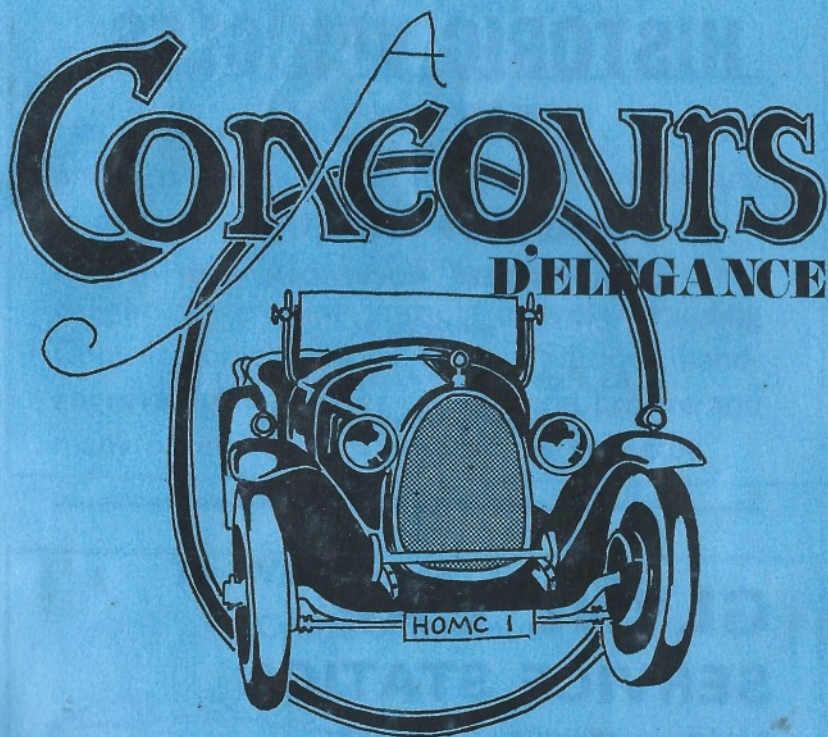


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on

Sunday, August, 4th, 1974

Souvenir Programme 10p

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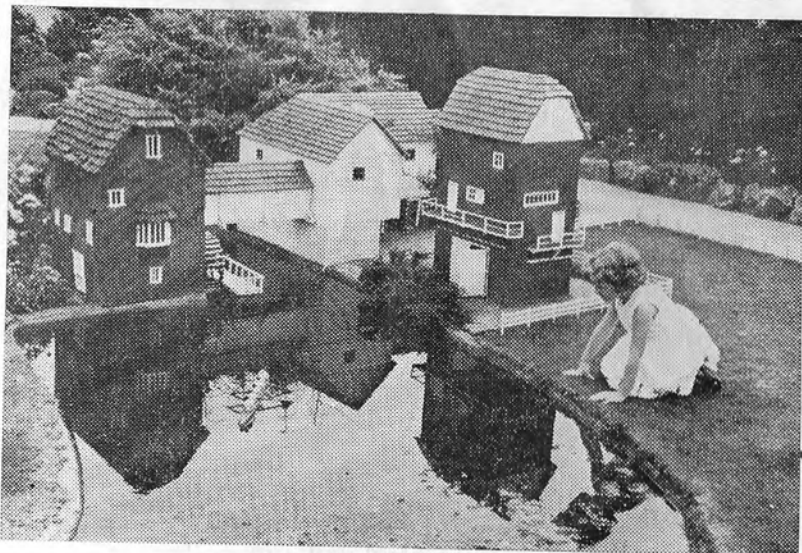
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"ALL ABOUT TODAY"

Once again, Hooe's Old Motor Club extends a warm welcome to all members of the public who come to view our assembly of old and interesting cars. This is our fifth annual Rally and Concours d'Elegance and we are confident that it will be even better than its predecessors.

I would like to thank the owners of the cars entered for the Concours for coming here to-day and for bringing such widespread pleasure to others. I hope that they, in their turn, will meet convivial friends and have an enjoyable day.

