



CHAIRMAN:

RON WANMER 01323 840346

VICE CHAIRMAN:

JOHN GIBBONS 01323 502201

SECRETARY:

JOHN BISHOP 01323 843202

TREASURER:

RON SHRUBB 01323 767429

MEMBERSHIP SECRETARY:

ROBERT COOPER 01323 507135

ADVERTISEMENT SECRETARY

CHRIS HONE 01424 772682

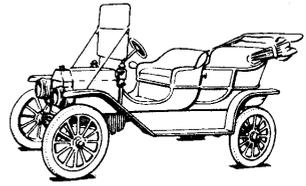
NEWSLETTER EDITOR:

ANDY BINFIELD 01323 761119
(andybin@sky.com)



February News 2014

Ron's Ramblings



It's been short on Shows this last quarter, so not much to talk about in that direction. If it was the show season we would all need boats. As I write this, it is lashing down as it has done for the last six weeks except for a very few odd days. But back last November, we were treated to one of the best film shows J/B has done; all the films were very entertaining and we had the Road Runner to please David. Well done John for an excellent evening.

December was the annual Christmas party; I got more involved this year, as our June was incapacitated after her hip operation. Down to Bookers with Jean for the buy up of goodies, and collection of sandwiches, it's a bit of an eye opener just how much is involved and how much is needed; I just pushed the trolley, by the time we had finished that's just about all I could push. Well, come the evening it all went well; Bruce acted as master of ceremonies, a few party pieces made for a fun evening finishing with the usual boat race, always good for a laugh and thank you to the race entrants for being good sports. Thank you to all the Ladies and gents that brought along a vast array of goodies, the tables looked magnificent and a real credit, everyone had more than enough to eat. Lastly, thank you to Jean, she has the system off to a fine art, I found out that the best thing to do was keep quiet and just push the trolley.

January, - due to a number of members wishing to have a January meeting, Sam took up the evening with a talk and slides on his experience of the Hailsham College's Charity run to Gambia The club, and a good many members supported Sam for the trip in November with gifts and money. It was Sam's first talk to any club. I know I have a connection, but didn't he do well, full of confidence he explained in detail what they all get up to, and made all of us realise the good job they do. Well done Sam, at your age most of us could not have done that.

(Plus none of us would ever have heard of Gambia.) Now to a new subject, From October this year there will be no more adverts saying, 'Taxed and Tested' with no more tax disc's being issued. The government is said to be deciding what process is to be adopted. The change is said to be necessary to avoid confusion and misrepresentation, but it sounds like the confusion has already started; it will seem strange not to have a tax disc, and for all of us with under 60's cars, - no MOT. Hopefully there will not be a sting in the tail at a later date. It appears that road tax that has already been paid will not be transferable to any new owner after October, so watch this space as they say.

A few events for the new season are arriving and are listed, it's good to know our old cars could be out every week-end if we wished and if we had the time.

Some shows disappear and new ones take their place, let's hope the weather will be kind. Have a enjoyable new season, it's always an exciting time of the year. The entry forms are coming in, I always laugh at the Laughton Cuckoo Fair and the same in September event, I have been going since they started and yet every year they ask for two photographs with the entry form. By this time they must have thousands? I sometimes wonder ? Why ever do they want them every year?

PS. I have just heard a good friend of a great many of us, - Alf Pulfer sadly passed away Jan 23rd. Alf was not a member of the Hooe club, but was well known with his magnificent Daimler Dart SP250 Police car. A more perfectly cleaned and polished car would be hard to find, the engine bay was a credit to him. His passing is a real shock, our deepest sympathy to his wife and family. Alf will be sadly missed on the rally circuit. A number of us attended his funeral in Hastings on Feb 7th. A card was sent on behalf of the club.

Febuary, Fabian Fresson brought along two rare films; Firstly, the story of Wing Commander Wallis; He spent his life building Autogyros and light aircraft of his own designs. He was world famous for his expertise with autogyros, a very clever man who was a natural engineer of the highest calibre. Sadly he passed away in 2011 at the age of 96. He was a remarkable man. The second film was about Malcolm Campbell. A private film taken on the final morning when the attempt to break the water speed record took place on Coniston Water. The very sad thing is, that he was so close to achieving it before the fatal accident. Another very brave soul who struggled on with hardly any money to achieve his goal, As is often said, they don't make guys like that anymore.

