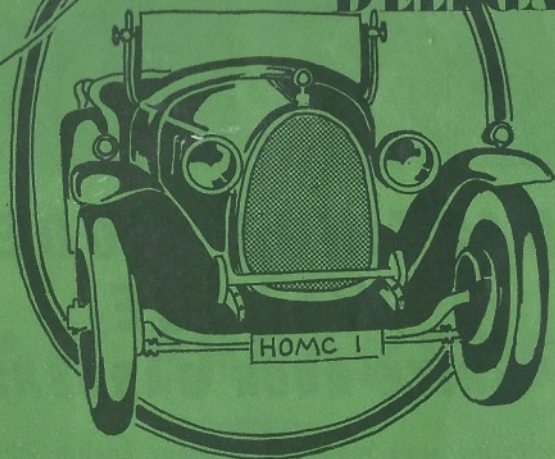


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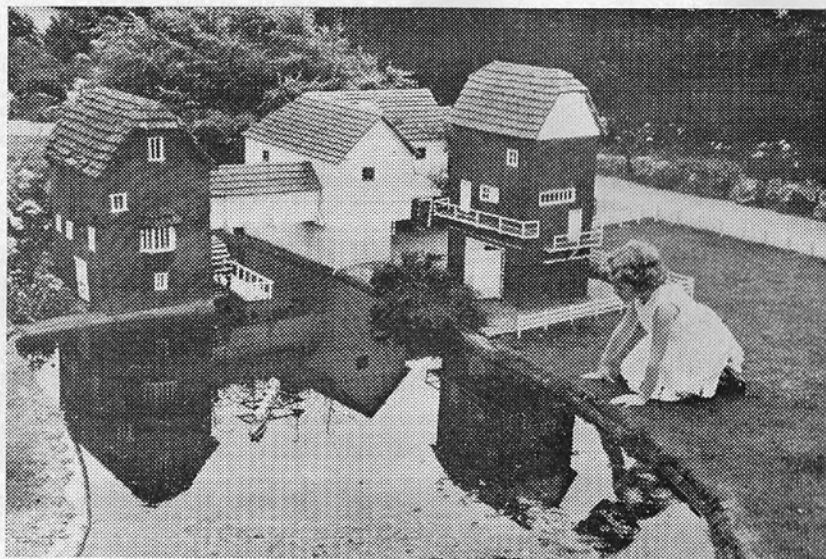
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**on**

**Sunday, August 5th, 1973**

**Souvenir Programme 10p**



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## "ALL ABOUT TO-DAY"

This is the fourth consecutive year in which a Concours d'Elegance has been held at the Red Lion, Hooe, which also serves as the Headquarters of the Hooe's Old Motor Club. Few will disagree that it is a most delightful and suitable venue.

For the first two years the meeting was organised by a number of local enthusiasts who had been in the habit of meeting regularly simply to discuss old motor cars in which they were so interested. Support increased and this small embryo developed into the Club which is presenting to-day's Rally.

The objects of the Club are to foster interest in and the preservation of older motor vehicles and to provide mutual support among members by means of technical knowledge and assistance.

As far as to-day's event is concerned, there are two principal objectives; firstly to assemble a worthy collection of fine cars which are the pride of their owners and which, I am sure, will be a delight to every visitor. The second objective is to give some practical help to those who are, physically, less fortunate than ourselves.

The Club's adopted charity is the National Kidney Research Fund to which a large proportion of the net proceeds of the Rally will be donated.

We are extremely honoured in having with us this afternoon no less a person than Mr. Dickie Henderson who, as most local people will know, is playing the summer season at the Congress Theatre, Eastbourne. He has very kindly consented to present the Awards to the prize-winners and we are indeed grateful to him for his generosity. All he asks is that we also remember the Stars' Organisation for Spastics and this we most certainly will do.

I would like to thank Mr. Keith Barton of the 'Red Lion' for allowing us the use of the show ground and for all his help in satisfying the needs of the inner man.

My appreciation is also due to that enthusiastic band of Club members and their friends who have devoted so much time and energy to the mounting of the Rally; also to the Judges whose task, on occasions such as this, is surely no easy one.

But finally, and most important, my sincere thanks go to all the members of the public without whose support the entire effort of staging the Rally would have been wasted.

I trust that each one of you will have an enjoyable day and, in so doing, you will be giving help to someone who really needs it.

Remember us again about this time next year when we hope to provide you with an even better display of beautiful vehicles which are a tide-over from yesteryear.

Wyndham Welch,

Chairman, Hooe's Old Motor Club.

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350/400—19	7.31	1.40	730 x 130	22.31	2.39
450—19	8.06	1.40	760 x 90	16.19	1.57
475/500—19	10.14	1.51	810 x 90	17.88	1.74
525/550—19 Nokia	12.50	1.51	815 x 105	20.36	1.57
525/550/600—19	15.58	1.51	875 x 105	22.73	1.74
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**Concours d'Elegance**

at the

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**HOOE, Nr. BATTLE, SUSSEX**

5th AUGUST 1973

Organised by:

THE HOOE'S OLD MOTOR CLUB

in conjunction with

CHARRINGTON & Co., Ltd.

