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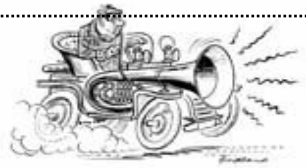
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November News 2016

Ron's Ramblings



JULY The annual BBQ was met with a fine sunny day at Chris and Ann's farmhouse for the annual BBQ attended by approximately 30 people who enjoyed the excellent food and the usual friendship in the gardens. Thank you to Chris and Ann for a great club event once again. (Back page pics)

AUGUST, means only one thing! - Show time, we got off to a bad start, when driving the tractor somehow the trailer ran over John Gibbon's leg; I carried on unaware that anything had happened and continued on out across the field. John, one of our mainstays, wisely retired for the weekend nursing a bruised leg. I felt terrible to run over one's best friend, seems the most stupid of things to do. (A lesson here, please be careful around the trailer the small tractor takes off very quickly). When using it at any time in the future, make sure you are clear at all times. The turnout for Saturday morning was supported by an amazing amount of assistance, I lost count but I guess there were 40 or 50 for the morning set up, it was all completed by 12.00 p.m. Show day, started off a little damp, Paul Sterbliz was the first to turn up on his newly restored Coventry Eagle at 7.00 am all rather wet, but Paul said "I will dry out" and continued to stand at the main gate for the rest of the day. The weather improved and he duly dried out; Well done Paul, if I gave a medal it would be yours. Not that he was alone, a good many members did an excellent job, I would like to mention you all, I CANNOT THANK YOU ALL ENOUGH FOR YOUR SUPPORT. It goes to make the Hooe show the staggering success it has become. Again an amazing result of some £5,800 profit.

SEPTEMBER, Well yours truly went to the Dieppe retro which fell on the same date as the fish and trip run. Over 30 members enjoyed the evening. Although I took the entries, my thanks to John and Maureen for officiating on the evening.

OCTOBER, A change for the evening was arranged at the last minute due to a bereavement by Ian Howell. I was poorly on the evening but all reports tell me they thoroughly enjoyed Ian's Quiz, and talk on Jowetts. Poor Ian, even the projector refused to work so it was all done ad lib. Well done Ian.

Now some good news As you know IAN GARNER has come forward as our new treasurer; Ian has now taken over from Ron Shrubb who has done a great job for the last 14 years. Plus, I am also beginning to drop by the wayside. I was seriously beginning to think that the club would start struggling to attract younger members to take over; But Hey Presto and fortunately Ian, as treasurer, and Steve Young have come forward. Steve will take over the majority of running the show, taking the work from me. I have known Steve for many years and I cannot think of a better person to take over. Steve is dedicated and well experienced (Let's face it the F.O.T would find it difficult to run without him), so Hooe will be a mere doddle for him. He is very hard working, and I am truly grateful this has happened, we are now assured the continuation of the show.

So we are back to a good strong committee.

It's that silly time, - the winter maintenance, Anti-freeze, or drain it, treat the chrome, disconnect batteries, jack the car up if you can, take the weight off the tyres. For years I've warmed the engines and run a few squirts of Redex through the carb until they smoke and then switch off. My Plymouth will always have a valve stuck by March otherwise, oiling like this internally cures this problem for me. I consider this quite important, it oils the valve seats, Pistons and bores, and the exhaust system internally. This is no exaggeration, I have not had the cylinder head off my Bedford for 45 years since I retired it in the 1970's. It has stood for long periods and still starts and runs as good as ever each year. Well the next silly time. It's Christmas, Seems early, But it has to be said, - A Very Happy Christmas to everyone and have a GREAT New Year

Since the 2016 Hooe Show, we have received several letters of thanks from the various charities that we as a club made donations to. One recipient, - The Hastings Preservation Society said that the £500 donated will enable urgent repair work to two half boat models on their external display space to get underway; and other beneficiaries like St. Wilfrids and the Chasely Trust have also expressed their gratitude, and said how much they enjoyed being at the show day.

