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I know that we've all done this at some time or another, but just lately the police have told us that this practice is now regarded as possibly unsafe, so be warned!

July News 2017

Ron's Ramblings



Already half the year has gone already and the multitude of shows and fêtes are either gone or are coming up very shortly. We have taken advantage of the excellent weather so far this year.

Both Chris and myself are licking our wounds after operations at the Horder centre, I was just coming to as Chris passed my room door and we briefly had a sort of conversation about the club. Chris has such an infectious enthusiasm even if he is in pain. Pleased to say we are both doing well. There are so many of us that are suffering one way or the other.

More bad news for stalwart members, I am sad to report Ted Dove, and Dave Fletcher have both lost their driving licences, this getting old is not good.

March meeting report by Valerie Robertson as Ron is too embarrassed to write about himself!!

Ron W came equipped with slides to chat about his experiences and work in the film industry. He started by telling us how at first he was asked to supply a certain car for a film, he was able to find the correct make and model for the year, but not the right colour, so Ron being Ron sprayed it and finished it off in great detail, to the best of his exacting standards. Taking it to London he was asked to park it in an empty car park, then they blew it up!! Leaving him with the debris of the car to get rid of, and no transportation home. From the start Ron had us hooked. He went on to explain how many of the cars he managed to get hold of, the film company paid for then did not even use, how filming took place in Jersey, and abroad in some very nice places, and some not so nice. He even worked as an extra, looking very good in uniform next to a motor bike, well the bike looked good. He explained how the film crews worked, and of many stars he had seen on set. All in all a very interesting, informative and humorous evening. Thank you Ron, look forward to some more escapades another time.

Annual dinner April 1st was enjoyed by 35 members; forgetting the complicated menu that the chef seems to enjoy baffling everyone with, the dinner was excellent and they did exactly as they said free wine around the tables. I was rather apprehensive but it turned out to be a very enjoyable evening. A grateful thank you to Pauline and Terrance for the organisation.

The AGM went off with out any problems arising, everyone seems satisfied with the way things are, a number of idea's came up which the committee have sorted which I will mention later. A thank you to Chris for the infill on his experiences in N/Z

Drive it day, Taking the Cresta we joined the EHVC for a run to Shoreham airport, a look at the museum and lunch in the restaurant Very well organised and thought out by (Hooe club member as well,) Peter Gillies, On behalf of us all thank you Peter.

Easter bonnet run. Organised by John /Cherry Gibbons, an excellent well arranged fun run finishing up at the Green man in Ringmer, always a firm favourite for good food with plenty of it and at a reasonable price. The ladies as usual did us proud, a fine selection of excellent hats adorned all those pretty faces . A very difficult decision had to be made, Pauline had actually knitted her hat and it was then duly decorated and was finally declared the winner. We even had a Cockerel this year !!!

A big thank-you to John / Cherry for a great event. Sadly they now wish to retire after six years or more So we are looking for a new someone to take on this event for 2018 so new ideas will come forward for next year.

Alan hodes took the chair for the May meeting giving us a reminder by old postcards etc of Eastbourne in the early days of the 20's
It was good to learn the past history of the town and its development.

The Cuckoo fair at Laughton enjoyed excellent weather for a change. I know to some it's not too popular, but it deserves to be without question one of the best shows around for entertainment. We only visited on the Sunday arriving at just after ten am (early for me) found it almost impossible to find a space to park fortunately friends moved over a bit and I was able to squeeze in,
I hate to say it but it has become one of the best shows around for sheer variation even a free Circus was included.

June, was race evening, by that I mean the visit to Filching Manor for go-kart racing. Twenty-five members turned up in perfect weather. Twelve members and friends had a go, and didn't they do well, all intrepid racers enjoyed a twenty minute race. The winning three were placed on the podium to receive their medals. A grateful thank you to Karl for his kindness, he reduced the go-kart price to a very reasonable level but, not only that, he then opened the museum so we could view the amazing collection of cars, motor cycles, and motor memorabilia.



