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Pro tip: - To drain all the oil, squeeze car really well.



November News 2019

Ron's Ramblings



I'm sitting here listening to the rain hitting on the windows, - Pay back time! On the whole it has been a year with excellent weather so we should have no complaints. Mind you, I have a short memory, I recall driving across France in the Bedford with it blowing a hooly and rain lashing down for the 4 days in June. But overall its been a good 'un. Well that's enough of that.

Lets start with the bad news and that has to be the very surprising passing of member Robert Cooper. I had known Bob for over forty years in various capacities within the FOT and I always admired him, in that he always became very involved in all the clubs despite being disabled. I recall he was the first person I knew who had a mobile phone It was a real brick of a thing which he carried around like a suit case. It was useful as commentator at the FOT, Bob was able to communicate with the RAF when we had the Battle of Britain flight coming or, on one occasion it didn't come because of an oil leak, so this newfangled modern phone was very useful on the field back in 1980's. He came with me to Hooe and immediately took on the post as the membership sec which he has done for nearly 20 years. He will be sadly missed by many clubs that he was involved with.

Thanks to Ron Shrubbs the organiser for this year's fish and chip run to Deanlands was a great success and a pleasant evening was attended by over 30 people; all very enjoyable until the dancing lessons started when I noted we all disappeared !!!

We all turned up to the hall for the show briefing to find no chairs! so the meeting was abandoned and we went to the pub. Apparently they had taken all the tables and chairs to the show field, so we were forgotten. Our apologies to the speaker David Bone **again** for the second time, Once with snow, and now this time with no chairs!

The show, - by all the reports it just gets better. The comments from so many people who now just recognise it as the best one day car show around. They cannot all be wrong. Talk to who you like and they will all tell you the same. Perfect weather again, selection of trade stands, amazing selection of cars, a good many never seen at other shows. A wonderful relaxed atmosphere, it just cannot get any better.

My sincere thank you to everyone that participated in so many ways, you all help to make it a show that the club and you as members can be truly proud of. Ian our treasurer is reporting that we have made a clear profit of £5,500; again for a show that runs from 10a.m. to 4 p.m. it still amazes me.

Over 30 members turned up on Saturday morning to help set up at 10am;

by 12 p.m work was all done complete and ready to go. Our thanks must go to Steve who has now come to know the operation and where to find things. I found that most members do not even know where our storage van is located.

Due to age I find that I have no choice but to stand back as Steve takes over the main operation of the show. Not forgetting Wife Sharon who now runs the trade stands which is so important. I know it's no easy task, especially keeping everyone happy ??? Traders are the worst! On Sunday at the end of the day the field was clear by 6 p.m. and those that were left sat down for tea in the evening sunshine. All very pleasant, but all very tired. Thank you to every one who took part.

Pauline also wishes to say an especially big *Thank You* to her team for helping to keep Classes E and F organised.

The tractor decided to have a puncture just when it was most needed, grandson Sam saved the day with his van, and worked his heart out in many ways all day. Thank you Sam we are grateful to you.

I took over the Motor cycles for this year assisted by Lee Wright; Lee will continue for next year.

Chris Hone after many years is to retire from the committee. Thank you to both Chris and Ann for all the work you have put in over the years,

Ron and Barbara Deardon also wish to retire; Barbara did the meeting raffles and Ron the entrance gate marshal and always there supporting the club in many ways, we shall miss them. Happy retirement to you both.

Ron Shrubbs also wishes to stand down as vice-chairman, plus Ron has been involved since Hooe Mark 2 started, being our treasurer 15 years.

NEWS UPDATE

We shall need for the new year in the April AGM :-

Show entrance pedestrian gate Marshal, an important post on show day.

Club Advertising secretary,

A raffle assistant to Maureen

(The income from the raffle supports the Christmas Party and the BBQ)

Please give it some thought.

Names forward to John B please, to fill these important posts.

If you feel you would like to participate in running the club or taking on a small job, Don't hesitate, Your Club needs YOU.

