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DON'T TRY THIS AT HOME!

November 2017

Ron's Ramblings



It's that time again was the reminder I got from Andy at the last meeting. "What already" was my reply. So here we go again, what have we done? July...

Kindly run by Ann and Chris in the garden of their country home was the venue for the BBQ sadly it was poorly attended, Ann had catered for 50 but only half that number turned up for a very enjoyable time with excellent weather and good company.

July 30th The Ringmer country show was again blighted with bad weather with rain threatening for most of the weekend and finally righting it off on the Sunday afternoon

August was show time. With excellent weather and a new team slowly taking over from me, Steve on the planning and set up, and Sharon organising the trade stands made my life a lot easier. All the other marshals and helpers did an excellent job as usual, resulting yet again in an excellent and much appreciated show. We have received many emails and phone calls thanking us for an enjoyable day. A profit of £5,800 has been recorded by our hard working treasurer Ian. A thank you to all those members who turned up Sat morning to help. A suggestion from Steve to start at 10 am still resulted in the set up being completed by 12 pm (Just two hours.)

A sincere thank you from me, to all those that supported in so many ways. My thanks also to Grandson SAM who used his works van and his strength (I struggled with ONE, HE carried TWO BAGS UNDER EACH ARM)!!! to collect bags of gravel to fill in the Main gate road hole, and the rabbit holes all around the pavilion, - a real ankle breaking area, (Important note for next year !) Most of my Sunday morning was taken up with this problem.

The best in show award was won by Andy Smith with the superb restoration of his Austin 10/4 well deserved. (See forthcoming Newsletters) Best Motor cycle was the Moto Rumi, a very rare little Italian bike beautifully restored by Fred Watts.

A week after our show we attended the Firlle vintage fair another very enjoyable day in excellent weather and surroundings this show is fast becoming one not to be missed, the ladies in my life love it. I say no more.

For a change the FOT had excellent weather all three days. As a past chairman for 24 years I know just how important that is. The very hard work and organisation that goes into the FOT is outstanding in so many ways considering it takes up to two weeks to set up and clear away by a very few

people. and with a huge set up, the outlay running at many thousands of pounds .

Good weather is so important. It was all changed round for this year under the control of Steve. (Yes its the same Steve and Sharon) which was needed. An excellent turn out of just about anything that has wheels and more, was there for everyone to enjoy. At our age just walking round the whole site is becoming a challenge. Well done everyone involved, an excellent show and after so many wet years they finally made it dry for the 3 days.

My part is now reduced to doing the motor cycle commentary and the Ron's Ramble motor cycle run, due to my health problems even that was in doubt, but feeling better, and doubting whether I should, after bacon sarnies at the Homestead with 35 bikes following my route I took the AA combo on the 70 mile run and finishing at the FOT on the Sunday. Feeling pleased with myself that I had done it.

Sept, was fish and chip evening at Deanlands, Jean and I were off to France after organising it and passing on all details and leaving it to the capable hands off J.B. By reports I have received, the service was not so good and members were left waiting a considerable time while others were finished. Apparently it is now under new management so lessons need to be learnt by them.

Next year we will have a change.

Oct, Organised by Ian Howell, - Dave Upton the local Hastings upholsterers gave us a talk on the details of their business which has been in existence since the early 1900's. The different leathers and materials that have been used over the years up to the modern equivalents which Dave gave us the impression he was not too keen on. It's back to the saying we so often hear, modern stuff cheap and nasty. It was obvious the old was the best in this talk.

Apparently Ian's Jowett was not a favourite at the top of Dave's list when the body covering and repairs were done, I had designs that I might get a small amount of work done but he tells me he is full until next May, which goes to prove something I so often say. We are a dying generation,
Thank you to David, for the talk and Ian for organising it an interesting evening.

NOTES FROM the COMMITTEE MEETING

Now down to more serious matters:-

There are a considerable amount of members that are having health problems to many to mention To all, get well soon and our very best wishes for a quick recovery.

At the recent committee meeting It was decided that we give the 1066 marshal's group £250 in appreciation of the outstanding assistance they give in organising the car parking at the show.

Although we have 145 members we could well find it difficult to cover the car

parking as well all day. Due to our average age ??? And would anyone want to do it?