**PROGRAMME OF EVENTS**

Judging to commence	12.30
Car and Lady	2.15
Presentation of Awards by Dickie Henderson	3.15

**Lucky Programme Number** to be drawn after the presentation of awards.

**MUSEUM**

This display has been put together by members of the Hooe's Old Motor Club. It is designed to show the change made over the years in some aspects of the motor car. It is particularly interesting to note the advance (or otherwise) of the headlamps featured in this collection. Our members are always on the lookout for further material to add to this collection and if any of you have anything which may be of interest to us, that you do not want, then we could always make good use of it.

There is no admission charge for this display, but any contribution to our club funds would be appreciated.

**SPECIAL EXHIBITS**

Special Exhibits (None Concours) can be viewed in the Car Park at the rear of the Pub. See Page 33.

**Calypso**  
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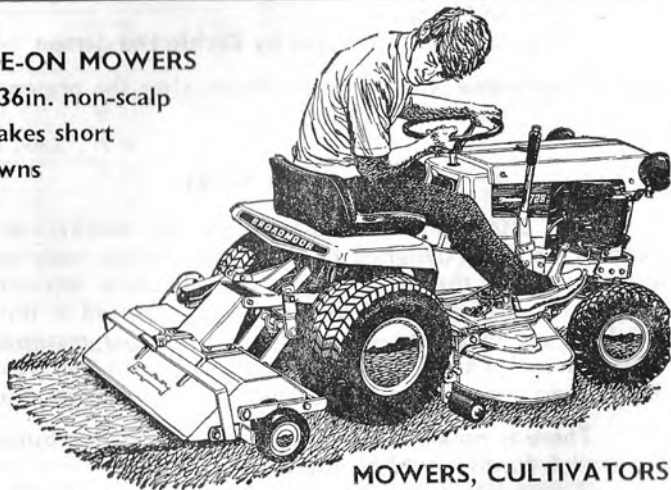
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# Competitors

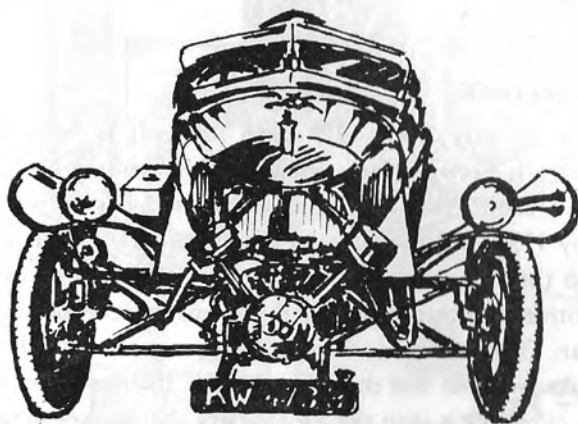
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## CLASS 1 — VINTAGE

This class covers cars from 1919 until 1930. It is hard to say what difference there is between late vintage and immediate post-vintage cars, but it will be found that the major firms had begun mass-production techniques by 1930, and the classical coach built cars were in a minority. This was also the time of the depression, and the price of cars had to be very competitive, and this encouraged the smaller, cheaper car to become more popular. There is, to my mind at least, a greater similarity between cars of the late twenties and the early thirties, than between the early and late thirties. However it is in the Vintage era that we see what craftsmanship could produce, and it is a pity to think that we will see this sort of work no more.

\* (The vehicles are placed in the programme and around the field in chronological order, wherever possible.)

- 13 **1921 Rolls-Royce Silver Ghost** Torpedo tourer bodywork on this car, which has been rebuilt over a period of eight years from a breakdown truck. Owned by M. W. Sapsford of Pevensey, Sussex.
- 66 **1921 Phoenix 12 h.p. 2 seater tourer** This car has been in the owner's family for 38 years, and has recently been restored to original condition, with no gimmicks or fancy additions. Believed to be the only one of its type in existence. Owned by Mr. A. Smith of Tenterden, Kent.
- 14 **1923 Austin Seven tourer** This car, the 6th oldest Austin 7, was fully restored by the owner in 1972, and is as original. Twenty years ago it was sold for £15 by its then owner, a chimney sweep. Celebrated its 50th birthday July this year. Owned by D. A. Doughty of Caterham, Surrey.
- 67 **1924 Austin Twelve Clifton tourer** This car has original upholstery except for the seat squabs. Owned by L. H. R. Weaver of Hailsham, Sussex.
- 1 **1925 Talbot 10/23** A rare saloon version of this London built, Coatelen designed Talbot. It is in regular daily use and completed a 1200 mile tour of Ireland in 1970, and two weeks touring last year. Owned by David Coltham of Ashford, Kent. See page 17.
- 15 **1925 O.M. 15/45 Torpedo** Only O.M. with Italian bodywork, because other survivors were imported as chassis. Rallied here and in France and Italy. Used as car to go to work in. Owned by P. R. Green, 12 The Platt, Sutton Valence, Maidstone, Kent.



