backed white-metal lined mains and big-ends for the Morris Cowley 11.9 and Oxford 13.9 cars and vans. This was really the beginning of "Glacier" as a bearing company, and straight away Morris Motors were our biggest customer.

I think it may be said that we have made throughout the history of the Bullnosed Morris cars since the end of 1923 all the mains and big-ends used on production and spares. It was a short step from getting this business to getting that of all the other motor manufacturers as well who were quite pleased to get rid of the trouble associated with their own bearing shops, and by the early 1930's we had 80% of the business of the British Motor manufacturers.

When the thin wall steel backed shell bearing came into use we supplied that as well, and spanning the years to the present time we make something like 2 million bearings and bushes per week for the motor manufacturers at this moment and employ something like three thousand people in two production factories.



Me: I was doing an overnight at a hotel away from home. I took my laptop computer down to the bar to do some data entries. I sat down at the bar and I asked the bartender, 'What's the Wi-Fi password?'

Bartender: 'You need to buy a drink first.'

Me: 'Okay, I'll have a beer.'

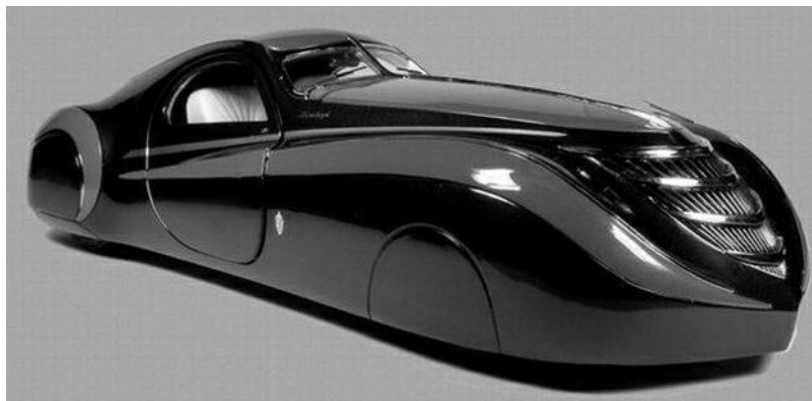
Bartender: 'We have Keith's Red Ale on tap.'

Me: 'Sure. How much is that?'

Bartender: '£4.00.'

Me: 'Here you are. OK now, what's the Wi-Fi password?'

Bartender: ' "youneedtobuyadrinkfirst"; No spaces and all lowercase.'



Can you name  
this vehicle?

Booking Form For **BBQ JULY 5<sup>th</sup>** The Bull, Boreham Street 6.30 pm

NAME \_\_\_\_\_

HOW MANY \_\_\_\_\_

Cut this form out (or make a reasonable copy) and return it to Mr R.Wanmer,  
The Homestead, Ersham Road, Hailsham BN27 3PN

OR PHONE RON W. 01323 840346 : Email [ronwanmer@hotmail.com](mailto:ronwanmer@hotmail.com)

A few more pictures from the Imperial War Museum visit in January



One person bomb shelter!!

In September 1938, during the crisis over Czechoslovakia, 38 million gas masks were distributed across Britain.

2 million of these special red and blue 'Mickey Mouse' masks had also been issued to children aged between 2 and 4½ by 1940. The masks were smelly and sweaty and most children disliked wearing them. However, some children found that if they breathed hard enough they could make a rich raspberry-like noise, just like a big fart, and this made them laugh even when they were scared.



Harrier jump jet



3.7 inch Anti-aircraft gun



Cockpit of a mini sub



Cut open V2 from below

