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Pakistan hunters attempting to domesticate a wild truck . . . . .

*November News 2018*

# Ron's Ramblings



## July

The BBQ run by Chris and Ann in July was a lovely day and a very enjoyable event with more than enough to eat and excellent company. But unfortunately not very well supported for the third year in a row, which proves either it's the wrong time, or the wrong day. It's a shame because we well know there is a tremendous amount of work which goes into putting these things on. Chris and Ann have decided to drop the BBQ for next year and the committee have agreed. A Thank you to both Chris and Ann for all the work they have put in over the past three years all very much appreciated.

## August

Still in scorching hot weather approx 35 degrees plus. It was the 49<sup>th</sup> show and what a show it was yet again. Nice weather, loads of lovely cars, some very rare, and motorcycles, commercials and things of interest all went to make up the Hooe show that everyone expects these days. Accolades from as far as Birmingham, all mention it's the best show in the South East.

Results worked out by our very hard working treasurer Ian show that a profit of £5,460 was recorded, an amazing result yet again .

I can only thank all those involved who helped out in some way within the club; with your help it all runs as good as it gets. We should all very proud of this achievement. Not forgetting our good friends the guys and girls of the 1066 marshals, led by Nigel doing all the car parking and working their socks off in that heat.

So many people have now taken so much work off of me, which now bodes well for the future, and I am very grateful. The old bones can not stand too much these days!! So there really was no excuse for me to finish up in Hospital for the next three weeks.!!

## September

Fish and chip run, - it was all booked,, JB was also away so he felt it was best to cancel having said that if any one turned up they would have found it ok.

## October

It was quiz night put on by Pauline and Terrance; I was a bit late arriving, but then I'm never any good anyway! Thank you to Pauline for a great quiz, a lot of work went into putting it together. Just one of the things that she gets involved in, running the Annual dinner is next on her list.

What an excellent year it has been for most of the shows.

I laid in bed in the DGH beside a window looking out on probably the wettest day since March, yes the FOT was on! I laid back thinking Oh dear here they

go again, a mud bath is inevitable having experienced the very same thing for 25 years myself. But at least Monday dawned bright.

We went to the Hastings show for the first time, nice that it is run close to all the antique shops etc. The Cresta won best in show, bit of a farce really there were so many beautifully prepared cars there. Apparently the mayor had a Velox in his early days so I think nostalgia took over, certainly a big surprise for us.

It's that time again, Christmas is again around the corner.

As I gradually retreat and let others take over, a new year begins, and changes in the club WILL come.

Take note we have the annual coach trip organised for Sunday Jan 13<sup>th</sup> to the **Imperial war museum London** or for the ladies the West end shops etc See booking form on back page.

Welcome new members, we trust you will enjoy the club camaraderie and the monthly meetings, and the varied special events put on during the year.

I know it's a bit early, but may we wish all of you a

Happy Christmas and certainly a Happy and Healthy New Year JEAN & RON.

Below is the text of a letter received after the Annual show.



The 1066 Specials Football Club  
*"The Most Inspirational and Aspiring Football Club in Sussex"*



Dear Chris and members of Hooe's Old Motor Club, I am writing to you on behalf of 1066 specials football club.

I would like to say a huge thank-you for your continued support of our very special club and your generous donation of £500. Without continual financial support we would not be able to continue to offer football opportunities to players with disabilities and mental health issues.

I would like to take this opportunity to invite any members of your club to attend a training session and observe the fantastic work 1066 specials carries out. Please contact me if anyone would like to arrange a visit.

Once again thank you for your continued support.

Yours sincerely

Fiona Kavanagh-Deeprose

1066 Specials

Secretary / Welfare officer

## FUTURE EVENTS

**December 7<sup>th</sup>** PARTY TIME Contact Maureen Bishop  
THE USUAL GOODIES TO HELP OUT PLEASE. Start 7.00 p.m. in the Hall

## 2019

**January 13<sup>th</sup>** Coach Trip to THE IMPERIAL WAR MUSEUM  
see the booking form at the end of this newsletter.

**February 1<sup>st</sup>** Trains, boats, and things with wheels;  
A selection of pictures and reminiscences by David Bone  
*Next news letter due, all articles to Andy please by February 16th at the latest.*

**March 1<sup>st</sup>** Vintage phonographs and gramophones. by David Holmwood  
(now you wish you hadn't thrown yours away!)