The latest committee meeting debated the contents of the AGM and our suggested donations from last year's show They are - Memory Lane Dementia at Eastbourne, East Sussex Foster Care, Sussex Spina Bifida, Motor Neurone disease, and Children with Cancer, Each will receive £600 totalling £3,000 we will keep back £1,000 for other deserving charities that come up during the year, we have also arranged to buy eight chairs for the village hall

These suggestions will be put to the club at the next available date and paid out at the show. Please ask for a copy of the minutes if you would like to peruse the full meeting details or see them on line.

Important note Please note the Fish & Chip run needs to know numbers and menus Send or phone to me A.S.A.P. . See booking form below.

FINAL REMINDER - SUBS ARE DUE FOR THIS YEAR
If you haven't done so already, the last date to settle up is show day otherwise no more news letters! Still excellent value at £12 or £17 for a couple.
How do we do that so cheap ?????

FISH & CHIP RUN BOOKING FORM

Deanland Wood caravan park restaurant SEPT 1st From 6.30 pm

NAME _____ Please tick menu FOR EACH PERSON

MENU

COD CHIPS & MUSHY PEA'S _____

HADDOCK CHIPS MUSHY PEA'S _____

SCAMPI & CHIPS _____

EGG BACON & CHIPS _____

Or variation if you wish

A SELECTION OF SWEETS ARE ALSO AVAILABLE

Return to Ron Wanmer or phone 01323 840346

Last booking date Wed 30th August

FUTURE CLUB EVENTS 2017 / 2018

AUG 4th SHOW Briefing PLUS Images of India RW

AUG 5th SHOW SET UP, ON FIELD AT 10 am Please

AUG 6th SHOW DAY STARTS AT 8 30 am

SEPT 1st FISH and CHIP RUN Deanland Resturant 6.30 for 7pm
I must know numbers and menu requests Ron 01323 840346

OCT 6th TALK AND DEMO ON UPHOLSTERY (Upton and Sons)

NOV 3 rd JOHNS ANNUAL FILM SHOW (Tom and Jerry of course)

DEC 1st PARTY TIME, Please bring along own drinks and the usual goodies

2018

JAN 14th COACH TRIP TBA BROOKLANDS or DUXFORD ??

FEB 2nd A look at AUSTINS, That famous name. by Ian Garner

MARCH 2nd THE HISTORY of Phonographs and music machines
from a bygone age by David Holmwood

Annual dinner TBA This will possibly be different, See later news letters

APRIL 6th AGM

MAY 4th Alan Hodges returns with more history of Eastbourne Part 2

JUNE 1st A visit to Chris and Marion's museum Rolvenden Details TBC

JULY ? BBQ see later newsletter '

Next News letter NOV **Your** contribution would be appreciated, contact Andy

Coming Soon (next newsletter actually!)

A look at the influence of Charles Kearns Edwards on the development of Morris Commercial vehicles.

In the meantime, why not take a look at www.morriscommercialremembered.uk

Or go to Youtube and search for morris commercial remembered

A few fairly local area events

More details of these can be found on our web site.

July 2nd	Pestalozzi Cavalcade of Transport.
July 2nd	Darling Buds Classic Car Show, Bethersden Kent.
July 9th	SCS Charity Classic Car Show, Borde Hill Gardens.
July 9th	Uckfield Festival, 10.00 TO 4.00 Classic/Historic Motor Car/bike Show.
July 15th / 16th	Michelham Priory Classic Car Show.
July 15th / 16th	Eridge Country Market & Cars in the Park
July 22nd	Bexhill Roaring 20's C
July 23rd	Amberley Museum Summer Picnic.
July 29th / 30th	Ringmer Steam & Country Show.
August 6th	Hooe Old Motor Club Concours D'Elegance
August 12th / 13th	Firle Place Vintage Show.
August 13th	Cranleigh Lions Classic Vehicle Show.
August 19th	St Michael's Hospice (Rye Classic Car Show)
August 26th - 28th	Festival Of Transport, Hellingly.
August 28th	Bexhill 100 Classic Car Show.
September 9th / 10th	Autumn Show, Laughton.
September 17th	Firle Hill Climb Revival.
October 7th / 8th	Lavender Line Steam & Vintage Transport Gala, Isfield.
October 7th / 8th	Hastings Classic Car Show.
October 14th	Hastings Vintage and Classic Bike Show (Stade open space, Old Town)
November 5th	Veteran Car Run, London to Brighton.
November 5th	Ardingly Indoor Autojumble.

