



<http://www.hooeoldmotorclub.org.uk/>

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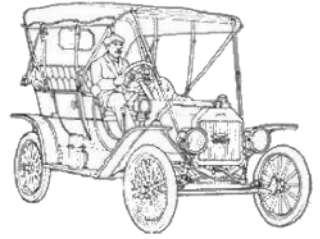


It's probably nothing to worry about.

NOVEMBER NEWS 2021

Colin's Comments

My GPS says time of arrival
I see time to beat



Thank you to all those who helped set up this years annual car show on the Friday afternoon with the marking out of the site, and on Saturday morning erecting everything to ensure a smooth start on the Sunday plus the clearing it all away after the show. We could have done with a few more hands on the clearing away, but it is a long day.

The weather was somewhat off putting which I think may have deterred some entrants bringing their cars, but stall holders were out in force and more importantly the paying public arrived in droves, which made the show a financial success. *(See the Show report inside)*

I now have to ask if our club is a Passive or Proactive one? This may well determine the future of the club. The Christmas Party of 2019 was an embarrassment! I think there were more empty tables than occupied so a lot of food was wasted. This has led the Committee to cancel the Christmas Party for 2021. Likewise the coach trip to London had passengers from three clubs making up the numbers and still the club had to subsidise it due to lack of Hooe club members; so no coach trip in 2022, or at least not in January. It should be appreciated that the hire of a coach is in the region of £500 and rising. If coach trips / Christmas parties are no longer required please inform the committee.

It is great having about 100 members from a financial point of view as it means all the overheads associated in having the club are covered; but we do need more members to become actively involved to support the Committee. The committee in my view is to carry out the wishes of members, where possible, not the other way round. Although it would be a challenge to have 100 members turn up for a Friday club night, I feel we should do better than the 20 or so that arrive on average. Also I think more items could arrive from

members for the newsletter/magazine.

It was a complete embarrassment at this year's car show to have to ask other car clubs to assist in manning the entrance gates, especially given the numbers of members we do have. As it happened one club withdrew at the last minute which meant two pressed persons had to be dropped in it for the day. This club originally offered six people, so a big gap.

I am hoping for more club volunteers next year, as the more help means less hours on a gate.

Next years show, if there is one, - as clouds are looming on the horizon from rules being issued by Highways England as to what can and can't be done. I think this is all part of a strategy to stamp out car shows and events. The Government seems to have succeeded in closing most sporting events in the South East and enthusiasts are left with Brands Hatch and Lyddon Hill and after a struggle a limited event at Firle.

The committee agreed that next year's show will include cars up to 1980 in the hope it will not only increase the scope of vehicles but will also attract, hopefully, a younger group of drivers who might be encouraged to join Hooe's Old Motor Club.

Members can also play their part by trying to recruit new members informing them of the fact that they don't necessarily have to own an old vehicle, just have an interest in them. You might also impress on them we don't hold the bar up all night or talk about broken pistons.

Well, that brings my rant to a close. **Remember the future of the club is up to all of us!**

It just remains for me to wish you all a Very Merry Christmas and all the very best for a covid free 2022.

Colin Lake

chairman

HOO'S OLD MOTOR CLUB SHOW REPORT 2021

Income

| | |
|----------------------|---------|
| Adverts | 0 |
| Ice Cream vans | 220 |
| Burger / Coffee vans | 500 |
| Trade Stalls | 770 |
| Late Entries | 390 |
| Main & Rear Gates | 6824.25 |
| Card Readers | 427.68 |
| Float | 300 |
| Sponsors | |
| Bishop Calway | 100 |
| SAAB Tech | 150 |
| Playfoot Engineering | 50 |