It has always been our intention to keep this event small but, at the same time, with something for all the family, of whatever age. We hope we have achieved this aim.

I would like to thank all those stalwarts, Club members or not, who have helped to mount the Rally; a lot of thought and work goes into it. My thanks also to Mr. Keith Barton, the landlord of the "Red Lion" for providing the appropriate facilities.

All that we, as the organisers, pray for is a sunny day and not a repetition of last year which was a 'wash out' in more ways than one!

Wyndham Welch,
Chairman,
Hooe's Old Motor Club.

PHOTOGRAPHIC SERVICE

To-day we are lucky in having the able services of N. E. C. Redford & Son's, photographic service. If you have any photographic problems then there will be advice and help at their stand. When you have finished your film then there are films for all cameras available. Also, if you like to leave your films at the stand then they will be ready for you to collect on Tuesday at their shop at:

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- * Any films left for processing will be ready at the Battle Road Shop on Tuesday, 6th August. All processing carried out in our own colour processing laboratories.

FIFTH ANNUAL
Concours d'Elegance

at

THE RED LION, HOOE

Nr. BATTLE, SUSSEX

SUNDAY, 4th AUGUST, 1974

Organised by:

THE HOOE'S OLD MOTOR CLUB

PROGRAMME OF EVENTS

Judging to commence	12.30
Car and Lady	3.00
Presentation of Awards	4.30

Lucky Programme Number to be drawn after the presentation of awards

ORGANISING COMMITTEE

David Hance, Anthea Hance, Francis Fowler, Jim Crawshaw and John Powys.

JUDGES

Mike Hodgson, Derek Thorpe,

HOOE'S OLD MOTOR CLUB

Our club was formed for the enjoyment of all those people who are interested in old vehicles. It is not necessary to own an old vehicle to join. We have the use of a room in the 'Red Lion' where we hold a meeting on the first Friday of every month. We have films, talks and general 'natter and noggins'. If anybody is interested then please make yourself known.

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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.

- 1 **1913 Morris Oxford 2 seater tourer.** Thought to have been originally owned by Sir Arthur Conan Doyle. Rescued by Frank Wootton, the artist, in 1951. Complete engine rebuild by present owner in 1972. Owned by Lt. Col. G. C. M. Bowser, of Wilmington, Sussex.
- 2 **1924 Austin Clifton Tourer.** Believed to be the oldest Clifton Tourer seen at rallies. This is an original car, including the button back upholstery. It has been hand coach painted and varnished, and in two years the paintwork has never been polished, merely washed. Owned by L. H. R. Weaver, of Hailsham, Sussex.
- 3 **1925 Talbot 10/23.** The 10/23 Talbot was built by Clement-Talbot Ltd., in their London factory from 1923-26 as a high quality light car. The example here today is a rare saloon version and has covered well over 250,000 miles. Owned by David Coltham, of Ashford, Kent.
- 4 **1926 Sunbeam Twin cam 3 litre sports car.** A fine example of the Vintage Sunbeam, this car has been in the hands of the owner, W. Welch of Hastings, Sussex, for more than 10 years, during which time he has gradually restored it, doing most of the work himself.
- 5 **1927 Alvis TG 12/50.** This was the model that revived the company's fortunes during 1925. The example you see here today was found in a farmyard 15 years ago and re-bodied by Wilkinsons of Derby. The fourth and present owner is Brian Savill, of Heathfield, Sussex.

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Museum Display

The items in this collection have been collected by various members of our club. We are all interested in items from the past and have put together this display for your enjoyment today. It is designed to show you various aspects of life and work over the last 100 years or so, including various items you would not see elsewhere. The collection is well worth seeing, especially the garage pieces. This year we have them all in one marquee for your better enjoyment. If you have any items which you think might be of interest to us and which you do not want then we would be pleased to hear from you.

