



**CHAIRMAN:**

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**VICE CHAIRMAN:**

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**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)



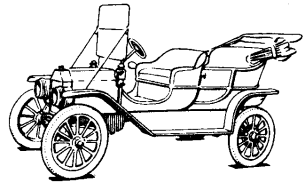
BSA C10  
As found

Much work, much  
money and 4 months  
later



February News 2013

# Ron's Ramblings



OCT: The French national motor museum was the subject, and an excellent slide show was put together by JB from the photographs he had taken on his recent visit, which amazed everyone; many words have been said about this excellent museum and I will not add any more, except to say once again, - if you are that way don't miss it, Thank you, John and well done. We filled in with a small bit of video I had taken on our visit to Shanghai during their new year, I was surprised that so many people came to me and said how they found it of much interest. As you know, our son Colin lives and works there so we always have the great advantage of going off the beaten tracks; we have seen so much more of the very different markets and ways of life that we never normally see or hear about. Perhaps we can run those at a meeting one evening - "Images of China" ?

NOV: Well it was our John again, for John's annual film show; a great selection of very interesting films starting of course with Tom and Jerry! I think the films were the best ever, on behalf of us all, Thank You John for a great evening,

DEC: It was party time again, where did the year go?? Everyone did their bit and brought along a superb selection of food and goodies, one would have to see it to believe it, and it all went!!, I usually bring back a few bits and pieces, but not this year; I'm sure everyone had a really good time. Our in house entertainers namely, Terence, Pauline, Bruce, Michael, Ron and Barbara, with her excellent raffle and all those others who did their bit, we really do have a great camaraderie within this club which is so rare these days. Our thank you's again to the ladies for the organisation, and last but not least our congratulations to new member Jerry for winning the "boat race", - there were 50 plus people in the hall, - no one said a word, and they all call themselves friends??

We have a few poorly members at this time, Mike Kellaway suffered a stroke in November and is still in Bexhill hospital; a number of members have been to see him. Bill Pettet had a wasp sting in his eye that gave him considerable trouble, but I am pleased to say his sight and problems have improved. Phil Carver has also been having to go to hospital for tests etc, no recent news on that, and Gilly King, we send them our best wishes and hope they get well soon. Some good news, - Larry Hess is on the mend, and it was good to see him at the party. (Latest update - I have been told Larry is going to the USA and will return for good in the near future.)

Committee news: A number of points came up regarding the show and were discussed in full. The on-going problem of judging entries came up again, and it was decided that this year all entries that wish to be judged will book in when they arrive at the Hooe club tent, where they will receive their judging class number to fix on the screen; so it will be left to the individual entrant to decide if they wish to be judged. This will leave the car marshals free from this chore, which in the past has seen traffic hold-ups caused by indecision on the part of entrants when they actually arrive at the field; there are a few other points as well. Hopefully it will make everyone's life easier, well, we can only try. Entry forms have been changed accordingly.

The Annual Dinner this year will not be so formal; in an effort to keep the price reasonable we are going to try Deanland Wood Park Restaurant, there is a selection for menus, also light entertainment and dancing, **all inclusive for £15:** now that sounds better than £25 Plus. There is only 1 month so, Please return the forms to SEC John ASAP Please

Show entry forms are now available and thanks to Andy, they will soon also be on the web site to download.

I sent a letter of apology to Mr Lawrence regarding the fact that some of the band were sent to the car park last year, which resulted in them having to carry all their instruments to the arena; understandably the band master was upset at the time, but has replied very favourably and was very understanding, so all is ok for this year.

Good news, Mr Hugh Clifton has allowed us to use his car park again for this year; that was a real success in 2012, and was partly responsible for us doing so well.

Future events through to Dec 2013 are now full, some new ones and the old favourites for the year, if anyone has any ideas for later this will be welcome.

Update on my BSA C10 project (see front page), well it's nearly done, 4 months, that's not bad from a total wreck; with all this past rain I had to do something to keep me busy!. It cost me more than I anticipated as usual, things are just so much more expensive these days as I'm sure we all find out, where our old vehicles are concerned. I will take it on the Lions run this year.