Now some good news, -

We are fortunate that we have two members who have volunteered to fill two important posts and these will be proposed and voted on at the next November meeting, namely Colin Lake as Chairman, and Gerry Skinner, as Secretary; as it is important that Colin and Gerry can then be in at the start of the 2020 show preparations which begin in January.

Our Grateful thanks to them both for stepping in at this important time in the club's history.

Sally Garner has volunteered to take on the job of Membership secretary, and will be officially proposed and voted on at the April AGM.

Emma Binfield has offered to run the Easter Bonnet run for 2020

Ron W will act as vice chairman for the new year to support Colin

These changes do not imply that John B & Ron S will just disappear; they will be there taking on small jobs and assisting where they can on the committee. How could John Bish not have a job?, He will get bored with nothing to do !!!!

(The club in the next year is going through a major change after 20 years)

I am encouraged by the response and I feel the club will continue in safe hands. Welcome to all our new members. Please make yourselves known. Enjoy our meetings . You will find every one very friendly and helpful.

“ Oh” Yes, it's nearly Christmas again . So...

A Very HAPPY CHRISTMAS and a HAPPY NEW YEAR to everyone.

Ron W

CATCHING 'EM YOUNG (Ian Howell)

Since I started going to vintage rallies back in 1968, I have always tried to encourage younger visitors who ask intelligent questions.

A couple of years ago at the Hooe Rally, questions from a couple of 11ish year olds with an adult were interrupted by Ron calling cars to the arena. 'Are you going to start it?' one asked, 'Yes' I replied, then 'No - you are'!

His face was a picture and he carefully followed my instructions regarding fuel (check level, turn it on and 'tickle' the carburettor), ignition (Fully retard - and mind your thumb later), and now engage the starting handle (fully 'in' then turn over a couple of compressions). Ignition on, one brisk turn and away we went.

'Can I try?'" asked the second lad and of course he could, and did.

The adult (Dad?) said 'Thank you' and I replied 'You realise this will cost you a lot of money?'. His face fell! I put him at ease 'Well, they will want one now' Return of smiles all round. - I hope they remember.

Bob Cooper

I was sad to learn at the end of July of the passing of my old friend Bob Cooper , who was in his early 70s.



Bob and I had been pals for over 40 years , sharing a love of transport related things - cars , railways , buses etc. and attending rallies, shows and other transport related events together. We both belonged to many of the same interest groups together- EHVC, Hooe Old Motor Club, Railway clubs as well as the ESOS of which he was a founder member. . At one time we shared ownership of a 1953 Vauxhall Wyvern which we took to rallies together, including weekends at Duxford where we joined other owners at

the Vauxhall Owners Club. At this same period Bob also owned a 1961 Vauxhall Victor Saloon. Bob liked to be involved and across the various clubs and at various times in his membership of these groups , and health issues permitting , he would take on active roles as membership secretary, trade stand marshall and generally promoting the clubs he was involved in where he could. He was something of a collector as well - models cars and trains , toy guns, hats , bus and London Transport memorabilia , and gadgets - he was one of the first people I know to have a mobile phone when they were mockingly called "bricks". We would often go to collectors fairs and auctions together (Maidstone , Sandown Park and Croydon etc) and Bob was always generous in driving myself and other friends to these events as well as to club meetings.

Bob also had a sense of community spirit and was an active member of the Hampden Park residents group and the Disability Involvement Group where he was able to offer his unique view as to how , as a disabled person , access issues around Eastbourne affected those with mobility issues.

He had an ability to remember and deliver jokes and had a witty sense of humour. He was a private and self effacing person who never complained about his health issues and always seemed to try his best to live life to the full capacity of what he could do, for which I admired him.

I will miss him .

(from Michael Moore)

FUTURE EVENTS

December 6th Christmas Party: please bring goodies to help out.

←—————→
2020

- January 12th Coach Trip To London Museums See booking form enclosed,
or on last page
- 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 will be
available online (ASAP) and at December and February meetings.
- April 3rd AGM 2nd half : Film Show with Ian Garner
- April 12th Easter Bonnet Run with Emma in charge
- 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!



