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on

Sunday, August 10th, 1975

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All About Today

The Hooe Concours d'Elegance

Another year has passed and once again Hooe's Old Motor Club is staging its Concours aimed at drawing together a worthy selection of cars built, perhaps, more than half a century ago. This is our sixth annual event and although it is not our intention to grow in size, we are constantly aiming at raising the standard of the cars which are presented for your pleasure. We also try to provide some secondary attractions which will appeal to all members of the family.

As I write this, we are enjoying wonderful weather which has been, almost without break, with us for about eight weeks. Dare I hope that it can continue until August 10th and so provide one of the essential ingredients of any open-air event?

As always, I welcome most warmly all those who have brought their beautiful cars here today; without your support and enthusiasm we would be unable to mount this Rally. I am also glad to welcome every individual who has come to see our display; without your interest, there would be little purpose in our assembling it. Apart from the pleasure that I hope you will get from your visit, I feel sure that every one of you will derive some additional satisfaction from the knowledge that a proportion of the nett proceeds from the day's activities will be donated to the 'Silver Lining Appeal' in aid of the National Kidney Research Fund which is our Club's adopted charity.

On behalf of those who will ultimately receive some benefit, I would like to thank you all. May I, at the same time, appeal to you to respect the cars as you would wish others to do if you were the proud owner; many are valuable machines and all have had much time and care lavished upon them.

I would like to extend my appreciation to the hard-working few who have spared no effort to provide you with enjoyment — the Club Committee and helpers, and the popular landlord of 'The Red Lion', his wife and his staff.

Apart from this public event, the Club is active throughout the year and holds monthly meetings at 'The Red Lion'. Anyone interested in becoming a member of the Club should please contact our most enthusiastic and industrious Hon. Secretary, David Hance, 4 Beauport Home Farm Cottages, Battle Road, St. Leonards-on-Sea.

Hoping, therefore, to greet you at the Club meetings but, in any case, see you again next year.

Best wishes,

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

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at

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SUNDAY . 10th AUGUST . 1975

Organised by **THE HOOE'S OLD MOTOR CLUB**

PROGRAMME OF EVENTS

Judging to commence	12.30
Wheel changing Competition:	
Initial heats	12.00
Final	2.00
Car and Lady	3.00
Presentation of Awards	4.30
Lucky number to be drawn after presentation of awards	

ORGANISING COMMITTEE

David Hance, Anthea Hance, Chris Booth, David Thornton, David Coltham, Richard Mabbett, Pat Mabbett

JUDGES

David Coltham, Terry Howard, Bob Pointer, David Thornton, R. Smith, M. Taylor

ALL ADVERTISERS APPEARING IN THIS PROGRAMME ARE RECOMMENDED

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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COMPETITORS

CLASS 1 — VINTAGE

By definition 'vintage' means cars produced between 1919 and 1930. However you will see a great similarity between the earlier and later cars of this class in workmanship if not design. In the earlier years motor cars were a rich man's plaything and no expense was spared in their making. After the Great War, however, more people wanted cheaper cars, and this, coupled with the depression saw the demise of many good but expensive firms, and the growth of the family car. This is the era of superb craftsmanship and high standards which will not be seen again.

1 **1913 MORRIS OXFORD 2 seater tourer.** This beautiful little car was one of the first cars produced by William Morris, W.R.M. Motors as the firm was then. It still has the original White and Poppe engine which the present owner completely rebuilt. The cost of this car in 1931 was £175. Owned by Lieut. Col. G. C. M. Bowser of Wilmington, Sussex.

2 **1921 PHOENIX 12 h.p. 2 seater tourer.** This car, believed to be unique, has been in the present owner's family for 38 years and has recently been restored to original condition. This model is the first Phoenix with a flat radiator. Front wheel brakes were standard from 1905! Owned by R. Smith of Ashford, Kent.

3 **1923 MORRIS 4 seater tourer.** This very much used car is completely original (except for hood and upholstery), down to numbered floorboards and bonnet. Completed 900 miles on a 6 day tour of Devon last year. Owned by L. H. R. Weaver of Hailsham, Sussex.

