

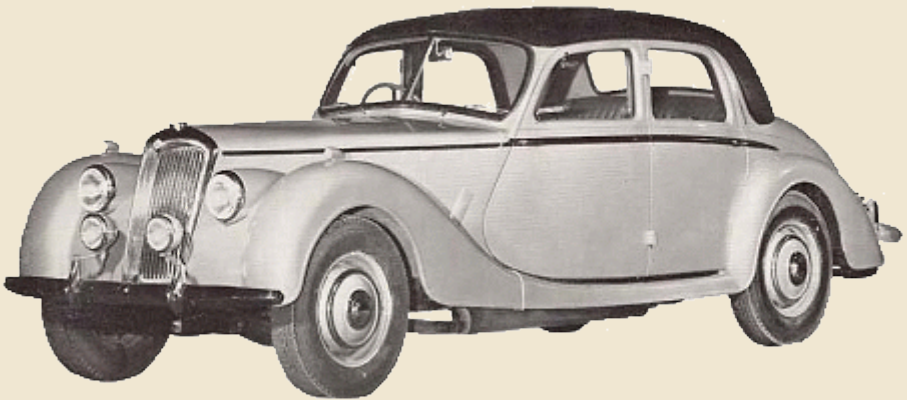
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[www.hooeoldmotorclub.org.uk](http://www.hooeoldmotorclub.org.uk)

**Presents**

**Their 45th**

**Concours**

**D'Elegance**



**at the**

**SPORTS GROUND, HOOE**

**On**

**SUNDAY 3rd AUGUST 2014**

**PROGRAMME**

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# **FORTY FIFTH ANNUAL CONCOURS D'ELEGANCE**

at THE SPORTS GROUND, HOOE, NEAR BATTLE,  
SUSSEX

on SUNDAY 3<sup>rd</sup> AUGUST 2014

Organised by HOOE'S OLD MOTOR CLUB

## **Arena Events**

- 12.00 noon Hooe Silver Band (Bandmaster Mr G.S.Lawrence)
- 1.00 p.m. Parade of Cars Class A - B
- 1.30 p.m. Parade of Cars Class D
- 2.00 p.m. Vintage and Classic Cycles
- 2.15 p.m. Parade of Commercial Vehicles Class K
- 2.45 p.m. Presentation of Charitable Donations
- 3.00 p.m. Lady and Vehicle Concours Competition
- 3.45 p.m. Parade of Motorcycles Classes M
- 4.00 p.m. Parade of Cars Classes E & F & S
- 4.45 p.m. Announcement and presentation awards.

Although every attempt will be made to adhere to the above times, experience has shown that they should realistically be regarded as approximate!

## Chairmans message

The History that you will find on the field today will sadly be the great majority of all those famous names we have all known and loved, and which now have passed into history. And it's happened in our life time. Look around this show ground and let us remind ourselves of those makes and models that were once known around the world. Thank you to the owners for enabling us to remember, and remind us of all those great names, which have possibly gone forever; it's hard work and sometimes very expensive to maintain and keep them on the road. Thank you all for bringing them to show today. If it was not for your dedication the younger generation will never know that England was once one of the largest manufacturers of cars, and motorcycles, and exported these vehicles to every continent. Many of those names are on this field today. Thank you all for supporting our unique show, I know some of you come from a considerable distance, I wish you an interesting and enjoyable afternoon. We do not have the time to greet everyone, so on behalf of the Hooe's Old Motor Club, and myself our best wishes to you all, and thank you for your support Ron W

### HOOE'S OLD MOTOR CLUB COMMITTEE

CHAIRMAN:	RON WANMER
VICE CHAIRMAN:	JOHN GIBBONS
SECRETARY:	JOHN BISHOP
MEMBERSHIP SECRETARY:	ROBERT COOPER
TREASURER:	RON SHRUBB
ADVERTISEMENT SECRETARY:	CHRIS HONE,
CLASS MARSHALLS:	G.GRIFFIN (A/B), MRS C. GIBBONS (D) T. WAKELING (E/F/K), K. MANN (M/CYCLES)
PROGRAMME EDITOR	A. BINFIELD
LADIES COMMENTATOR	MRS A. WOOLLER
GATE CONTROL	R. DEARDON
CAR PARKS	NIGEL HOGBEN



The Hooe's Old Motor Club meets at the Village Hall, Hooe, on the first Friday of each month and enthusiasts interested in old vehicles are welcome to join us. Details can be obtained from our membership stand located near the arena.