Ron W

FUTURE CLUB EVENINGS

- March 29th Annual dinner at Deanland Park, Booking forms are available
Terence & Pauline in charge for this event.
- April 4th AGM All requests to sec. by March 7th. 2nd half, - Story of IXION
- April 20th Easter bonnet run - John & Cherry Gibbons
- May 2nd Ron & Barbara's Race night
- June 6th Visit to Filching Manor – be there for 7.00p.m.
- July 4th BBQ - The Homestead 7pm
- August 1st FRIDAY – Marshall's Meeting for Car Show at Village Hall. Please note, this is a must so we all know what to do! If time permits there will be some entertainment.
- August 2nd SATURDAY - SET UP MORNING meet on field 9 30 a.m.
- August 3rd SHOW DAY Starts 8am
- September 5th Deanland Park, Fish & chips 7pm
- October 3rd Slides and Talk by Tim Lawrence Details next news letter
- November 7th John's Film Festival
- December 5th CHRISTMAS PARTY

All entries for next newsletter in JULY to Andy by June 10th please.

All details on the Web site www.hooeoldmotorclub.org.uk



LA COUPOLE

CENTRE FOR HISTORY AND MEMORY OF THE NORD-PAS-DE-CALAIS



For quite a while after our Chairman Ron Wanmer came back from northern France, he has been saying that we should go to France as a club outing to visit the V2 sites, especially the one near Saint-Omer. I have to confess this part of France was either a go through area when travelling to Switzerland or western extremities of Germany, or alternatively for the proverbial ‘booze cruise’! How wrong could I be.

Ron sowed the seeds resulting in us being picked up in Hailsham at the ungodly hour of 5.40 a.m. in the pouring rain and pitch darkness on one of Lynn’s Coaches. After a few pick ups the drivers transferred and Gerry Simcox and Julie were on board who displayed alertness when most of us were thinking of our warm comfortable beds

we had vacated earlier! After a pickup at Little Common and St. Leonards we were soon on our way to the Channel Tunnel with the coach split between Hooe Car Club and public occupants. After a loo stop the coach manoeuvred its way onto the train. Having a front seat position though I am sure that many a mirror must hve come off as they swing the coaches onto the carriages, however Gerry did not join that club. Straight away we lost an hour having just gained one on Saturday night, there is no justice. The French roads were soon graced with us, and we were soon at our destination, La Coupole, near St. Omer.

We alighted and found the rain had left off, and the view (*picture 1, back page*) showed just a dome and what I thought was a chimney but was in fact a ventilation shaft. We did not realise just what was to unveil itself in the next few hours. In fact the dome which was 5 metres thick was to be the hub of operations there until the construction was identified to the R.A.F. and the site was subsequently bombed. Our next view (*picture 2, back page*), shows the way into the complex via what was originally the railway tunnel (*picture 3, back page*). The tunnel took us past entrances on either side which were never fully completed to house offices and on one side, a huge diesel generator still in situ. At the far end one is directed to the lift shafts that take you up to the area beneath the dome which as stated earlier is 5 metres thick. The areas either side house pictures depicting the war years in graphic detail in English, French and German. Reaching the upper area, one is confronted with the theme of the building, a V2 rocket along with the propulsion engineering. It is then that one realises just how far the Third Reich had come from the first missile, the V1 ‘Doodlebug’ in a short time. The whole floor is in fact dedicated to telling the story of the Third Reich from 1933 to their ultimate defeat depicting film of the many camps around the empire.

In two cinemas one is left in no doubt in respect of the 'killing machine', and how the allies finally brought this nightmare to an end. I for one did not realise just what the French people went through in this period of occupation. If one person was suspected of being in the Resistance then the whole village would be held accountable. Whilst one could find the story horrendous, one also felt the relief when they were liberated.