The trade stand charges will increase to £15 per 4 metres and £25 for a 6 metre plot. General advertising; car stickers and posters, it's unfortunate they are not being used as much as they should and will therefore be reduced on the next order. There was a serious occurrence on the field when an entrant had a stroke, fortunately the Red Cross were on the scene in a very short time and an ambulance was called, and I am pleased to report that all was well, and after a few days in hospital the gent returned home; we have received a very nice letter from him thanking all concerned for their actions.

One important point I learnt from this. All members on the field should be made well aware of the position of the First aid services on the field.

It was noted that the local papers did not cover the event as in past years, steps will be taken to see if we can improve on this next year, ideally if a member would take on, and be responsible for this small but important job would be very helpful, for next year.

The changed lay-out for the show worked well and there were no major problems and resulted in more space for classes E & F. As a point of interest John G, our main gate Marshall and assistants, took £325 in late entry fees. Our thanks were recorded to Andy B, for the design and the production of the programme, a truly onerous task so very well done, and bearing in mind the amount of money he saves us from set up fees.

After 16 years Jean would like to retire from being chief tea lady and the Christmas party. Jean has supported me and the club throughout. I said at the beginning of Hooe Mk 2 that we would do five years; we are now 16 years on! I was 17 years as competition secretary, running Trials etc with Dave Fletcher with the Eastbourne M/C club, and committee member for 25 years, 24 years as a founder member and Chairman of the FOT, and involved for 42 years, 38 years as a member of Hailsham Rotary, and all that that entails, and now 16 years as Chairman of Hooe. In all that time she has supported me 100%. She has been involved all our married life in all those clubs.

OVER 62 YEARS. It's time the GIRL had a rest!

Which now comes back to what I said two years ago, that I would retire as chairman at the next AGM. It has now become a time when the decisions have to be made so please put forward to J.B Secretary if you would like to take any future office or become a committee member. I am fully aware that this change will be important for the club. But you will appreciate we cannot go on forever. I will support a new chairman 100% if required. I will continue to take on jobs and stay on the committee a while and be involved with the show If needed.

New member Julian Smith has kindly volunteered to take on the 'S' Class from me for the 2018 show; I found in past years trying to do both jobs on the day was pretty much impossible. J.B has always helped me out on the field, this year Julian stepped in, and he also continued to organise the late entry parking, for which I was very grateful

Next point, John and Cherry Gibbons have already announced that they wish to retire from organising the Easter bonnet run after many years,. Any takers for this ?? **Important** to know details by the next newsletter so it may be entered in the What's on diary.

My next job the coach trip, Brooklands got the biggest vote at the club meeting so Sunday Jan 14th will be the date, see booking form in newsletter.

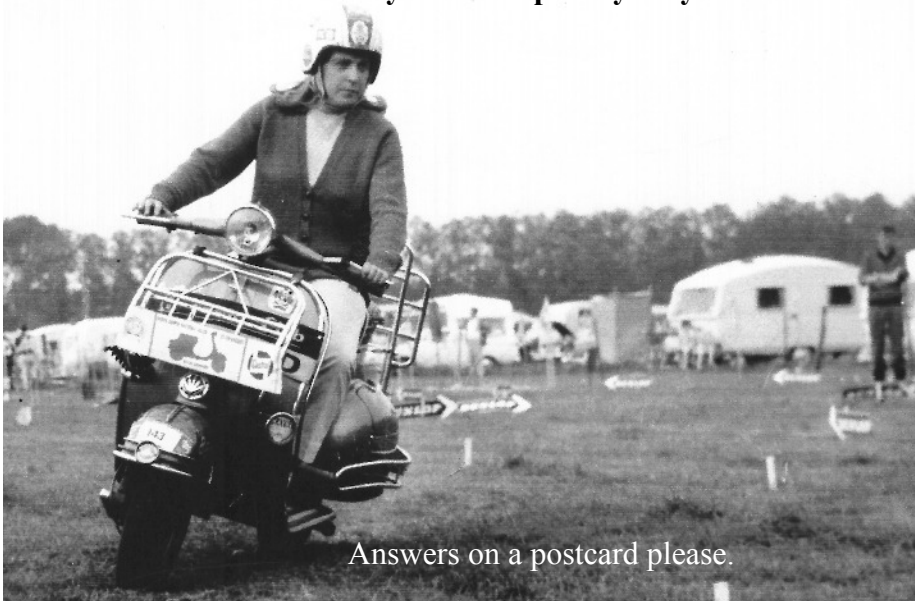
We are looking for a new venue for the annual dinner; We are always careful and mindful of the cost of any event, and it has been suggested we may go to the Star Inn at Normans Bay - approx £10 for a full 3 course dinner is their normal price, and the food would be hard to beat by my previous experience.