We are off now to India, to see the sights they tell us about, should be a few interesting vehicles, - **no**, not trams and buses, sorry John. Part of it is, we are booked on a train; should be fun to see Jean sitting on the roof, or hanging on the side with her case!

Welcome, to all the new members, Robert has over 140 members on our books. If you are new, please make yourself known. It's sometimes difficult to get to speak to everyone at a regular meeting; most of all, enjoy this very friendly club. Latest from the FBHVC details about this on-going ethanol debate are in this newsletter.

Thank you, Andy for doing the newsletter and the website, Just as well you can, don't ask me! It's taken me 3 hours to do this.

### **A coach trip is being organised by Ron S to Chatham historic dockyard for**

**Sunday May 19<sup>th</sup>** Starting from Hailsham car park 9am. £10, plus £10 Reduced fee for entrance, see enclosed form for details.

We are still working on this proposed trip to the rocket site in France,

All forms and details will be on the web site [www.hooeoldmotorclub.org.uk](http://www.hooeoldmotorclub.org.uk) as soon as Andy gets a sight of them!

Have a great new year

Ron W.

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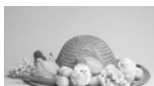
### Additions and updates to the calendar in the November 2012 issue

Also viewable at <http://www.hooeoldmotorclub.org.uk/calendar.html>

**MAY 3rd** Visit to the toy museum at Northiam, leave from the homestead at 6pm or make your own way. A reduced entry charge of £4 will apply .

**APRIL 1st** Easter Bonnet run starting from the harbour ASDA car park at 11am. short run, finishing at a local hostelry for lunch. Booking for lunch is recommended; Details from George Griffin 01323 642351

**LADIES GET YOUR BEST HATS OUT, THERE IS A PRIZE TO BE WON FOR THE BEST EASTER BONNET .**



### Why Oh Why Oh Why???

- Why do we press harder on a remote control when we know the batteries are getting weak ?
- Why do banks charge a fee on 'insufficient funds' when they know there is not enough ?
- Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet ?
- Why doesn't glue stick to the bottle ?
- Why doesn't Tarzan have a beard ?
- Why does Superman stop bullets with his chest, but ducks when you throw a revolver at him?
- Why do Kamikaze pilots wear helmets?
- Whose idea was it to put an 'S' in the word 'lisp' ?
- If people evolved from apes, why are there still apes ?
- Why is it that no matter what colour bubble bath you use, the bubbles are always white ?
- How do those dead flies get into those enclosed light fixtures ?
- Why do people constantly return to the refrigerator with hopes that something new to eat will have materialised ?
- Why do people keep running over a string a dozen times with their vacuum cleaner, then reach down, pick it up, examine it, then put it down to give the vacuum one more chance ?
- Why is it that no plastic bag will open from the end on your first try ?
- Why is it that whenever you attempt to catch something that's falling off the table, you always manage to knock something else over ?
- Why do they call it a near miss when two planes nearly hit each other?
- When at 5pm cars are stuck bumper to bumper not moving at all..why do they call it rush hour ?
- In winter, why do we try to keep the house as warm as it was in summer when we complained about the heat ?
- How come you never hear father-in-law jokes ?
- The statistics on sanity are such that one out of every four persons is suffering from some sort of mental illness. Think of your three best friends, – if they're okay, then it's you.!

### **Grease Guns.**

Getting the grease into a grease gun isn't the easiest of things to do. Pockets of air get trapped and all of a sudden the 'filled' gun isn't as full as it appeared. Here is an easy way to get the grease inside one of those neat Tecalmit guns rather than all over the workshop. The one that seems safest is using a bit of metal tube that is slightly smaller than the inside diameter of the gun; press the tube into the grease tub so that it fills, twist and remove. You now have a metal tube full of grease. Find a washer that will slide inside your grease filled tube and screw it to a piece of wood dowel. Slide the grease filled tube into the grease gun then push the washer/dowel into the end of the tube. Apply pressure and slide the tube up and out. Result - one grease filled gun with no trapped air.

## For Sale

Rear axle to fit Austin ten 1930/36 £95

New copper head gasket & various other gaskets to fit same ,offers ?