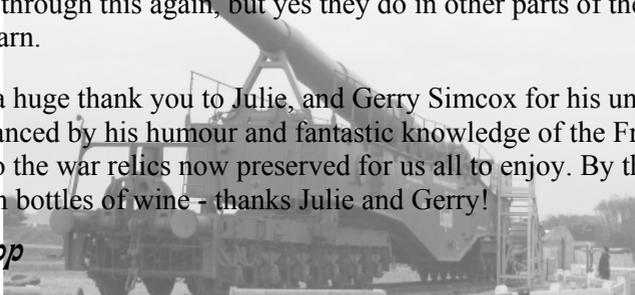
As one left the complex, hanging above was what I thought was a 'Doodlebug', but after a look at Wikipedia realised that this was a Fieseler Di 103R Reichenburg. The example (*picture 4 back page*) is minus its warhead. The pilot sat just under the pulse jet at the rear, very few came out alive, and it was in effect a suicide bomb on the lines of the Japanese forces. Hanging above us it seemed so harmless today. In all about 175 were built which is arguably 175 too many.

With our brains swirling we were on our way to the last destination of the day at the Batterie Todt, named after a German in the Third Reich who met an untimely end in an aircraft. A model of the Batterie as shown in the museum is (*picture 5, back page*). This was a part of the Atlantic Wall which was to repel any possible invasion from England, not realising we would invade further up the coast.

This museum on first sight did not appear that exciting, but our experienced guide in the person of Gerry Simcox said that it was brilliant and he was not wrong. There were many exhibits of which three are shown (*back page pictures 6, 7 & 8*) in the shape of a tracked motorcycle made by NSU, no hint of the 'NSU Quickly moped' with this beast!; a huge diesel engine generator and a K5 rail mounted naval artillery gun. The diesel engine was made by Deutz, known in post war years for their air cooled diesel engines fitted amongst other vehicles in the buses of Provincial, down at Gosport in the sixties; the gun was made by Krupp steel in 1941 at Essen and is one of only two left in existence. The main exhibits were housed in the gun room where there had been an enormous gun directed to the English mainland. It is said that the residents on the Kent coast could see the flash from the muzzle as the shells left the barrel and made their way to them, who then awaited their fate. In all it was a superb day and very thought provoking at the horrors and total disregard for human life. At the time they must have thought no one should go through this again, but yes they do in other parts of the world today. We'll never learn.

I must record a huge thank you to Julie, and Gerry Simcox for his untiring stint at the wheel enhanced by his humour and fantastic knowledge of the French coast appertaining to the war relics now preserved for us all to enjoy. By the way, I bought a dozen bottles of wine - thanks Julie and Gerry!

John Bishop



Some Other Local(ish) Events and Rallies for 2014



- March 22nd** Hailsham Pavilion, George Street; John Bishop presents another Transport Coffee Morning starting at 10.00 a.m.
- March 29th** - Hooe Club Annual Dinner at Deanland Wood Park Inn – see elsewhere in newsletter for details.
- April 5th** - Vehicles of yesteryear at Pevensey Bay
- April 6th** - Vintage Car Show, Amberly Museum
- April 13th** - Southern Classic Car show, Chichester College
- April 20th & 21st** - Medway festival of steam and transport, Chatham Dockyard-
- April 23rd** Hailsham Pavilion the 2nd Part of John Wynn's story
- April 27th** - FBHVC National Drive it Day.
- May 3rd & 4th** – Eastbourne Magnificent Motors back on the Western Lawns staged by Eastbourne Borough Council.
- May 4th** - Vintage and Classic Motorcycles Show, Amberly Museum
- May 18th 2014** – The Hastings Trolleybus Annual Show, the Oval, Bohemia Road, Hastings.
- May 18th** - Southern Classic car show, Newhaven Fort
- May 24th to 26th** - Cuckoo Fayre at Stream Farm, Laughton near Lewes.
- May 31st and June 1st** – Tinkers Park Show at Hadlow Down.
- June 8th** – Lewes Bus Rally on the Malling Recreation Ground. Cars welcome
Apply to Andy French, 10 De Gray Close, Lewes BN7 2JR
- June 15th** - Southern Classic car show, Sheffield Park.
- June 22nd** - Commercial Vehicles & Military Show, Amberly Museum.
- June 10th** 'The Eastbourne Lions Motorcycle Run'
- June 15th** – Senlac Classic Car Show organised by the Rotary Club.
- July 6th** - Raystede Animal Welfare Classic Car show, Ringmer.
- July 12th & 13th** - Ardingly Vintage and Classic Car show
- July 19th & 20th** - Mitchelham Priory Classic Car show
- July 20th** - Appledore vintage and classic car rally
- July 20th** - Classic Car Summer Picnic. Amberly Museum.
- July 26th & 27th** - Ringmer Steam and Country Show
- Sunday 3rd August – our very own Hooe Car Show.**
More events to follow in next newsletter