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## HAMPTON COUPE

(Entry No. 4)

1927 Hampton 11.9 h.p. Coupé built in Stroud, Glos., by the Hampton Car Co. These cars were built from 1912-1930 when the firm went bankrupt for the third time. They were often favoured by doctors and lawyers.

This model has a Meadows 4ED, o.h.v. engine. Cost £345 new, £5 extra for wire wheels. The accelerator is in the centre. It does not have a fan but the radiator holds 4 gallons of water.

It was found in a farmyard about 14 years ago but started on the third turn of the handle. It was bought by the present owner soon after this and she learnt to drive on this car. This Hampton has taken part in two films; a BBC documentary 2 years ago and a film to be released shortly. The owner enjoys tracing the history and has met many people who worked in the Hampton Car Co. She is looking for a CAV starter and a fly-wheel. It is the only mobile Hampton in existence and is in regular use.



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- 2 **1926 Twin overhead cam 3 litre Sunbeam Sports.** This car is a fine example of the Vintage Sunbeam, having been developed from the Grand Prix Sunbeam of the time. This particular car has been in the hands of the present owner for 10 years, during which time he has gradually restored it to its present condition, doing most of the work himself. Owned by W. Welch of Hastings, Sussex. See page 25.
- 3 **1927 Alvis TG 12/50.** This rather nice car was originally found as a farm truck and was rebodied by Wilkinson's of Derby. All ancillaries are new. It has had only three owners since new. Present owner is Brian Savill, of Heathfield, Sussex.
- 4 **1927 Hampton de Luxe** Another farmyard discovery! This is believed to be the only Hampton to be running. It was found on a farm 14 years ago. Owned by Miss E. Monro of Weybridge, Surrey. See page 11.
- 5 **1928 Austin Heavy 12/4** This was one of the hardest wearing models of Austin to be made and it remained in production from 1921 until the second war with basically the same engine. The one here today has a very pretty Mulliner 2 seater body with a dickey seat; and is owned by Brian Thompson of Staplehurst, Kent.
- 6 **1928 Bentley 4½ litre tourer** This is a fine example of one of the great names in British motoring, and has been gradually restored to near originality over the last four years by owner Mr. T. H. Welham of Lingfield, Surrey.

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- 12 **1928 MG 14/40 tourer** This car, based on the Morris Oxford, was once owned by Greeves of Motor cycle fame. The engine was balanced and polished in 1938. The rear of the body and the windscreen are not original. Owned by M. G. Turvill of Gravesend, Kent.
- 7 **1929 Morris Oxford tourer** This car is in original condition apart from paintwork. It is in very regular use and is as reliable, if not more so, as many of its modern counterparts. Owned by J. Breach of Mountfield, Sussex.
- 65 **1929/30 Rolls-Royce Phantom II Barker Sedanca de ville** This is an all original bodied, Barker Sedanca de ville with opening drivers compartment. It has taken nearly 5 years to restore by experts in their specialist fields to its existing condition. It was rescued in a delapidated condition from a Nottingham cab rank just after World War 2. Owned by Mr. R. Murdoch, of Hastings, Sussex.
- 8 **1930 Austin Heavy 12/4 Burnham saloon** Another of the fine vintage Austins, this one was a one-owner car until 1957. It has since been restored during last winter. Owned by Ken Cook of Rochester, Kent.
- 9 **1930 Austin Heavy 12/4 Burnham saloon** This car is in very original condition and is used regularly. It is one of half a dozen early Austins owned by Monty Mason of Canterbury, Kent, all with JG registration.
- 10 **1930 Rover 10 Weymann saloon** This model was the first coil ignition Rover to be made. It has original bodywork by the well-known firm of Weymann, who used a stretched fabric over a very light and flexible ash frame. Owned by Francis Edenden of Ashford, Kent.
- 11 **1930 Bentley 4½ litre Van den Plas open tourer** This car has had a very colourful life, being bought new by The Thane of Cawder in 1930, then sold to a Mr. Wilde Rice in 1938 who then sold it a year later to Mr. Eric Dudley. The agent in the last transaction was Mr. Syd Lawrence who had been responsible for its maintenance since 1930. The car then made many appearances at Bentley Drivers Club functions, Mr. Dudley being an official of this body. The car was then passed on to Mr. Melville Smith in 1965. At this time the mileage was 112,606 and today the reading is less than 300 miles more than this. It was during Melville Smith's ownership that a complete rebuild was carried out by Syd Lawrence, R. Moss and Meynell Philips. The original coachwork was kept and is seen on it today. The penultimate owner was the American singer Roy Orbison, who added it to his collection of 50 or so cars. The collection was sold last year and the Bentley ended its travels in February of this year when it arrived back in this country. Owned by Paul Harris of Wannock, Sussex.