WE NEED YOU!

Volunteers are wanted for guiding visitors around the Windmill at Windmill Hill near Herstmonceux. No experience necessary just a head for heights! Seriously if you are interested in guiding this fully functional mill then give me (John Bishop) a call on 01323 843202 or Bee Frost on telephone 01323 833033.

John Bishop/Committee member – Friends of Windmill at Windmill Hil

At a recent committee meeting, Colin Lake outlined the situation with his son-in-law who is seriously ill with sickle cell disease and needing a stem cell transplant. This would have to be privately funded as the NHS (citing lack of clinical trials), would not pay for the procedure despite this type of operation being carried out in France and America over the past 5 years. The committee all agreed that £500 be donated. Thanks to this plus some very generous gifts from various individuals, the operation was successfully carried out, and son-in-law is doing well. On the strength of this outcome, the NHS has now decided to carry out their own clinical trials; so – RESULT!

FOR SALE

1955 Francis-Barnett Falcon 70. 197cc Villiers engine.

Owned 30 years, reasonable condition, easy starter.

Taxed. Plus four crates of spares. £1,500.

Contact John Waite 01323 638079

No Apologies for repeating this little snippet from a previous newsletter!

I am always grateful for articles / pictures / adverts etc to go in the newsletters or on our website, and I'm sure that those members with Internet access regularly check our site for news (*says he with tongue in cheek!*); I do occasionally update various sections of the website, and if these updates are sufficiently important, I then email a notification to any members whose email addresses I have. However, if I don't have your email address and you would like to receive such notifications, please let me know at andybin@sky.com. Sometimes people change their email addresses for one reason or another, and if you have forgotten to tell those whom you would like to receive emails from e.g. Me! - then you will not get these notifications.

AndyB

1933 Austin 10/4 Saloon NJ960

The car was bought in 1960 from a customer for £5 by my father who bought it for my brother's 17th birthday. He learnt to drive on it, with its crash gearbox and passed his test in it!, but it used lots of oil and was taken off the road and the engine dismantled.

While I was still at school in the mid 60's we had the engine rebored and my father and I rebuilt the engine; so started my career in the motor trade.

The car however was not put back on the road, and languished in the back of the workshop and various other places until I started restoring it in 2009.

It has been subject to a complete body-off restoration, with body shell and classic parts shot blasted , then painted in original colours.



All mechanical parts have been overhauled, new wiring loom made, and the interior refurbished with new leather and head lining. The new carpets are the original mottled pattern taking 2 years to source! ‘Annie’ as my wife affectionately calls her went back on the road in April last year, and

has done over 500 miles since, after ‘sleeping’ for 50 years.

See you all at the Show
Andrew Smith



Some pictures from the recent club outing to Filching Manor Go-Kart track.

Steve Young had the best lap time, followed by Tim Preston and Colin Wanmer



HAYNES' MANUAL PART 2 GUIDE TO TOOLS OF THE TRADE

HAMMER:

Originally employed as a weapon of war, the hammer is nowadays used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

ELECTRIC HAND DRILL:

Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS/ADJUSTABLE WRENCH:

Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake-drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS:

Once used for working on older cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for for the last 15 minutes.

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL:

Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "F...."

HYDRAULIC FLOOR JACK:

Used for lowering car to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front wing.

EIGHT-FOOT LONG DOUGLAS FIR 2x4:

Used for levering a car upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbour to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

BOLT AND STUD EXTRACTOR:

A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

TWO-TON HYDRAULIC ENGINE HOIST:

A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:

A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER:

A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

INSPECTION LIGHT:

The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate as 105-mm howitzer shells during the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER:

Normally used to stab the lids of old-style paper- and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR:

A machine that takes energy produced in a fossil-fuel burning power plant 200 miles away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last tightened 30 years ago by someone in Dagenham, and rounds them off.

PRY (CROW) BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 pence part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

A trio of Flatnose Morris's down under. By Chris Hone

It was near the end of our annual visit to New Zealand when the Nelson Vintage Car Club held their Swap Meet meeting. This was a combination of a car show and auto jumble. Although the number of true vintage cars was a bit disappointing, still there were makes of car I had never even heard off.