Future Events for 2017

January 8th	Proposed coach trip to Bletchley Park, (see facing page)
February 3rd	Terence & Pauline's annual quiz, - A fun evening.
March 3rd	My experiences of 20+ years in FILM and TV Ron W.
April 1st <u>Saturday</u>	ANNUAL DINNER Blackstock Farm Free bottle of wine on each table (Compensation for poor steak last year) £19.95 per person; Menu details on website ASAP, and booking forms will be made available.
April 7th	A.G.M. Plus something to be arranged
April 16th <u>Sunday</u>	EASTER BONNET RUN Cherry/ John Gibbons
May 5th	ALAN HODGES FILM / TALK on Local interest
June 2nd	GO-KART Experience (Only if you wish) Meet at Filching Manor 6pm (Further details in March newsletter). Should be fun, even to watch others,
July 8th <u>Saturday</u>	12.00 Midday Barbecue at Chris and Ann Hone's place Marwin Farm, Marley Lane, Battle TN33 ORE

The teacher asked the class to use the word "fascinate" in a sentence.

Molly put up her hand and said, "My family went to my granddad's farm, and we all saw his pet sheep. It was fascinating."

The teacher said, "That was good, but I wanted you to use the word 'fascinate,' not 'fascinating'."

Sally raised her hand. She said, "My family went to see Buckingham Palace and I was fascinated."

The teacher said, "Well, that was good Sally, but I wanted you to use the word 'fascinate'."

Little Johnny raised his hand, but the teacher hesitated because she had been burned by Little Johnny before. She finally decided there was no way he could damage the word "fascinate," so she called on him.

Johnny said, "My aunt Carolyn has a sweater with ten buttons, but her tits are so big she can only fasten eight!"

The teacher sat down and cried.

Contributed by Anon

Proposed trip to Bletchley Park on Sunday, January 8th 2017

As you are no doubt aware, (assuming you have been checking our web site occasionally)! Hooe's Old Motor Club are organising a coach trip to Bletchley Park, the home of the Enigma Code Breakers - the coach is £12.50 plus admission £13.50 which is the group rate. A brief account of how Bletchley started is below. However, so far the uptake for this trip has been somewhat low, and if numbers wanting to go do not improve, it *may* have to be cancelled. So if you are interested, please let John Bishop know A.S.A.P.

(Tel: 01323 843202 or via e-mail to john@bishop144.fsnet.co.uk).

Captain Ridley's Shooting Party

The arrival of 'Captain Ridley's Shooting Party' at a mansion house in the Buckinghamshire countryside in late August 1938 was to set the scene for one of the most remarkable stories of World War Two. They had an air of friends enjoying a relaxed weekend together at a country house. They even brought with them one of the best chefs at the Savoy Hotel to cook their



food. But the small group of people who turned up at Bletchley Park were far from relaxed. They were members of MI6, and the Government Code and Cypher School (GC&CS), a secret team of individuals including a number of scholars turned Codebreakers. Their job; to see whether Bletchley Park would work as a wartime location, well away from London, for intelligence activity by GC&CS as well as elements of MI6.

The GC&CS mission was to crack the Nazi codes and ciphers. The most famous of the cipher systems to be broken at Bletchley Park was the Enigma. There were also a large number of lower-level German systems to break as well as those of Hitler's allies. At the start of the war in September 1939 the codebreakers returned to Bletchley Park to begin their war-winning work in earnest.

A message from Julie

"There has been a lot of interest in visiting the Haynes Motor Museum in Sparkford and I have discussed the possibility with Lynns Travel and they have agreed to run a day trip next Spring. I don't yet know any details of the price or the date but if anyone is interested in going, perhaps they could email me at gerryandjulie@fieldmouse.plus.com or telephone on 01323 646141 to express their interest and when it is published in the Lynns brochure, I will alert all interested club members.
Julie"

A point to ponder from the Green Flag website

Many future classic cars are in danger of extinction because the technology that helps them run is disappearing. The vehicles are the so-called digital generation: cars from the mid-1980's onwards that feature electronic components. The problem is such a serious one it has been flagged up by the Federation Internationale des Véhicules Anciens (FIVA), the worldwide old car conservation body. Increasingly over the last 40 years, computer chips have provided the base for the Electronic Control Unit (ECU) that's the heart of the modern engine. But the tech is gradually breaking and is now so old it's in danger of not being replaced. Stephan Joest, a consultant in electronic vehicle components explained: "We currently have a clear window of opportunity when it's still possible to preserve existing stocks of electronic components and their digital 'source codes'. Otherwise, we risk finding ourselves unable to replace the ECUs. In classics from the mid-1980s onward, these typically control everything from engine management to air-conditioning and safety equipment."