—oOo—

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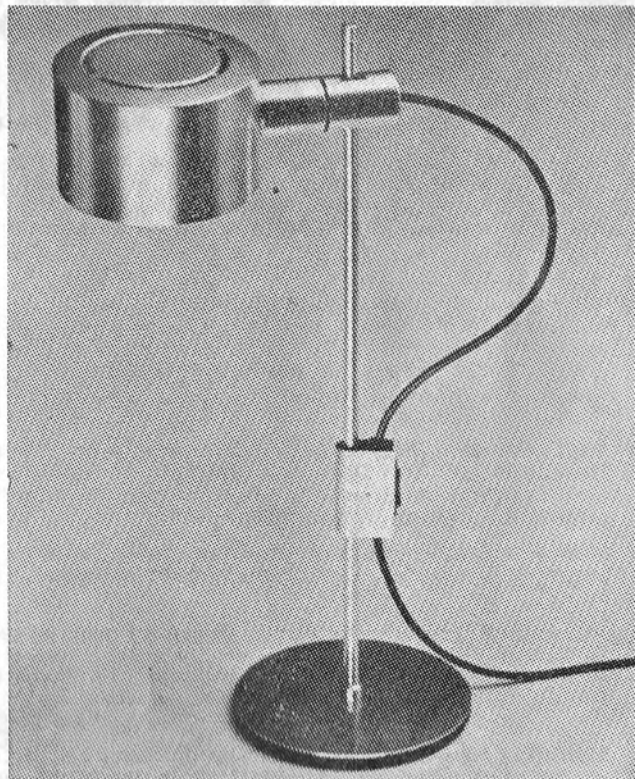
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- 6 **1927 Hampton de Luxe.** One of our most welcome entries. For the third year running Miss Monro and her mother have driven this delightful car from Weybridge in Surrey. It is the only one running and is in frequent use.
- 7 **1927 Lea-Francis. Doctor's coupé.** This beautiful example of one of "Leaf's" most popular models is owned by Mr. J. Ripley, of Eastbourne.
- 8 **1928 Alvis FWD.** An example of the first catalogued British car with four wheel drive, two of which were placed 6th and 9th at Le Mans in 1928. Restored after being found in pieces by owner J. Eastwood, of Horsmonden, Kent.
- 9 **1928 Austin. Gordon England 'Cup' model.** This model had many racing successes in the 1920's, and is one of the nicest Austin 'Specials' to be produced. Mr. E. C. Gordon England drove this particular car at the Austin Golden Jubilee meeting at Silverstone in 1973. Owned by P. W. Dawes, of Fetcham, Surrey.
- 10 **1928 Lea-Francis P12/40.** Lea-Francis' most popular model, in production from 1928-1935. This Doctor's Coupé with bodywork by Mann Edgerton, was brought today by owner Miss E. Parkinson of East Grinstead.
- 11 **1929 Austin Seven. Box Saloon.** One of several Austins owned by Monty Mason of Canterbury, all with the Registration initial JG.
- 12 **1929 Morris Oxford Tourer.** A very original example as regards interior and trims, this car is used regularly and has seen several couples married. Mistakenly described in one local paper as: 'To church in an old T Ford'! Owned by John Breach, of Mountfield, Sussex.
- 13 **1929 Riley Nine 2 Seater Tourer.** This very nice car had only 18,300 miles on the clock when bought recently. It is one of the most famous of all Rileys. Versions of this car had many racing successes in the early thirties, and the power unit was the basis for all Rileys over the next two decades. Owned by T. C. Wilson, of Brighton, Sussex.
- 14 **1930 Austin Twelve.** One of the finest Austins ever produced, this car has done well today by towing its smaller 'sister', the Austin Seven, to the rally on a trailer. Also owned by Monty Mason, of Canterbury.



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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 frame work. 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 cowling, 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 BMC 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.