# **IMPORTANT HEALTH AND SAFETY NOTICE**

Maximum speed on the Show Ground is 5 miles per hour

SHOW AREAS CAN BE DANGEROUS PLACES. BEWARE OF MOVING VEHICLES. YOU CAN SEE THEM BUT THE DRIVER MAY NOT HAVE SEEN YOU OR YOUR CHILDREN.

THERE IS A STRICT 5 MPH SPEED LIMIT AT ALL TIMES ON THE FIELD. THIS **MUST** BE ADHERED TO.

Persons disregarding the above will be carried off into the sunset by Giant Eagles.

## **PLEASE BE CAREFUL**

The organisers have taken all reasonable steps to protect you, but cannot accept any responsibility for any accident that may occur on the show site.

Please act responsibly to others as well as yourself. All entrants and visitors enter the show at their own risk.

**FIRST AID** is available. **THE BRITISH RED CROSS** are on site.

**FIRE EXTINGUISHERS** are situated at the **PUBLIC ADDRESS MARQUEE** at the end of the arena.

**RADIO UNITS** There are four radio units in communication, situated at the PA system, the Secretary and at the MAIN GATES.

**Emergency** In an emergency, communication will be via the PA systems covering the field.

Copies of this notice will be displayed around the field.

**DOGS** are not banned but must be kept on a lead at all times during the show.

**LITTER** Please help to keep the show field tidy by placing all litter in the sacks and bins provided.

The organisers reserve the right to alter and cancel any event if necessary.

The programme times are approximate, but every effort will be made to keep to the correct times.

The organisers cannot guarantee the appearance of any exhibit in the programme as they are in Private Ownership.

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CLASS A Edwardian

A1	1902	De Dion Bouton K2 Rear Entrance	Michael Sapsford
A2	1903	Barre De Dion 12hp 4 Seat Rear Entrance	Michael Kent
A3	1914	Panhard et Levassor X19 4 Seat Tourer	Michael Kent
A4	1910	Brush Runabout	Steve Ashby
A5	1918	Dodge Bros Tourer by Holden of Australia	Keith Whitehead
A6	1919	Ford Model 'T' Centre Door Sedan	S.Wilkins
A7	1909	Brush Runabout 2 Seater 1 cylinder 10hp	David Homewood
A8	1912	Rover 12hp Tourer	J.Cruse
A9	1907	Corbin 4.5 litre 2 Seater Racer	Karl Foulkes Halbard
A10	1899	Parisienne Voiturette 2 <sup>1</sup> / <sub>4</sub> hp	D.Harper
A11	1904	Wolseley Open Tonneau	R. Ellin



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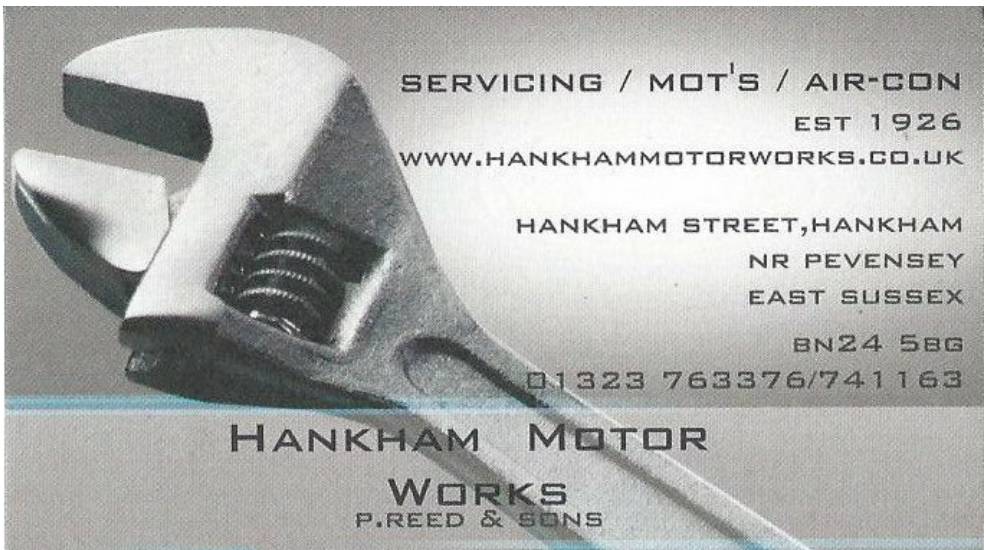
## CLASS B Vintage 1920 - 1930

