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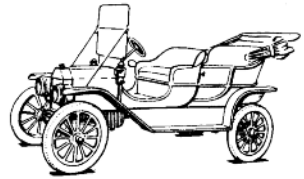
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July News 2012

# Ron's Ramblings



Here we are half way into the new year already, back in Feb we arrived back from South Africa on the very same day as our club night, we were there - well I think so, 12 hours on a Jumbo overnight does not help the senses. We had Phil Gardner telling and showing us a fine array of vintage photos of Eastbourne, in the 60's reminding us of years gone by, which regrettably I remembered all too well. Thank you to Phil for a very interesting evening.

March; The Annual dinner was enjoyed by thirty three members and guests with Commander Rodger Paine giving us an amusing after dinner talk. John B arranged and organised this event with the usual lovely menu card with everyone's personal name; you do not see that very often these days. Thank you John, for an excellent evening.

John was again on call for the March meeting with our picture show of the Schlumph Museum, now known as the French National motor museum. Jean, myself and the family called in on this wonderful museum on our usual holidays to Switzerland while en route home with the Bedford back in the 60's when the museum was first found; 50 years later we again stopped in Mulhouse, we just had to go again, It's still just amazing. Yes, it has altered over that time, but it still has that magic that's hard to explain. Jean wanted to go, and says she would go again. Now that is a true testimony in its self on how interesting it is, she does not ever, easily admit to that.

John put together a fine variety of photographs and made it a very interesting and informative evening. If you are that way don't miss it.

Twenty three members enjoyed George's Easter bonnet run. Wind and rain was the order of the day, which kept the majority of vintage cars in the garage, including mine, but three braved the weather, finishing up at the White Hart at Horsebridge; those that had dinner were not disappointed, the service and food was excellent, five ladies turned up in a fine array of Head-gear judged by the publican. An enjoyable day regardless of the weather, thank you George.

On the May meeting we had the pleasure of giving out the cheques to our chosen charities from last year's profits; all the recipients including the children from the youth club came along, everyone was very grateful, it was good to see and hear just how much the money meant to them, and to help them to continue their good work.



Viewcraft £500



Hellingly Speedway £500



Hooe Youth Club £1000

When all the visitors had left, Ron and Barbara D introduced us to Greyhound racing, expertly run, this was a real fun evening, well it was for some - as much as I tried, luck was against me, It's simple really I just picked the wrong dog, Thank you Ron for organising the evening you did a fine job. A great night.

Notes on the AGM A few committee changes, As you know, Julie wanted to give up as editor We are grateful to Julie after 8 years, and a lot of work, A thank you to Julie was recorded, Andy Binfield volunteered to take over, Please note all newsletter material should now be sent to Andy, details are on the front of this newsletter, Please support him with photographs and items of interest; Pat Walker has stood down after many years of club service, John Gibbons has become vice Chairman, all others on the first committee agreed to continue.

We considered the future of the annual dinner, and the ever increasing costs etc., basically it was said, that as we have the BBQ and the Christmas party, and the other social events, it was felt that it was all we wanted. A vote was put forward to the club, and it resulted in no-one wishing to continue with the dinner, it will be dropped in future years unless we think otherwise at the next AGM.

Welcome to our new members, I trust you will enjoy the club and its activities, not always automobile related but hopefully of interest; Robert tells me we have a good many new members in this new year.

A friendly reminder that Aug 5th (show day) is the final date for renewals. As you know this year we have a new car park which will free up the field. Please attend the show meeting on Fri 3<sup>rd</sup> as I would like everyone to come forward and help, and know what wants to be done and where; it's no good coming up on the day, as everyone is so involved with their own responsibilities it's hard to know where help is needed. It's the old tested story. Many hands make light work, especially when arranged beforehand!