2019 SHOW REPORT



<u>INCOME</u>	£	<u>EXPENDITURE</u>	£
Adverts	325	Storage	260
Ice Cream Vans	250	Publicity	438.50
Burger / Coffee Vans	340	Printing	510
Airstream	100	Skip (rubbish)	258
Stalls General	760	Programmes	860
Tombola	165	Band	100
Late Entries	635	Insurance	265
Main & Rear Gates	7329	Toilets	540
Hankham Garage	250	Show Field	150
Float	615	Car Park Field	150
		P.A. System	120
		First Aid	150
		Plaques	312
		Trophies & Rosettes	101.95
		Misc. Expences	285
		Float	465
		Key rings	958
		Stationery	316.99
TOTAL INCOME	10769	TOTAL EXPENDITURE	6240.44
LESS TOTAL EXPENDITURE	6240.44		
<u>SHOW PROFIT</u>	<u>4528.56</u>		

Smith and Humphrey 1919 - 2019

A Brief History

It starts with my granddad, Thomas Smith, born at Catsfield in 1875, the son of the local butcher, he always had a keen interest in engineering. Working first at Upfield & Sons of Catsfield, where his engineering skills were realised, working on anything from windmills to water pumps and early motor transport. At the outbreak of W.W.1, like so many he enlisted and went to France and served with the ambulance corps as leading mechanic, receiving a citation for his work repairing ambulances under heavy bombardment. What horrors he must have seen, as he was also good at First Aid.



Granddad repairing an ambulance wheel

On returning from the war, he set up Smith & Humphrey with a childhood friend Gilbert Humphrey. Their first premises were in some mews behind the Pelham Hotel in Sidley, repairing anything mechanical as there weren't many cars about and typical work also included plumbing, laying water mains, electrical installations, lawn mower repairs and general blacksmithing etc.

Having outgrown the mews, a good customer, a Mr Davey, funded by way of a loan to the partnership, the premises in

Ninfield Road, Sidley which we still occupy and was built in 1924.

When my father, Eric Smith left school, he too started work at the garage, but with the coming of W.W.2, although he was in a reserved occupation, he was eventually called up, serving in the RAF motor transport in India and Burma.

During the war the garage was used as an air-raid siren control post, and was one of only a few garages allowed to sell "Pool" petrol as it was "north of the railway line", in Bexhill.

After the war he returned to the garage, and was joined by his brother (my Uncle Jack), and the business continued in the same vein, but with more & more cars to repair, Gilbert Humphrey retiring in the late 1950's.

When I left school in 1967 I followed into the business, being taught by my father and having been around the garage since a little boy! I was fortunate to have worked a bit with my granddad, who passed away in 1972 aged 96! Sadly my Uncle Jack (Dad's brother) died of a heart condition in 1973, and so I took on more of the day to day running of the business with my mother in the office.

1919

Nov. 1 st 1919 for North Ninfield Belsize Car	£	3	d
Disassembling rear axle & cleaning			
Fitting new ball bearings & thrust			
Fitting new tail pinion & new keys			
in coupling repair crown wheel	3	15	6
Material Used			
1 new tail pinion complete with shaft		7	6
2 ball bearings 1 ball thrust			0
1 steel key 12 collar pins		11	1
			6

100 year old journal entry

I subsequently became a partner with my father, buying my late uncle's share from my widowed aunt.

So the business continued with more vehicle repairs, breakdown work and accident recovery, also removing some of the old belt-driven machinery to make way for 4 post lifts etc; the mower blade grinders finding their way to Pat Walker who wore them out some more!