**TOTAL
INCOME 9731.93**

**LESS TOTAL
EXPENDITURE 4339.56**

SHOW PROFIT 5392.37

Expenditure

| | |
|--------------------|--------|
| Storage | 0 |
| Publicity | 220 |
| Printing | 375 |
| Skip | 276 |
| Insurance | 402 |
| Toilets | 540 |
| Car Park Field | 150 |
| PA System | 150 |
| First Aid | 150 |
| Plaques & Trophies | 411.42 |
| Misc Expenditure | 419.79 |
| Float | 300 |
| Stationery | 388.59 |
| 1066 Marshalls | 250 |
| PPE | 101.86 |
| Card Readers | 204.90 |

**TOTAL
EXPENDITURE 4339.56**

Club Meetings

Due to COVID it is understandable that our monthly meetings are down on numbers (just 13 members at our last meeting). Also, it is likely that members have got out of the habit of monthly meetings during the lockdown. The Committee would like your views on how to improve the attendance, perhaps a different venue, easier to get to, better parking, better facilities and/or the hiring of independent speakers with new topics. Please let us have your ideas, this is YOUR club, looking to benefit YOU.

E10 and E5 petrol worries for older vehicles.

If you are concerned about compatibility issues with E10 or E5 grade petrol and your older vehicle, then contrary to what we have mostly come to believe, E0 fuel is still available at certain filling stations in this area.

Club member - Cliff Ellis has found that 'POWER' petrol stations are able to supply fuel with NO Ethanol content at all.

Power Fuels are a local family owned business, and have 12 service stations in the Sussex area, these are listed below.

Bexhill Service Station
Bexhill – TN39 3LR

Bolney Cross Service Station
A272 – Nr. Cowfold - RH17 5QU

Clayhill Service Station
A26 – Nr. Lewes - BN8 5RU

Hawkswood Service Station
A271 – Hailsham - BN27 1UG

Herstmonceux Service Station
A271 – Herstmonceux – BN27 4JU

Horam Service Station
A267 – Nr. Heathfield - TN21 0BN

North Heath Service Station
Pulborough – RH20 1DN

Old Town Service Station
Eastbourne – BN21 1HQ

Selmeston Service Station
A27 – Nr. Polegate - BN26 6UE

Storrington Service Station
Old Mill Drive, off A283 –
Storrington – RH20 4NF

Trinity Place Service Station
Eastbourne – BN21 3BZ

Uckfield Service Station
Uckfield – TN22 1EJ

REMOVES GREASE

INSTANTLY

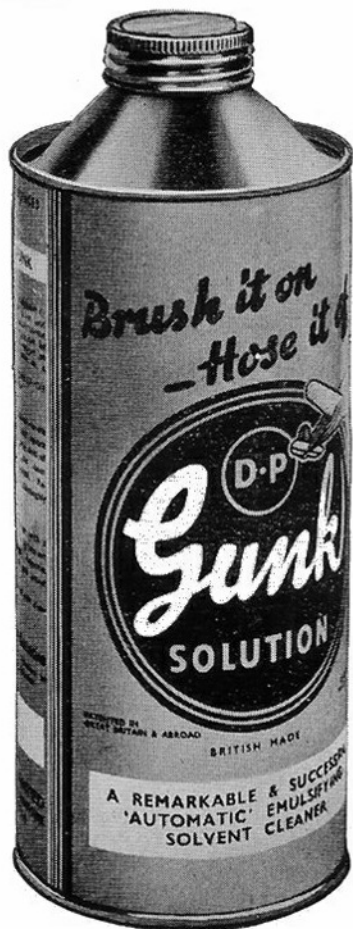


Gunk

Simply brush or spray
on Gunk—rinse off
with water.

Whatever needs cleaning GUNK will clean it quickly and remove every trace of grease and grime: GUNK takes the cling out of oil and grease . . . emulsifies it . . . so that dirt washes away as quickly as you rinse hands under the tap. Invaluable for routine servicing or major overhauls, GUNK is ideal for cleaning all metal parts, engines, wheels, axles etc. Excellent too, for removing spilt oil from garage floors.

Pint tin costs only 2/6. From dealers, accessory shops or any Halfords branch.