**March** **Annual Dinner** : White Hart Catsfield . date to be confirmed  
Pauline / Terrance in charge

**April 5<sup>th</sup>** **A.G.M.** 2<sup>nd</sup> half J.B's 'A Swiss Oddysey'

**April 21<sup>st</sup>** **Easter Bonnet Run** 11.00 a.m. Start at the old station car  
park, South road, by The Bridge, Hailsham

**April 28<sup>th</sup>** **Drive-It Day** Destination TBA in March newsletter

**May 4<sup>th</sup>** Ron & Barbara's Greyhound racing Do you feel Lucky?  
Hall 7.30 p.m.

**June 7<sup>th</sup>** Go Karting and Museum Filching Manor 6pm

**July 5<sup>th</sup>** BBQ tba

**August 2<sup>nd</sup>** Show Briefing 2<sup>nd</sup> half tba

**August 3<sup>rd</sup>** Show set up morning, starts 10.00 a.m. All help please for  
2 hours

**August 4<sup>th</sup>** **50<sup>th</sup> SHOW DAY.**

## Austin 10 NJ 960

### That MAZAK metal

Just before the summer heatwave, I took the Austin out for a long run as a treat for my old schoolmaster who lives in Hooe.

However, the car suddenly developed a misfire, so it was limped home and the journey terminated. As I had replaced all the ignition components on restoration, I couldn't think what the problem was; however, I changed the plugs, checked the points, the coil and condenser. In doing so I noticed a small amount of sediment in the glass filter bowl of the petrol pump.

On removing the bowl to clean it, it was evident that the seal had perished and needed replacing. After fitting a new one which I obtained from the Austin club - the pump would not pump! Removed the pump, stripped down, checked valves and diaphragm, ALL OK, but still would not pump.

Scratching my head I then noticed a small amount of rocking of the glass bowl, even when tightened up. It was then evident that the seal would not actually seal properly, and in fact the pump body was slightly bowed.

This was down to 80+ years of removing and cleaning the filter gauze, and tightening the hold down strap with the thumb wheel which had distorted the mazak casting of the pump body.

Truing up the seating for the seal seemed the only option. So faced with a s\*\*t or bust situation I was fortunate to find a 2" milling cutter in a box of old lathe tools which was exactly the right size! Putting this in the lathe chuck and holding the pump body by hand, the seating for the seal was trued up. A new seal was then made from sheet cork (courtesy of treasurer Ian) and the pump refitted to the engine.

Everything's now OK. - Horrible metal that mazak (monkey) metal!

*Andrew Smith*

*(Mazak is an alloy of mainly zinc and aluminium often used for spin casting small auto components, - also used to make Matchbox and Dinky toys! : Ed.)*



# Rileys

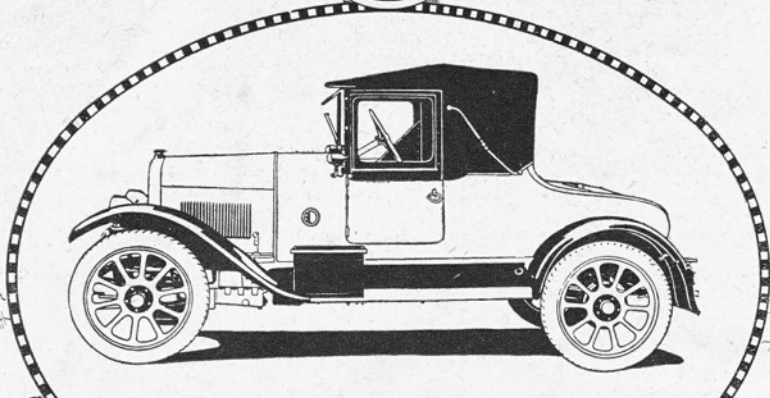
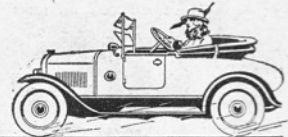