Spare wheel free !

Telephone 01323 642351

or Email

georgegriffin116@yahoo.co.uk



(Although the picture is of an Austin 10 rear axle, the one offered for sale comes without brake drums; the illustration is purely to show those of our our readers who have never been underneath a car, what a rear axle looks like! ☺ )



This is the S.P. Highwayman, a 1930's style car that was built for a time during the early 1970's at HOOE by Derek Skilton and Jack Perkins, and using (then) modern suspension, brakes and engine etc. It is believed this photograph was taken at Hooe near the Red Lion.

Can anyone who may have info about the S.P. Garage at Hooe or the Highwayman car, please get in touch with Chris Hone or Andy, and hopefully a follow up article can appear in a later newsletter.

## Some Other Events and Rallies for 2013



**Sunday April 21<sup>st</sup> : Drive it Day** celebrate the UK's transport heritage at its finest. All owners of historic cars are encouraged to take to the roads on the 21 April to demonstrate how many historic and interesting machines are still on the road today.

**Saturday 23<sup>rd</sup> March:** Vehicles of Yesteryear at Pevensey Bay, limited space, so apply early to Mr R W Bousell Tel: 01323.769945 Email: bousell@btinternet.com

**Sunday March 31<sup>st</sup> & Monday April 1<sup>st</sup> : Medway Festival of Steam & Transport** at Chatham Historic Dockyard. Details can be found online at <http://www.thedockyard.co.uk/steamandtransport>.

**Saturday May 4<sup>th</sup> & Sunday May 5<sup>th</sup> : Magnificent Motors** at Princes Park, Eastbourne; once again the organisers will be grateful for any volunteer marshals, contact John Bishop on 01323 843202.

**Sunday May 12<sup>th</sup>:** TS Brilliant Family Fun Day, details on facing page

**Saturday May 25<sup>th</sup> - Monday May 27<sup>th</sup> : Laughton Cuckoo Fair** Details from 0132 3811264 or online at <http://www.heritagefield.co.uk/whatsoncuckoo.html>.

**Sunday June 9<sup>th</sup> : Eastbourne Lions Motorcycle Run.** Details from 01323 763404

**Sunday 16<sup>th</sup> June: Senlac Classic Car Show & Craft Fair,** contact Peter Stiles on 01424 733692

**Sunday June 23<sup>rd</sup> : Southborough and District Lions Gala Day,** details on facing page

**Friday July 12<sup>th</sup> - Sunday July 14<sup>th</sup> : Goodwood Festival of Speed;** details can be found at <http://www.goodwood.co.uk/home.aspx> OR queries to 01243 755055

**Sunday August 4<sup>th</sup> The 44<sup>th</sup> Vintage Car Show at Hooe; start at 08.00 a.m. Or as soon as possible**

**Saturday August 24<sup>th</sup> - Monday August 26<sup>th</sup>** Festival of Transport at Broad Farm, Hellingly; courtesy of Eastbourne Historic Vehicle Club. Details and entry forms from <http://www.ehvc.co.uk/>

**Saturday 7<sup>th</sup> September & Sunday 8<sup>th</sup> September** Laughton Country Fair, Details at <http://www.heritagefield.co.uk/whatsonlaughton.html>.

**Friday 13<sup>th</sup> September - Sunday 15<sup>th</sup> September** Goodwood Revival, Details can be found at <http://www.goodwood.co.uk/revival/welcome.aspx>



**Tunbridge Wells Sea Cadets  
& Marine Cadet Detachment**

**T.S. BRILLIANT  
FAMILY FUN DAY**

**SUNDAY 12<sup>th</sup> MAY 2013**

At Ridgeway Playing fields  
off Yew Tree Road, Southborough (A26)

**Car display for Vintage and Classic  
Vehicles up to 1970  
Plus later vehicles of interest**



**SOUTHBOROUGH AND DISTRICT LIONS CLUB  
GALA DAY**

**SUNDAY 23<sup>rd</sup> JUNE 2013**

**IN THE GROUNDS OF MEADOWS SCHOOL,  
LONDON ROAD, SOUTHBOROUGH  
(Opposite the cricket pitch)**

**Car display for Vintage and Classic  
Vehicles up to 1970  
Plus later vehicles of interest**



For entry forms or for further details, contact  
David Elliott 34, Sir David's Park, Southborough  
Tel: 01892 528400 Email:elliottdge@hotmail.com