Finally welcome to all the new members, please make your selves known, and hopefully you will enjoy the facilities the club has to offer.

As this is the last news letter for 2017 next meeting is the Christmas party; same routine applies please supply a plate of goodies for the tables and bring your own drinks. Hopefully our special artists in the club will be putting on their performances as usual. Fancy dress is welcome even a bottle of wine for the best dress.

Ron W

Can YOU identify this intrepid mystery rider?



Answers on a postcard please.

FUTURE EVENTS

- Dec 1st** **CHRISTMAS PARTY** Please bring along usual goodies
and own drinks
- JAN 14th** **COACH TRIP TO BROOKLANDS** See Booking Form at back
- FEB 2nd** **A LOOK AT AUSTINS** “That Famous Name” By Ian Garner
- MAR 2nd** **THE HISTORY OF PHONOGRAPHS FROM A BYGONE AGE**
By Dave Homewood
- APRIL 6th** **AGM : 2nd Half** ‘From School to the ole bill’
 
- MAY 4th** **Alan Hodges, RETURNS WITH MORE HISTORY OF**
EASTBOURNE
- JUNE 1st** **GO KART RACING AT FILCHING MANOR 6 pm**
- JULY BBQ** See next news letter (March)
- AUGUST 3rd** **SHOW BRIEFING PLUS TBA**
- AUGUST 4th** **SHOW SET UP START ON FIELD 10 am**
- AUGUST 5th** **SHOW DAY**

Today's philosophical insights.

Beauty is in the eye of the beer holder

A picture is worth a thousand words, but it uses three thousand times the memory.

Ham and eggs... A days work for a chicken, a lifetime commitment for a pig.

Some people are alive only because it's illegal to kill them.

Dieppe Retro

Travelling from Newhaven to Dieppe

Again this year Jean and I went to France this time taking the Plymouth arriving at the hotel we had booked there was no car park this was a bit of concern but just round the corner connected to the hotel there was an underground car park how lucky was that, and even better the Plymouth would be protected and dry so all was well

Next morning arriving at the start in torrential rain making our way to the book in for the Breakfast I noted there were approx 70 entries A varying range of mainly French cars were there some very rare

That I had not seen before, Also the band which is always there playing at our next venue by 10 am the rain had stopped and we left to drive to the out skirt's of the town with a police escort to our dinner stop in the town and Chateau of D'EU (an unusual name) a six course dinner with wine in abundance on the tables. This went on for



the next 2 days much the same as last year just different route the cars being on display in each town we stopped at, The French are so enthusiastic, people would stand beside the road side waving and clapping as we passed. Large crowds would gather to see the cars in all the villages

The Plymouth ran perfectly with no trouble I didn't need to lift the bonnet, A very enjoyable trip The roads in France are excellent and it makes driving an old car a pleasure in contrast in the UK as we all know the car rolls and dips with the undulations of our so called roads not forgetting the endless pot holes. Where have we gone so wrong over the years.??

We covered just 300 miles on this trip. We have decided that as nice as it is, a bit two much wining and dining for us so goodbye Dieppe retro we shall try something else next year, if any one would like to sample French cuisine then this is the trip for you.



For all the info please call, we will be pleased to help or advise.

1933 Austin 10/4 Saloon NJ960 Restoration Part 1

The Mechanicals. *(A follow on from the July issue)*

Having examined the car to see what needed to be done; the wings, doors and bonnet were removed and the body shell lifted off the chassis at my garage at home. The rolling chassis was then taken to our workshop in Sidley where it was stripped down ready to be overhauled and refurbished.