- 15 **1931 Austin Seven Box Saloon.** This car has covered in excess of 6,000 miles during the six years owned by J. G. Manser of Hailsham, Sussex, visiting many rallies in the South. Restored to present condition by the owner.
- 16 **1931 Austin Twelve Burnham Saloon.** Another of these very popular larger cars. Owned by G. R. Harris, of Gillingham, Kent.
- 17 **1932 Alvis Speed 20. Type SA.** A beautiful car in every way. A previous Concours winner here, it is a credit to its owner. It ran in the 1933 Monte Carlo Rally and still carries its original rally equipment. It was restored extensively five years ago, the work being carried out by the owner, T. C. Wilson, of Brighton, Sussex.
- 18 **1933 Ausin 7 Tourer.** A favourite car and great fun to drive. Restored over the last year by its present owner, Mr. P. Ruff, of Kempston, Beds.
- 19 **1933 Austin 7 Saloon.** Another example of this fine little car, this one being of the box saloon type. Owned by Mr. M. Hanson, of Maidstone, Kent.
- 20 **1933 Austin 10/4 Saloon.** The beauty of this car is that it is original and unrestored with a mileage of 50,000 miles. It is used frequently, and much loved by its owners Les and Stan Fincham, of Westfield, Sussex.
- 21 **1933 Austin 10/4 Saloon.** This car was brought by a country family as a run-about, then went to a builder. It was found derelict by the present owner in 1968, and four years have been spent on its renovation. It is now in regular use, and is seen for the third year running at this event, having been driven each year from Bungay in Suffolk by its owner Andrew Judge.



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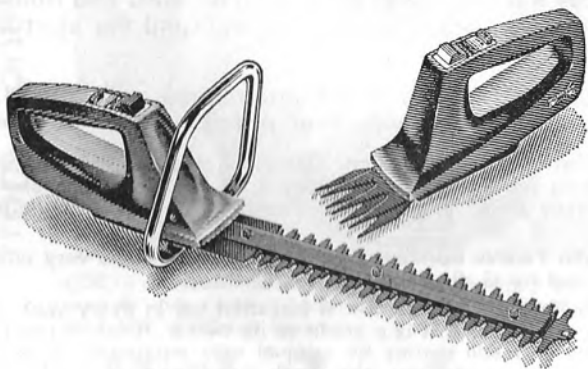
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- 21A 1934 Austin 10/4 Cabriolet. This car has been used for sole family transport for the last four years. It has recently completed a trip to Shrewsbury and back. Seven and a half hours each way. Restored from a total ruin and owned by David Hance.
- 22 1935 Austin Lichfield. Saved from breakers yard last year after vandals has smashed lights, windows and instruments, and ripped out wiring, carburettor, etc. In the process of being restored, and hoped to be completed over the next year. Owned by David Stevens.
- 23 1935 Bentley 3½ litre. A lovely example of the car known as the 'Silent Sports Car', which attained 2nd place in the T.T. races of 1934-5-6. Owned by Matt Forrester, of High Halden, Kent.
- 24 1935 Morris Tourer. This car was found in a very bad state in a garage in Hammersmith, and has been restored over the last four years by owner Mr. J. Gleave, of Ilford, Essex.
- 25 1935 Singer Le Mans. This car has had 10 owners between 1941 and 1958. It has been in the hands of the present owner since 1958, and until 1968 was in daily use. It has never been off the road for a complete rebuild, but has been gradually restored over the years. It is still in regular use and takes part in Vintage Car Rallies all over the South-East. Owned by Miss G. I. Rogers, of Hastings, Sussex.

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MORRIS MATTERS

The three vehicles mentioned below are all owned by one of this district's most colourful characters. Although a car salesman, he does have his good points, one of which is a love of old vehicles.

It is because of his enthusiasm that we are lucky enough to see these three fine examples of Morris work-horses here today.

First of all is the 1933 Morris Commercial mobile shop. It was found four years ago being used as part of a shop. It was pulled out and restored by its owner John Breach. It was used throughout the war as a mobile shop, and it was fitted with oil lamps to save the batteries whilst its owner (not the present one) was engaging nocturnal pleasantries with his female customers. The back of the van now contains samples of the sort of things originally sold, for example, old tins of shoe polish, bottles of sauce, old biscuit tins (without the old biscuits!!).