We are working on a trip to the WW2 rocket launch site in France, not too far away near St Omer about 35 miles from Calais. I will send a board around for names at the BBQ and will let you know the cost, I have seen one of these, and it's well worth the trip, it also reminds one just how enormous that project was, and how close we became to being devastated by the then, new rockets against which we had no answer.

I have just heard the good news about no MoT for pre-1960 cars etc. I do not know the details, I hope there is not a sting in the tail at a future date, it's good news for most of us. But I get that feeling that 10% of old cars in some owners hands will not get the safety checking and maintenance they require. As a MoT tester for 30 years, I have heard all the various excuses, Ah, I was just going to do that??? and you find bodged up repairs etc. Have a enjoyable second half of the year, there are so many shows etc, it's hard to know where to go; Jean and I are trying a few new ones this year, let's hear reports from the ones you visit in the next newsletter.

### **Front Cover Pictures**

While in Wales, on the road between Llanberis and Carmarthen is this old garage, apparently closed down in 1992. It has now become a much sought after location for artists and photographers. I just had to take pictures like so many others. Days before the supermarkets were "king"

Various replies from the recipients of our charity donations on May 4<sup>th</sup>.

I am writing to you on behalf of Hellingly Cycle Speedway Club, to thank you for your kind generous donation of £500 that you made to our club. This donation will be of great benefit to our club and its members, during our 2012 racing season.

I'm sure Percy Cox made it clear last Friday at your AGM just how grateful he and the rest of the View Craft membership are to The Hooe's Old Motor Club for their most generous donation of £500. However, as the person responsible for attempting to balance the books, I think it's appropriate that I add my sincere thanks to his! Much to View Craft's credit, members meet a lot of the running costs themselves but there is always a shortfall, which makes support such as yours crucial. So please pass on to your members my thanks for their kindness.

We are very grateful for your kind donation of £1000, this money will help pay for the set up fees required when starting a Club from scratch – Insurances, CRB checks, Training, Games and Handicraft equipment etc; and the Young People are happy to accept your invitation to help with the running of the Hooe's Old Motor Club's Annual Car Show on August 5<sup>th</sup>.

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### Scrapping of M.O.T. Test for pre 1960 vehicles

The DVLA has confirmed that classic cars will be exempt from the MoT test, following a public consultation.

The announcement was made by Roads Minister Mike Penning today (May 22<sup>nd</sup>), who said: "We are committed to cutting out red tape which costs motorists money without providing significant overall benefits.

"Owners of classic cars and motorbikes tend to be enthusiasts who maintain their vehicles well - they don't need to be told to look after them, they're out there in all weathers checking the condition of the engine, tyres and bodywork.

"Owners of classic vehicles will still be legally required to ensure that they are safe and in a proper condition to be on the road but scrapping the MoT test for these vehicles will save motorists money."

Cars made before 1960 will be exempt from the MoT from 18 November 2012.

This seems to leave in abeyance the definition of a 'safe and proper condition' apart from using individual common sense, and an instinct for self-preservation!

### CLUB EVENTS AND MEETINGS 2012

- |                                |   |
|--------------------------------|---|
| 6 <sup>th</sup> July 2012      | BBQ at The Homestead from 7 p.m. - Bring own meats, everything else supplied. |
| 3 <sup>rd</sup> August 2012    | (Friday) Show Meeting and Dave's War - RAF History by Dave Fletcher.          |
| 4 <sup>th</sup> August 2012    | (Saturday) <u>Show Set Up Day on field from 10 a.m. please.</u>               |
| 5 <sup>th</sup> August 2012    | <b>(Sunday) Show Day.</b>   |
| 7 <sup>th</sup> September 2012 | Fish and Chip Run to Deanland Park - meet 7 p.m. at The Homestead.            |
| 5 <sup>th</sup> October 2012   | Video Evening.  |
| 2 <sup>nd</sup> November 2012  | John's Annual Film Show - John Bishop in charge.                              |
| 7 <sup>th</sup> December 2012  | Christmas Party - Ladies in charge.   |