The chassis frame, wheels and propshaft were sent away for shot blasting, and on their return were painted with zinc rich primer and black topcoat. Although the engine had been overhauled in the 60's, years of neglect required the engine to be dismantled, cleaned, new core plugs fitted, white metal bearings to

be scraped and reset and then rebuilt with new gaskets.

The clutch was oily and was relined. The crash gearbox was in good condition and only needed cleaning and washing out, but the rear axle was dismantled as there was a lot of play in the differential gears so new thrust washers were made for it. The front axle king pins were worn out, new bushes were fitted and reamed to the new pins. All the brake linkage was overhauled and new linings



riveted to the shoes. The fuel tank although good on the outside was rusty on the inside. Having strapped the tank to the drum of an electric cement mixer, a gallon of paraffin was added together with a shovel full of sharp grit. Running the mixer for about 3 hours in the mixing position, the grit and paraffin knocked most of the grit off.

The tank was then chemically cleaned and treated with a proprietary tank sealant, and the tank's Hobson gauge overhauled and its air line refitted to the chassis, together with new fuel line and new wiring harness for the rear lights. A new exhaust from the Austin club was fitted. The rolling chassis was the reassembled and the engine fired up for the first time in 50 years!

Andrew Smith

To be continued....



Club Treasurer Ian Garner at the August Hooe Show, presenting the cheques to the various charities decided upon previously.

These were (*in no special order*)

Dementia – Memory Lane at Eastbourne,
East Sussex Foster Association,
Sussex Spina Bifida,
Motor Neuron Disease,
Children with Cancer
All received £600 each





In 1929, Morris-**Commercial Cars Ltd** appointed Charles Kearns Edwards as Chief Engineer. **It is well known that** he had come from AEC Ltd, where he had been from 1912, eventually becoming Chief Engineer and Designer. From his appointment, Morris-Commercial moved into a larger range of vehicles, as well as coach and bus manufacture. One wonders why an engineer of such experience from a major manufacturer such as AEC would want to move to a small manufacturer of light commercial vehicles that had only been in existence for some six years. Was this a move by William Morris, who had been a shareholder in a bus company in Oxford, to expand the market of his vehicles? It would be fascinating to find out.

Charles Edwards's own entry in '*Who's Who in the Motor and Commercial Vehicle Industry*' states:

“. . . that he was responsible for the design, development and research work on all London bus chassis and engines, including first ‘one-step’ entrance and covered-top buses, and first diesel-engine powered bus to run in London.”

So, who was he?

Charles Kearns Edwards
1887 – 1972

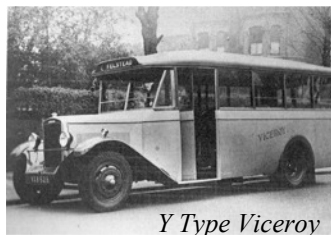
He was born in London in October 1887, and was educated at the Regent Street Polytechnic and Crystal Palace School of Engineering. Between 1905 and 1908, he worked in various design offices, notably D Napier and Son, Acton. From 1912 until 1929, he worked for the Associated Equipment Co. Ltd. (AEC) and the Associated Daimler Co. Ltd., becoming assistant works manager, chief draughtsman, designer and chief engineer with both companies in turn.



After leaving his position as Chief Engineer at Morris Commercial, he joined Guy Motors in Wolverhampton in 1932 and stayed there until 1936 when he joined Shelvoke and Drewry as Chief Engineer until about 1952. Thereafter, he acted as a specialist consultant. He finally passed away in 1972.

To explain a little about his achievements, he was responsible for the main types of London bus operating in the 1920s. These were then open-topped and ran on solid tyres. His major achievement is in gaining increased stability for the double-decked bus by lowering the chassis frame immediately behind the engine to give a lower floor. The Metropolitan Police had been concerned about stability of high buses when the bodies were roofed. By lowering the bus body, Edwards achieved this increase to the police's satisfaction.

This gave an additional benefit, the low entrance step: the so-called “one-step” entrance. By lowering the worm drive to the rear axle and having a geared drive at the hub ends of the half-shafts, it allowed the vehicle to have a low, flat floor. Thus, the general layout of the double-decked bus was set down in a form that many of us remember. Pneumatic tyres were also introduced during his tenure. Edwards was also instrumental in bringing in the half-cab that provided better access to the engine area as well as improved visibility for the driver. His first design for Morris Commercial was for the 20 seater ‘Y’ Type “Viceroy”, although it is not specifically attributed to him. Introduced in 1930, the vehicle bears all the hallmarks of his work at AEC, although it didn’t incorporate the ‘wheel-out’ engine design of his later MCC models.