Between 1948 and 1951, 507 Riley Roadsters were made (model seen in the photo above left) , the majority of which were LHD for the North American market. They were designated RMC and the four over riders fitted to the front and rear bumper were an original fitment. See the inset rear view of a 1948 Canadian Roadster. Instead of side windows it was supplied with flexible celluloid-glazed side curtains with a hole for hand signals and, when deployed, flimsy synthetic roofing over a light metal frame.

Between 1949 and 1951, 502 Riley Dropheads (seen in the photo as HVC 501) were made. They were designated the RMD and were a traditional 2-door cabriolet; A car that is a cabriolet has fixed sides to its roof known as cant rails and a folding top that remains part of the vehicle. In a cabriolet like this Riley RMD the tops of the fixed sides, the cant rails, the beams over the side-windows, may be folded along with the top. While the hood is being opened or closed the heavy cant rail beams are supported by exterior hood irons. The hood irons, an elongated S-shape when the roof is up, may be seen at each of the roof's rear (Section shown below right). Both the RMC and RMD had the 2.5 litre straight 4 engine, and could reach 100+ mph.







The **BUSINESS MAN** selects the Calthorpe because of its absolute reliability and its economy—the **LADY MOTORIST** because of its superb lines and its simplicity of driving—the **MAN WHO MOTORS AS A PASTIME** because the Calthorpe is the sportiest of sporty cars, a car that never shirks a challenge or shows distress on a hill.

Prices from 285 gns.

# Calthorpe



## The CLASS Production

**CALTHORPE MOTOR CO. (1912), LTD., BORDLESLEY GREEN, BIRMINGHAM.**

Wholesale and Retail Agents for London and Home and Eastern Counties:—

**MANN, EGERTON & COMPANY.**

Showrooms . . . . . 379, Euston Road, N.W.1.  
 Service Depot . . . . . 1a, High Road, Kilburn, N.W.6.  
 Telephone . . . . . 7122 & 7123 Hampstead.

Wholesale and Retail Agents for Northern Counties:—

**TRAVERS, LIMITED,**

Pilgrim Street — Newcastle-on-Tyne.

Telephone . . . . . Central 612 & 613.  
 SERVICE DEPOT.

## What's this all about?

Is this a pair of two seater Morris Cowleys that were seen at Hooe's Old Motor Club Show, this summer? Peter Seymour's 1924 Cowley is on the right but is the other car a Morris Cowley?. The rear of the vehicle's body looks like a Flatnose Morris Cowley 2 seater rather than a Bullnose Morris Cowley 2 seater body. So what is going on here? Closer inspection of the vehicle on the left shows dissimilar wheel hubs



with a 12 inch front brake drum, and a look at the radiator shows that something is not quite right. Of course it isn't. This lookalike vehicle is believed to be a unique 1924 12/20 Calthorpe, one of the few Calthorpes that have survived. There are a lot of similarities so one could easily be mistaken.

	<u>1924, 12/20 Calthorpe 2 seater and dickie</u>	<u>1925, Morris Cowley 2 seater and dickie.</u>
<u>Engine:</u>	4 Cylinder side valve	4 Cylinder side valve
<u>RAC Rating:</u>	11.9 hp.	11.9hp.
<u>Bore &amp; stroke:</u>	69mm x 100mm	69.5mm x 102mm
<u>Cubic capacity</u>	1496cc	1548cc
<u>Gearbox</u>	4 speed and reverse	3 speed and reverse
<u>Transmission</u>	Open propeller shaft with fibre coupling.	Torque tube with universal joint.
<u>Price</u>	£315 as advertised in the Autocar dated 5 <sup>th</sup> Sept 1924	£175 as announced on 1 <sup>st</sup> Sept. 1924.