Bill Pettet's 1938 10h.p. Railton Fairmile.

About 40 or so years ago, on my travels around Southern England, I used to visit commercial lorry body builders, and called on a company called Booker Motor Bodies in Newton Abbot. It was here that I met the proprietor Mr Bert Booker; I got on quite well with this gentleman, and on one visit we got on to the subject of old cars in general. Various cars were discussed and I mentioned some of the cars I had owned in the past. He related the time he spent serving an apprenticeship at Railtons, where one of the jobs he did was rivetting the hinges on the bonnets, - this would have been in the mid 1930's.

I saw him again some months later, and the conversation again drifted onto old cars once more. Railtons cropped up again, and he said "I've got an old one in pieces that I had intended to rebuild, but I'm always too busy. It's out in the timber store the other side of the works, you can have a look at it if you like".

I jumped at the idea, and off we went. Amongst all the stacks of timber I could see bits of a car, a body with doors off, a chassis on its side, an engine in the corner and other bits and pieces. "As you can see" he said "it wants lots of work doing to it, but I'll get around to it someday".

Without any further discussions on it, Bert said "I'll fetch our buyer and we'll all go out for lunch" ; so ended another day.

A few more infrequent visits went by, and about two years later Bert suddenly said during one such visit, "You know that old Railton out the back, would you like to buy it"?

Well, I already had a TR4 on the go plus an Austin Healey and a 1928 Morris Minor sitting at home!, but I jumped at it. I don't remember haggling over the price, so it must have been O.K. I just can't recall how much I actually did pay for it though. It was arranged that as we made deliveries to him, he would put parts on our lorry to come back to me bit by bit. As I had nowhere to store the parts, I decided to put them on the mezzanine floor above the offices at work. The yard at this time was getting at bit full. Parked there were an old Alfa, an Austin Atlantic and a Marcos (they were very light as they had a wooden chassis); all wanting work on them. When the first part arrived it was part of the body; I thought it looked rather small but sure enough it had all the rivets down the bonnet in true Railton style. As the rest of the car arrived, I discovered it was in fact a baby Fairmile Railton, this was based on a 10h.p. Standard chassis as opposed to the Hudson; nevertheless I was still pleased with my acquisition.

A few years passed and my other projects went to various homes. With an empty garage apart from my motor bikes, I started work on the jumble of parts that had finally arrived home. I took photos of the chassis before I stripped it down so that I could rebuild it correctly. A few minor repairs were carried out on the rear frame, it then went away for shot blasting and powder coating. Time then to renovate all the other parts ready for the rebuild. Other projects presented themselves at this time, including an MGB which my wife fell in love with on a visit to her sister

She asked who the car belonged to and was told it was the old gentleman's next door. When the car arrived home, she got in it but then exclaimed "it's not automatic"!

Therein lies another story of putting a V8 automatic in an MGB.