Mechanical components and body panels are relatively easy to be kept in tip-top shape, no matter how much or little the car is used. And if they can't be repaired, it's straightforward for a specialist to remanufacture them in years to come. However, digital components age whether or not the component is in use.

Stephan Joest said: "A startling statistic is that around half of 40-plus year-old ECUs are 'dead on arrival'. That means they're not working when installed freshly out of the box. The older the electronic unit, the harder it will be to find replacement units that still work." The concern, according to Joest, is that this isn't a concern that's specific to particular makes of car; it's an industry-wide problem.

The issue doesn't just manifest itself inside the cars. Getting them serviced can be problematic too. In order to keep its multi-million pound F1 supercars running sweetly, McLaren needs a chunky Compaq LTE 5280 laptop computer from the 1990s. It runs Microsoft Windows 95 software, is glacially slow in modern terms and has a memory measured in tens of megabytes rather than terabytes. But it's this machine that is compatible with the McLaren F1 and needed by technicians to interrogate the car's onboard computer. McLaren is currently working on a solution that will allow more modern machines to plug into the F1.

Electronics giant Bosch has also recognised the threat to younger historic cars. Fritz Cirener, head of Automotive Tradition, said: "To keep future generations of classic cars running will be more challenging than in the past. Together with the manufacturers, we are working on this topic. There's a long way to go but it will be worth it, if we want to preserve the technology for the younger and future user generations."

If they don't manage to find a solution, the digital generation of vehicles will become static showroom displays rather than roadworthy machines that the car fans of the future will be able to enjoy.

What are future classic cars?



The Peugeot 205GTi is considered by many a future classic (Picture © Peugeot)

In order to achieve future classic car status, rather than simply growing old, motors must have something about them. Having the right badge helps. Models from Porsche, Mercedes-Benz, Jaguar and other cars with legendary road and racing heritage have a good chance of becoming a future classic. But as the unloved Jaguar X-type proves, that's not a given. And there are plenty of cars from more run of the mill manufacturers that will also be considered classics.

Take the 1980's Peugeot 205GTi. Why is this considered a future classic and the 205XS not? It's simple: the GTi still looks good, it was brilliant to drive and marketed with a motor racing programme that triumphed globally. It was also a car of its time: the sort of vehicle everyone under the age of 30 wanted to own. Alongside this glamour puss, the 205XS was the rather dowdy spinster aunt. As another example, the first generation Toyota Prius marked the debut of the mass-produced petrol-electric hybrid car. At the time it looked like nothing else on the road. It is likely to be considered alongside future classic cars because it was the very first incarnation of a tech we now take for granted.

Some interesting facts from a recent survey by the Federation of British Historic Vehicle Clubs

There are currently **1,039,950** historic vehicles registered before 1985 in Britain. We use this as our proxy for historic vehicle numbers. They span the range of vehicle types – including cars, motorcycles, buses and coaches, lorries, military, steam and agricultural vehicles. This estimate is 18% higher than in 2011 (850,000) and constantly growing over time.

We estimate there to be around half a million individual owners of historic vehicles, and a further 1.5 million ‘highly interested’ enthusiasts who spend both their own time and money on pursuing their hobby.

Nearly 6 in 10 (58%) historic vehicles are licensed for ‘on road’ use. Two in three (65%) historic vehicles are in concours or very good condition and complete an estimated 676 million miles per annum.



