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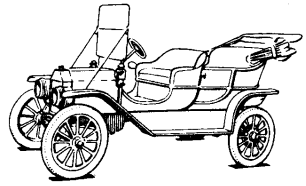
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November News 2012

Ron's Ramblings



Where has the time gone?, did I really have time to go to work?, so say all of us retired folk. JUNE was the quiz evening, expertly run by Barbara and Ron Dearden, it was a really friendly fun evening finally won by 'The Magnificent 5 + David'.

Dave Fletcher I'm told had a major say in the success of the team???

JULY: The BBQ was attended by 70 members, it turned out to be a fine evening in contrast to the weather we had in the recent past. Thank you to all the ladies who helped, not forgetting some of the gents. Terrance spent the evening washing up, his lily white hands turning a fine shade of pink; well done young man, no one knew you were there, - I would have come and helped???

AUGUST: New for this year we had a show briefing which was good; second half was our David talking about his RAF days, he was very nervous and insisted I had conned him, he turned out to be highly amusing and drew a great deal of laughter, just don't let him direct you to Scotland !!!

Show day arrived with mercifully fine weather; with 45 trade stands and 350 plus cars and with our new layout, we were able, by the courtesy of Mr H Clifton who allowed us to use his field for the car parks, to accommodate all the visitors for the first time. I'm told by many people it doesn't get better than that. The general feeling is that it's one of the best one-day shows in the area; this accolade comes from everybody who attended, and this year that was a lot of people. We returned a fantastic profit of £3,800. We did have a few minor problems which we will sort out by next year; I have always said if you were to run a show 100 times, there will always be something that will never be quite right.

Thank you to all those who gave their time, it was a great effort and it's good to know, and be part of, a show that we can be justly proud of.

SEPT: 40 members attended the fish and chip run, excellent food and service and later on, entertainment as well; some of us were there till 10 30 pm.

AROUND THE SHOWS: We attended the Senlac show at Bodiam with the Vauxhall and the Bedford; we arrived just inside the gate when the Vauxhall died. It cannot be, - Yes! it was out of petrol! With much laughter and mirth from a good many EHVC members who should know how upset I can be at my tender age, they pushed us into our position. If you didn't know about it then, I'm sure you will have all done by now.

Well thanks for the push anyway. In my defence the fuel gauge had stuck, hence it still looked quarter full. Luckily a Hooe member came to my aid with enough petrol to get us to the garage. Thanks Chris, - see, there are some nice people about. The show was interesting and varied, although there were enough MGB GT's to fill one side of the field, I counted over 25. The day was fine, just as well, for the ground was very soft. It's nice to have the castle close by to go walking.

Darling Buds of May: Well, as was usual this year it had rained all week up to the show, so in fairness I will reserve my judgement and not be too harsh; but as I saw it, I was not impressed with only about 10 stands, most of which were of the plastic variety. Also long wet grass and hardly anything of note to see except the house and sheds with the original yellow Roller, which was there for a short time. I left at 2:30 pm.

Apparently it was a new layout, shame, because everyone tells me it is usually a good show. As we see so many times, the weather makes or breaks any show.

The Ringmer show was lucky with the weather, it stayed fine for a change. The EHVC had a stand there, most of us joined them, let's face it most of us are members of both clubs anyway, (some wondered if I had run out of petrol!!!) I had just done a wedding in Ringmer with the Plymouth; I had not booked in, but was greeted and made welcome which was nice, so I went back the next day as well. Saturday and Sunday - now that's rare for me. I like the fact that it's so varied, a little of everything, including even chickens and ducks etc.

Our highlight of the year was the fact that we were invited to participate in the Goodwood Revival. We had never been before and WOW what a display, there must be billions of pounds worth of cars, and motorcycles whose names you can only dream of. All the 1930's Silver Arrow race cars were there being unmercifully used to their full capacity and racing as they were intended; as was everything else. Maserati, Alfa Romeo, ERA, Bugatti, they were all there, the list was endless. We were fortunate to have the necessary tickets which allowed us into all areas including the aviation pilots club for refreshments. The aircraft display was very interesting, one point worth a mention, - on Friday at 8 a.m, sleeping in the caravan, a Mustang took off with about 200 feet between him and our roof, I thought he was on the roof! It's apparently called the dawn patrol, I had another name for it, but I was ready next morning!! Jean just loved the dresses, There is no doubt all the 50's dresses were smart and pretty, - when girls looked like girls, (OK, so I'm old!). ***Various pictures on the front and back covers are from the Revival.*** We had to admire the trouble some people went to.