I soon located a 1927 Flatnose Cowley saloon. The owner was nowhere to be seen so I asked a member of the Nelson Vintage Car Club to open the bonnet. He obliged and I was able to take some photographs of the various ID plates showing the important numbers. I emailed these to relevant members of the BNMC and soon had the facts about the car. It was owned by a Peter Field who is recorded as owning 3 flatnoses. He is not a member of the BNMC; however, they were able to supply his address so I made an appointment to see him.



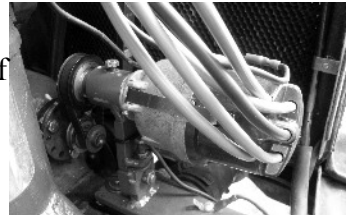
Peter Field was one of three brothers who were farmers and he looked after the machinery and relevant timber farm buildings. He is now a hobbyist cabinet maker and he spends his time making impressive prize winning models out of timber. He had a somewhat disorganised workshop cluttered with timber and car parts and that was the charm of his set up. In the garage was the 1927 Flatnose plus a 1932 Morris Minor two seater tourer.



The Flatnose was inspected first. The car had left the factory on 13th May 1927 and was exported to New Zealand in chassis form. The four door saloon body was constructed by Stevens and Sons, of Christchurch. Not much was known about the car's history and it deteriorated until rescued by Peter in 1972 who had a complicated arrangement with the owner for its restoration. It spent some of its life in various museums. Ultimately the previous owner bought the car back for \$10,000 which had been the cost of its restoration during which he had a lot of problems sorting the engine out and eventually had to get it professionally rebuilt.



The car was beautifully presented both internally and externally but surprisingly had a blue painted engine. The car had a coil and distributor instead of the magneto which was a very clever conversion. Peter had fitted a toothed belt to drive the distributor from the original magneto coupling. The whole assembly had to be electrically

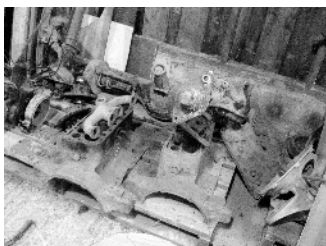


insulated from the engine.

It was time for a test drive. Myself, like Peter had difficulty in getting in due to lack of leg space and non adjustable seats. Were Kiwis that much smaller in the 1920's? The car fired up at once, but even though the clutch pedal was depressed, first gear grated. The trick was to start the engine in gear with the clutch pedal depressed. Off we went and Peter said how nice it was to be driven as others are put off by the crash gearbox. The gearbox behaved perfectly changing up although I found changing down a bit tricky. Peter preferred to go around corners in top gear using the torque of the engine to keep one going. When one stopped, the trick was to put it directly into 1st gear. In my opinion, the brakes needed some adjustment and I was not used to the non cancelling trafficators!

We then took out the Morris Minor for a spin but that is another story!!

Back in the garage, Peter showed me his attempt to keep the old magneto going. There might be an electrical engineer who can rebuild magnetos in New Zealand, but these people are hard to find. Before giving up on the magneto entirely, he wired in a motor cycle capacitor into the contact breaker assembly. (See photo) but this didn't solve the problem hence the coil ignition conversion. The engine was painted blue instead of red as Peter had some spare blue engine paint already available. The Morris Minor engine was similarly painted. My visit continued around the premises and there were bits of engine and other paraphernalia



everywhere. There in a corner of a field were two rusty Flatnose chassis plus one of a Willis jeep. The scrap man will be collecting them soon!



Watch out for FAKES!

EARLY MG FAKE MYSTERY SOLVED

A RARE BULLNOSE MG, believed to be a new find and the third oldest MG in existence, has been proven to be an early 'replica'. It appears that the original log-book had probably been forged sometime before the last war.

The new owner of the car, which dates from 1925, is Ian Hutchison from Ashted in Surrey, a collector of pre-war MGs and the parts co-ordinator of the MG Car Club's vintage register. He was disappointed and very concerned when we broke the news to him last week.

He told us: "I am very concerned, as you can imagine. But when opportunities like this come up you just have to grab them."