Above are the Calthorpe's and the Bullnose Morris Cowley brief specifications, and note the high price of the Calthorpe when compared with a Bullnose Morris Cowley. The receivers were called into Calthorpe Motor Co. in 1924, and although production of cars continued for a short time, the company was wound up in 1925, but stocks of Calthorpes continued to be sold until 1928.

The photographs of the car overleaf show more detail. The photograph on the preceding page shows the Company's advertisement which appeared on 13th April 1923. Note that the price was shown in guineas! And as for the five stud hubs on the front axle, it is non-original and appears to have been sourced from a Flatnose Morris Cowley. (Their hubs have 5 wheel studs and 12 inch brake drums).



What is believed to be the only Calthorpe in existence next to Peter's 1924 two seater Cowley



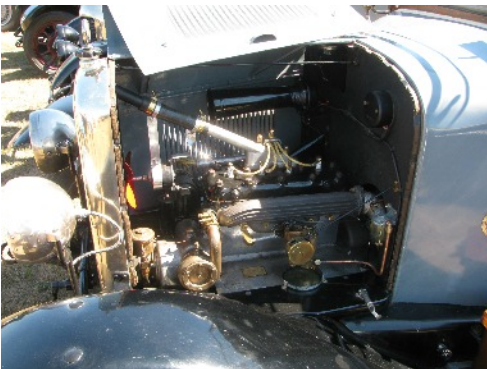
Details of the Calthorpe's Dash board



Details of a Morris Cowley dashboard



The nearside view of the Calthorpe's engine

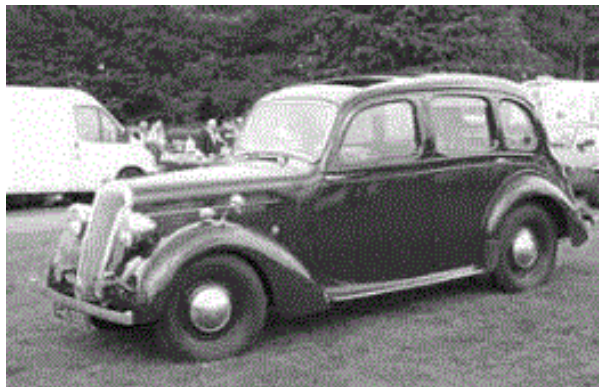


All the important gizmos are on the off side of the Morris Cowley engine unlike the Calthorpe



## A story of a Standard 1946 Flying 12

Back in 1958 we bought our first car a 1946 Standard 12 ex Hastings taxi, we still had our BSA Gold flash, but a car seemed a good idea and dryer than a bike for the princely sum of £50; in those days I got £10 a week. Having done a motorcycle camping trip to France, Switzerland and Italy in 1957 on the BSA Gold Flash. Taking a car to the South of France, back across Italy into Switzerland and across France back home was the new holiday idea for 1958.



We had two very good friends Fred and Brenda, who came with us. Fred and myself worked in the same garage. Come the day after much preparation and checking, we left from Dover to Calais. The first night we made Compiègne and set up camp. While enjoying the local wine, and dinner we detected a strong smell of petrol, an investigation showed we had a petrol tank leak. Before I go on, French roads in the 50's not long after the war were very rough and every town and village that we had to go through in those days were cobbled roads and very rough; motorways and autoroutes were unheard of. Now back to our petrol problem, we came up with the idea to cut a thin slice of cork from a bottle top, release the strap, slide the cork between strap and tank & tighten strap; hey presto no petrol leak. Next day we continued to our next stop - Macon, in central France. Fred was driving, at the time he was about to pull across the road into a camping site for the night, he stalled the engine, pulled the starter cable and the top of the starter motor switch fell apart! We all jumped out and pushed the car across the road and into the site, we set up our tents and then set about repairing the starter, I will not go into details only to say we sorted it! So back to the wine and then bed for the night. Next morning we get ready and start the engine to find it running on only three cylinders, investigation showed we had a stuck exhaust valve, so out came our paraffin stove, remove spark plug, get straw, run paraffin down straw on to valve stem slightly tap valve head through plug hole, turn over engine, release valve, refit plug. Ah, job done and off we go. We motored on heading south and we notice the temp is getting well into the hot or very hot on the gauge, never mind it's not boiling and continuing on we stop for the night in the dark, we put up our tents and both find we cannot get the pegs in anywhere, so we tie them to the trees the car, and anything else nearby. Next morning we find we had stopped on a