B1	1925	Morris Cowley Bull-N0se Tourer 1500cc	G.Evans
B2	1929	Ford 'A' Four Door Sedan 3.3 litre	Mr P.Martin
B3	1926	Rover 9/20 Two Seater with Dickey Seat	R & A Bryant
B4	1922	Ford Model 'T' Tourer	Gary Brockhurst
B5	1930	Riley Nine Mk IV Tourer 1089cc	Mr G. Edwards
B6	1927	Austin Chummy	R. Durrant
B7	1929	Austin Seven 747cc	R. Homewood
B8	1927	Morris Cowley 4 Seat Tourer 1548cc	Chris Hone
B9	1930	Jowett Long Four Fabric Saloon 906cc	Ian Howell
B10	1924	Morris Cowley Occasional Four 1548cc	Mr R.Farrow
B11	1928	Ford 'A' Phaeton Tourer 3285cc	C & J Boyer
B12	1924	Morris Cowley 2 Seater + Dickey 11.9hp	Mr P.Seymour
B13	1928	Rolls Royce Phantom One Open Tourer	John Arthy
B14	1930	Morris Major Folding Head Saloon 1938cc	Pete Chapman
B15	1902/2006	Reproduction Manley Steam Runabout Spindle Seat Steam Carriage	M. Nutter
B16	1927	Austin Heavy 12/4 Windsor	Mr G.Cobbold
B17	1927	Humber 920 Fabric Roof Saloon	George Griffin
B18	1930	Plymouth P.A. 4cyl S.V. 21hp	Ron Wanmer
B19	1927	Peerless 6/80 Ex New York Taxi 6cyl	Ron Wanmer
B20	1930	Austin Seven Box Saloon	Jo Gerlach
B21	1930	Nash Ambassador 4 Door Sedan 8 litre	John Gibbons
B22	1930	Chevrolet Coupé	Pauline Preston
B23	1925	A.C. Six Two Seater with Dickey	D.Wakefield
B24	1924	Talbot 10/23 Drophead Coupé	P. Gillies

CLASS B Vintage 1920 - 1930

B25	1921	Morgan Grand Prix Sports	S. Clarke
B26	1929	Swift Coupé	D. Bates
B27	1926	Morris Oxford	N. Burke
B28	1925	Bullnose Morris Doctor's Coupé 1500cc	M. Ensor
B29	1928	Bentley Vanden Plas Tourer 4.5 litre	R. Sapsford
B30	1923	Bentley Vanden Plas Tourer 4.5 litre	Phillip & Marie Lefelle
B31	1928	Bentley Vanden Plas 4.5 litre Le Mans	Richard Wade
B32	1930	Talbot Six Light Saloon 2276cc	P. Snowdon
B33	1928	Rover 10/25 Open Tourer 1168cc	Alan Robertson
B34	1925	Austin Seven	B & M Tanner
B35	1926	Ford Model 'T' 4 Door Tourer	D. Warner
B36	1923	Renault K2 Camionnette	S. Dine
B37	1925	Bull Nose Morris Cowley	Alan Slater

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## The Riley RM

This year's plaque illustration and the cover picture of this programme features a Riley model RME; this is fairly appropriate, since the Riley RM Club, was formed 45 years ago - the same year as the first Hooe's Old Motor Club Show.