It all reminded me of the days I used to go to Goodwood in 1950, 51 and 52, on my 1949



BSA C10. I was 16 then, and it was my first motorcycle, you know how it is, I just had to have it. My original one cost me £60 on hire purchase of course, I was paid £1-7s-6d a week then, and I had to give my Mum some.

I have just purchased another one, it's not a pretty sight at the moment, so yet another restoration is underway. I will keep you updated.

SEPT: The FHVC Meet at Sheffield Park was organised by John B, the EHVC and Hooe again joined together to make a fine display of cars to support this event. It was a lovely day and the grounds were beautiful. A very enjoyable event, thank you John, (and I didn't run out of petrol).

Thanks to Andy and John, we now have a web site; details for this I will leave to Andy in this newsletter.

Welcome to our new members, please join in and make yourselves known; we are a big club, it's hard to get round to say hello to everyone, but we do try.

Details of the committee meetings will be in the next newsletter, we have a full list of future events for next year, next newsletter is out in February 2013, please support Andy with articles or pictures of interest, there are 150 members out there somewhere, let's hear from YOU.

It's hard to believe the time has gone by so quickly, but I will take this opportunity to wish you all a very Happy Christmas, and Happy Motoring, let's look forward to a dry spring and summer; well, better than this year anyway.

Ron W

Thought for today: If at first you don't succeed, destroy all evidence that you tried.

Meetings at Hooe Village Hall 7.30 pm.

unless otherwise stated

- DEC 7th 2012** CHRISTMAS PARTY. HALL AT 7.30 pm Please bring a little something to help out as usual, Ladies in charge. Now is the time to do your party piece, Fancy dress optional but makes the fun.
- JAN 2013** NO MEETING
- FEB 1st** QUIZ evening Hosted by Barbara & Ron Dearden.
- MARCH 2nd** ANNUAL DINNER AT DEANLAND WOOD; £15 with three course dinner, entertainment and dancing. A booking form will be with the Feb newsletter for numbers attending.
- APRIL 5th** AGM Have your say, (You could become chairman!) Plus Vintage aircraft in New Zealand.
- MAY 3rd** TRIP to the model museum at NORTHIAM. Full details in February newsletter.
- JUNE 7th** TALK on VAUXHALL in the 50's by Mr R. SKAN
- JULY 5th** BBQ At the Homestead from 7.00 pm. Bring own meats, everything else supplied, Ladies in charge. Would appreciate some help on this one, they will also need numbers attending.
- AUG 2nd** SHOW details and discussion. (2nd half - Dave's war part 2)
- AUG 3rd** FIELD set up morning 9 30am on field please
- AUG 4th** **SHOW DAY**
- SEPT 6th** FISH and CHIP run to Deanland park, start at The Homestead 7.00 pm, (or make your own way)
- OCT 4th** RACE NIGHT A fun evening Hosted by B & R Dearden. Do you feel lucky??
- NOV 1st** JOHN'S ANNUAL FILM FESTIVAL

INTRODUCTION OF E10 PETROL

The FBHVC and member clubs have previously been led to believe that the widespread introduction of E10 fuel was unlikely before 2015. However, following a recent Stakeholder meeting at the Department for Transport it does seem that this has changed and E10 could be with us as early as 2013.

The BSI committee (the Federation has a representative on this committee) is working on the E10 fuel specification for the UK which is expected to be in place by the end of 2012 and fuel retailers are to be given guidance over the introduction of E10 petrol. There is currently no planned national roll-out for E10 and not all fuel terminals have ethanol blending facilities, so a piecemeal introduction of E10 can be expected.

A Department for Transport vehicle compatibility working group will be compiling a list of modern E10 compatible vehicles and this should be in place by early September. There is also a working group subset which is concerned with classic or historic vehicles, including motorcycles, to which the Federation is invited.