4 **1925 BENTLEY 3 litre.** This lovely car is a fine example of one of the most famous marques to be produced. In long distance events it was unsurpassed as can be seen by its 2nd, 3rd and 5th places in the 1922 T.T. Owned by David Llewellyn of Eastbourne, Sussex.

5 **1925 TALBOT 10/23.** The 10/23 Talbot was introduced in 1923 as a high quality light car. It has an 8.9 h.p. o.h.v. engine, ignition was by magneto or coil to owner's choice, as was the central or right hand gear change and also different gear ratios. The model was in production with few modifications until 1926. The design of the front axle forbade the addition of front wheel brakes, so became out-dated, and competition from the Morris Cowley, which sold at half the price, helped to finish the model. The example here today is being gradually restored by owner David Coltham of Ashford, Kent.

6 **1926 SUNBEAM Twin Cam 3 litre.** A superb example of vintage workmanship. These cars had a distinguished racing career with Grand Prix wins and a 2nd place at Le Mans in 1926. Owned by Group Captain Wyndham Welch, of St. Leonards, Sussex.

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7 **1927 LEA-FRANCIS Doctor's Coupe.** It is very nice to see this pretty little car again. One of 'Leaf's' most popular models, it is brought here today by Mr. S. O. Ripley of Eastbourne.

8 **1927 ALVIS T.G. 12/50.** Originally clothed with a Cross & Ellis four-door open tourer body, this car was pressed into use as a farm truck during the 1939-45 war and was then bought by the present owner in 1969, stripped down to the chassis, re-bodied by Wilkinson of Derby, and restored to original condition. Total of four owners since new. Owner says it hates sticky fingers, over zealous policemen and the price of petrol. It loves attention and praise. Owned by Brian Savill of Horam, Sussex.

9 **1928 ALVIS F.W.D.** The first British car with 4 wheel drive and independent suspension. Way ahead of its time, it had several racing successes, due to its specialist appeal, but nearly brought ruin to the company when they dropped all other models in favour of this one. Owned by John Eastwood of Horsmonden, Kent.

10 **1928 AUSTIN Heavy 12/4 two seater with Mulliner body.** One of the most rugged cars ever made. These cars were produced with a virtually unchanged engine from 1921-1936 and as taxi-cabs until the forties. Truly a great British car. Entered by Brian Thompson of Staplehurst, Kent.

11 **1928 BENTLEY 4½ litre.** Developed from the 3 litre in 1927, an example of this model won the 1928 Le Mans. This fine example here today is owned by Mr. T. H. Welham of Lingfield, Surrey.

12 **1928 FIAT 520 Coupe.** This grand car was introduced in 1927 and has a six cylinder s.v. engine with coil ignition. Owned by George Stanbridge of Hurstpierpoint.

13 **1929 RILEY 2 seater with dickey.** This car underwent a complete mechanical rebuild about four years ago and is all original apart from upholstery. The body is at the moment being restored to its former glory. Owned by M. Harvey of Brighton, Sussex.

14 **1930 AUSTIN 16 Burnham Saloon.** Another of Herbert Austin's superb motors. This particular one was bought new for £225 and bought by the present owner for £375 in 1971, and has been used daily ever since. Owned by G. Harris of Gillingham, Kent.

15 **1930 ROVER Weymann Saloon.** A very nice car enhanced by the Weymann fabric body. A light flexible wood frame with fabric stretched over it. Owned and cherished by F. Edenden, Ashford, Kent.

16 **1930 HUMBER 16/50 Weymann Saloon.** One of the first models to be produced after Rootes take-over in 1929. This lovely example has a Weymann four door body, believed to be unique, with original fabric. Owned by F. Goldup, Meopham, Kent.



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Class 2 — Pre-War 1931-1939

The defining line here is not the end of a decade, but the beginning of mass-production. I have often said that if modern techniques and technology were coupled with the standard of work and materials of 40 to 50 years ago, then we would have cars to be proud of; however the cost would be prohibitive. During the early thirties we see a distinct vintage influence in the design of most cars: separate headlamps, running boards, chrome radiators, etc. By 1935 we see new materials, very little wood framing, the appearance of plastic and much more pressed steel construction. Now came the start of new designs and materials, to make greater use of the new mass production techniques. As you walk by the Thirties cars note how their shape is approaching that of today i.e. stream-lining, raked front and rear windows, and integral wings, headlamps, etc. However these later thirties cars still incorporate many fine features, and it is important that they should be preserved, as indeed many are. Many owners of these motors will say that they enjoy a much better ride than in a modern car, and in my thoroughly unbiased opinion I heartily agree.