The Riley RM Series was the last automobile series developed independently by Riley; the 'RM' standing for Riley Motors. RM vehicles were produced from 1945, after the Second World War, through the 1952 merger of the Riley's Nuffield Organisation with Austin to form BMC. They were originally made in Coventry, but in 1949 production moved to the MG works at Abingdon. The RM models were marketed as the Riley 1½ Litre and the Riley 2½ Litre. There were three types of RM vehicles produced. The RMA was a large saloon, and was replaced by the RME. The RMB was an even larger car, and was replaced by the RMF. The RMC and RMD were limited-production roadsters.

All of the RM vehicles featured the pre-war Riley designed 1.5 L (1496 cc) 12 hp or 16 hp 2.5 L "Big Four" straight-4 engines with twin camshafts mounted high at the sides of the cylinder block and hemispherical combustion chambers.

The RMA was the first post-war Riley. It used the 1.5 L engine and was equipped with hydro-mechanical brakes and an independent suspension using torsion bars in front. The body frame (not to be confused with the chassis) was made of wood in the English tradition, and the car featured traditional styling. The car was capable of reaching 75 mph

The RMB was an enlarged RMA and was launched a year later in 1946. It used the 2.5 L (2443 cc) "Big Four" engine with twin SU carburettors, starting with 90 hp but increasing to 100 hp for 1948 with a 95 mph (153 km/h) top speed.

The RMC was a 3-passenger 2-door convertible version of the RMB with a large rear deck area and fold flat windscreen. It shared that car's 2.5 L 100 hp engine and could reach 100 mph. The car was primarily designed for the North American export market, and just over 500 were built from 1948 until 1951.

The RMD was a traditional 2-door drophead coupé, the last convertible to wear the Riley name. It used the same 2.5 L 100 hp engine as the RMB, on which it was based. Just over 500 were produced between 1949 and 1951

The RME was an updated RMA. It still used the 1.5 L four and featured a fully hydraulic braking system. The body had an enlarged rear window with curved glass and from 1954, no running boards. To improve acceleration the rear axle ratio was changed from 4.89:1 to 5.125:1. Produced from 1952, it was discontinued in 1955 and ultimately replaced by the Riley One-Point-Five in 1957.

The RMF replaced the big RMB limousine in 1952. It shared that car's 2.5 L "Big Four" engine as well as the mechanical updates from the RME. The RMH Riley Pathfinder, the last automobile to use the Riley "Big Four" engine, and thus considered to be the last "real" Riley by purists, took its place after 1953 and continued in production until 1957.

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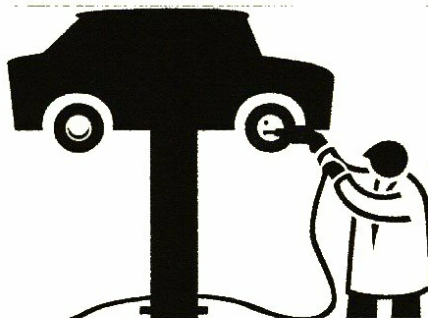
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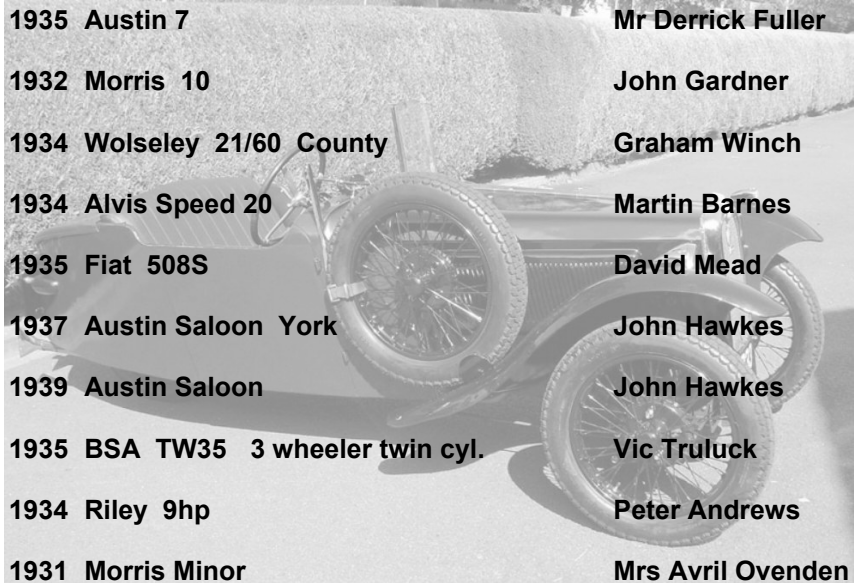