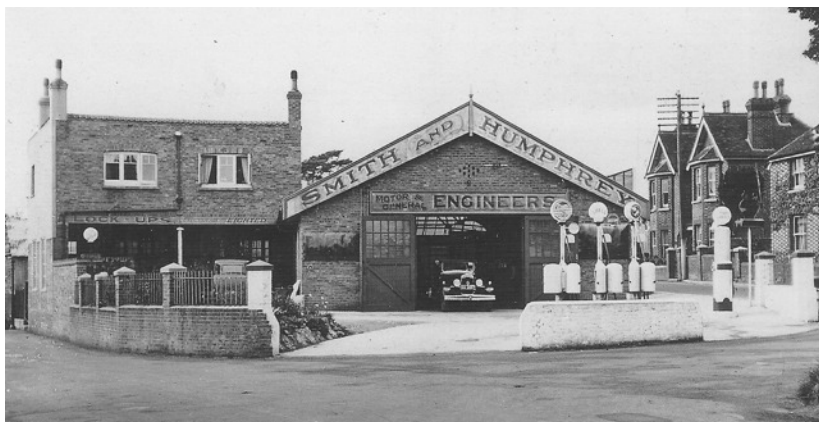
Fast forward to 1982, and a chance meeting at Earls Court motor show, with Carbodies, the makers of the black London Taxi set the business in an alternative but complementary direction. Carbodies, soon to be called London Taxis International were in the process of setting up regional dealerships. We were appointed as service agents and in 1989, main sales agents, with the south east (not including London) as our patch.

We were soon selling taxis, supplying parts, dealing with warranties and had appointed 9 service agents under us across the region, at its peak selling 80 new taxis a year. However, clouds on the horizon in the form of the 2008-9 financial crisis, descended, and that coupled with quality issues with London Taxis, forced their parent company into administration. It was a sad day when that happened, and all the independent dealerships were served notice, We still do some of their work, but the bulk is now private work again, although there is never enough, but that's the way it is in business these days.

My father passed away in 2003 aged 92, and "came" to work until he was 90. I have in recent years taken on more old car work, - an engine rebuild for our treasurer Ian Garner; brake and other work for Sue and Bob Colson's Lagonda; a head gasket on an Austin 7, and at the time of writing, sorting out the brakes on a Morris 8. It seems the younger generation of mechanics, - sorry "technicians", can't or won't do this sort of work.

So, we are still here after 100 years. I wonder what cars of the future will be like. No wheels perhaps, floating on air, driverless, nuclear powered, - who knows.

Andrew Smith

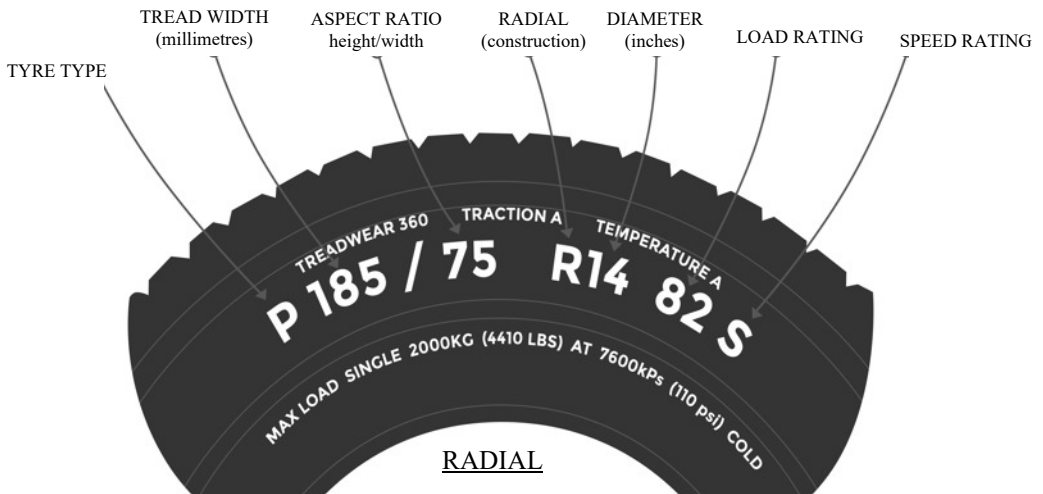
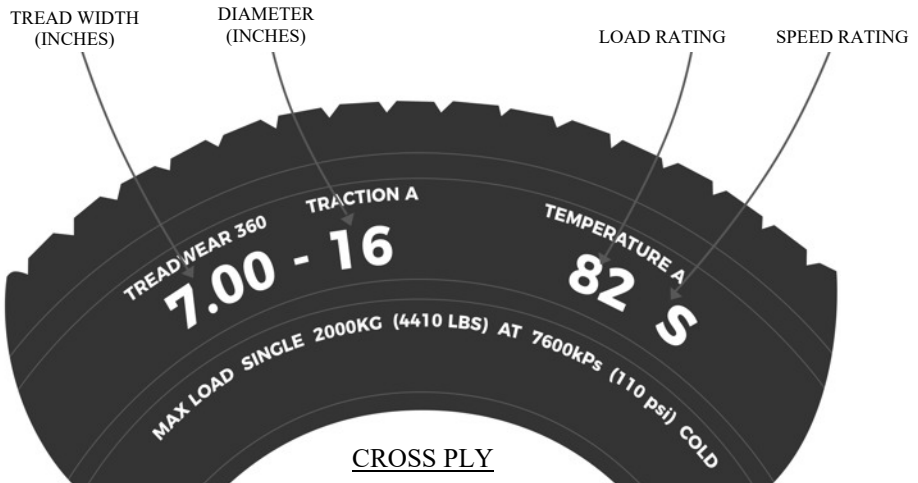