THE FINEST ALL-ROUND
DEGREASANT and CLEANER

The passing of Dave Fletcher

I knew Dave for 65 years. As a first class plumber, something he had done all his life. As a mechanic he was self taught. As a friend you would find no better; over the years we did so many things together with involvements in running and setting out Motorcycle trials in the 60's, to being a major player at the start of the Festival of Transport in 1976 in fact.

Dave was the first to set up and install the toilet and waste system we still use to this day and it was all done by Dave. Anyone interfering would have brought forth something in the way of "mind your own business". I do remember he dug the trench from the village hall to where the catering tent is today across the field in the early years BY HAND; he thought nothing of digging trenches wherever they were needed. Apparently he was involved in laying the water pipe all the way up the Dicker in the 30's We nick-named him the mole for a while.

Dave was a real character. Joined the RAF in 1939 until demob in 1946 as a Gunner and armourer on all heavy bombers. He was also attached to the SOE (special overseas operations squadron) - dropping agents and supplies to those incredibly brave souls who became agents in the resistance in France and beyond. On the motor-cycle side he always rode M/Cycles and joined me in trials riding for a number

of years. He never made a great trials rider but we had a enormous amount of fun and laughs; he always built his own bikes from all sorts that came along and were cheap, and proceeded to modify them. Later years he took to riding on the road again, as long as it was cheap he would ride it. He finally got modern and had a number of different makes



finishing up with a Honda until he was 93. On that year with the club he joined me on the annual Rally to France covering some 500 miles. He was great to ride with and stuck to my rear like glue no matter how fast or difficult, he was always there full in my mirror, I never had to think where was Dave? Well, the reason for that was that he would never have found his own way anywhere. Dave's navigation was not too good and he knew it. In France he had no idea where he was. His camping trip to Scotland proved

that, having gone round Reading a few times in an attempt to go North and finishing up back at home the same day, but his riding ability was unquestionable.

From Trials he turned to Speedway when son Ian took it up, he then became Machine examiner for many years, supporting Ian at Arlington and all over the venues in the country. Dave and myself restored or prepared many cars during the 80's 90's and early 2000's for T/V and film, or just because we liked the model. 30's 40's 50's & 60's were all very cheap in those days.

He acquired some very rare cars and M/c's, finding them while working as a Wealden district plumber around the area. I recall he had a Austin Atlantic A90 which he got running only to sell it for £125. That's one time I could almost have killed him! He was happy though, he saw it as a challenge and had got it up together and running, but that was Dave. All the other vehicles are just too many to mention, I have also forgotten a lot of them.

I could go on for pages about Dave and his very funny occurrences. Just one, - he was working under the sink of a house when who later became my Father-in-law Reg, poked a lady's feather duster through the hole from the room next door, Dave grabbed it and with blow lamp in hand promptly burnt all the feathers off. They met some years later at a party at home and Reg finally found out. So you were the B----- that burnt the feathers - say no more!!!! That was Dave Bless him. Then he took to cycling in his 90's that's another Wessons story as he rode to Horam most days to get his lunch.

Finally at a AGM wind up meeting at Hooe, Dave and I joined the club and we took on as Chairman and Vice Chairman, we worked hard to clear the old rubbish in the field behind the Red Lion for a week, and set about to rebuild the club with many new ideas and changes. The club membership rose from about nine to over one hundred in two months with many others following us, but that's for another day; the point I am saying is that David was always there. As for holidays we use to meet in France when we both had Bedford m/caravans and our children were young. Later Dave and June joined us on three occasions driving as we toured the USA and Canada, Yes he did it finally, it had never entered his head that it was possible. Dave was just so funny on so many occasions and so easy to wind up just a single word would do it. A Club Christmas party would show you that. You will never replace a Dave Fletcher, God bless you David, I will miss you as will we all.



R.W.

Rolls Royce Cars

It has taken more than 120 years, but Rolls-Royce has finally achieved an ambition set by its co-founder to create an all electric car. The company announced that it was beginning road tests for the electric vehicle, named Spectre, and expects the first model to be on the roads by 2023.