We come now to the 1931 Flat nose Morris Light Van, which was bought in a partly restored state. It is a nice looking, reliable van, and is a pleasure to drive.

Last but not least is the 1929 "Squash Nose" Light Van. It was originally in use as a garage and cycle agent's delivery van. On alternate days it doubled as a bakers' delivery van. (And they say The Good Old Days?)

-
- 26 **1935 Singer Le Mans. 1½ litre two seater.** This car is one of only 71 made this one being LM56, and is in very original condition except for the front wings. The present owner, Mr. R. E. Andrews of Bexhill, Sussex, says it is a fast, economical, and reliable car.
 - 27 **1936 Austin 10/4 Sherbourne.** This car was given to the owner as an insurance write-off, with repairs estimated at £250. Was repaired by owner for £9.25, and is now in daily use, covering 1,200-1,500 miles monthly. Proving they don't make them like they used to! Owned by Mr. R. Peters, of Rochester, Kent.
 - 28 **1936 Morris 8 Series 1.** Used regularly, this car has covered 2,000 miles since we saw it here last year with its owner Mr. J. Grant, of Sittingbourne, Kent.
 - 29 **1937 MG TA Sports.** This vehicle was bought in 1971 by the present owner, who has spent the last six months on restoration, although not yet complete. It has original MG number plates, and has travelled over 180,000 miles to date. Owned by Mr. B. J. Parker, of Avondale Square, London.
 - 30 **1937 MG 'T' type Midget.** Purchased as a rusting heap, this car has been restored over the past two years to the original, by owner Bob Beasley of Crawley, Sussex. It was first registered as a Berkshire Police Car.

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1939 Morris 8. Four door Saloon. Black. One owner. All service records, 47,000 miles genuine. Excellent throughout. £300

1939 Rover 10 Saloon. In Grey—Blue leather. Believed 28,000 miles. Excellent throughout £775

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- 31 **1937 Morris 8.** This car is used daily as a family car and hasn't been laid up for any period in its life except for minor repairs. Used to tour Devon and Cornwall last year, with two children and tons of camping gear, with no trouble. Owned by T. Wilcox, of Hastings, Sussex.
- 32 **1938 Austin Cambridge.** A welcome attendant here over the last three years and has set a high standard in its class. Genuine mileage of 48,000 miles. Owned by Brian Jempson, of Tenterden, Kent.
- 33 **1938 Austin Big Seven four door saloon.** This car is in original condition, the only additions being to comply with regulations. It has won many awards, including the joint long distance prize at this event last year. Owned by Mr. E. J. Mason, of Sutton Coldfield, Warwickshire.
- 34 **1939 Rover 10 Saloon.** This car is complete and original, and is believed to have done 28,000 miles. It is capable of 70 m.p.g. and is used regularly. Owned by C. J. Andrew, Bexhill, Sussex.
- 35 **1939 Sunbeam Talbot.** This car had only one owner until 1972 when bought by present owner Miss P. Kent, of Bexhill, Sussex. It has a recorded mileage of 26,700.

CARAVANS

1925 Angela. This now extinct make of caravans was made by the Angela Caravan Company of Flamstead, St. Albans. It is very original with the exception of tow-bar and wheels. It has been used for the family holidays for the last two years, being towed by the Austin 10 you will see with it. It has covered about 500 miles on each trip. Owned by D. Hance, of Hastings.

1926 Eccies. This more luxurious caravan has only recently been rescued and is still being restored. A very interesting feature is the small bath under the floor. It will be towed by an Austin 12/4 van and used for family holidays. Owned by D. Hance, of Hastings, Sussex.

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.
- 36 **1946 Triumph Roadster.** A lovely car which won the Concours last year, and has set a high standard in its class. Restored over three years by its present owner, Mr. Shaw, of Hartley, Kent.
 - 37 **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.