WE would like to draw attention to the fact that the Hooe's Old Motor Club hold a meeting at the 'Red Lion' on the first Friday of every month. Club membership is open to anyone with an interest in old motors; whether or not you actually own one is unimportant. We have our own private room where we hold film shows etc. The aim of the Club is to create a meeting place for people with the same interest, to meet each other and chat about their hobby in a convivial atmosphere. All who are interested will be welcomed at any of our meetings.

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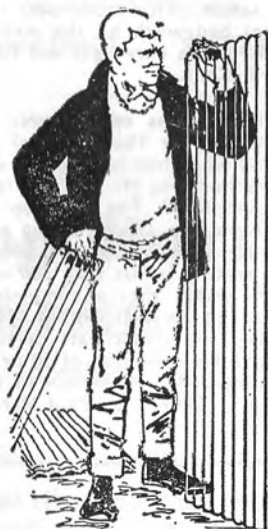
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# THE INVINCIBLE TALBOT

(Entry No. 1)

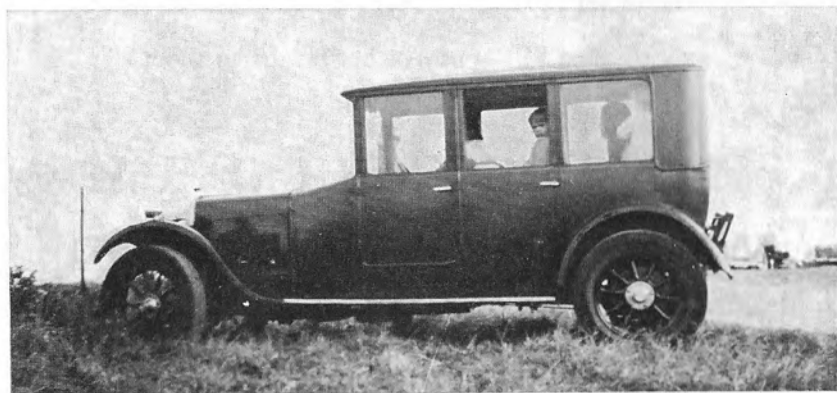
The firm of Clement Talbot started life in 1902, having the distinction of being the only make of car created by a Peer of the Realm. He was the Earl of Shrewsbury and Talbot, who's crest, a Talbot hound surmounted by a coronet has graced the radiators of all genuine Talbots. It has also somehow found it's way onto some modern Chrysler U.K. tinware.

The new company quickly bought five acres of land in Ladbroke Grove, North Kensington and began building one of the most advanced plants in Europe. The most modern machine tools from every part of the world were installed and after two years the factory was finished complete with its own banked test track. It is still in existence today as one of Europe's largest service depots.

In 1913 Percy Lambert driving a  $4\frac{1}{2}$  litre 4 cyl; s.v. Talbot at Brooklands, took many world class records, the most famous being the 100 miles and the hour. This Talbot achieved world wide fame as the first car to cover over 100 miles in the hour. The actual distance covered was 103.84 miles.

1919 saw the merger with Darracq and a few months later with Sunbeam, forming the great S.T.D. combine. Although linked financially the three companies, apart from a few exceptions, built their own models independently at their own factories as before.

During the early twenties Talbots built a few updated versions of the 25 and 16 h.p. pre-war models. In 1922 they turned to producing a high quality light car of 8 h.p. with O.H.V. 4 cyl; engine and diff; less rear axle. It was designed by Louis Coatalen of Sunbeam fame and had a top speed of 40 M.P.H. in second gear and almost 60 M.P.H. in top. A year later an enlarged version the 10/23 joined the 8/18. It was adapted by Georges Roesch the famous Swiss engineer to take four seater coachwork. The engine was now 8.9 h.p. and had a normal rear axle. The 12/30 a six cyl; version also appeared.



In 1926 owing to falling sales, mainly due to the Morris Cowley, all models were scrapped. Roesch then designed the extremely advanced six cyl; 14/45 with the famous razor edge rockers and knitting needle push rods. By 1930 it had evolved into the 75 and 90 models and Talbots now entered a team at Le Mans and the Brooklands double twelve of that year.

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1937 was the end of The Invincible Talbot when Rootes took them and Sunbeams over.

Rootes brought out a Talbot ten in 1938 which was mostly Hillman Aero Minx with a Talbot radiator. Just before world war two Rootes concentrated all their car production in Coventry under a new company Sunbeam Talbot Ltd., and these cars were known as Sunbeam Talbots. The names of these two famous makes lived on but the Coventry products did not resemble them in body or spirit.