**CLASS D      POST VINTAGE CARS PRE-WAR 1931 - 1940**

D1	1931 Austin 7 RN	Alan & Sally Osborne
D2	1936 Austin 10 Sherborne	Reg Brook
D3	1939 Triumph Dolomite	J.Doherty
D4	1936 MG VA	Keith Bush
D5	1937 MG VA Tickford	Pat & Brian Tofts
D6	1939 Morris 8 Series E	David McCulloch
D7	1933 Austin 16/6 Berkeley Saloon	Richard Holiday-Johnston
D8	1936 Wolseley 12/48	Ron Shrubbs
D9	1935 Alvis Speed 20	Mr N. Wickens
D10	1931 Wolseley Hornet Special	Rick & Theresa Dupuy
D11	1936 Austin 10 Sherborne	Henry Diprose



D12	1936 Ford Phaeton 68	John Clarke
D13	1933 Austin 7 Box Saloon	Gavin Evans
D14	1935 Ford C	Elizabeth Keenan
D15	1932 Austin 10/4 Saloon	John Clarke
D16	1935 Austin Ripley	Ian Garner
D17	1931 Austin 7	Mr K. Unwin
D18	1934 MG PA	David Griffiths
D19	1938 Jaguar SS100	William Pettet
D20	1936 Riley Merlin	David Atkins
D21	1935 Austin 10/4 Saloon	Doug & Jill Barsley
D23	1934 Rolls Royce 20/25	David Howes
D24	1935 Austin Clifton	John Chapman

**CLASS D POST VINTAGE CARS PRE-WAR 1931 - 1940**

<b>D25</b>	<b>1934 Austin 10/4 Saloon</b>	<b>Geoff Cox</b>
<b>D26</b>	<b>1935 Austin 7</b>	<b>Mr Derrick Fuller</b>
<b>D27</b>	<b>1932 Morris 10</b>	<b>John Gardner</b>
<b>D28</b>	<b>1934 Wolseley 21/60 County</b>	<b>Graham Winch</b>
<b>D29</b>	<b>1934 Alvis Speed 20</b>	<b>Martin Barnes</b>
<b>D30</b>	<b>1935 Fiat 508S</b>	<b>David Mead</b>
<b>D31</b>	<b>1937 Austin Saloon York</b>	<b>John Hawkes</b>
<b>D32</b>	<b>1939 Austin Saloon</b>	<b>John Hawkes</b>
<b>D33</b>	<b>1935 BSA TW35 3 wheeler twin cyl.</b>	<b>Vic Truluck</b>
<b>D34</b>	<b>1934 Riley 9hp</b>	<b>Peter Andrews</b>
<b>D35</b>	<b>1931 Morris Minor</b>	<b>Mrs Avril Ovenden</b>

<b>D36</b>	<b>1936 Austin 10/4 Lichfield</b>	<b>D &amp; S Chambers</b>
<b>D37</b>	<b>1936 Austin 12/4 Ascot</b>	<b>D &amp; S Chambers</b>