P.S. Does anyone know what the car is in the garage doorway?

Ron, When are you going to get that diff: pinion oil seal replaced on your Dormobile? (In case I retire!)

Do YOU know what all that writing means on the sides of your tyres?

I'm afraid that currently, there's a mixture of Imperial and Metric measurements on our tyres, but I've shown a couple of tables to accompany the diagrams below, which will hopefully allow you to make some sense out of the various markings.



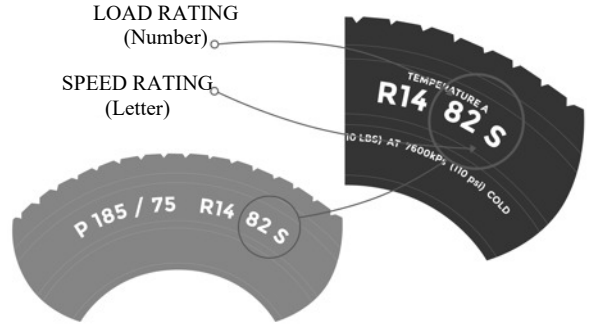
Speed / Load Ratings

The load and speed ratings on a tyre are displayed as a number (82, for example) and a single letter. These are deciphered in the tables below.

You should aim to match the load and speed ratings on your tyres with those recommended in your vehicle's handbook. The tyres on your vehicle now aren't necessarily the correct ones for it.

Tyre Load Rating Table

Load Index	Load in KG	Load Index	Load in KG
62	265	84	500
63	272	85	515
64	280	86	530
65	290	87	545
66	300	88	560
67	307	89	580
68	315	90	600
69	325	91	615
70	335	92	630
71	345	93	650
72	355	94	670
73	365	95	690
74	375	96	710
75	387	97	730
76	400	98	750
77	412	99	775
78	425	100	800
79	437	101	825
80	450	102	850
81	462	103	875
82	475	104	900
83	487	105	925



This table shows the maximum speed a tyre is safely designed to travel at.

Speed Rating	MPH
N	87
P	93
Q	99
R	106
S	112
T	118
U	124
H	130
V	149
Z	150+
W	168
Y	186

Do You Know How Old Your Tyres Are??

2000 to present

The date code is four digits long. The first two digits represent the week of production, and the second two represent the year. The tyre in the picture was made in the thirteenth week of 2011.



1990-1999

The date code is three digits long. For the Nineties this was followed by a triangle. The first two digits represent the week of production, the third digit represents the year. The tyre in the picture was made in the first week of 1996 (note the small triangle on the right).



1980-1989

The three-digit code was also used in the Eighties, but without the triangle. The format is otherwise exactly the same as the later system. So, the tyre in the picture was made in the seventh week of 1981.