17 1931 AUSTIN Swallow. This pretty car was found in 1971 in a barn where it had been since 1939! It has been renovated since but is as original. Owned by Mr. Curwain of Herstmonceux, Sussex.

18 1933 AUSTIN Seven Tourer. Another Austin 7 with Austin bodywork. Much praise has been given to these Austin Sevens and all well deserved. This one was restored during 1973 and is owned by Philip Ruff of Kempston, Beds.

19 1933 SINGER 1½ litre tourer o.h.c. This car is believed to be one of only three in existence. It has been fully restored by the owner and friend. A credit to them. Owned by T. C. Wilson of Brighton, Sussex.

20 1934 AUSTIN Saloon. This car has been brought here today by owner Mr. G. Nicholls.

21 1934 MORRIS 10/4 Saloon. Only two owners from new. This car has just covered 550 miles in 7 days over to Belgium and Holland, carrying owner, wife and three children. Where have British Leyland gone wrong? Owned by Michael Wisdom of Tunbridge Wells, Kent.

22 1934 MORRIS Oxford. This fine car has a free wheel, automatic clutch, startex and automatic radiator shutters. The car was purchased in very bad shape and was restored by its present owner who runs it every day. Owned by David Thornton of Hastings, Sussex.

23 1934 AUSTIN 10 Cabriolet. One of the rarer Austin 10 models. This car has been the sole family transport for four years and frequently draws the Angela caravan seen here today. Restored from a ruin five years ago and rapidly returning that way! Owned by D. Hance of Hastings.

24 1935 BENTLEY 3½ litre. This lovely car is an example of the first model produced after the take-over by R.R. Based on the 20/25, it was known as the 'Silent Sports Car'. Owned by Matt Forrester, High Halden, Kent.

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25 **1935 MORRIS Tourer.** This car was found in a very bad state in a garage in Hammersmith and has been restored by the owner, Mr. J. Gleave of Ilford, Essex.

26 **1935 RILEY Merlin 9.** Riley produced some fine cars in the thirties many named after birds, the Merlin, Kestrel and Falcon all being versions of the famous Riley 9. This fine example is owned by D. Davidson of Bognor Regis.

27 **1935 SINGER Le Mans.** A very regular and welcome exhibitor at this rally, this car has been in regular use in the hands of the present owner since 1958. Owned by Miss G. I. Rogers of Hastings.

28 **1935 SINGER Le Mans.** Another fine example of one of Singer's most famous cars. This one is owned by Miss Liz Parkinson of Cowden, Kent.

29 **1937 AUSTIN 14 Goodwood Saloon.** This lovely car has only had one previous owner and has done only 50,000 miles since new. Owned by Mr. R. Thompson of Haywards Heath, Sussex.

30 **1938 AUSTIN Cambridge.** This sparkling car has only 49,000 miles on the clock and one previous owner. It is interesting to compare the styling (not the condition!) with that of the 1934 Austin 10 (No. 23) and see how much has changed in only four years. Owned by Brian Jempson of Tenterden, Kent.

31 **1938 AUSTIN 7 Ruby Tourer.** A real gem of a car, this was restored during the last two years by the owner with a tiny bit of help from her husband, and is a real credit. Owned by Mrs. Betty Edenden, Ashford, Kent.

32 **1939 ALVIS 4.3 litre Sports Tourer.** This lovely car is the only Alvis to have sports tourer bodywork by Offord. The 4.3 is capable of over 100 m.p.h. and was one of Alvis' finest models. Owned by Paul Harris of Polegate, Sussex.

Class 3 — Post-war 1940-1955

Many people have no time for these cars, but they have a part to play in following the evolution of the car from the 'horseless carriage' of 90 years ago to the car of today. Some cars of this era still hint of the grandeur of yesterday and most of them will bring back memories of petrol-rationing, and perhaps of courting days! When you look at these cars, just think of how many you actually see on the roads today. It is nice to know people think enough of them to save a few examples for later generations to admire.