SPECTRE
With body lines somewhat concealed by slogans

It will fulfil a prediction made by Charles Rolls, who predicted that the future of cars would be electric powered. Charles Rolls saw an early electric car in 1900 powered by batteries designed by an American company called Columbia. The Eton educated pioneer declared it was superior to the combustion engine, but added that it would take a long time for the infrastructure to be in place to make them practical.

He said "The Electric car is perfectly noiseless and clean. There is no smell or vibration, and they should become very useful when fixed charging stations can be arranged. But for now, I do not anticipate that they will be very serviceable at least for many years to come."

Rolls-Royce says it is on the verge of finally realising its co-founders far sighted vision.

How right he was.

Colin

Early concepts 102EX



103EX



The joys of motoring

On clearing the show with others I joined a member in the Red Lion for a pint and as I entered it started to rain quite heavily, so was glad to be inside. The rain eased and stopped about eight o'clock so we said our farewells only for the heavens to open again in monsoon proportions. On with the lights and wipers and off I set only for the wipers to become detached from the spindles about half a mile from the pub. Knowing it's not a road side job to repair this problem I switched the wiper motor off and continued more or less with my nose on the screen, which now was steaming up.

I travelled along the lane towards Ninfield and turned right at the roundabout taking me through Catsfield and down Powdermill lane travelling between 40 and 45 mph.

A Transit style van had been following me since Catsfield, but was behaving himself so I pulled over and let him pass on the straight part of Powdermill Lane. I then wondered what the clicking noise was only to discover that I had turned my lights off and not the wiper motor.

Quite a bit of traffic went the opposite way during my journey and not one of them flashed me. Perhaps they weren't seeing too clearly either.

Switching my lights on didn't seem to make any difference anyway.

On arriving home and into my drive, low and behold it stopped raining.
Colin L.

For no particular reason - The Bugatti Royale

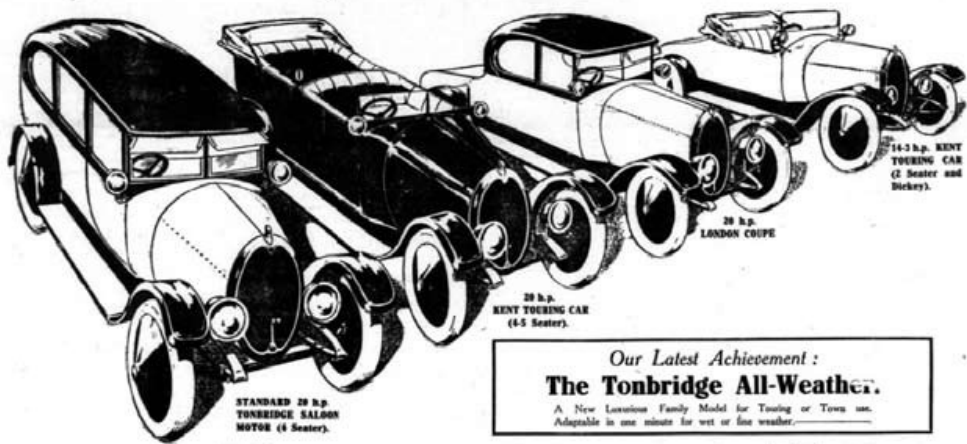


A
REALLY
SAD

Storey

The perceptive among you may recall that there was a brief mention of the STOREY car back in 2017 (March issue); the more extremely perceptive of you may recognise this article as a reprint from the Hooe Club Newsletter of some 45 years ago with a few added pictures

THE *Storey* SERIES



Ibornden Manor at Biddenden, which is alas no more, was once the hub of a large estate in this picturesque Kentish village. The estate is now split up and all that remains is Ibornden Park and nearby Ibornden Farm. You may wonder what all this has to do with the pre-war motoring scene, well read on and all will be revealed.

During the early years of the last century Ibornden was the palatial home of the Storey family who manufactured motor cars from their London and Tonbridge factories. The peak production year was 1920 when some 1900 units were made and around 50 more from 1921 - 30.