D. W. Coltham.

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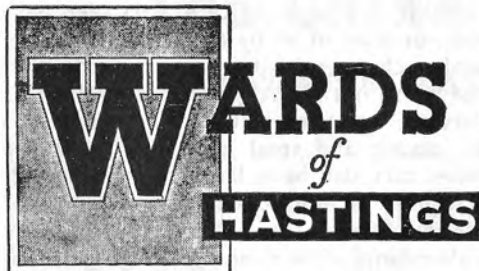
## CLASS 2 — 1931 - 1940

Unfortunately no-one has yet come up with a suitable name for this class, and until someone does, 1931 - 1940 it is. The majority of cars seen here today are in this class, represented not least of all by Austins. It is during this period that some of the major changes in design and production techniques can be seen. The use of wood has virtually stopped by 1936 or so, and steel sectioned door pillars etc. are used instead of the previous ash framework. Floors are steel, plastic and steel now dominates the dash-board scene. The early thirties cars still have large running boards and the shape of the car is very square in most cases, with no radiator cowling and a flat windscreen. The mid-thirties sees a radiator cowl, more rounded styling, with curves in abundance. The running boards start to disappear, and the spare wheel seeks refuge in its own compartment. By the time the decade is nearly out, many of the more popular cars boast easy-clean wheels, cloth upholstery and styling of the post-war era. It is on these cars that many of you here today learnt to drive, and as such bring back fond memories of petrol rationing and such-like! Also it was during the thirties that many of today's combines started, such as B.M.C. and Rootes, which spelt the end of an era of distinct styling, and the start of 'badge' engineering.

\* (The vehicles are placed in the programme and around the field in chronological order, wherever possible.)

- 16 **1931 Austin Seven saloon** The present owner has had this car for the last five years, and has been responsible for restoring it to its present condition. It has covered in excess of 6,000 miles during this time, visiting many rallies in the South of England. Owned by John Manser of Hailsham, Sussex.
- 17 **1931 Austin Seven tourer** This car was purchased in scrap condition some years ago and restored to its present condition as time permitted. It has won several concours events, and is an example of what a true enthusiast can do. Owned by Norman Maryon, Boughton Monchelsea, Kent.
- 18 **1931 Austin Seven saloon** This was bought by the owner of the previous vehicle as a combined birthday/Christmas present for his wife. It has been brought back to its original condition after serving as a general work-horse on a Kent farm. This is also known as a regular winner in many rallies attended. Owned by Janet Maryon, Boughton Monchelsea, Kent.
- 19 **1931 Chrysler coupé** This is one of those dreamed-of 'finds'. It was owned by a gentleman who died in 1936, and kept in a garage by the wife, who died in 1968. The car was then bought and restored by the present owner. This Chrysler has a genuine mileage of 30,000. Owned by M. Fuller, of Epsom, Surrey.
- 20 **1931 MG D type tourer** This is one of approx. 250 D-types built, and one of five known to survive; again found in very poor condition in a field and restored to very nearly original condition by its owner. This was the first type of MG to use the well-known 'Knock on' wheels with spinners. She runs under the name of Patsy. Owned by Mr. R. Holmes of Leytonstone, London.
- 21 **1931 MG F type sports** This car was raced at Brooklands by Max Woods, and has a 6 cylinder cam-shaft engine. Owned by Bob Beasley of Crawley, Sussex.

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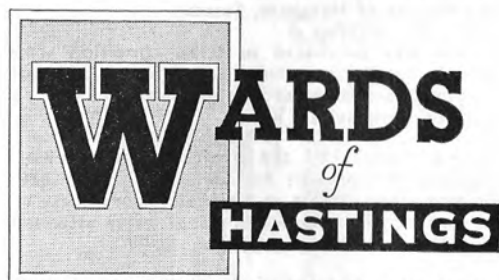
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- 42 **1931 Chrysler Plymouth Four Sedan** This car was built in the U.S.A. and is now the only known one in England; was in the Cavalcade of Motoring held to celebrate the first anniversary of the opening of the National Motor Museum. It is in original condition except for the hub caps which the owner is hoping to obtain from America. Owned by L. H. R. Weaver of Hailsham, Sussex.
- 22 **1932 Alvis Speed 20 type S. A. Charlesworth sports saloon** A one-owner car until 1968, it was purchased by the present owner who, with the help of a friend, carried out a thorough restoration, doing all work themselves apart from re-wiring, re-chroming and hoodlining. The car was used for many rallies by the first owner and is known to have entered the 1933 Monte Carlo Rally and the R.A.C. rally. Up until its change of ownership it had covered only 28,000 miles, and still carries its original rallying equipment. Owned by Mr. T. C. Wilson of Brighton, Sussex.
- 23 **1932 Austin Seven saloon** Has been used as a family car for the last 6 years. Completed Lands End to John O'Groats, Easter 1972, and Dover to St. David's, Easter 1973. Owned by R. Garside of Sidcup, Kent.
- 24 **1932 Model B Ford Cabriolet** This very pretty car has undergone a 3 year restoration by its present owner, Jim Sanders of Enfield, Middx.
- 25 **1933 Austin 10 sa'oon** A very sturdy member of the well represented Austin Company, this car is absolutely original, and is a fine example of how the earlier cars were made to last. The mileage is only 50,000 since new. Owned by Mr. S. G. Fincham of Westfield, Sussex.