33 **1946 TRIUMPH Roadster.** This car's splendid condition is due to its present owners work over three years, restoring it from a derelict condition. An unusual feature of these cars is the windscreen for the dicky seat. Owned by J. Shaw of Hartley, Kent.

34 **1947 TRIUMPH Roadster 1800.** ~~Another of these very popular post-war cars.~~ Owned by H. C. Simpson of Whatlington, Battle, Sussex.

35 **1948 MORRIS 8 Series E.** ~~A very pretty and reliable car, all original.~~ It is used every day and is in fact starting a tour of Scotland tomorrow. Owned by Richard Mabbett of Hastings.

36 **1948 BENTLEY Mk 6.** A very elegant car that shows British workmanship at its best. Owned by S. Giles of Canterbury, Kent.



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37 1948 TRIUMPH Roadster. Another lovely example of one of the nicest post-war cars to be produced. Owned by Peter Allen of Eastbourne.

38 1949 RILEY R.M.B. This is a shining example of what was surely Riley's last true car. These were built on pre-war lines with wood framing, running boards, etc. Owned by Geoff Parker of Bexhill, Sussex.

39 1952 BENTLEY James Young Saloon. One of only 30, this car shows how post-war cars should be made. Previously owned by Lord Cohens, now owned by Deryck Munk, Crowborough, Sussex.

40 1954 AUSTIN Somerset. A very nice example of a typical mid-fifties car and one of Austin's mainstays. Gives a very comfortable ride, comparing well with today's motors, while being a car of interest as well. Owned by David Comben of Seaford, Sussex.



MORRIS MATTERS

Once again we have the undoubted pleasure and privilege of having with us that gentleman of the second-hand car trade, Mr. John Breach. Today he is disguised part of the time as a general grocer, with his mobile shop.

This shop is a 1933 Morris Commercial with the original shop body. Restored five years ago by John, it is a well loved sight around the various shows. The very comprehensive stock carried has been collected, borrowed, bought (sometimes) and scrounged during the last five years, and today makes a very interesting addition to our show. A word of warning, do not buy any of his merchandise today, even if he does offer Green Shield Stamps!

The oil lamps were fitted as extras to save the batteries while the owner (not the present one) was trying a new line of sales talk on his lady customers during his evening rounds!

The vehicle with the shop is a 1931 Morris Light Van which has had a new body built for it, and is a very pleasant and reliable van.

Mr. Breach would like to say that these two vehicles are not a representative selection of the cars he has for sale at John's Cross Garage.

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COMMERCIALS

A new addition to our rally last year, we have here today some fine examples of the type of vehicle used for carrying our merchandise around the country. Today's professional driver grumbles if he hasn't got a radio in his cab. In the early days he often didn't have a cab! These vehicles were reliable and did the work well, if slowly. Unfortunately, very few commercial vehicles have survived from before the war, mainly because when worn out, owners had no room for storage or sentiment, and they were scrapped. Many of you will no doubt think it is a pity that these charming vehicles have been superseded by today's 32 ton giants, but that's progress.

41 **1920 CHEVROLET 490.** This extremely pretty little vehicle was built as a tourer and converted into a truck in the mid-twenties, and still has that original truck body. The model number '490' refers to its original price in dollars. Owned by Rodney Ansell of Old Romney, Kent.

42 **1924 MODEL T FORD 1 Ton Lorry.** This lovely example of one of the most famous names in motoring history was found in France in 1972 and restored from a very bad condition over a period of 15 months. It is unusual in that it has a Ruxtell back axle. The Model T was produced from 1907 to 1927 and 15 million were built. Owned by Ken Cooke of New Romney, Kent.

42 **1929 FORD Model A Breakdown.** This impressive vehicle has been fitted with a Harvey-Frost winch. Still capable of doing its job. Owned by Marden Motor Club, Kent.

44 **1936 AUSTIN Van.** This lovely van was used by a baker from 1936 to 1952 when it was left in an orchard. The present owner acquired and restored it in 1971, and has used it regularly ever since. The van is one of six or seven all with JG number plates, owned by Monty Mason of Stourmouth, Kent.