concrete slab covered with grass and pine tree needles, some old army camp we guess. The car starts and off we go, it's not long before our temp gauge is off the gauge. By this time we are about 150 miles from the sea; between us and the sea are a lot of hills and hard climbing up and down for what seemed for ever, our ever rising temperature was giving us serious concern, we decide to take off the bonnet side panels and tuck them inside with the girls sitting in the back. Our temp problem now gets better, but still very uncomfortably high those last few miles to the coast seem endless. It got to be a joke that we would see the sea over the next hill, bearing in mind our top speed was around 50mph. Well that day we never did get to the coast and finally stopped for the night.

We improved our air flow before we started off for the day by getting some old cardboard, fixing it to the headlights and directing it into the radiator. We finally made the coast and the Mediterranean, stopping close to Cannes; in those days there were camping sites everywhere along the coast mainly ex army. Our overheating problem was always nagging us, so we decided to remove the water pump and bush out the impeller with bushes fashioned from a bean can, the idea being that we would get more



water flow. There was not any improvement but we tried. We travelled along the coast via Nice on to Monaco; the air temp must have been a record that year but we continued on regardless, boiling every few miles and now getting into the Italian Riviera Ventimeglia, and finally to Menton. We swapped our improvised cardboard for bits of a wooden box giving a larger air area, by this time the girls had not been happy sharing their space with the bonnet sides so they got tied to the roof, out of the way. ( No, not the girls)

We turn North heading over the mountains of northern Italy, we have a new idea, perhaps we need to change the head gasket. We have a spare one, so while the girls are making dinner on a midday stop we remove the cylinder head, we have not got any grease so we use butter. Within an hour we are ready to go. Well hindsight is easy, and there was no improvement to our continuous problem; we also have the idea of bending the copper overflow pipe about six inches above the radiator and sticking a cork in it. Idea is when the cork pops out, we have to stop!

We reach the mountains of Switzerland (remember no main roads in 1958) so we enter and cross over the St Bernard Pass. Our overheating problem gets very serious. The climb is difficult, hot, hard, and with very tight

corners, our emergency cork blows out on a regular basis, with Fred shouting in my ears stop, stop, stop, the problem was we could not always stop, and had to carry on to a wide edge or a layby. The roads at that time were all loose gravel with very dodgy drops into oblivion thousands of feet below with no edges.

There is a note of caution here, anyone who has owned an old Standard will well know it's Bendix cable brakes have very little braking effort going backwards, in fact they are useless, so we acquired a large wood block, and as we stopped Fred would leap out and put our safety block under the wheels! We are able to collect water from all the ice cold streams that run everywhere beside the road, a few minutes rest and we are away again. The higher we got the lower the temp drops, so at last the engine cools. Our next problem arose because of the height, we lose power from the old side valve, and we find ourselves flat out at twenty miles an hour in second and third gear for the last five miles, with gradients one in three and four plus very tight bends, but we finally made it to the top; the next forty miles are all downhill and back into France. We check the back Axle and gearbox for oil and have a reassessment. Half way back we replaced the bonnet side panels, all smart now, and head for home with no further trouble.

Fred throwing snowballs



I fitted a reconed radiator on our return and sold the old Standard for a hundred pounds after we got back, and it still had the cork under the petrol tank, I must have forgotten about it. As an ex taxi, the old Standard had probably done her share of work and more. We were young, and it was all a great adventure. No one we knew had done that before, I cannot recall seeing another English car the whole trip. But I do remember rounding a corner and finding a Lambretta with luggage spread all over the road and the riders nursing their wounds on the bank. We stopped to help collected up the bits, Fred rode the scooter to the next town, and we duly gained two more very grateful passengers in the car. We were away for two weeks which was the holiday allowance in those days and covered 1,980 miles.