Y Type Viceroy

Otherwise, there were similar characteristics to contemporary AEC models. The engine was a 6-cylinder side-valve unit of 4,256 c.c.; it had an output of 70 bhp at 2,750 rpm, a 7-bearing crankshaft, a magneto mounted transversely across the front of the engine, and an SU carburettor. The transmission was through a 4-speed gearbox, open propeller shaft and a spiral-bevel rear axle. Braking was by servo-assisted rods to all wheels. 272 were built in the three years of production.

The company introduced the ‘H’ Type “Dictator” chassis in November 1930. It represented a considerable departure from models previously offered. One could question whether it was sensible to try to break into a completely new market for the company at a time of economic and industrial depression. The vehicle had a low-mounted chassis frame and a new 110 bhp, 6-cylinder overhead-valve engine and a capacity of 7,014 c.c. that powered it. It was

mounted in the chassis in such a way that the engine assembly could be ‘wheeled-out’ for servicing without removing any other part of the chassis frame than the front cross-member.



Edwards took out a number of patents to protect design aspects of the “Dictator”, including the ‘wheel-out’ design, remote gear-selector mechanism, valve gear and some aspects of the rear suspension. Again, the general look was very much influenced by contemporary AEC design, particularly the radiator, which bore strong resemblance to the Associated Daimler of the period.

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The “Dictator” was available in two forms: as a normal-control vehicle suitable for bodies carrying 28 passengers; or a forward-control suitable for bodies carrying 32 passengers. However, perhaps the fact that the vehicle had a petrol engine when many operators were converting to diesel engines may explain why relatively few examples were built. An example is currently stored awaiting restoration in the Birmingham Museum of Transport at Wythall, just off the Alcester Road by-pass outside Birmingham. 133 were built in the four years of production.

A further heavy-duty passenger vehicle chassis was announced in October 1931. This was the ‘HD’ Type “Imperial”, suitable for double-deck bodywork. Again, Edwards’s experience with AEC is evident. The “Dictator” engine was bored out to 7,698 c.c. and gave an output of 120 bhp at 2,500 rpm. A number of other mods were also made, the most significant being a repositioning of the magneto and its drive. This now came off the camshaft drive with the magneto fitted across the top of the engine transversely, immediately behind the cooling fan.

Birmingham Corporation Transport received a number of these vehicles but few exist today. One that does is also in storage at the Birmingham Museum of Transport at Wythall. This example had been used as a living van, with the top deck cut off and placed alongside the lower body and covered in. When I saw it recently, a museum curator told me that reconstruction could be forthcoming as the Museum was rebuilding an AEC “Regent” with a very similar Metro-Cammell and Weymann body. It currently sits close to its “Dictator” sibling. Fortunately, the two parts of the body are there, side by side. Only 83 of these were built in the two years of production.

The passenger vehicle chassis also formed the basis for a number of goods vehicles rated at 7 tons (Dictator-based) and 8 tons (Imperial-based). They were not given a particular type description but were referred to as 6/7 tonners. Apparently, the ‘K’ Type was a specifically designed goods vehicle and should not be confused with the goods vehicle version of the bus chassis that had the dropped main chassis frame. The 6/7 tonners had the coach chassis to provide a lower load deck height.

So it was Charles Edwards who developed the double decked bus that we all recognise with the rear entry step. He also developed the low floor to lower the overall height and increase stability. He did this by stepping the main frame.



Morris-Commercial Dictator showing the Wheel-out Facility



The design of the Associated Daimler ADC 423 and 426 bore uncanny resemblance to the MCC Viceroy, Dictator and Imperial machines, even down to the general shape of the radiator shell, which did not have the familiar Daimler fluting on their top edges. However, Morris Commercial was the first manufacturer to come up with the 'wheel-out' removable engine unit.