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- 26 **1933 Austin 10 saloon** This car has proved its worth today, as it did last year, by being driven down from Bungay in Suffolk to attend today's event. It was bought as a wreck in 1968 and the present owner has spent four years of his spare time renovating it. Owned by Andrew Judge, Bungay, Suffolk.
- 27 **1933 Austin Light 12/4 saloon** One owner till 1967, this car was acquired in that year by its present owner, who spent 3 years rebuilding it and has had it in regular use since 1971. These are very reliable cars as are their slightly more powerful brothers, the heavy 12/4. Owned by Brian Ross of East Finchley, London.
- 28 **1934 Armstrong Siddeley** Fitted with bodywork described as 'for Daughters of Gentlemen', this was purchased by the original owner to commute between his wife and his mistress! It has recently been restored by its present owner at no little expense. One of five left out of only 25 made. Owned by Richard Weale of Orpington, Kent.
- 29 **1934 Austin 10 saloon** It is rather interesting to note that this car has a registration that was forward looking for its time! Also of interest is the Bedford Cord upholstery which was not standard in the Austin 10 range, as can be seen by looking at the other examples here today. Owned by Graham Nicholls of Tenterden, Kent.
- 30 **1934 Austin 10 Cabriolet** This was one of the more unusual models of Austin 10 to be made. See Page 31. Owned by David Hance, of Hastings, Sussex.

## THE 3 LITRE SUNBEAM

(Entry No. 2)

The 3 litre Super Sports Sunbeam (of which a very original example is on show here to-day) was one of comparatively few sports cars produced by the Sunbeam Motor Car Company.

Sunbeams had a very successful Grand Prix racing history between 1912 and the mid 1920's and the design of the 3 litre model followed the best contemporary racing car practice and showed definite development from the 1923 Grand Prix racing Sunbeams with their many notable achievements.

The 3 litre model was announced in 1924 and made its first appearance in 1925 when two prototypes were entered for the 24 hours Endurance Race at Le Mans; one of these driven by S. C. H. Davis and Jean Chassagne finished second to a Lorraine but the other retired with clutch trouble.

Production, which was aimed at competing with the 3 litre Bentley market, did not start until late 1925 when the car was offered to the public at £1,125. Its performance was slightly superior to the Bentley but roadholding suffered on account of the rather too long chassis which had a wheelbase of 10ft. 10½ inches.

The 6 cylinder engine was technically very advanced for its date. It had a bore and stroke of 75 and 110 mm giving a capacity of 2,916 c.c. and had twin overhead camshafts driven by a train of helical gears. The crankshaft ran in eight bearings and lubrication was on the dry sump principle with one scavenge and two pressure pumps. Two diffuser carburettors were fitted and ignition was by polar inductor magneto.

The majority of these cars were manufactured in 1926 but after 1927 small numbers were built to order up to 1931; four special supercharged cars were manufactured and the total output was 315. Of this number, 34 cars are known to be still in existence; these are scattered world-wide between Australia, South Africa, U.S.A. and, of course, the United Kingdom.