Back to the Railton, and another few years drifted by during which time I replaced the missing panels, as it appeared that the wood repairs had been carried out but the nearside door panel was missing together with the boot lid. This is where my army training, like an apprenticeship, came into use; first I put the body back on the chassis to enable all the shut gaps to line up in the doors and boot lid, and then started to make the panels. I used 18g aluminium in half-hard condition which was already to hand, I then arrived at the 'rolling chassis' stage, but again work stopped. It was decided that it might be a good idea to move house to be nearer to Barbara's family, she having been born in Bexhill, and we at this time lived in Berkshire. We found a suitable house in Hankham, and having sold our property, the move began. Now that the Railton was a rolling chassis, we pushed it up in our horse box along with all my tools and spares, including all the bits of the SS and two 1928 motor bikes, the Jaguar chassis having already gone for refurbishment and powder coating. The horses were in livery, and would follow later after we had settled in. The day duly arrived and off we went, I drove the horse box, the little Austin Seven following on a trailer, and my Barbara driving our Merc.

We left everything that first day on the drive of our new home, and booked into a hotel until Monday, when the furniture vans were due to arrive. Now that I was retired, I worked whenever I could to rebuild the Railton, as only 37 dropheads were ever made; lots of parts had to be fabricated, including the chrome strips along the doors and body.

The engine and running gear I had already overhauled, so all I had to do was re-wire it and start it up. Surprise surprise, it started first time and ran like a dream. Now for the hard work, rubbing down, undercoat, rubbing down, undercoat, rubbing down and then respray. Cellulose was still available at this time and I bought a tin of Pacific Blue and some thinners ready to start; I waited for a nice day, no wind but sunny. More rubbing down and polishing and she was ready for the road. Only one thing wrong, I hadn't changed the old buff log book for the new one, so off to Brighton with all the paperwork and no problem, they issued the new type form. Next stop, - MOT, insurance and tax, then out on the open road. I can't remember how I heard about the Hooe club, but needless to say I joined up and entered the car for the next show. How pleased I was to be able to show her off in all her glory, - my 70 year old car.

Bill Pottet



Coach trip details from Julie and Gerry

Hello Everyone, and a Happy New Year to you all. Firstly, I apologise for not having sent any Christmas cards, we were away before Christmas and time just caught up with me ... you know that we were thinking of you all over the Christmas period! We have again been invited to join the East Sussex MG Club coach trip on Wednesday 21st May 2014 which is going to Abingdon County Hall Museum (which has lots of MG related displays, including some to celebrate 90 years of the marque) and then to the Cotswold Motoring Museum and Toy Collection at Bourton-on-the Water (which is overflowing with vintage car collections, classic cars and motorcycles, caravans, original enamel signs and an intriguing collection of motoring curiosities, etc). Check out the website at: - <http://www.cotswoldmotoringmuseum.co.uk/>

The pick up points will be as follows: Langney Footbridge, Eastbourne 07.00
Hailsham, (bus stop outside Tesco's) 07.10 Wellshurst Golf Club, Horam 07.30
Pantiles, Tunbridge Wells 08.00

A packed lunch is suggested to ensure we make the most of the day as there are only limited catering facilities at these museums. The coach will be provided by Lynns and drinks will be available on board. Gerry will be driving and yours truly as tea tart (but don't let that put you off!) The cost per person will be £23. If you would like to come, please send your contact details and pick up point with a cheque made payable to ESMGOC for £23 per person to Terry Clark, 2 Ratton Drive, Eastbourne, BN20 9BJ (telephone 01323 506405), or to me at 33 Compton Drive, Eastbourne, East Sussex, BN20 8BX (telephone 01323 646141) and I will pass it on to Terry. Look forward to seeing you soon.

ALSO,

The club is organising a coach trip to Hollycombe Working Steam Museum in Hampshire on the 22nd of June; this date coincides with their popular classic bus and coach rally, but there is an enormous amount to see there including fairground rides and farm machinery all powered by steam plus road, rail and marine steam engines most of which will be in steam. There are also woodland gardens of some 250 acres. For those of you who have an internet connection, more details can be found at <http://www.hollycombe.co.uk/>.