<b>D38</b>	<b>1933 Hillman Minx</b>	<b>Keith Allen</b>
<b>D39</b>	<b>1936 Ford Y</b>	<b>Mr &amp; Mrs O.C. Baldock</b>
<b>D40</b>	<b>1937 Riley Adelphi</b>	<b>John Seymour</b>
<b>D41</b>	<b>1936 Austin 10</b>	<b>John Turner</b>
<b>D42</b>	<b>1933 Rolls Royce 20/25</b>	<b>Ron Wanmer</b>
<b>D43</b>	<b>1933 Ford Y</b>	<b>Malcom Grace</b>
<b>D44</b>	<b>1933 Morris Minor Special</b>	<b>Lynn Popovic</b>
<b>D45</b>	<b>1932 Chevrolet Confederate</b>	<b>Bruce Moore</b>
<b>D46</b>	<b>1934 Rolls Royce 20/25</b>	<b>David Willoughby</b>
<b>D47</b>	<b>1935 Morris Pre-Series 12/4</b>	<b>Keith Hawkins</b>
<b>D48</b>	<b>1934 Vauxhall B Type</b>	<b>Mark Wint</b>

**CLASS D POST VINTAGE CARS PRE-WAR 1931 - 1940**



D49	1933	Riley Nine March Special	John Busbridge
D50	1932	Austin 7 Sports	Grahame Fullalove
D51	1938	Rolls Royce Wraith Limousine	J. Hopkins
D52	1936	Austin 7 Ruby	M. Scott
D53	1936	Riley Kestrel	J. Martin
D54	1936	Ford Model Y 2 Door	Andrew Frost



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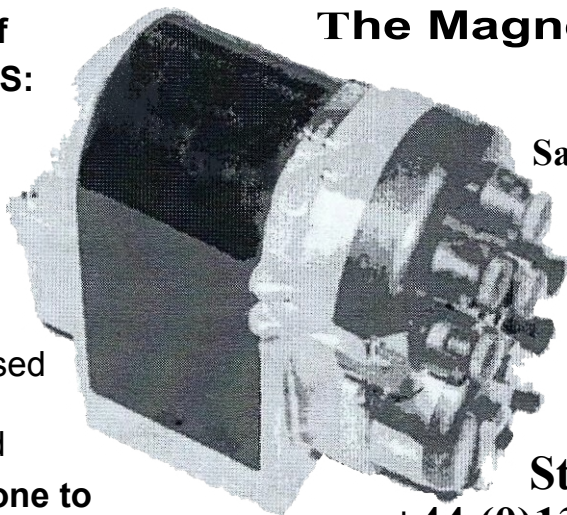
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**CLASS E CLASSIC CARS POST-WAR 1945-1955**



<b>E1</b>	<b>1955</b>	<b>Morris Minor Series 2</b>	<b>J. Evans</b>
<b>E2</b>	<b>1951</b>	<b>Triumph Renown TDB</b>	<b>C. Richards</b>
<b>E3</b>	<b>1955</b>	<b>Riley RME Sports</b>	<b>E. Edwards</b>
<b>E4</b>	<b>1951</b>	<b>Alvis Drophead Tickford TA 21</b>	<b>F. Barrow</b>
<b>E5</b>	<b>1954</b>	<b>MG TF Roadster</b>	<b>A. Binfield</b>
<b>E6</b>	<b>1952</b>	<b>Austin A40 Sport</b>	<b>G.F. Geary</b>
<b>E7</b>	<b>1953</b>	<b>MG TF Sports</b>	<b>M. Odell</b>
<b>E8</b>	<b>1955</b>	<b>Austin A30 Seven</b>	<b>E. Elam</b>
<b>E9</b>	<b>1950</b>	<b>MG TD Sports</b>	<b>P. Forward</b>
<b>E10</b>	<b>1952</b>	<b>Austin A40 Sports</b>	<b>R. Bazley</b>
<b>E11</b>	<b>1952</b>	<b>Austin A90 Atlantic</b>	<b>F.S. Wood</b>
<b>E12</b>	<b>1948</b>	<b>Riley RMA Saloon</b>	<b>D.B. Rishbeth</b>
<b>E13</b>	<b>1954</b>	<b>Jensen Interceptor</b>	<b>M. Barnett</b>
<b>E14</b>	<b>1954</b>	<b>Jensen Interceptor</b>	<b>A. Watson</b>
<b>E15</b>	<b>1955</b>	<b>MGA Roadster</b>	<b>R. Theobald</b>
<b>E16</b>	<b>1953</b>	<b>Triumph Mayflower</b>	<b>A.J. Hodges</b>
<b>E17</b>	<b>1952</b>	<b>Ford Anglia EO4A</b>	<b>A. Creese-Smith</b>
<b>E18</b>	<b>1948</b>	<b>Jaguar Mk 4</b>	<b>J. Dollimore</b>
<b>E19</b>	<b>1947</b>	<b>Armstrong Siddeley Hurricane</b>	<b>J. Pulfer</b>
<b>E20</b>	<b>1952</b>	<b>Standard Vanguard 1A</b>	<b>W.E. Dove</b>
<b>E21</b>	<b>1954</b>	<b>Ford Mk 1 Consul</b>	<b>J.A. Keenan</b>
<b>E22</b>	<b>1952</b>	<b>Ford Anglia E494A</b>	<b>S. Brown</b>
<b>E23</b>	<b>1950</b>	<b>Healey Silverstone Sports</b>	<b>B &amp; V Cakebread</b>