Nearly half the British adult population (48%), or an estimated 25 million people, think historic vehicles should be preserved for people to enjoy in the future. A similar number (23 million) see historic vehicles as an important part of Britain’s heritage. These findings show there can be no doubt that the sector represents a unique window on our motoring history and that many people support and encourage their preservation today.

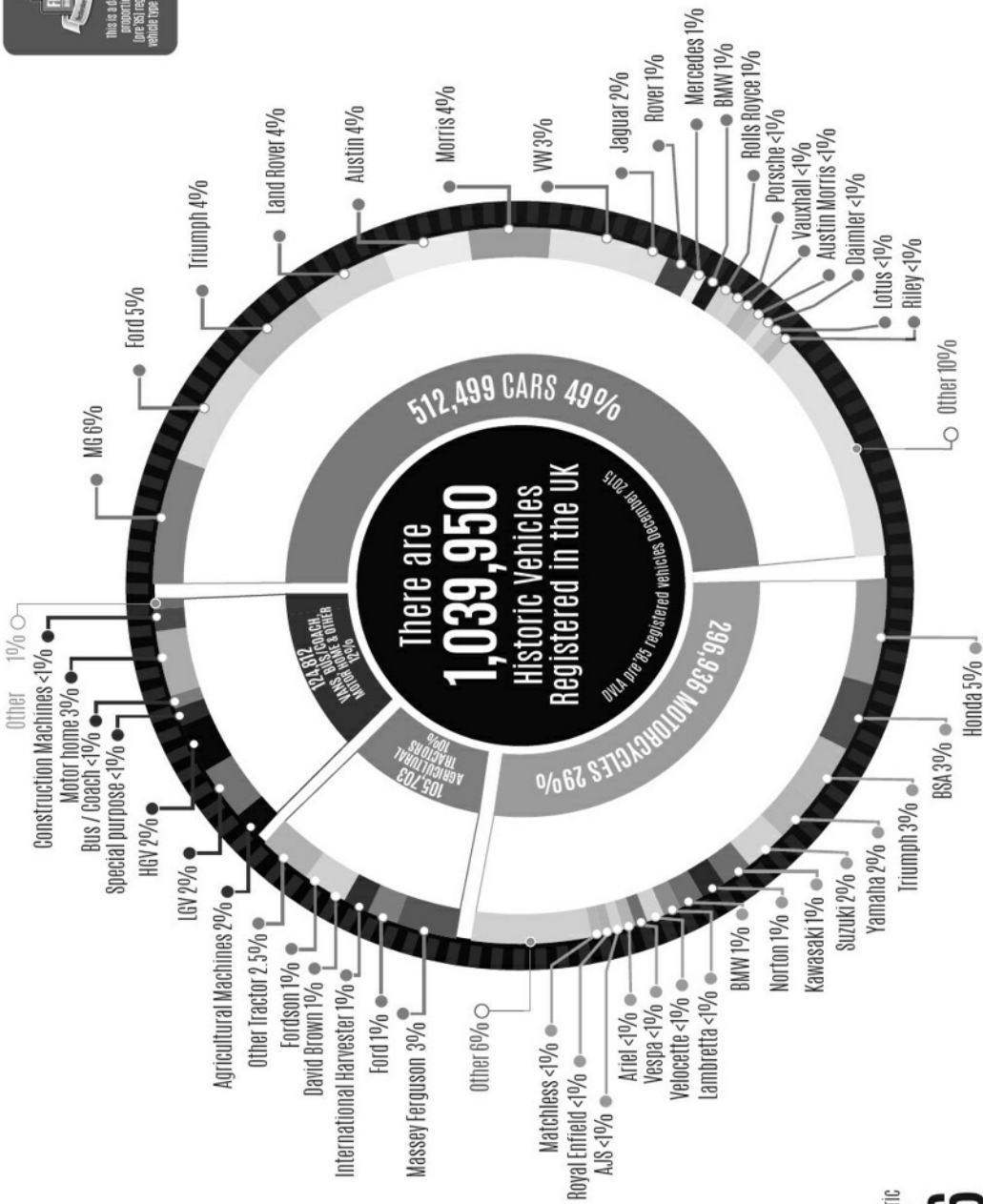
Findings further reveal 1 in 3 (32%) of adults think historic vehicles should be used rather than sit unused in a museum, with 1 in 5 (an estimated 11 million people) going further and agreeing that historic vehicle owners should be actively encouraged to use them on the road. These findings create a compelling case for ongoing use of historic vehicles today.