The Storey was an exceedingly handsome machine and not an assembled car.

Nearly everything was made themselves including radiators and engines from mid 1920. The radiator really made the car stand out in good looks, being oval in shape, similar to the Chenard-Walcker but taller. This was set off by a long bonnet and elegantly shaped scuttle. All models had Rudge-Whitworth wire wheels with optional disc dust covers, Two models were produced, 14.3 and 20 h.p. with four body styles. The Tonbridge saloon a light saloon with oval rear window and two doors positioned midway along the body providing both front and rear access, this was built mainly on the 20 h.p. Chassis.

Then there was the London coupé a fully closed coachbuilt 2/3 seater again with oval rear window and two seater dickey, a a four piece vee windscreen as the saloon had also.

The Kent touring, a spacious five seater open tourer this time with two piece vee windscreen and full weather equipment.

Finally the Kent two seater with single piece adjustable screen, hood and two seater dickey. All models were luxuriously upholstered. Headlamps were carried low on stirrup brackets mounted on the dumbirons and the large sidelamps were mounted high on the scuttle. The company slogan was "The prettiest in the world, as good as they are pretty".

Now that your appetite is whetted (hopefully). Perhaps we had better go into this tale more deeply and start at the beginning with the motoring convolutions of the Storey family.

Previous to 1912 the firm of John H Storey and Co: manufactured machine tools at Hatcham. John Storey's two sons Will and Jack showed a keen interest in motoring, experimenting with a De Dion engined hybrid and producing a few steam cars. In 1912 the firm moved to New Cross and changed their name to 'The Storey Machine Tool Co:.' and part of the works were set aside for experimentation with a view to future car production. However in 1916 John Storey died and the start of the first world war put a stop to a Storey car for the present.

At the start of the war munitions were made but towards the end of WW1 in conjunction with Napiers they cut gears for the famous Constaninesco synchronising mechanism which enabled machine guns to be fired through propellor blades. They also managed to get contracts for aero engines and those manufactured included Gnome and Le Rhone.

In 1917 the company became associated with the Kingsbury Aviation Co: The New Cross works

The Storey Machine Tool Co.
LIMITED.
MAKERS OF HIGH-CLASS MACHINE TOOLS.

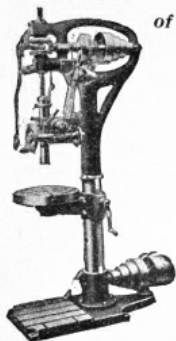
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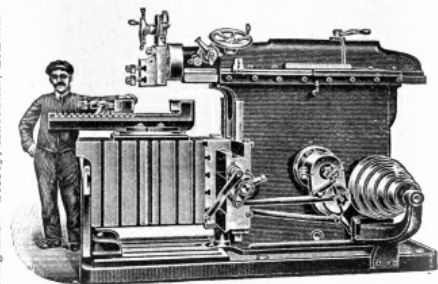


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Lists
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Telegrams—"Storey, Hatcham, London."



Telephone { New Cross, 149,
" " " 1611

JOHN H. STOREY & CO. LTD.
HATCHAM -- LONDON, S.E.

were now becoming too small for all the work load now coming in and they started thinking of expanding to larger premises. A bank loan of £20,000 was obtained but before new premises were found the war ended, and like many other firms they found themselves geared up for full production and now nothing to produce; with the acute shortage of private cars the decision was taken by Will Storey to go into motor car production on fully automated mass production lines.

Experiments were made with a five cylinder air cooled rotary engined car but were soon abandoned. After compensation payments by the government for cancelled contracts the firm decided to buy a site and build their own factory from scratch. The site chosen was at Tonbridge by the river and

was known as 'Old Town mills', this was bought in May 1919. Work went ahead straight away and by September half of the production bays and the foundry were complete. Meanwhile back in London the prototype was ready; the engine was a I.O.E. (*Inlet over exhaust*) 14.3 h.p. Coventry Simplex unit and the car went on show in Messrs Porcys' showroom in London.