We are already well aware that E10 is not suitable for historic vehicles, unless steps have been taken to proof fuel systems for this blend. Members should be aware that E10 may start to penetrate the UK retail fuel market early in 2013, and they should avoid it unless they have adopted measures to ensure compatibility with E10 petrol. Pumps selling this fuel will be clearly labelled E10, and also will carry a warning message. It should also be noted that super grade petrol will continue to be the 'protection grade' and will not have more than 5% ethanol.

Internet News

The club web site mentioned in the 'Ramblings' has only recently been set up, and can be found at www.hooeoldmotorclub.org.uk or search for **hooeoldmotorclub** (all one word). At present on this site, there are reports and pictures of club activities and links to various articles and pictures mainly from club members; but there are also links to useful information, such as the one above from the Federation of British Historic Vehicle Clubs of which this club is a member, and which helps to uphold our freedom to use our historic vehicles on the road.

Please take the time if you have access to a computer to visit our website and any criticism, comments or submissions for inclusion will be most welcome.

You will find my email address and electric telephone number on the front page.

AndyB



Only in England!

Mike's Motors

I started my working life on a farm on 1st Jan. 1951, 5o'clock start and sometimes in the summer, 8 - 9p.m. finishes.

I used to cycle about 5 miles to work, but in the evenings it was very hard work coming home; so after about four weeks I invested the enormous sum (then) of £25 in a 45cc cycle engine called CYMOTA to help me out.



This was ok except when travelling on a bumpy road, the engine, which drove the front wheel lost adhesion with the front tyre momentarily, causing the engine to rev up and grind the tyre away!.

So after another few weeks, this unit was sold to be replaced by a 98cc CORGI SCOOTER.

This was a wartime development of a scooter used by the paratroops for subsequent transport after doing a parachute drop. The scooter fitted into a container and dropped with them.



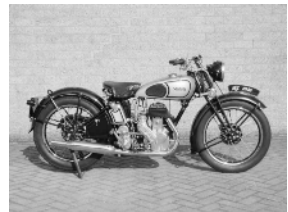
Unfortunately, this was another disaster fraught with problems, I did keep it for about 15 months, but eventually replaced it with my first proper motor-cycle , - a JAMES COMET, which served me very well for nearly two years.



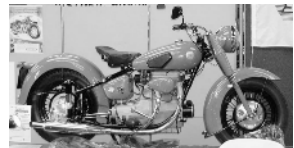
Whilst I was at farm college, I did a swap with one bike for another, this next acquisition was a 1937 RED PANTHER, this was a bit of a heap, but served me well throughout most of my National Service.



While still in the Army, I bought an ex WD 16HP NORTON 500cc.twin, which had been released from reserve and had been totally restored in Army workshops. The Army was still using these 1930's designed machines as late as the mid 1960's.



My last motor bike was a 1951 SUNBEAM S.7, a lovely machine in about every respect although at the time it was generally regarded as being 'way too modern and too expensive for the motor-cycle fraternity'.



In 1957, a friend of my parents had a 1939 MORRIS 8 series E SALOON that they wanted to dispose of. It had been used throughout the second world war and then laid up in 1946 due to lack of civilian petrol.

When I first saw it, it was in a very sorry state; although it had been stored on supports, the tyres had deteriorated and the road springs were very slack; but after a few days hard work plus air, oil and petrol, it was runnable. Despite its wartime khaki paint finish it did look quite presentable, so with three friends we took it out from Coulsdon for a run down to Brighton.



On one steep hill we nearly lost both it and ourselves! The brakes were there, but they weren't stopping us. Next day a check revealed that the linings were totally worn out, and during the 90 miles that we did, the car used nearly 5 pints of engine oil.

After quite a lot of work on just about everything, this car was replaced with a later 1947 series E MORRIS – nice car, and faultless.



I bought my first real classic in 1955, this was a 1933 LAGONDA 16/80 sports 2 seater with a dicky seat; it cost me £150, but although usable, did need a lot of work.



I had this car for 18 months until I was offered a 1933 20/25 model ROLLS ROYCE (bodywork by H.J. Mulliner) for £150, this was described as a 'Sportsman's Saloon'. I had this for about 9 years, till lack of suitable garage space meant it had to go.