## CLASS E CLASSIC CARS POST-WAR 1945-1955

E24 1955 Riley RME Saloon R.Crayford

E25 1952 Jowett Javelin J.Champion

E26 1955 Wolseley 6/90 Police Car A.Gray

E27 1951 Daimler DB 18 J.Diplock

E28 1951 Triumph Renown Razor Edge R.J.Mower

E29 1954 Ford Mk 1 Zephyr D.Taylor

E30 1954 Ford Zephyr Zodiac K. Thacker

E31 1950 MG TD R. Stanley

E32 1955 Ford Prefect 100E A.J. Nash

E33 1955 Austin A50 Cambridge N. Strickland

E34 1954 Austin Healey 10/4 Le Mans J. Hendrusson

E35 1952 Morgan Plus 4 Lightweight P. Liddiard

E36 1952 Morris Convertible L. Hess

E37 1947 Hillman Minx D & S Chambers

E38 1951 Ford Anglia S. Young

E39 1951 Singer Roadster E. Noakes

E40 1951 Bristol 401 N. Bedson

E41 1949 Triumph Roadster R. Pearce

E42 1949 Rover P3 75 P. Gurl

E43 1954 Aston Martin DB 2/4 Mk 1 P.J. Brown

E44 1950 Armstrong Siddeley Hurricane G. Benhee

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## CLASS F CLASSIC AND QUALITY CARS 1956 - 1970



F1	1962 Jaguar Mk2 Saloon	B. Lakin
F2	1965 Morris Minor Convertible	R & J Hall
F3	1960 Vauxhall Cresta Saloon	R.Wanmer
F4	1968 Triumph Herald 13/60 Convertible	I. Griffiths
F5	1958 Austin Metropolitan Saloon	C. Bates
F6	1957 Wolseley 1500 Mk 1	C. Fytche
F7	1963 Rover P4 95 Saloon	D.J.Smith
F8	1967 Humber Imperial	P.Anderson
F9	1959 Austin Healey Sports	M. Pain
F10	1970 Morris Minor Traveller	B. Edwards
F11	1967 Rover P5B Saloon	R. Scott
F12	1967 MG Magnette Mk 4 Saloon	J.F.Horton
F13	1968 MG. MGC Roadster	P & A Clegg
F14	1958 MG Magnette ZB	P.Chowney
F15	1969 Renault 16 Saloon	A.Wilkins
F16	1968 Morris Minor Saloon	D & M Gray
F17	1966 Hillman Super Minx	T.Lucas
F18	1958 Rover P4 90 Saloon	J.Leng
F19	1970 MG Midget Convertible	L. Fuller
F20	1969 Ford Cortina 1600 E	D.Gantlett
F21	1957 Vauxhall Cresta E Series	T.Rice
F22	1967 Triumph Vitesse Convertible	J.Bartlett
F23	1959 Rover P4 100 Saloon	R.Jenness