The value of all historic vehicles in Britain today is estimated at £17.8 billion. More than 9 in 10 (94%) historic vehicles have some form of security in place, although most commonly this means being locked in a garage (84%), rather than having an installed alarm (9%), tracker system (2%), or security markings (2%)



Historic vehicle related employment has risen to 34,900 from 28,000 in 2011 - a 25% increase reflecting the growing spending, increased vehicle numbers and the positive attitude of businesses towards future turnover growth related to their historic vehicle activity. The industry provides more part-time jobs (7,600) and trainee/apprenticeships (3,800) than ever before, but skill shortages remain with 40% of employers struggling to find skilled staff.



Provisional 2016 Show Report

<u>INCOME</u>		<u>EXPENDITURE</u>	
ADVERTS	635.00	STORAGE	260.00
ICE CREAM VAN	200.00	PUBLICITY	828.00
BURGER VAN	350.00	ENTRY FORMS, STAMPS,	
STALLS	564.00	PRINTING, ETC	565.98
TOMBOLA STALL	234.00	BAND	100.00
LATE ENTRIES	333.00	PROGRAMMES	890.00
BISHOP CALWAY INS:	200.00	INSURANCE	246.00
HANKHAM MOTORS	200.00	TROPHIES	116.99
SHOW FLOAT	428.00	HOOE P/C FIELD	150.00
GATE NET	7620.00	CAR PARK FIELD	150.00
WINE/BEER VAN	60.00	RED CROSS	198.00
BACK GATE	10.00	P.A. SYSTEM	100.00
SCOOTER CLUB	28.00	PLAQUES	312.00
		R.W.EXPENCES	151.42
		SHOW FLOAT	428.00
		TOILETS	474.00
		RUBBISH SKIP	112.80
INCOME	10862.00		
EXPENDITURE	5083.19	EXPENDITURE	5083.19
SHOW PROFIT	<u>5778.81</u>		

What's in a name?

or

The Demise of the British Tyre Industry

by *Andrew Smith*

As a M.O.T. Tester I look at tyres every day, but have become bemused by the enormous variety of makes on the market.

So a year ago I started collecting tyre makes, and below (*and around the edge of this page if your eyesight is extremely good!*) is a year's list!

Some of the old makes are still with us, but the vast majority are of course - imports. Who makes up these names I wonder, - see what you think.



A Plus : Accelera : Achilles : Admiral : Aoteli : Arrowspeed : Aptamy :
 Austone : Autogrip : Autoguard : Avon : Barum : B.C.T. : Blacklion : Briway
 Capitol : Centura : Ceat : Chenshan : Comforsa : Constancy : Continental :
 Cooper : Daranti : Debica : Deestone : Derubio : Dunlop : Event : Evergreen :
 Excelon : Falken : Fate : Federal : Firestone : Farroad : Fulda : Fullrun :
 Fulway : Gremax : Geratti : Goldway : Goodride : Goodyear : Haida :
 Hankook : Horace : Hifly : Imperial : Infinity : Invovic : Jinyu : Joyroad :
 Jupiter : Kaiser : Kenda : Keter : Kinforest : Kingstar : Kormoran : Kuhmo :
 Landsail : Lassa : Lucas : Maxxis : Mazzini : Marangoni : Marshall :
 Michelin : Matador : Milanza : Maxmiler : Mohawk : Nankang : Nexen :
 Novanto : Ovation : Pace : Permanent : Pirelli : Pneus : Prestivo : Primewell :
 Rapid : Raggiori : Riken : Rotalla : Roadstone : Rovelo : Semperit : Sagitar :
 Sailun : Silverstone : Sportiva : Sunny : Sunew : Sunitrac : Superia : Three A :
 Tigar : Torque : Tracmax : Uniglory : Uniroyal : Vredestein : Wanli : West
 Lake : Winrun : Yokohama : Zeetax : Zeta .