### **FUEL NEWS from FBHVC**

The legislative process to permit the introduction of petrol containing up to 10% ethanol is expected to be completed by very late 2012 or early 2013. Once the enabling legislation is in place, the product, which will bear the name E10, may be sold at petrol stations, but unlike petrol containing 5% ethanol, which is already on sale, and which carries no label, E10 must be labelled. There has been recent publicity suggesting that there will be no introduction of the E10 petrol until 2014 or 2015. This may prove to be the case, and it would be situation which naturally the Federation would welcome. However, once the law permits the sale of this product, it must be recognised that it may appear in the market place. There may be retailers who wish to sell this fuel sooner rather than later. The Federation has been keen to ensure that when E10 petrol does appear at the pumps, it can be easily recognised for what it is, enabling the historic vehicle owner to make an informed choice over whether or not to purchase the product.

The higher octane petrol blend usually known as Super Premium contains much reduced levels of ethanol as a general rule, so this may be worth considering for those owners of historic vehicles who are concerned about possible adverse effects from ethanol addition to normal 95 octane unleaded petrol. Oil industry sources indicate that the Super Premium product, which must by law provide an octane quality of 97, but which may in fact exceed 99 octane, is blended to meet these quality levels without the addition of ethanol. In many cases no ethanol is blended into this product after it is transported from the refinery, although this is not always the case, making it very difficult to be precise about ethanol contents. Oil company producers do not always have close control over distribution terminals which is where ethanol is blended into petrol before sale at garage forecourts. However, on balance, purchasing a Super Premium blend of unleaded petrol provides the opportunity to minimise ethanol content.

## “Monkeying with the brass pot – Birmingham’s early motor industry”.

By Tim Griffiths

Published by Canonvela Publishing at £14.99

Soft cover. 223 pages. Over 500 black and white illustrations.

ISBN 978 0 9571749 0 0

Review by Michael E Ware.

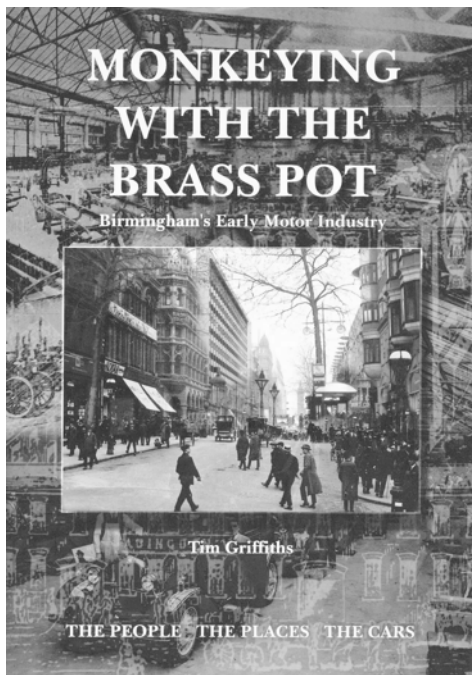
Firstly I must explain the slightly obscure title. “Monkeying with the brass pot” was an expression used in early days of motoring to describe tinkering with the engine. This is a most interesting account of over 100 manufacturers of Birmingham from 1839. There is a very good introduction to the subject. The book is divided into chapters such as Veteran, Edwardian etc being in date order. As a lover of cyclecars and cycle cars take up no less than 50 pages – slightly zany form of transport. Each entry which made at least one intention of production. The text is very informative and is accompanied by many period photographs, reproduced well. There is often a picture of the premises and a print showing where it was located.