45 **19?? FORDSON PATTERSON.** This interesting vehicle is a Fordson truck with a Patterson conversion, i.e. low ratio gear box, tipping gear and worm drive rear axle. A very pretty and useful vehicle. Owned by Francis Fowler of Hastings, Sussex.

75 **1933 MORRIS Commercial Mobile Shop.** See page 17.



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## MOTORCYCLES

A brand new addition to our rally and very welcome. Motorcycles have as long a history as cars and are with us today in ever-increasing numbers. To many people the motorcycle has not changed much over the years, but a closer look will reveal many differences. These machines have always been used as a cheap and efficient form of transport, and even more so with today's price of petrol. Many of the names you will see today are, alas, no longer with us.

**46 1919 METRO TYLER 269 c.c.** This is believed to be the only remaining Metro Tyler. It is a two-stroke, two-speed and has no clutch. Restored during 1973-74 by owner Ben Crouch of Whitstable.

**47 1926 SUNBEAM Model 3. 499 c.c.** 3-speed gear, all chain drive. A very nice example of 'the Gentlemen's Motorcycle', restored by owner, and ridden to events. Owned by W. L. Houlbrook of New Romney, Kent.

**48 1927 MORGAN Standard Model.** This was the cheapest in the Morgan range, costing £89. It has a shorter frame than other models and has no front wheel brakes. 2 cylinder J.A.P. side valve, air cooled engine 980 c.c., 2 speed gear, no reverse. Restored from a pile of bits by owner, 1974/75. Owned by C. M. Booth, Rolvenden, Kent.

**49 1928 A.J.S. Model K6. 350 c.c. o.h.v.** Ridden in many events in various parts of the country, has its original electric lighting, quite a number of machines at this time were still using acetylene lamps. Owned by C. Jenner, Handcross, Sussex.

**50 1929 VELOCETTE Model KN.** A nice example of the famous 'Cammy' Velo. 350 c.c. fitted with one of the first positive stop foot change gear boxes. Machine and rider have taken part in events as far away as Harrogate and Scotland so far this year. Owned by S. Lewis, Maidstone, Kent.

**51 ARIEL Red Hunter.** The Ariel was one of the pioneers of motor cycling. Starting in 1898 with a motor tricycle and ending in the early 60's with a two-stroke twin. Owned by Mr. D. T. Russell of Sittingbourne, Kent.

**52 1937 B.S.A. Empire Star Model 500 c.c. o.h.v.** Forerunner of the famous 'Gold Star' machine in its original condition. Owned by T. J. W. Penn, Herne Bay, Kent.

**53 1939 B.M.W. R23. 250 c.c.** A rare model, was ridden back to Germany last month for the international veteran and vintage rally and won the B.M.W. cup. Restored last year by owner Ronald Briggs of Haywards Heath, Sussex.

## LAWN MOWERS

The collection of lawn mowers here today has been kindly brought along by Mr. D. Watson of Battle. Among them are: a 1935 Atco and a 1914 Ransomes. It is pleasing to know that someone has made a collection of machines that might otherwise be lost forever.

# Carling Black Label, the lager with staying power.



## MUSEUM DISPLAY

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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.

### CARAVANS

**1925 ANGELA.** This now extinct make of caravans was made by the Angela Caravan Co. 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 ECCLES.** This most 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.

### ACKNOWLEDGEMENTS . . .

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

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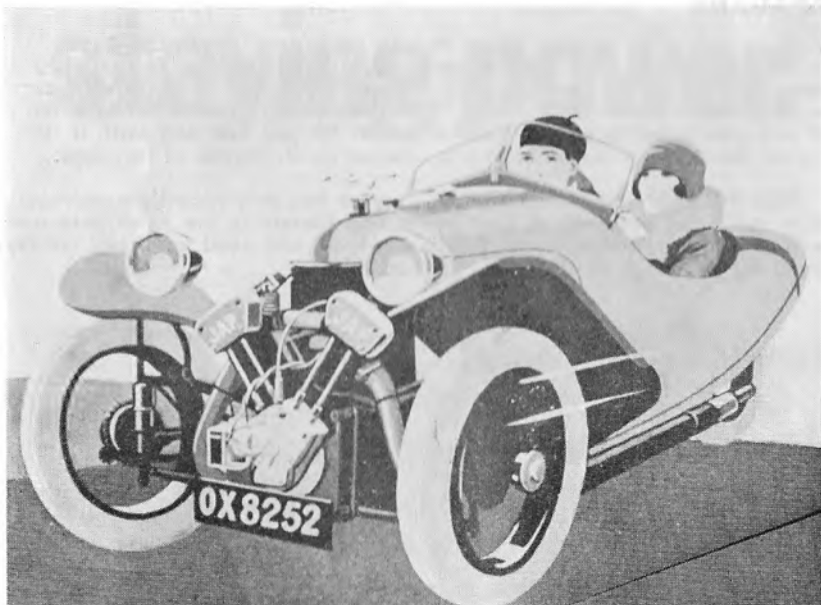
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## LATE ENTRIES (all classes)