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- 31 **1934 Fiat 508 S two seater sports** As you will note this is a left-hand drive model, being of Italian origin. This type of car was used in competition work including Brooklands in the 30's. The present owner restored it about 10 years ago. It is believed to be the only example in this country and was brought here from North Africa after the war. Owned by J. R. Savill of Worcester Park, Surrey.
- 43 **Austin 1934 Light 12/4 tourer** This car was originally registered in Darlington, and its history is mostly unknown until its restoration three years ago. It has been used for film work, including a Colegate toothpaste advert. Jointly owned by D. M. Ball of Ruislip and Mr. Greenaway of Ealing.
- 32 **1934/5 Singer Le Mans two seater sports** Although little is known of this car's early history, it is thought to have been used in competition work in the thirties. It had ten owners up until 1958 when it was bought by its present owner, who had it in daily use covering about 8,000 miles per year for 10 years. It underwent a major engine rebuild during last winter, and is still in regular use. Owned by Miss Gillian Rogers of Hastings, Sussex.
- 33 **1935 Daimler Light 15 saloon** Owned by one family from new, having a mileage of only 58,000. This car has Mulliner bodywork. Owned by John Breach of Mountfield, Sussex.
- 34 **1935 Morris Eight four door saloon** Still running with its original engine this car will be remembered by many as their first car. It is very often seen at rallies in the South East. Owned by Allan Bedford of Erith, Kent.
- 35 **1935 Alvis speed 20 Charlesworth saloon** As original with Charlesworth saloon body. Owned by J. F. C. Powys of Hastings, Sussex.
- 44 **1935 Riley Nine Merlin** One of a series of Riley's most successful models; has twin camshaft engine. Owned by D. Davidson of Bognor Regis, Sussex.
- 41 **1936 Morris Eight Series 1** This 2 door saloon model is used daily by its owner, and the mileage to date is more than 124,121. Owned by J. Grant, of Sittingbourne, Kent.
- 36 **1937 Austin 10 Cambridge saloon** This shining example of the later type Austin 10 has been brought to its fine condition over 2½ years by its owner Maurice Carpenter of Broadbridge Heath, Sussex.
- 37 **1937 Austin Cambridge saloon** Originally from the Plymouth area, it is believed that this car has not been used since 1968. Extensive mechanical repairs carried out since the owner acquired the car 7 months ago, to bring up to roadworthy condition. Owned by J. P. Hobbs-Chambers of Gillingham, Kent.
- 38 **1938 Austin Cambridge saloon** One owner till 1970 when bought by present owner. Mileage to date under 48,000. Has won many awards, including 2nd in class at the last two Hooe rallies. Owned by Brian Jempson, of Tenterden, Kent.
- 39 **1938 Daimler Light 20 Mulliner bodied saloon** According to its owner the car is a pleasure to drive. It is absolutely original, and has been in the Battle area since new covering only 63,000 miles. Owned by John Breach of Mountfield, Sussex.
- 40 **1939 Bentley saloon** Park Ward bodied saloon. Owned by Matt Forrester, of High Halden, Kent.



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### CLASS 3 — POST-WAR

With the increasing shortage of pre-war cars, and the decreasing individuality of the modern car, many people are turning to the immediate post-war period for their 'car with a difference'. These cars offer reliable transport and in some cases a hint of the past grandeur of motoring.

\* (The vehicles are placed in the programme and around the field in chronological order, wherever possible.)

- 49 **1946 Wolseley 18/85 saloon** This car has had two owners and is in very original condition. Owned by R. A. Pointer of Bexhill, Sussex.
- 50 **1946 MG TC 2 seater sports** This car has had 4 owners, covering  $\frac{1}{4}$  million miles since 1946. Used in all types of motoring events by previous and present owner. Rebuilt during last 4 years, although kept on the road and used daily whenever possible. Stage II engine fitted, with original factory extras including 16in. wheels, Brooklands screens and steering wheel. Owned by Paul Knowles of Whitstable, Kent.
- 51 **1946 MG TC 2 seater sports** This was the 47th car off the production line of 10,000 plus built. Has original engine and brass fuel pump. Has taken 3 years to restore by owner N. G. Davies of St. Leonards-on-Sea, Sussex.

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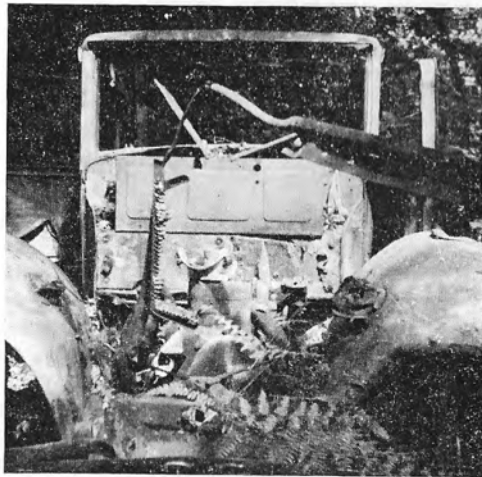
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# 1934 AUSTIN 10 CABRIOLET

(Entry No. 30)

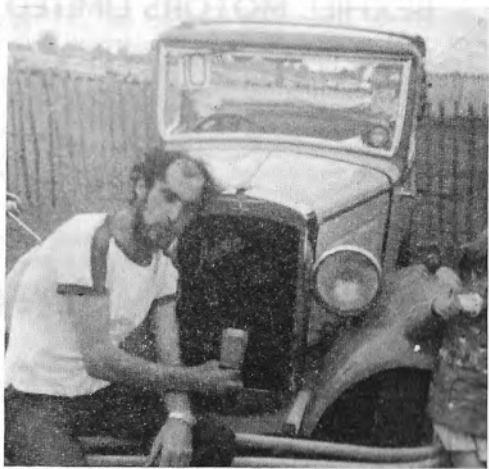
The cabriolet version of the Austin 10 is one of the more unusual models of this car, which is usually seen in the saloon form. The Austin 10, with several changes in design, was produced from 1932 until the late forties. After 1934 it was known as, the Lichfield, then the Cambridge, in its saloon forms. The cabriolet was known later as the Colwyn. During the war a two seater model enjoyed service with the armed forces under the name of 'the military tourer'. During the thirties there was a four seater tourer; saloon models; a sports tourer; a two seater with dickey seat; and a cabriolet. This last model, of which an example is seen here today, is one of the more unusual types, and this particular one was found in a wood quite near here.