Before 1980

If your tyre doesn't have any of the markings above, it was made before 1980 and should be replaced as a matter of course!!



Minerva (automobiles)

In 1883, a young Dutchman, Sylvain de Jong (1868–1928) settled in Antwerp, Belgium and later started the company of MINERVA



man on a Minerva motorized bicycle near the turn of the 20th century.

Minerva was active from 1902 to 1938 and was a prominent manufacturer of luxury automobiles. They became defunct in 1956.

They started out manufacturing standard safety bicycles in 1897, before in 1900 expanding into light cars and "motocyclettes", particularly motorized bicycles which were a forerunner of motorcycles.

They produced lightweight clip-on engines that mounted below the bicycle front down tube, specifically for Minerva bicycles, but also available in kit form suitable for almost any bicycle. The engine drove a belt turning a large gear wheel attached to the side of the rear wheel opposite to the chain. By

1901 the kit engine was a 211 cc unit developing 1.5 hp, comfortably cruising at 19 mph at 1,500 rpm, capable of a top speed of 31 mph and getting fuel consumption in the range of 94 mpg. These kits were exported around the world to countries including the United Kingdom, France, Germany, the Netherlands, Australia, and other British territories of the time.

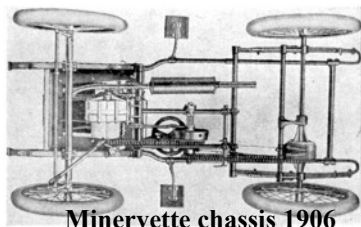
As engine power increased, frame ruptures became increasingly common, and by 1903 Minerva had developed an in-frame design for their bicycles, with the engine mounted above the bottom bracket, while still also offering the clip-on kit. From 1904 Minerva began focusing more on car production, and while development and production of the Minerva motorized bicycles and motorcycles continued through to about 1909, they increasingly became a less significant part of the company.

Minerva engines exported to the UK powered the very first Triumph, among others. Motorcycle production would continue until 1909 or 1914, and during this period Minerva became one of the world's premier names in motorcycles and motorcycle engines.

In 1902 De Jong added cars to his production as well with a 6 hp four-cylinder model. In 1903 he founded Société Anonyme Minerva Motors in Berchem (Antwerp). Volume car production began in 1904 with a range of two-, three- and four-cylinder models with chain drive and metal clad wooden chassis and the Minervette cyclecar. The 8-litre Kaiserpreis won the Belgian Circuit des Ardennes race in 1907.

Charles S. Rolls (of future Rolls-Royce fame) was a Minerva dealer in England selling the 2.9-litre 14 hp (10 kW). The most important market for the manufacturer

remained England, where at £105 the small 636 cc single-cylinder Minervette was the cheapest car on the market, followed by the Netherlands and France.

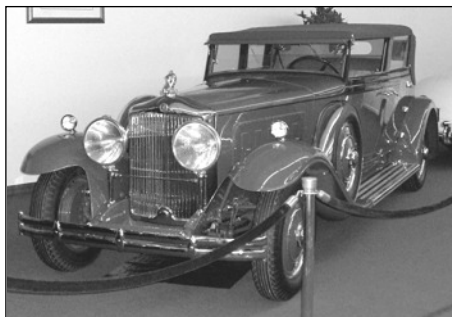


Minervette chassis 1906

In 1908, Minerva obtained a worldwide Knight Engine license. The Knight motor, developed by Charles Yale Knight in the United States, used double sleeve valves and ran almost silently. All future Minervas would use these engines. Sporting successes continued with the new engines including the Austrian Alpine Trials and Swedish Winter Trials. Customers for the Minerva

would include kings of Belgium, Sweden and Norway, Henry Ford and the Impressionist Artist Anna Boch.

During World War I Sylvain de Jong and his engineers were based in Amsterdam where they maintained development of their automobiles. Minerva cars were used for hit and run attacks against the Germans initially with rifle fire and light machine guns from simply protected open topped vehicles. These vehicles became increasingly sophisticated until trench warfare robbed them of the mobility needed for their hit and run tactics.