Next time you buy tyres, look at the make, if it's not on the list, let me know!

So what is in a name? After all, they're all black and round

Ron W's Dieppe Retro Trip

Feeling chuffed I had booked the Ferry and hotel on line and the fact it was the first time I had done that and armed with my piece of paper and a number we were on our way. Well it was a nice sunny clear day heading for the Newhaven ferry with the Cresta sailing to France. On arrival start engine to go down very bumpy loading ramp, go to pull away, no power everything gone dead "Oh Dear". Quickly pushed out of the way. Jump out, lifted bonnet quick check over all connections still no electrics. Help from all the know all crew gather round telling me what the trouble is " Bless them". Quickly run a wire from the battery to the coil, start engine on solenoid and we get away from the dock to the hotel. Get set up in hotel, now have a look what had gone so wrong??? Turned on ignition, all ok and working, have a thorough check over all connections everything is ok, decide to go into the town for evening dinner, - going down the main street everything dies again and I drift into a taxi area, out comes the wire. Battery to coil again, get back to hotel. What is going on?!!! From that point the electrics never returned, so wire from battery to control box does the trick. Everything works except no charge shows; lights up against the wall proves we are charging, in short that's how we continued for the rest of the weekend.



So what was it like ? We met in the centre of Dieppe at 9 am for breakfast Saturday morning. with all sorts of patisseries, various wines and coffees, and a band playing, a selection of about 80 very fancy and not so fancy cars adorn the park ranging from an Auburn speedster, two very rare



1930's MG saloons, 1920's Morgans, Rolls Royce, Bentleys, Austin 7's and a large collection of French and English sports cars. Right from the start, everyone was very friendly and all willing to talk. We pay our dues in euro's receive our routes and numbers. After about 1 hour we leave in convoy with a police escort stopping traffic at the junctions and lights, and head out to our first dinner stop at the Casino of Saint Valery en caux, as we arrive we realise the band goes as well; so there they were, all set up for our arrival. Aperitifs, wine and champagne on the Casino seafront veranda before we sit down to a six course dinner. Cars in the meantime are on display to the public in the car park and there were large enthusiastic crowds, not only at this location, but along the entire route and through the villages on the way. By 3pm everyone starts moving so we guess we are going, we set off back to Dieppe on a different route and park on the seafront with the cars on display. When we enter the casino, there's the band, more drinks and

aperitifs', and another long dinner session. We go for a walk along the seafront and by then we had had enough, so back to the hotel. Sunday we start in the main street with cars parked along the entire street. Breakfast is served in a local restaurant. We leave Dieppe with a parade through the town and head out in convoy to the Casino of Forges les Eaux, a pleasant run of 40 miles through the country side. Arriving, yes you guess it, the band was there, the usual aperitifs and drinks were there for the taking also. A sit down six course excellent dinner follows, not forgetting wine and drinks on the tables in abundance with the speeches of welcomes, and thank-yous for coming. Everyone starts getting into their cars so we guess we are going; so we then follow a different route back to Dieppe assembling for a large display on the seafront, again large crowds admiring the cars. All the ladies receive a present and flowers; we went for a walk, collected the Cresta, after the crowds had gone and called it a day. That was it. Monday a.m. we have breakfast in Dieppe and time to arrive at the docks by 12pm

I duly show my e-card ticket the ticket office replies. "No sir this is the 1300 ferry, yours doesn't go until 1 am tomorrow morning"! (OOP'S BIG MISTAKE, so much for my on line booking, !!!) "You can pay an extra £50 if you wish to go on this one" !

We arrived back home at 5.30pm. To sum up, - as we were new to this, better communication and timings on what was happening and when, would have helped. It was all very laid back. Perhaps so many go each year, it's assumed everyone knows.