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- 38 **1947 Rover 16.** Originally maroon in colour, this car was sprayed in its present black in 1955. Only one previous owner, and was bought by present owner, Mr. D. J. Larkin, of Hastings, in 1957, who says that the car has never let him down in these 17 years.
- 39 **1948 Triumph Roadster.** Found in 1966 on a Devon farm in poor condition and covered in filth. It is being restored while in daily use. Owned by P. Allen, of Eastbourne, Sussex.
- 40 **1949 Riley 2½ litre Saloon.** One of the more recent names to cease production. Owned by G. Parker, of Bexhill, Sussex.
- 41 **1952 MG TD2.** This car has had only one previous owner, and has been owned by Mr. D. Johnson, of Southend, Essex, since 1958. It was rebuilt in 1971/2, and attains a speed of 91.170 m.p.h. at 6,000 r.p.m. with its stage two tuned engine.
- 42 **1952 MG YB.** This car has done only 47,000 miles from new and was extensively restored in 1972 by its present owner, Mr. J. Hanson, of Seaford, Sussex.
- 43 **1952 MG YB.** This car has won several awards since being rebuilt, and is used daily. This model is the rarest post-war MG, and is powered by the Expas engine found in post-war Midgets. Owned by P. C. Knowles, of Whitstable, Kent.
- 44 **1952 Riley RME.** One of the last of the old-style Rileys. Restored and in daily use by its owner, D. W. Thornton, of Hastings, Sussex.
- 45 **1954 MG TF.** This 20 year old car was brought here today by owner, Mr. A. C. Howard, of Hastings, Sussex.
- 46 **1954 Sunbeam Alpine Sports.** These cars were used extensively for racing in the early 1950's and took first place in the Monte Carlo Rally, and have been driven by such famous names as Stirling Moss and Sheila van Damm. This car has been fully restored. Owned by M. J. Clarke, of Ramsgate, Kent.
- 47 **1955 Armstrong Siddeley Sapphire.** This car was found in 1972 by present owner, Mr. J. Walsh, of Basingstoke, Hampshire. See page 25.

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ARMSTRONG SIDDELEY SAPPHIRE

(Entry No. 47)

This Armstrong Siddeley Sapphire 3.4.6 was put in a lock-up garage in 1962 when the previous owner could no longer drive. It was never touched until, in 1972, I discovered it and got a friend to help me tow it home. The battery was missing, so I got hold of one, and after changing the engine oil, I attempted to start her. Surprise? She started the first push of the starter. I cleaned the plugs, only to find that they were the very old type, in which you could unscrew the centre electrode for cleaning. She has a straight 6 cylinder engine, 4 speed gear box with synchromesh on all forward speeds, and will trot along around the 100 m.p.h mark with no grumbles at all. She has only covered 42,000 odd miles in 18½ years. She has most of the accessories as standard; they are still 'extras' on some of today's cars.

The Siddeley is an amazing car in that, for its age, and I use it for work every day, she starts always at the first attempt, and has never let me down with any problem whatsoever.

In 1972 I stripped her down and got rid of any rust spots I found. It was amazing she had not corroded, being locked in a damp garage for so long. I then had her re-sprayed. The seats are of real leather, the dash and doors of veneered walnut. All necessary gauges are standard equipment, and there is an adjustable steering column. I have fitted new front shock absorbers, and I had the chassis and underbody steam cleaned and then undersealed, so she should last another 20 years at least!

Owned by John Walsh of Basingstoke, Hampshire.

§ §

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COMMERCIALS

This year we have included commercial vehicles in our show. We have all been dependent on road transport for getting everything we buy and it is interesting to see how our goods were brought to us in bygone days. There is something about these early commercials which shows their purpose in life which today's commercials do not have. It is hoped that this class will develop in size in the coming years.