**The cost will be £22 each which will cover the coach and the entry charge.
Cheques should be made out to 'Hooe's Old Motor Club'**

Ron Shrubbs (01323 767429) will be co-ordinating this, and is the one to contact

HOOE'S OLD MOTOR CLUB

ACCOUNTS 2013

INCOME

EXPENDITURE

SUBS INCLUDING		SHOW OUTLAY	4194.85
£8 BANK REFUND	1213.00		
DONATIONS	39.60	<u>CLUB EXPENSES</u>	
CLUB DINNER	795.00	INSURANCE	152.00
CHATHAM TRIP	901.50	HIRE OF HALL	169.00
SHOW INCOME		F.B.H.V.C.	61.65
GROSS }	10516.50	SPEAKERS, PRIZES	
		ETC.	297.31
	13465.60	NEWS LETTERS	355.60
	8164.80	BANK CHARGES	8.00
<u>PROFIT</u>	<u>5300.80</u>	CLUB PROJECTOR	249.99
		B.B.Q.	25.00
BALANCE FROM 2012	9767.46	CLUB DINNER	825.00
	<u>15068.26</u>	DINNER REFUND	15.00
LESS DONATIONS	2000.00	CHATHAM TRIP	936.50
	<u>13068.26</u>	STATIONARY	154.90
			<u>8164.80</u>
TRANSFER TO		<u>DONATIONS PAID OUT</u>	
M/M ACCOUNT	3000.00	HOOE YOUTH CLUB	200.00
COMMUNITY A/C	<u>10068.26</u>	CHARITY FOR KIDS	500.00
MONEY MAN-A/C	5088.08	HAILSHAM COLLEGE	200.00
INTEREST	003.43	SERV. SUSSEX	500.00
ADD TRANSFER	3000.00	HOOE BAND	100.00
	<u>8091.51</u>	CHILDREN WITH CANCER	200.00
COMMUNITY A/C	10068.26		<u>2000.00</u>
<u>GROSS FUNDS</u>	<u>18159.77</u>		

I have examined the books and vouchers presented to me, and certify that the figures herewith give a fair and true representation of the accounts.

D.M.DYER, HON AUDITOR.

A story of a Standard flying 12



Back in 1958 we bought our first car a 1946 Standard 12 ex Hastings taxi; we still had our Gold flash, but a car seemed a good idea and dryer than a bike for the princely sum of £50, in those days I earned £10 a week. Having done a motorcycle camping trip to France, Switzerland and Italy in 1957 on the BSA Gold Flash, a car to the South of France, back across Italy into Switzerland and across France back home again was the plan. In those days we had two very good friends, Fred and Brenda. Came the day, and after much preparation and checking we left from Dover to Calais. The first night when we made Compiègne and set up camp, one of us could smell petrol; an investigation proved we had a petrol tank leak! (Before I go on, - French roads in the 50's were very rough and every town and village that we had to go through in those days had cobbled roads) - now back to our petrol problem; we came up with the idea to cut a thin slice of cork from a bottle top, release the strap, slide the cork between strap and tank and tighten the strap, hey presto no petrol leak. Next day we continued to our next stop - Macon, in central France. Fred was driving at the time; he was about to pull across the road into a camping site for the night, stalled the engine, pulled the starter cable and the top of the starter motor switch fell apart! We all jumped out and pushed the car across the road and into the site where we set up our tents, and then set about repairing the starter. I won't go into details, only to say we sorted it, so back to the wine and then bed for the night.

Next morning we got ready to start, only to find that the engine was running on only three cylinders. Investigation showed we had a stuck exhaust valve, so out came our paraffin stove, remove spark plug, get straw, run paraffin down straw on to valve stem slightly tap valve head through plug hole, turn over engine release valve refit plug. Ah, job done and off we go. We motored on, heading for the South and we noticed the temp is getting well into the hot or very hot on the gauge, but never mind, it's not boiling. Continuing on we stopped for the night in the dark, we all put up the tents and but then find we cannot get the pegs in anywhere, so we tied them to the trees and anything else nearby. Next morning we found we had stopped on a concrete slab covered with grass and pine tree needles, some old army camp we guess. The car starts so off we go, but it's not long before our temp gauge is off the scale! By this time we were about 150 miles from the sea, between us and the sea are a lot of hills and hard climbing up and down in a ever rising temperature, so we decided to take off the bonnet side panels and tuck them inside, with the girls sitting in the back. Our temp problem now got a little better, but was still very uncomfortably high, and those last miles to the coast seemed endless and looked like they were going to go on for ever. It got to be a joke that we would see