In the meantime, my everyday cars were a 1960 2 door MORRIS MINOR;



followed by a WOLSELEY 1500

a RILEY 1.5, a really lovely car,





a TRIUMPH 1300, a TRIUMPH TOLEDO, a TRIUMPH 1500 4WD,



Then four TRIUMPH DOLOMITES in succession



After that,

a TRIUMPH ACCLAIM

followed by several ROVERS, the last of which is a ROVER 75; a fine vehicle in every way except for the “HeadGasket”.



This is a brief look at my sixty years involvement with motorised transport. I also spent 39 years with the Post Office, running various Motor Transport Workshops for them, - for most of the time it was with variants from the BLMC range of vehicles; but for a short time I did look after a workshop that had over 50 BSA strength.



A future article will deal with the army vehicles I came across during my time in the Afrika Korps ;-}

Mike Kellaway



2012 Show Lady and Vehicle entrants and winner



A small selection of pictures from the August show, - these and many many more can be viewed in full and glorious technicolour (and downloaded if you wish), on our new website.

www.hooeoldmotorclub.org.uk

How many real men does it take to change a light bulb ?
None. Real men aren't afraid of the dark.

How many safety inspectors does it take to change a lightbulb ?
Four. One to change it and three to hold the ladder.

The Red Star still Glows?

By John Bishop

Not one of your usual writers in these columns but thought readers may be interested in some of the 'treasures' found on a recent six night visit to the Czech Republic. Naturally the usual trams and trolleybuses were 'done to death' but I am not blind to the cars and lorries on the roads. One such gem was literally around the corner from our hotel in Prague in the shape of an open small Praga coach depicted below. The Praga company was based in Prague and made cars as well which are also used on tourist trips. It is on close inspection one can find that some are these are cloned kit cars but this gem is genuine.



Our two centre break was also based in Brno, the second city of the Czech Republic and is lesser known. Our visit was to travel outside the city to a village called Strelice and my attention was drawn to this ex-Army Praga lorry seen below which had seen better days but was now working on a building site.



The jewel in the crown for Brno has to be the Technical Museum where one has to catch a delightful Tatra tram which pleased me at least!

I have to admit I was surprised just how much industry the then Czechoslovakia had, ranging from trams of course to railways manufactured by the massive Skoda company; now very much diminished but surviving, and also aircraft. It was only 4

years ago at the Hellingly Festival of Transport that I saw a Tatra car which was superb to look at and was the luxury car for the well off and higher officials in the ruling Communist Party. The following year 2 Tatra cars turned up at the show so imagine my delight when I saw the car depicted below left in silver. The car is rear engine and was made in the north of the country, now sadly closed as is the massive Tatra tram works located in Prague in the Smichov district.



Tatra also manufactured lorries and these are still to be found at work today. As an aside the Smichov factory is now a delightful shopping centre but still the front survives. The car on the right of the Tatra is a Russian GAZ, more of which next time?

All photographs by John Bishop

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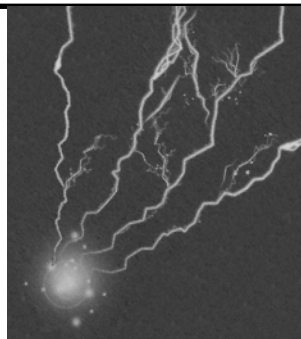
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Squawks are problems noted down by RAF pilots and left for maintenance crews who fill in the replies.

Here are some examples: (P) = Problem (S) = Solution

- (P) Left inside tyre almost needs replacement
- (S) Almost replaced left inside tyre

- (P) Test flight okay except Autoland very rough
- (S) Autoland not fitted on this aircraft

- (P) No 2 Propeller seeping hydraulic fluid
- (S) No 2 Propeller seepage normal. Nos 1, 3 and 4 lack normal seepage

- (P) Something loose in cockpit
- (S) Something tightened in cockpit
-
- (P) Evidence of hydraulic fluid leak on main right landing gear
- (S) Evidence removed
-
- (P) DME Volume unbelievably loud
- (S) DME Volume set to more believable level
-
- (P) Dead insects on wind-shield
- (S) Live insects on order

- (P) Autopilot in altitude hold mode produces a 200 feet per minute descent
- (S) Unable to reproduce problem on ground

Revival



Round Up