1931 Minerva 8 AL Rollston Convertible Sedan

In 1920, they returned to Belgium to restart the production of luxury cars with the 20CV 3.6-litre four-cylinder and 30CV 5.3-litre six-cylinder models. The Minerva had the same quality as the Rolls-Royce, but was slightly less expensive. In 1923, smaller models were introduced; the 2-litre four-cylinder 15CV and 3.4-litre six-cylinder 20CV with standard four-wheel brakes. In 1927, the 30CV was replaced

with the 6-litre AK and also a new 2-litre six, the 12-14, was introduced. Large cars continued to be a speciality of Minerva's, and in 1930 the then almost-compulsory-for-the-time straight eight was introduced in two sizes; the 6.6-litre AL and the 4-litre AP.[7] The last Minerva was the 2-litre M4 of 1934 but it did not sell well. With the financial crisis in the 1930s, the company was restructured as Société Nouvelle Minerva but in 1934 merged with the other major Belgian manufacturer Imperia. Imperia continued to make Minervas for a year and the AP until 1938 and from 1937 badged some of their cars and trucks for export to England and France as Minerva-Imperias. Just before the outbreak of the war, a group of businessmen from Verviers bought out Minerva.



1937 Imperia Minerva AP 22 CV limousine

(My thanks to Jack Andron for finding me this article)

HOOE'S OLD MOTOR CLUB

Coach Trip to the

LONDON MUSEUM of NATURAL HISTORY/SCIENCE

Sunday January 12th 2020

(Especially for the ladies)

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

PRICE PER PERSON £16

Because of the high cost of the coach this year, cancellations cannot be refunded

Entrance to the museums is free.

We will meet and leave Vicarage Fields by the council offices in Hailsham at 9.00 a.m. Note park in the lower area where there is 24 hour parking and **NO CHARGE.**

We will have from approx. 11.00 a.m. until 4.00 p.m. to go to the choice of your museum in London i.e. Science or Natural History or even go shopping! Julie and Gerry SIMCOX are our host/driver making for a friendly day.

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
(Cash is also acceptable!)

Return this form (or a reasonable copy, - there may be one enclosed with this newsletter) A.S.A.P. To :-

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

Telephone 01323 843202

johnbishophailsham144@gmail.com

Don't you just hate it when you see a cat laying on top of your car!



New Bike Sat Nav Developed...

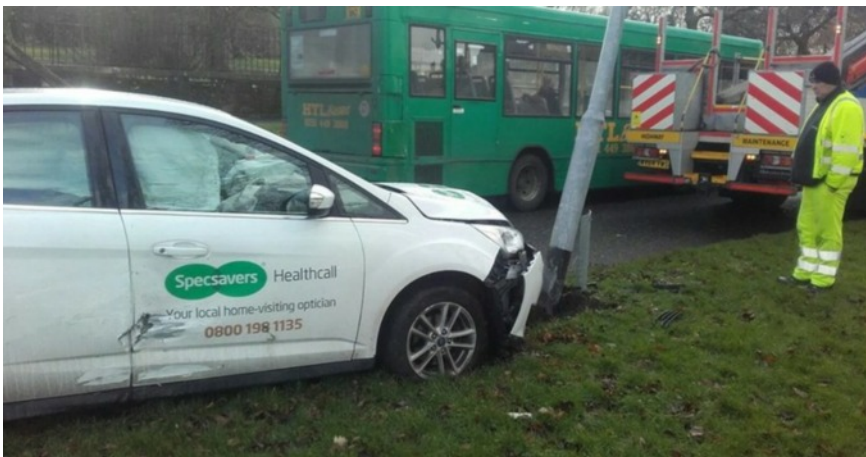


...obviously the dog is a 'Pointer'!

HOW I SPEND MY TIME IN THE GARAGE



- Yellow: Cleaning
- Green: Body work
- Blue: Welding
- Purple: Painting
- Red: Trying to find that tool that was in my hand only 5 flipping seconds ago.



Should have gone to Vision Express?