- ✓ 48 **1924 Model 'T' Ford. Ton Truck.** Found in the South of France in 1972, in extremely derelict condition, the one redeeming feature was the 2 speed Ruxtell back axle, with a brass label claiming "4 speeds for Fords". This truck has been completely rebuilt by the owner, Ken Cocks, of Littlestone, Kent, and is a credit to his enthusiasm.
- 49 **1929 Morris 'Squash nose' Light Van.** Originally in use as a garage and cycle agent's delivery van. Owned by John Breach, of Mountfield, Sussex. See page 19.
- 50 **1931 Morris 'Flat nose' Light Van.** Bought in a partly restored state by owner John Breach. See page 19.
- 51 **1933 Morris Mobile Shop.** Beautiful mobile shop, fitted out on the back with examples of the grocer's trade. Also owned by John Breach. See page 19.
- ✓ 52 **1949 Leyland Double Decker Bus.** One of the last of these models to be operated by London Transport. Owned by F. Clayton, of Worcester Park, Surrey.
- ✓ 53 **1953 Guy Special/E.C.W. 26 seat bus.** This one-man-operated country bus is one of only 84 built, and was bought by owner Brian Speller, of Bromley, Kent in 1972 in a derelict condition. It has been mechanically overhauled, and repainted inside and out completely by hand.
- 58 **1943 Bedford MWD.** This ex R.A.F. vehicle was the winner of the Bedford Trophy in the 1974 London to Brighton HCVC run. Owned by Bob and Marion King, of Willingdon.
- 59 **1930 Morris Commercial Pantechnicon.** Owned by M. Taylor of Crowhurst.

LAWN MOWERS

Three lawn mowers owned by D. Watson, of Battle, Sussex.

- 1914 **11" Ransomes 'Lion' side wheel lawn mower.** This machine was found in a garden shed near Battle Abbey. Restored to original condition and colours. Machines like these were manufactured from 1895-1934.
- 1934 **12" Green Bros. Bowling green and tennis court mower.** This machine was also found in an old shed by the Abbey, but in its original condition. To prevent any further deterioration the whole machine has been varnished, therefore keeping its original paintwork.
- 1938 **Ransomes 'Certes' 14" lawn mower.** This mower was used by the owner's late father in the Heathfield area, before and after the Second World War. It was found in a garden shed in Cross-in-Hand last year, restored to working order by the owner, and is used at least four times in the mowing season.

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Late Entries

- 54 1937 Austin Goodwood. Owned by B. A. Lawrence, of Faversham, Kent.
- 55 1937 Morris 8 Series E. One local owner from new. Owned by Bronwin Maltby of Hooe, Sussex.
- 56 1932 Rolls-Royce 20/25. Owned by S. Giles, of Canterbury, Kent.
- 57 1955 Fiat Topolino. Found 18 months ago in poor state, completely restored to condition seen today by owner, P. R. Chamberlain. Only a dozen of these cars known in Great Britain.



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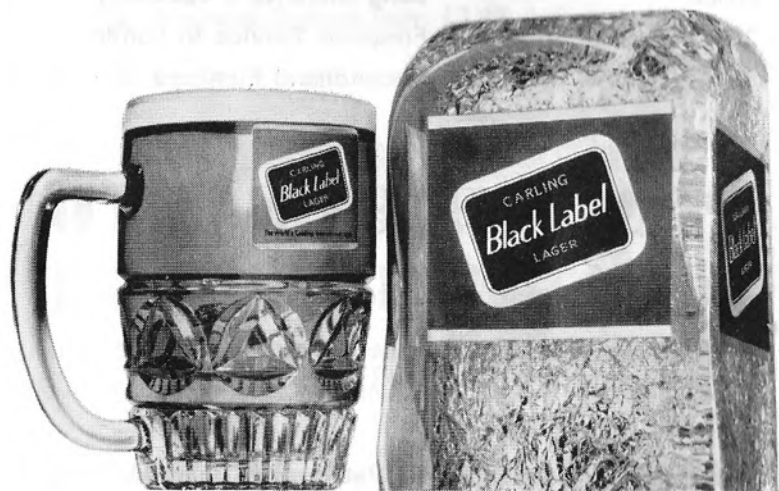
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