## Alerts To Threats In 2012 Europe From John Cleese

The English are feeling the pinch in relation to recent events in Syria and have therefore raised their security level from “Miffed” to “Peeved.” Soon, though, security levels may be raised yet again to “Irritated” or even “A Bit Cross.” The English have not been “A Bit Cross” since the blitz in 1940 when tea supplies nearly ran out. Terrorists have been re-categorized from “Tiresome” to “A Bloody Nuisance.” The last time the British issued a “Bloody Nuisance” warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from “Pissed Off” to “Let’s get the Bastards.” They don’t have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from “Run” to “Hide.” The only two higher levels in France are “Collaborate” and “Surrender.” The rise was precipitated by a recent fire that destroyed France’s white flag factory, effectively paralysing the country’s military capability.

Italy has increased the alert level from “Shout Loudly and Excitedly” to “Elaborate Military Posturing.” Two more levels remain: “Ineffective Combat Operations” and “Change Sides.”

The Germans have increased their alert state from “Disdainful Arrogance” to “Dress in Uniform and Sing Marching Songs.” They also have two higher levels: “Invade a Neighbour” and “Lose.”

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels.

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia, meanwhile, has raised its security level from “No worries” to “She’ll be alright, Mate.” Two more escalation levels remain: “Crikey! I think we’ll need to cancel the barbie this weekend!” and “The barbie is cancelled.” So far no situation has ever warranted use of the last final escalation level.

Regards, John Cleese,

P.S. And as a final thought – Greece is collapsing, the Iranians are getting aggressive, and Rome is in disarray. Welcome back to 430 BC.

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Following last year’s successful event on 'Heritage Day' at Batemans House, Burwash we, together with the Eastbourne Historic Vehicle Club have been invited to Sheffield Park Gardens on Sunday 9th September 2012 for a gathering of our vehicles. We will have free access to the gardens which are truly beautiful. If you wish to attend please let John Bishop know who is co-ordinating numbers on telephone number 01323 843202 or via e-mail [john@bishop144.fsnet.co.uk](mailto:john@bishop144.fsnet.co.uk) Pray for fine weather!



The brave display of headgear at the White hart at Horsebridge during George's Easter Bonnet run.

### **All is not lost.**

There must be others like me who have bemoaned the withdrawal of Red Hermetite from the market.

This red gasket sealant, based on ferric oxide (rust to you and me) never set and was ideal for paper gaskets and in my case, the AGA cooker oil pipes; it was a product that could be relied upon. The replacement proffered was Hylomar Universal Blue sealant which is silicon based and in my opinion was not very good and often failed. However, all is not lost. The Hylomar Company has launched a new product called Hylotyte Red. The clue is in the name. The packet proudly proclaims a "new formulation" on the box which states that excess can be removed with denatured alcohol similar to the old Hermetite.

It is my opinion that it is the same stuff.

Chris Hone.



### **Other Events**

Southdowns MG Car Club is holding its summer picnic at the Observatory Science Centre at Herstmonceux on the 22<sup>nd</sup> July.

All vehicles are welcome, access to the Science Centre is included in the entrance price of £7.80 per car with driver and one passenger (pre-booked), and there is a 'Best Picnic' competition. Full details on their site at :- <http://www.southdownsmg.org.uk>