the sea over the next hill; well that day we never did, and we finally stopped for the night. We improved our air flow before we started off the next day by getting some old cardboard, and fixing it to the headlights and directing it into the radiator. We finally made the coast and the Mediterranean, stopping close to Cannes. In those days there were camping sites everywhere along the coast, mainly ex-army. Our overheating problem was still nagging us, so we decided to remove the water pump and bush out the impeller fashioned from a bean can, the idea being that we would get more water flow. There was not any improvement but we tried. We travelled along the coast via Nice to Monaco, the air temp must have been a record that year, but we continued on regardless, boiling every few miles, and now getting into the Italian Riviera - Ventimiglia, and finally to Menton. We swapped our improvised cardboard for bits of a wooden box which gave a larger air area; however, by this time the girls had not been happy sharing their space with the bonnet sides, so they got tied to the roof, out of the way. (No, not the girls). We turned North, heading over the mountains of Northern Italy, when we had a new idea, - perhaps we need to change the head gasket; we have a spare one, so while the girls are making dinner on a midday stop, we removed the cylinder head. We hadn't got any grease, so we used butter! Within an hour we were ready to go. Well hindsight is easy, and we found there was no improvement to our continuing problem; we also had the idea of bending the copper overflow pipe about six inches above the radiator and sticking a cork in it. Idea is when the cork pops out we have to stop. We reached the Mountains of Switzerland (remember no main roads in 1958), and we entered the St. Bernard Pass. Our overheating problem had now got very serious. The climb is difficult, hot, and with very tight corners, our emergency cork blows out on a regular basis. With Fred shouting in my ears stop, stop, stop, the problem was we could not always just stop, and had to carry on to an wide edge or a layby. The roads at that time were all loose gravel, with very dodgy drops into oblivion thousands of feet below, with no edges.

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

I sold the old Standard for £100 when we got back, and it still had the cork under the petrol tank, I must have forgotten about it.

I love those that say to me, - "Ah, they don't build them like they used to."

My answer to that is - Bloody good job they don't too.

To be fair, all she needed was a new radiator, I'm sure that would have helped.

As an ex taxi the old Standard had probably done her share of work, and more.

It was a great holiday, we were young, and it was a great adventure. No one we knew had done that before. I cannot recall seeing another English car the whole trip. We were away for two weeks and covered 1,980 miles .

The following year I bought a 1953 Vauxhall Velox for £425 and took that with Fred and Brenda, via France, to Pisa, Rome and Venice, camping of course. Back across Switzerland and France, but all that is another story.

I can never remember having any trouble with the Vauxhall, except a core plug started leaking once, quickly cured with a match stick and chewing gum.

That would have been 1959. Two more trips, with the Vauxhall, but now we are getting close to the years of children, and **The Bedford** .

Ron Warner

My Introduction to Motor Cycling by Terence

I took delivery
debt, one day in

500c.c. Triumph
Impatient

work, I collected
set off, - stupidly

insurance. My total experience of riding
before this was a few miles while
in the R.A.F. on a friend's bike.



of my first machine in lieu of a
1957. It was a 1949
Speed Twin.

to go for a ride after
my fiance Mary, and
without any licence or

insurance. My total experience of riding before this was a few miles while

Starting off on the ride, we went to Hammersmith in north London, in the centre of which is a large roundabout with several roads coming off it. Some of these roads were marked 'NO ENTRY'. This is where my problems started, I turned into one of these; I immediately realised my mistake and braked hard, stopping quickly, but not before I'd bumped into a drunk coming out of a nearby pub. He slipped to the floor. Being a gentleman, I picked him up apparently unhurt. I don't think he knew what had happened or even what planet he was on. (I think he must have thought that his last drink had quite a kick in it)

I asked Mary to give him some money. She opened her purse full of money, and being the last of the big spenders, I took out two shillings (2/- or 10p) Put it in his hand, brushed him down, and pushed him back into the pub.