When found it was in a very sad state, and I was not immediately sure what type of car it was! It was scraped together and brought home on a trailer. Many parts were missing, as the scrap-metal merchants had taken all the brass and copper off it, and the weather and children had done the rest over 11 years. My wife then resigned herself to seeing very little of me, and I set to work on it. The restoration took a total of 11 months, involving 1500 hours work. All the work, apart from shot-blasting and welding, was undertaken by myself, with my wife helping with the upholstery and hood. Spare

parts were acquired from many different places, but all of them came from Austin 10's of the same year. This means that all the car is as original.

I have used the car regularly for three years as daily family transport, and this has taken its toll of the interior. Last year it was used to tow the caravan which you can see here today in use as Concours office. A total of 500 miles was covered in one week with no troubles at all; no mean feat this, as the caravan is nearly 50 years old and the car nearly 40 years. A total of two adults, two children and a dog, plus all necessary luggage, helped to make a sizeable load for the trip.



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- 52 **1946 Triumph Roadster open sports** Bought for £35 derelict, this car has taken 3 years to restore to the exact original specifications. Was the first car produced after the war, and is an unusual model, having a dickey seat with rear wind-screen. Owned by Mr. J. Shaw of Hartley, Kent.
- 56 **1949 Riley 2½ litre saloon** One of the more recent names to cease production. Owned by G. A. Parker of Bexhill, Sussex.
- 53 **1952 Humber Super Snipe Mk. 4 saloon** New clutch, exhaust valves and wheel cylinders fitted by owner N. Burgess of Hounslow, Middx.
- 54 **1952 Riley R.M.E. saloon** Traditional Riley features on this R.M.A. bodied, R.M.E. model. Restored and in daily use by its owner D. W. Thornton of St. Leonards-on-Sea, Sussex.
- 55 **1955 Armstrong Siddeley Sapphire Limousine** This very comfortable car is used daily by the owner, after having been stripped to the chassis and rebuilt by him within 9 months. Had been found in a private garage where it had stood since 1962, and it was in very poor condition. Owned by J. Walsh of Acton, London.

## SPECIAL EXHIBITS NON - CONOURS

This Class is made up of various vehicles which do not qualify for any of the previous classes, but which are well worth viewing. The Morris commercials are owned by Mr. John Breach of Robertsbridge, and we are indebted to him for letting us see his fine collection. Also it is nice to see the interest taken in preserving old vehicles, in the form of the 1950 Auto cycle entered by young Ian Edenden. Although we do not generally accept motor cycles, we like to encourage any interest shown by today's youngsters.

- 60 **1930 Morris Light Delivery Van** This was the local delivery van for the village stores at Woods Corner, carrying everything from cycle spares to flour. It was purchased by Mr. Breach in 1969 and subsequently rebuilt by him. Owned by John Breach of Mountfield, Sussex.
- 61 **1932 Morris Cowley Flat Nose Van** This is one of a fine collection of Morris vans owned by Mr. Breach. It was bought in a semi-restored state and finished by the owner, who says it cost a fortune, having bought new parts whenever possible.
- 62 **1933 Morris Commercial Mobile Shop** Known locally throughout the last year for delivering in the surrounding area. The oil lamps were fitted to conserve the battery whilst the owner was taking tea with the many female customers on his round! It is in original condition apart from paintwork. Also owned by John Breach.
- 63 **1913 Morris Oxford 2 seater tourer** According to the V.C.C. originally owned by Sir Arthur Conan Doyle. Rescued by Frank Wootton, the artist, in 1951. Complete engine rebuilt by present owner in 1972. Owned by Lt. Col. G. C. M. Bowser of Wilmington, Sussex.
- 64 **1950 Raynal 98cc Auto Cycle** Restored by owner, Ian Edenden of Ashford, Kent.

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## LATE ENTRIES

- 68 **1928 Alvis F.W.D.** This open 2-seater model was restored 4 years ago after being in pieces for 20 years. Owned by J. Eastwood of Horsmonden, Kent.
- 57 **1952 Jowett Jupiter** Open 2-seater. This was exported to Hong Kong when new, and returned to Britain in 1959. Has had one previous owner. Jowett Jupiters won 1½-litre class at Le Mans 24 hours race in 1950-51 & 52. Owned by W. Scott of Tunbridge Wells, Kent.
- 46 **1938 Rolls Royce** Phantom III. This car is the winner of many events, and has been written about in such publications as Motor Sport and Country Life. Owned by R. J. Stephenson of Leatherhead, Surrey.
- 58 **1946 MG TC** 2-seater Tourer. This car has been rebuilt over a period of three years by its owner, Mr. M. H. Fuller of Farnborough Park, Kent.
- 
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## ACKNOWLEDGMENTS

The Organising Committee would like to thank the following for their support:

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