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- 54 **1929 MORGAN Family.** Owned by M. F. Courage of Ringmer, Sussex.
- 55 **1950 ALLARD J2 Competition Model.** This car has a 6348 c.c. Cadillac engine and can do 145 m.p.h.! Has won over 60 awards in speed hill climbs, sprints and races. Has been owned for 17 years by J. A. Tiller of Ringmer, Sussex.
- 56 **1951 M.G. TD Tourer.** This car, winner in its class at this rally last year, has an MG registration number. Was completely restored in 1973 by owner C. A. Hewson of Ninfield, Sussex.
- 57 **1921 B.S.A. 770 c.c. V Twin.** Owned by B. A. George of Ashburnham, Sussex.
- 58 **1951 B.S.A. A7.** Also owned by B. A. George of Ashburnham, Sussex.
- 59 **1943 WILLY'S Jeep M.B.** Bought partly restored, this vehicle has been worked hard on since, but still needs more time according to owner, who also tells us that the American Jerrican seen on the Jeep was found on Hastings Beach, completely rusty. Owned by Ian Millington of Hastings, Sussex.
- 60 **1933 AUSTIN 10/4 Saloon.** Completely unrestored and original, with a mileage of 50,000. It is used very frequently by owners Les and Stan Fincham of Westfield, Sussex.
- 61 **1951 RILEY R.M.B. 2½ litre.** This car was built in Dublin by G. A. Brittain Ltd., imported to England in 1957. Owned by L. Channon, Worcester Park, Surrey.
- 62 **1933 ROLLS ROYCE 20/25 Park Ward.** This very original car has covered 125,000 miles from new. Owned by D. Bambridge of Pevensy Bay, Sussex.
- 63 **1930 MORRIS COWLEY. Open Tourer.** This car was brought here today by owner R. K. Skinner of Orpington, Kent.
- 64 **1936 ROLLS ROYCE 25/30. Drop Head Coupe.** This lovely car by Van den Plas is brought today by owner P. Francis of Brighton.
- 65 **1938 MORGAN. Le Mans.** Owned by Ken Hill of Orpington.
- 66 **1951 FORD V8. Pilot.** Owned by Mr. H. Court of Canvey Island, Essex.
- 67 **1928 SINGER Junior.** Owned by Mr. W. Elvey of Canvey Island, Essex.
- 68 **1932 AUSTIN 7. Top hat Saloon.** Owned by Mr. W. J. Cordwell of Maidstone, Kent.
- 69 **1927 ARMSTRONG SIDDELEY 14/4 Cotswold Tourer.** Owned by Mr. E. B. Watson of Broadstairs, Kent.
- 70 **1931 CHRYSLER Coupe.** First registered in 1931, owner died in 1936, and car was left in the garage until 1962. Took four years to renovate. Owned by Mick Fuller of Epsom, Surrey.
- 71 **1934 HILLMAN Aero-Minx.** In every day use and restored by owner Mr. C. Allchin of Mayfield, Sussex.
- 72 **1953 MG TD2.** Rebuilt by owner John Mepsted of Staplehurst, Kent.
- 73 **1935 VAUXHALL 14/6. Light 6.** This very original car has independent front suspension, and the original valve radio. Owned by J. Sampson of Gravesend, Kent.
- 74 **1937 ROYAL ENFIELD.** Only the second rally attended since restoration. Owned by M. R. Jones of Bearstead near Maidstone, Kent.

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