Thinking it was all over, I started the bike again, only to see a Policeman walking towards me. I thought the worst (Prison loomed!). Instead he was kindness itself, saying that he had seen the incident, and even told me I shouldn't have given the drunk any money. He then told me to drive home, adding that if I hadn't a license or insurance to get same A.S.A.P.

Phew, I think our Police are wonderful.

"IXION" of THE MOTORCYCLE



The Fiery Wheel (The First Motor Cycle Diarist)

The Life and Times of
Canon Basil H Davies BA

by Dave Masters

New history of a prominent Bexhill resident

The life story of the man who chronicled the birth and growth of motor cycling in the UK, he first rode a motor cycle in 1898 and was still writing his regular pages for 'The Motor Cycle' in his 'Occasional Comments' until March 1961 when he died at the age of eighty two.

A must have for anyone interested in local history, or the history of the motor cycle. This account has been written to reflect Ixion's own light hearted take on motor cycling in the early days.

More than 170 fascinating A4 pages with over 250 images, many previously unpublished.

Order from Dave Masters ☎01424 211873
or e-mail maggirose@hotmail.com

I have a little Satnav
It sits there in my car
A Satnav is a driver's friend
It tells you where you are

I have a little Satnav
I've had it all my life
It's better than the normal ones
My Satnav is my wife

It gives me full instructions
Especially how to drive
"It's thirty miles an hour", it says
"You're doing thirty five"

It tells me when to stop and start
And when to use the brake
And tells me that it's never ever
Safe to overtake

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear.

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counselling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed,
It washes all my shirts and things
And keeps me warm in bed!

Despite all these advantages
And my tendency to scoff,
I only wish that now and then
I could turn the bugger off.

Black Country Museum

Back in September while visiting our son in Shropshire, we spent a day at the above museum.



This is an undulating site, on three levels, but don't worry, there is a regular bus, tram, and trolley bus service on site, where you can hop on and off, wherever you want to.



There are plenty of refreshment places on site, including a spit and sawdust pub. If you fancy fish and chips cooked in dripping, you will have to be prepared to queue for these, but we didn't like the look of the mushy peas and faggots. This museum is primarily



about the past manufacturing of Wolverhampton and district. There is a small showroom at the top by the entrance, which has cars such as:-AJS, STAR, BRITON and a TURNER MIESSE STEAM CAR. On the lower level, there are a row of old shops, where you can purchase old type clothes, including night shirts! A motor cycle shop which has on display: STEVENS, AJS and SUNBEAMS. On the bottom

level, reached by a sloping road or steps, there are more old shops displaying all types of commodities for us oldies to reminisce over; ye olde sweet shoppe, and cake

shop, you can have a go at rolling steel hoops along with the kids, skipping in the street, and a game of marbles too, have a pint in the Bottle and Glass Inn, and walk on down to the canal to see the narrow boats, by the Anchor Forge. This is a good day out, if you're in the area.



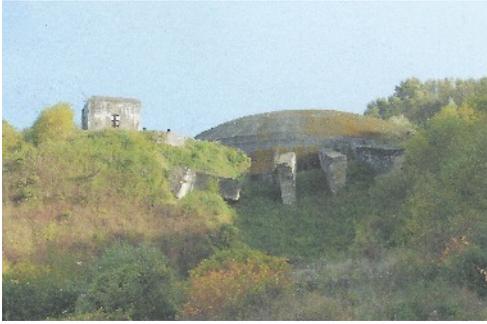
Ron Scrubb

Roadworthiness Testing; moving forward from the FBHVC

As predicted, the EU institutions have reached agreement on the final form of the Roadworthiness Testing legislation. This agreement was finalised on 18 December 2013, though at the time of writing we do not have a final text to hand. No doubt it will be published very shortly and we will then study it and do our best to explain it fully to you all.

We may expect formal adoption this April and the UK will then have a total of 48 months (until April 2018) to incorporate it into our laws. That does not of course mean that it will take them that long, but it sets out the longest possible timetable.

1



2



3



4



5



6



7



8