## Coventry Transport Museum in 2010 by Alan Hodges

Coventry in most people's minds is synonymous with heavy industry, typifying its Midland location, producing in the past : Motor cars, Motor Cycles and Pedal powered Cycles. Lady Godiva famously rode through Coventry, (although on a horse !), and the iconic Cathedrals, somehow symbolize the terrible mauling inflicted by the Luftwaffe during the last war. I had never fully realized that Coventry also has a superb Transport Museum. So, with Coventry our destination, the dedicated (I would have said committed but that has other connotations !), gathered in Eastbourne and Hailsham for the trip north, on an absolutely full coach !! We left at 7.am and arrived at 11.am after a trouble free journey, even that ninth wonder of the world the M25, couldn't stem the onward march of Hooe's Old Motor Club and friends !! On arrival at the Museum, one is confronted by a very modern complex, in an equally modernized part of the city. At the core of the Museum, as one would expect is very much local produce, in fact their mission statement says : "We still collect actively. Our collection policy focuses on significant material relevant to the City of Coventry, but we also occasionally collect items of national or international importance". So not surprisingly, brands like Standard Triumph, Daimler, Maudsley and Rover Cars, pioneers of the Rover safety Bicycle in 1885 feature quite prominently. However, the first exhibit to greet the visitor, is a relatively modern vehicle and literally in the foyer of the Museum, a Dutch Spyker car.

Spyker manufacturers of exclusive premium Sports Cars announced in November 2009, that assembly would relocate from Zeewolde to Coventry, ( I didn't know that we had become a third world nation !), or have I lost the plot ?.



There is certainly plenty to see, and the first port of call on a route well planned by the Museum, is Buses and Heavy Goods Vehicles, to see a superb Maudsley half cab single decker, a 1953 Daimler Double decker CD650, and a 1973 Daimler Fleetline.

Interestingly for Football fans, the latter is dressed in Coventry F.C. Livery commemorating Coventry F.C. winning the F.A. Cup in 1987, when this vehicle would have been used to parade the team and F.A. Cup through the city. Sadly the Football Club's fortunes have changed somewhat since those heady days !!.

I had been reliably informed before leaving Eastbourne, that some stalwarts of the Austin A30/A35 Owners Club involved in the Annual St George's Day "drive it day", would be at the Museum, and it didn't take long to search them out, when I found a member wearing a club shirt also admiring the Buses.



**Maudsley half cab**



A35's from the Longbridge Group of the A30/A35 Owners Club

There are so many facets to this wonderfully comprehensive Museum, that I could probably write page after page on the subject. It is not just about Cars, Buses and Lorries the Museum incorporates large Motor Cycle, Push bikes, a Sports Car collection, Thrust 2, and various other features.

**The Museum lists the following as being of particular note :**

Oldest item: **1818 Hobby Horse**

Strangest item: **1900 'Freak' Cycle**

Most significant item: **1888 Rover Safety Cycle**

Most controversial item: **1985 Sinclair C5**

Slowest vehicle: **1897 Daimler (c. 12mph)**

Fastest vehicle: **Thrust SSC (c. 763mph in 1997)**

Best loved vehicle: **1929 Austin 7 Swallow**

Biggest design icon: **Mini**

Best kept secret: **1962 Triumph Italia 2000 designed by Michelotti**

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**The following are just a sample of some of the lovely vehicles on display**



1935 Daimler



1912 Siddeley Deasy,

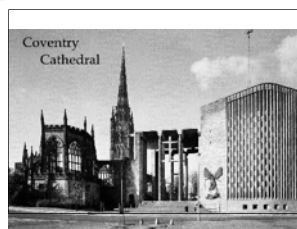


Mk2 Standard Vanguard



1960 Armstrong Siddeley

Although it meant missing the opportunity to see a couple of departments of the Museum, not yet covered, I couldn't resist the opportunity to revisit the Cathedral, an experience to be highly recommended.





Coventry has had three Cathedrals in the past 1000 years: the 12<sup>th</sup> century Priory Church of St Mary, the Medieval Parish Church Cathedral of St Michael and the modern Coventry Cathedral, also named for St Michael. Coventry's fortunes and story are closely associated to the story of its Cathedrals - a story of death and rebirth.

Coventry's earliest cathedral, dedicated to St Mary, was founded as a Benedictine community by Leofric, Earl of Mercia, and his wife Godiva in 1043. Built on the site of a former religious house for nuns, its sheer size is some indication of the wealth which Coventry acquired in the middle ages. In 1539, with the dissolution of the monasteries, the See of Coventry and Lichfield was transferred to Lichfield and the former cathedral fell into decay. Only in 1918 was the modern diocese of Coventry created in its own right, and the church of St Michael designated as its cathedral.