Costs, £506 inc: fuel for approx: 260 miles; this covered the entire trip expenses. So what happened to the electrics?, well it's quite simple really. The main feed to the switch goes through the ammeter. The connection broke across the gauge hence no electrics. The vibration going down the ramp just must have done it. Lucky it was an old car. Be thankful something could be done about it on the spot, a modern car NO CHANCE!!! Anyone have a old clock or ammeter for a 59/60 PA Cresta? I know a man that needs one!!



A Day in the Diary of a BMW Driver....

"The other day I was cruising along as usual coming onto one of my motorways, which was very busy with inferior cars. First off, I couldn't believe that the volume of traffic DIDN'T slow down for me AT ALL as I came off the slip road! I had to squeeze into a barely big enough gap between two cars in order to get onto my motorway! The driver of the car behind me did realise his mistake though and honked an apology to me with a long blast of his horn. Unbelievably, I had to do the same again before I could get to the BMW lane. Anyway, once I was in the BMW lane and posing along at 110 mph enjoying the adulation that the inferior car drivers were giving me, I noticed an inferior car ahead of me which was not only in the BMW lane of my motorway, but was driving at a ridiculous 70 mph! Naturally, I got within a foot or so of his rear bumper and flashed my headlights to remind him he shouldn't be in the BMW lane of my motorway and to get out of my way. Of course, once he realised it was a BMW behind him, he did just that, but I could hardly believe it when he pulled straight back out behind me! He also tried to keep up with me and when he realised I would out-run him, he put on some blue lights in his front grill and urged me to get onto the hard shoulder so that he could congratulate me on my excellent car. Needless to say, I was eager to oblige and when we had stopped, the man gave me a piece of paper confirming what I already knew - that my car goes fast! Apparently he wants everyone to know what a superior car I have, so I had to take my driver's licence to a police station to be sent away to have some points put on! (They're not free points either - they're £20 each and I was only allowed 3.) But the man at the police station said that because I drive a BMW, it won't be much longer before I earn the full 12 points, and then I won't even NEED a driving license, so they will take it off me! See, now THAT'S the sort of respect you get when you own and drive a BMW!"



In the July newsletter I published some photos from Pauline and David Cox, unfortunately I didn't receive Pauline's write-up at the time and had to improvise; I have since received the official account, the pictures below can be seen in full colour in last July's issue.

Every Saturday since November 1989 McDonalds burger bar at the pavilions, Pima Road, Scottsdale Arizona has held there a regular car show with a fantastic amount of 30's to 70's car and motorbikes turning out every week .The weather is always so good so no chance of it not being a fantastic show each time.

Music of the 50's and 60's is played throughout the day taking everyone back to when times were good, when all the words had meanings and everyone could understand what was being sung about.

The show starts to come to life with the cars turning up from about 12.30 staying to late evening as the temperatures are at 66°f during winter months rising to 108°f during peak summer; as this is a dry heat it is bearable.

This car show often has many rare cars turning up for specialist's events, and over many years we have been honoured to see and speak to their owners regarding their treasured possessions .

Likewise on a Sunday, another regular event at Fountain Hills, a beautiful setting, a large lake with a fountain that can spew a plume of water more than 560 feet into the air; boosters claim that this is the worlds tallest fountain rising 10 feet higher then the Washington Monument, the fountain puts on a show every hour; and each year to celebrate Saint Patrick's Day the water is changed to green.

This is the setting for our Sunday car show that was started in 2003, this takes place from October to the end of May, this show has a lot of snowbirds turning up with their cars as they choose to weather the storm in a warmer climate going home at the end of May to their homes for their own summer months.

This is a just turn up show with a Sunday raffle, with the regular car owners donating something that is car orientated like a car book, car cleaners, model car, tin car plates or a \$5 voucher donated by Phil's Diner off the price of your meal.

The ladies that help their husbands often have home made cookies, or fresh lemons, grapefruit or oranges straight from their trees for all to enjoy.

We have made so many friends over the years since we have been coming to Arizona that I thought a small piece regarding these events would be a thank you for sharing our passion with our new found friends from across the pond that have made us feel so welcome by everyone that we meet , each time we come it's just as if we have never been away.

Looking forward to our next return visit.



Some pics from this year's BBQ at Chris & Ann Hone's