The car was discovered in Exeter about six months ago by car dealer Barry Walker and when he offered it to Ian he leapt at the chance of acquiring such a rare pre-war MG. The car came with two spare engines and a spare gearbox and all the chassis details – such as longer leaf springs and the MG steering box – looked correct.

The car's log-book showed it had only two owners, the second being the Cann family from Exeter, and the chassis and engine numbers both matched the original document. But these must have been tampered with, as further investigations subsequently revealed.

by MIKE WORTHINGTON-WILLIAMS

We spoke to Phil Jennings, who has chronicled all the known early MGs in his book *Early MG*, but he had never heard of the car. So we contacted Robin Barraclough who is the co-author of *The Bullnose and Flatnose Morris*. What he told us stirred deep misgivings.

Apparently, a car dealer by the name of Geoff Cann had approached Robin some years ago while seeking spares for a bullnose MG project. Barraclough supplied him with a set of genuine MG wheel discs, a dash lamp, a Morris Garages body plate and dashboard plate, a drop arm and steering box brackets.

Cann built many of these parts into the car, and had a very good replica body made up by Robin Malyon. But Barraclough doubts whether the car was based on genuine MG parts.

The numbers on the log book match those on the car, but Bullnose Morris Club records show that the frame number – 115505 – is the same as the chassis number

from a Morris Cowley which left the works on October 17 1925.

The chassis number 118505, which was always 3000 on from the frame number, was from a Morris Oxford cabriolet, which left the works on November 24 1925 – nearly a month after the date of first registration shown in the log book. That car was fitted with engine number 129505, not the number in the log-book.

The engine number shown on the logbook – 143735 – belongs to an engine fitted to a two-seater Cowley which left the works on January 9 1926, well after the car was first registered. All real MGs were based on Oxford chassis supplied direct from the works to Morris Garages.

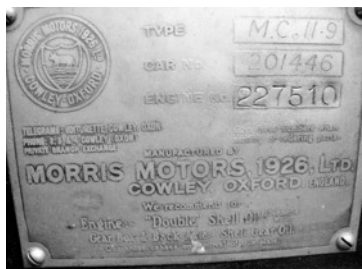
The date of first registration disagrees with the dates of manufacture and the numbers could never have been on a genuine MG. Therefore, since the log-book carries the description 'Super Sports', it must have been altered at some stage.

Meanwhile the car sits in Ian's workshop at CB Garages awaiting its eventual restoration. "Nobody likes buying a white elephant," he said, "but I can't possibly sell the car now with its current log-book and knowing what it is – that would just perpetuate the problem. I now have a lot of avenues to investigate before I decide what to do next."

In my recent talk to the club I highlighted how one could add value to a Morris Cowley by carefully altering the VIN on the VIN plate. In the Morris case, altering the “C” to a “G” and making it an early MG and adding several thousands’ to the price of these historic and rare cars.

The following has recently turned up at an auction The attached photos and narrative show what has been done!. I enclose a Morris Cowley plate for comparison. Apart from that, it looks a reasonable project for the non purist Morris man!

If you Google **H&H Auctions** and then search **Car Auction** to be held at the National Motor Cycle Museum on 2nd June 2017, you will find, under Lot 16, a BN MC 4 str being offered, which appears to be 1926 Season. However its car plate is obviously a reproduction and the numbers shown on it are incorrect. The car no. shown on the plate should not have a 'D' prefix (the number has probably been copied from the dumb iron) , the engine no. is from a 1927 Flatnose and the model , shown as COW.4T , has been made up. Apart from that, the car's trim is incorrect and it seems to have some FN parts fitted !! Perhaps the auction house realised the car has a fake identity and for that reason its estimate is £4000 to £6000.



Legitimate VIN plate



Faked VIN plate

Despite the above,, the car sold for £10,518.75 which presumably includes Vat at 15%. Some of the more modern cars didn't sell!

C.Hone

Remember this one from the March Newsletter?



I wonder if JB knows what this is?

John Bishop vindicated!



It is a Blackpool Corporation car outside the main depot being one of six delivered in the 1930's as an open top car. One is at the National Tram Museum at Crich in Derbyshire and this is view taken in May this year. On our visit there was also assembled a display of Jaguar cars including this delightful E type making for a grand sight in anyone's book!

J.B.