The majority of the great ruined churches and cathedrals of England are the outcome of the violence of the dissolution in 1539. The ruins of St Michael's are the consequence of violence in our own time. On the night of 14 November 1940, the city of Coventry was devastated by bombs dropped by the Luftwaffe. The Cathedral burned with the city, having been hit by several incendiary devices.

The decision to rebuild the cathedral was taken the morning after its destruction. Rebuilding would not be an act of defiance, but rather a sign of faith, trust and hope for the future of the world. It was the vision of the Provost at the time, Dick Howard, which led the people of Coventry away from feelings of bitterness and hatred. This has led to the cathedral's Ministry of Peace and Reconciliation, which has provided spiritual and practical support, in areas of conflict throughout the world.

Shortly after the destruction, the cathedral stonemason, Jock Forbes, noticed that two of the charred medieval roof timbers had fallen in the shape of a cross. He set them up in the ruins where they were later placed on an altar of rubble with the moving words 'Father Forgive' inscribed on the Sanctuary wall. Another cross was fashioned from three medieval nails by local priest, the Rev Arthur Wales. The Cross of Nails has become the symbol of Coventry's ministry of reconciliation.

HM The Queen laid the foundation stone on 23 March 1956 and the building was consecrated on 25 May 1962, in her presence. The ruins remain hallowed ground and together the two create one living Cathedral.

It is truly amazing and somehow symbolic, that the new Cathedral is adjoined to the old, and certainly despite its modern design it is a magnificent Cathedral, the stained glass window is outstanding.



Part of the old City of Coventry  
incl' Church of St Marys



Inside the Guildhall

I'm indebted to Michael Moore, a friend and fellow Club member, who steered me in the direction of the Guildhall, a wonderful old building in a very old part of the City near the Cathedral that was fortunate in evading the wrath of Hitler's bombs.

Standing in the heart of Coventry for over 650 years, St. Mary's Guildhall has witnessed events of both local and national importance during its long History. The Guildhall served as the centre of King Henry VI's court during the Wars of the Roses and briefly as a prison to Mary, Queen of Scots. William Shakespeare is thought to have staged plays here, whilst writer George Eliot, who knew the hall well, used it as the setting for a scene in one of her novels.

Its kitchens have prepared rations for starving weavers, and grand banquets for city dignitaries and visiting monarchs. It has been the good-humoured starting point for the famous Godiva Processions and for centuries was the location of Coventry's annual mayor-making ceremony.

Scarred during violent election riots and the Blitz of Coventry during the Second World War, the Guildhall has nevertheless survived the centuries, and continues to this day to welcome visitors from all over the world.

Well, the visit to Coventry's Transport Museum was superb, but the chance to visit the Cathedral and Guildhall was just "the icing on the cake" !!

Again an absolutely brilliant day, organised by John Bishop and Gerry and Julie Simcox of Hooe's Old Motor Club, who work tirelessly to make these trips so successful.

For those of you with computers, there are a number of videos of the 2009 Annual Show on youtube.

The address is <http://www.youtube.com/watch?v=R3uPG2PJDkk>

Then click on the tab saying '26 videos ' at the top of the page for more



The June meeting's quiz night was enjoyed by over 40 members, Barbara and Ron D did a fine job with a varied amount of questions. Thank you both for an enjoyable quiz. Seven teams jostled for the top prize; it was a close run contest, but at the end, the Magnificent 5 plus David won by 1 point.

P.S. on the trip to France we estimate £30 per person, further details at the BBQ

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### **A little something for the motor-cyclists among us.**



**750cc Norton Commando**



**1969 Velocette Venom**



**1937 Panther model 20**



**1955 Triumph TR5**



And a few pics especially for John!



A6



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