When the first production cars began to roll off the line at the beginning of 1920, they differed from the prototype by having a Chapuis-Dornier engine instead of Coventry Simplex. Rear springing was now by long cantilever instead of semi-elliptic. The back axles were overhead worm driven and the three speed gearbox incorporated with it. The gearbox was operated by two long operating rods carried alongside the torque tube. A Ferodo lined cone clutch was used, and the carb was a Zenith. All cars were fitted with self starters but did not have the usual hand throttle on the steering wheel. The first cars were produced solely at the London works, but by early spring of 1920 the Tonbridge factory started full production.

Will Storey believed in good publicity and used full page adverts in papers and journals including the Kent and Sussex Courier. Caffyns Ltd were made sole agents for Sussex, and Pembroke and Slater for Middlesex. Appointed distributors for Scotland were the Caledonian Motor Engineering Company.

By midsummer things were going well at Tonbridge, orders were coming in thick and fast and where other firms were having difficulties due to strikes etc, Storey's had laid in stocks of steel covering over an acre. Towards the end of the summer Storey's were making their own engines, the Kent Two Seater now had a 12 h.p. engine instead of 14.3 and kept its gearbox in unit with the worm-drive axle while the other models now had spiral bevel back axles and the gearbox in the normal position although not in

unit with the engine. The prototype had a gravity feed petrol tank, but all production models had the tank at the rear.

At the 1920 Motor Show at the White City, Storey's displayed all their models on stand 438, they all had Solex carburettors instead of Zeniths.

In late 1920 a mini depression started after the almost complete dearth of private cars in 1919; with the numerous firms starting car manufacture this demand was soon satisfied but many were going under or getting into difficulties. However Storey's prospects were good, they still had plenty of orders coming in and had no trouble supplying cars on time. Their overdraft was being reduced by a considerable amount monthly and the bank's money was safe enough with the

Storey Motors

OLD TOWN MILLS, —TONBRIDGE.—



THE TOURING CAR OF THE SEASON.

Specification: "KENT" TOURING MODEL 4/5 SEATER.

14.3 and 20 h.p. Chassis with overhead gravity petrol feed system on 14 h.p. Model and Back Patent Tank. Advance Feed on 20 h.p. Model, as specification with the following equipment— 12 volt electric starter and lighting set, including a head lamp, 2 side lamps, 2 rear lamps, 2 oil gauges, 2 electric horns, one-man hood, adjustable wind screen, kit of tools including jack and pump, spare wheel, tyre and tube and packets to all doors. Finish: All brass fittings, painted and upholstered in standard colours. Black, blue, grey and nut brown. These models are fitted with tub seats. Driver's seat adjustable only.

14.3 h.p. Chassis, fitted with Body as above Specification, £750 - 20 h.p. £850

Owing to the completion of new and extensive works at the OLD TOWN MILLS, TONBRIDGE, Daily Deliveries are now being made of this superbly-appointed Car and also of the delightful TWOSEATER MODEL. The enormous demand for these STOREY 1920 MODELS, however, makes it advisable to book your Car NOW.

Specification: "KENT" TOURING MODEL 2 SEATER.

14.3 h.p. Model, as above Specification with the following equipment— 12 volt electric starter and lighting set including a head lamp, 2 side lamps, 2 rear lamps, 2 oil gauges, 2 electric horns, one-man hood, adjustable wind screen, kit of tools including jack and pump, spare wheel, tyre and tube and packets to all doors. Finish: All brass fittings, painted and upholstered in standard colours. Black, blue, grey and nut brown. These models are fitted with tub seats. Driver's seat adjustable only.

14.3 h.p. Chassis, fitted with Body as above Specification, £750 - 20 h.p. £850



The "Dumpy" RADIATOR in the Kent Model by which every STOREY CAR may be known.

It is also a sign of the excellence of every Storey Model.