Like Coventry, making the earlier bicycle industry. touches, take the 1901. Henry prototype at home

redundant just before it was finished. The next week he lost a finger when running the engine. The Autocar picked up this story and a man in Bradford was so touched by this and other domestic woes that he sent £6 to finish the car – the Autocar donated half a Guinea. Sadly it did not go into production

Some were new to the reviewer such as the V.A.L., Dallison, Hail, JAR and Wrigley. The last company to start up and build cars before WW II was Atco with its Trainer, at least one of which was taxed for the road. Coachbuilders and the component industries are touched on. There is a very useful bibliography and index.

With Jim Boulton and Harold Parsons’ book “Powered Vehicles made in the Black Country” and Damian Kimberley’s “Coventry’s Motorcar Heritage” \*\* published very recently, the more obscure manufacturers of the Midlands are now well covered. This book will certainly stay on my book shelf for future reference.



of over 100 cars made in the earliest days till very good introduction book is divided into Veteran, Edwardian etc being in date order. As a lover of cyclecars cycle cars take up no so popular was this of transport. Each entry which made at least one intention of production. interesting and accompanied by many most of which have There is often a picture nearly always a print showing where it was

many of the companies cars came from the There are some lovely Richmond built in Richmond made this and was made



Members will know that the Rodney Ansell Cup which is awarded to the Best Used Original Car at the Show is in fact a radiator mascot mounted on a plastic stand. I have always been puzzled as to what car it came from, so I took the opportunity of mailing a picture of it to Michael Worthington who writes a column in "The Automobile Magazine". The answer came by return that it was from a Vulcan Car which was made at Stockport in the 1920's.



The first Vulcan car, a single cylinder 4hp machine, was built by Vulcan Motor and Trading Company in 1902 growing to a 6.5hp vehicle in 1903. Things moved quickly and year on year the cars produced at the Vulcan Works in Stockport increased both in specification and performance.

and then a introduced by eventually engines as The first new after WW1 recognisable design of the



A twin cylinder car van were 1908. The company produced cars with large as 6 litres. Vulcan to follow was the 16, - thanks to the flatter radiator when

compared to earlier models. Power was provided by a Donor engine of 2.6 litres. Production of the cars came to an end in 1928, but commercial Vehicle production limped along until 1937.

Just visible in the photo is the distinctive Vulcan radiator mascot, modelled on Vulcan, God of Fire and Volcanoes according to Roman mythology.

The value of the radiator mascot could be either £77.01 or £225.00 according to E-Bay.

Chris Hone.



Q: How many bureaucrats does it take to change a light bulb?

A: Five - one to change the light bulb and the other four to fill out the Environmental Impact Statement.

Q: How many Country & Western singers does it take to change a light bulb ?

A: Three. One to change it, and two to sing about how good the old one was.

## Shuttleworth Visit 7<sup>th</sup> October 2012

Last October, quite a few members joined with the Vintage Motor Cycle Club, for a visit to the historic aircraft collection near Biggleswade Airfield in Bedfordshire.

The Shuttleworth Collection depicts the history of flight from the early 1900s to the 1950s and shows how the aeroplane operated in the pioneering years, was rapidly developed through necessity during World War I, was used for sport, pleasure and business in the 1920s and 30s and once again became a fighting machine in World War II. The Sunday that we visited was also a 'flying day' when many of the 'planes actually took to the air. These are a selection of the fascinating pictures that were taken on the day, including a few roadgoing vehicles of the period; I hope I have any identifications right, but will be happy to be corrected. AndyB.



Bristol Boxkite being taken from hangar



Boxkite with Avro Anson behind



1911 Avro Triplane



Refuelling the Triplane



SG38 Glider



1935 Hawker Hind



1937 Hawker Demon 2



1910 Deperdussin



'Hucks' engine starter  
for spinning up the props



1936 Westland Lysander



1918 Bristol F.2B Fighter



Provost T1



1924 Hawker Cygnet



de Havilland Vampire

A couple of visitors  
from  
The Cold War era



Jet Provost

And some more  
familiar shapes



Wolseley M5 & Crossley T5



Believed to be a  
'Peterson' scooter



Norton 16H with sidecar



1938 Hillman Minx



1901 Arrol Johnston Dogcart



1937 Railton

BSA Bantam



Military style  
Norton 16H



## 2012 CHRISTMAS PARTY