Apparently, this was not tried elsewhere until the introduction of the AEC Routemaster of the 1950s that, while not like the MCC version, had some similarities in ideas. We can say that Morris Commercial led the world in that aspect at the time.

Charles Edwards was not at Adderley Park for long, but his influence was considerable. It was probably the continuing economic and industrial slumps at the time that prevented his projects from achieving more success. That, together with an increasing move away from petrol engines towards diesel power. Interestingly, Birmingham Corporation Transport continued to be major users of Daimler, Crossley (part of the later AEC family with Maudsley) and Guy bus chassis for many years afterwards, all associated in one way or another with Charles Kearns Edwards. In fact, many of them plied the No. 8 Inner Circle bus route past the Adderley Park factory. Would they have been joined by more Morris Commercial Imperials had life been different?

Find out more at www.morriscommercialremembered.uk



For Sale

Morris 8 Series E 1939



The car is very reliable and has taken part in many local car shows; it has been well maintained and overall is in excellent condition.



Sad Sale£7,500

Please 'phone 07721072192



More pics, larger & in colour on our web site

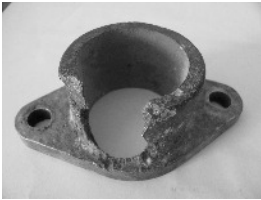
<http://www.hooeoldmotorclub.org.uk/announcements.html>

An experience one could do without.

We had just arrived at the Bodium Car Show and parked up in our allotted places. A passing spectator happened to casually remark that my friend's Bullnose was dropping water. This was an understatement. It was pouring out from the area of the bottom radiator hose.

On inspection, it was soon discovered that the hose was intact and the fault lie with the aluminium flange fitment. Re-adjusting the position of the hose was to no avail. It was to be a trailer home job; thankful that the fault had been discovered as further motoring would ultimately meant a seized engine.

Back home, we got out my trailer that had been on blocks and stored inside for about a year. In haste, we didn't check the tyre pressures. They looked alright, however, but when my friend's Bullnose was loaded on, they looked a bit soft but it was assumed they would be alright for a 5 mile or so journey. As we left the showground, a passerby remarked we had a puncture. In our haste we had forgotten the trailer jack, and wheel brace! There was nothing for it, but to press on and so with a burst tyre and an unnoticed loose jockey wheel to boot meant that although we got home, it cost a new tyre, jockey wheel and clamp! I am sure some of us have been there!



My friend soon had the radiator off and inspection showed a major corrosion of the flange which was replaced. I enclose a photo of the damaged component.

By co-incidence, another member of our SE Bullnose Morris group had a similar experience. I quote from his correspondence:

“You may be interested in the attached photo of the bottom hose flange.

I had a water leak for a long time, but ignored it. I knew that I would need to take off the radiator and replace the hose, but I had not expected to find the flange had almost completely corroded away.

The old flange is on the right, and my new spare on the left, and you can see just how much the flange had corroded away. I was fortunate that I did not have the leak turn into a flood and lose all the radiator water. I think that was your experience at Bodium show.”

This easily overlooked component should be inspected regularly.

Chris Hone.



HOOE'S OLD MOTOR CLUB

BROOKLANDS MUSEUM AND MERCEDES
WORLD

COACH TRIP SUNDAY JAN 14TH

LEAVE FROM LANGNEY SHOPPING
CENTRE **8.30 am**

HAILSHAM LEISURE CENTRE **9.00 am**

COACH COST PER PERSON £11 50

GROUP COST FOR MUSEUM £10 Payable direct

Flight on Concorde 35 Mins £5 Per person Payable direct

Please return this form A.S.A.P.

TEAR OFF (or copy in case you may want to keep this page intact!)

BOOKING FORM

HOW MANY PERSONS _____ Cost _____

CONTACT DETAILS

NAME _____

PHONE NO _____ EMAIL _____

SEND TO RON WANMER THE HOMESTEAD, ERSHAM ROAD,
HAILSHAM, BN273PN 'phone 01323 840346

Cheques Made payable to Hooe's Old Motor Club _____



Hooe Club members joined E.H.V.C members on October 3rd for a very enjoyable trip on a 1950's London RT bus to Gravesend to board the paddle steamer Waverly on a voyage up the Thames through Tower Bridge and back again. Pictures courtesy of J.B.