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THE STOREY MACHINE TOOL CO., LTD.,

TONBRIDGE - NEW CROSS, or
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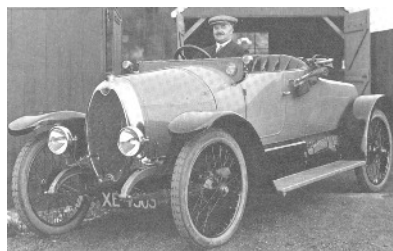
Telephones: Tonbridge No. 155. New Cross 83 or 148. Gerrard 3842. J.C.F.

freeholds of the two factories, the plant and Iborden Manor itself held as securities. However, the bank was getting very nervous with many firms going into bankruptcy, Storey's good order books held no sway with them and they called in the overdraft stating that it could not last. Desperately Will Storey tried to raise enough money to repay the bank but on the 20th December 1920 when they were just over £4000 short, a liquidator was appointed.

Storey watched helplessly as the new factory with the latest machine tools and presses was torn down. Completed cars were sent to the Kingsway showroom and sold at give-away prices. Unfurnished cars were broken up and sold for scrap with the spares. The machine tools were auctioned off cheap, the market already glutted with bankrupt stock, and Will Storey's Kentish Manor - Iborden went under the hammer. He had lost everything, in all around £2,250,000.

While all this was going on, Will's brother Jack unwilling to let everything go to waste, unofficially smuggled from under the nose of the receiver as many car parts as he possibly could with the firm's fleet of twenty Kelly Springfield lorries. With these clandestine night convoys up the A21, Jack managed to stock his property and his home at Clapham with engines, gearboxes, axles, chassis' and bodies, also a few machine tools. Some were reputedly hidden down a well!

In 1921 Jack Storey formed Storey Motors and started assembling Storey cars from the rescued parts. He also ran a spares and service depot for existing Storey owners. By 1925 engines began to run out and a limited company was formed, they concentrated on three sports models with bought in engines, a 10/25, 14/40 and 17/70. Several makes of engines were tried including Meadows. All back axles were now spiral bevel, the wormdrive ones having been used up. These three models were available until 1929, when for the 1930 season a special sports model was listed with modified chassis and choice of three engine sizes. This was Storey's last fling as no more cars were made after 1930 and only about 50 cars were made from 1921-1930 as compared with 1,500 during 1920.



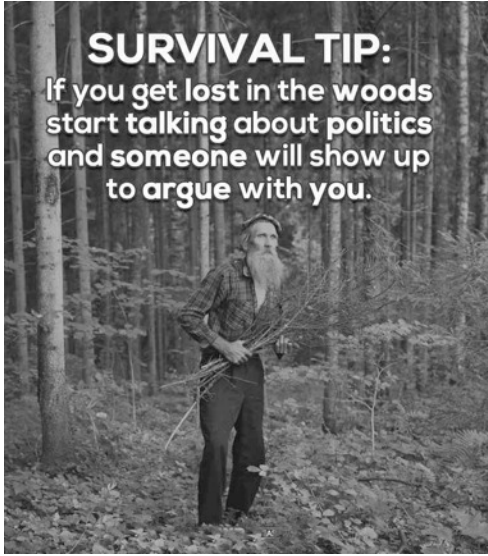
No Storeys are so far known to survive which is a great pity, it would seem too incredible that one may still be lurking in a shed or hedgerow in the Kent/Sussex Weald near to its birthplace, but I suppose there is always a chance, miracles do sometimes happen. After all Kent still hides the remains of two Angus-Sandersons of the same vintage, (*circa 1976, probably found by now!*), a make very similar to Storey's in many ways except that the former was a car completely assembled in Durham, but both cars had the same output and life span, similar size models and peak production years (1920). The only connection Angus-Sandersons had with our part of the world was the gearbox made by the Sussex firm of Tyler, but then that's another storey - sorry, story.

When your flux capacitor explodes



SURVIVAL TIP:

If you get lost in the woods start talking about politics and someone will show up to argue with you.



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