The following year - 1959, I bought a 1953 Vauxhall Velox for £425 and took that with Fred and Brenda, via France, to Italy, via Pisa, Rome and Venice; camping of course. Back across Switzerland and France, but all that's another story. I can never remember having any trouble with the Vauxhall except a core plug started leaking, quickly cured with a match stick and chewing gum. One more trip with the Vauxhall Velox to the South of France then it was good bye Vauxhall Velox.



1960, now we are getting close to the years of children, and the Bedford which took over our continental adventures for the next twenty years. The Bedford covered approx 60,000 miles on the continent over all those trips and years, and never ever let us down in the most arduous of weathers on occasions. In our old age, 58 years later we are considering taking the Bedford to France just one more time, will she do it?? Of course she will, I have no doubt about it. It's the driver now that worries me, can he do it? Plus the bones are not so flexible as they use to be. We shall see, like the Standard 12 you have a chance to fix anything that goes wrong. Try that with a modern car,

NO CHANCE

*Ren Wanmer*

### A Senior's Version of FACEBOOK

For those of my generation who do not and cannot comprehend why Facebook exists:

I am trying to make friends outside of Facebook while applying the same principles. Therefore, every day I walk down the street and tell passers by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog, and of me taking things apart in the garage, watering the lawn, standing in front of landmarks, driving round town, having lunch, and doing what anybody and everybody does everyday.

I also listen to their conversations, give them the "thumbs up" and tell them I "like" them. And it works just like Facebook. I already have four people following me: two police officers, a private investigator, and a psychiatrist.

BE SURE TO LOOSEN YOUR WHEEL NUTS FOR WINTER



SO THEY DON'T FREEZE TO THE WHEEL IN CASE OF A FLAT TYRE



# HOOE'S OLD MOTOR CLUB 2018 SHOW REPORT

## INCOME

ADVERTS	£355
ICE CREAM VANS	£250
BURGER/COFFEE VANS	£380
AIRSTREAM	£80
WINE/BEER BAR	£40
STALLS GENERAL	£539
TOMBOLA	£172
LATE ENTRIES	£620
MAIN GATE	£6945
BISHOP CALWAY - SPONSOR	£200
HANKHAM - SPONSOR	£250
FLOAT	£615
<b>TOTAL INCOME</b>	<b>£10446</b>

## EXPENDITURE

STORAGE	£260
PUBLICITY	£534.36
PRINTING	£482
SKIP (RUBBISH)	£252
PROGRAMMES	£874
BAND	£100
INSURANCE	£262
TOILETS	£540
SHOW FIELD	£150
CAR PARK FIELD	£150
PA SYSTEM	£120
FIRST AID	£125
PLAQUES	£336
TROPHIES & ROSETTES	£122.45
MISC: EXPENSES	£63.55
FLOAT	£615
<b>TOTAL EXPENDITURE</b>	<b>£4986.36</b>

**LESS TOTAL EXPENDITURE £4986.36**

**SHOW PROFIT £5459.64**

# HOOE'S OLD MOTOR CLUB

COACH TRIP TO, **THE IMPERIAL WAR MUSEUM**

**JANUARY 13<sup>th</sup>**

PICKUPS FROM EASTBOURNE AND HAILSHAM

(Especially for the ladies)

It's also possible to get to the West End for shopping etc.

**PRICE PER PERSON £13**

Entrance to the museum is free.

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Approximate start time (to be confirmed) 08.30 a.m. Return 06.00 p.m.

## BOOKING FORM

Name \_\_\_\_\_

Address \_\_\_\_\_

Email (for confirmation) \_\_\_\_\_

Telephone \_\_\_\_\_

How many persons \_\_\_\_\_

Payment by cheque enclosed \_\_\_\_\_

Cheques should be made out to HOOE'S OLD MOTOR CLUB

Return this form (or a reasonable copy) A.S.A.P. To :-

Mr J. Bishop, 27 Harebeating Crescent, HAILSHAM BN27 1JH

Telephone 01323 843202



Scenes from last July's barbecue at Marwin Farm, Battle; courtesy of Chris and Ann Hones.