**CLASS F CLASSIC AND QUALITY CARS 1956 - 1970**



<b>F24</b>	<b>1966 Ford Cortina Mk 1</b>	<b>R.D.Hill</b>
<b>F25</b>	<b>1962 Vauxhall Velox</b>	<b>A.Finch</b>
<b>F26</b>	<b>1959 Rover P4 100 Saloon</b>	<b>K &amp; B Ashman</b>
<b>F27</b>	<b>1963 Austin Mini Traveller</b>	<b>J.Payne</b>
<b>F28</b>	<b>1959 Austin A55 Cambridge "Farina"</b>	<b>B.Carpenter</b>
<b>F29</b>	<b>1960 MG A Sports</b>	<b>J.Mepsted</b>
<b>F30</b>	<b>1956 Vauxhall Wyvern E Series</b>	<b>P.Markey</b>
<b>F31</b>	<b>1965 Maserati Mistral</b>	<b>J.Wood</b>
<b>F32</b>	<b>1966 MG BGT Coupé</b>	<b>L.Hudson</b>
<b>F33</b>	<b>1959 Ford Zephyr Mk 2</b>	<b>M.G.Phillips</b>
<b>F34</b>	<b>1967 Austin 1800 Saloon</b>	<b>G.Neville</b>
<b>F35</b>	<b>1965 Riley Elf Saloon</b>	<b>B &amp; S Sharp</b>
<b>F36</b>	<b>1966 MG 1100 Saloon</b>	<b>M.Kellaway</b>
<b>F37</b>	<b>1959 Austin Farina A40</b>	<b>J.H.Smith</b>
<b>F38</b>	<b>1964 Ford Capri Saloon</b>	<b>G.Perry</b>
<b>F39</b>	<b>1964 Ford Cortina Saloon</b>	<b>P.Mulholland</b>
<b>F40</b>	<b>1965 Austin Healey 3000</b>	<b>M &amp; S Crane</b>
<b>F41</b>	<b>1964 Ford Mustang Convertible</b>	<b>B.Lawson</b>
<b>F42</b>	<b>1965 Ford Cortina Estate</b>	<b>P.Veness</b>
<b>F43</b>	<b>1958 Wolseley Six-Ninety</b>	<b>J.Bridges</b>
<b>F44</b>	<b>1959 MGA Sports</b>	<b>R.E.Gough</b>
<b>F45</b>	<b>1971 MGB Roadster</b>	<b>C.Ellis</b>
<b>F46</b>	<b>1972 Morris Marina Coupé</b>	<b>D.Medhurst</b>

**CLASS F CLASSIC AND QUALITY CARS 1956 - 1970**



<b>F47</b>	<b>1967 Morris 1000 Convertible</b>	<b>E. Houlder</b>
<b>F48</b>	<b>1970 Morris Minor</b>	<b>J. Stevens</b>
<b>F49</b>	<b>1966 Morris Mini Cooper 'S'</b>	<b>C.Taylor</b>
<b>F50</b>	<b>1959 Ford Zodiac Mk 2</b>	<b>R.Turley</b>
<b>F51</b>	<b>1973 Jensen Healey Sports</b>	<b>M. Ashby</b>
<b>F52</b>	<b>1964 Sunbeam Alpine Sports</b>	<b>R. Manning</b>
<b>F53</b>	<b>1959 BMW Isetta</b>	<b>J. Fuller</b>
<b>F54</b>	<b>1970 MG BGT</b>	<b>G. Beecher</b>
<b>F55</b>	<b>1962 Vauxhall Cresta PA</b>	<b>A. Gillard</b>
<b>F56</b>	<b>1962 Ford Mustang Coupé</b>	<b>H.Revett</b>
<b>F57</b>	<b>1963 Rover 100 Saloon</b>	<b>Mr &amp; Mrs Bolton</b>
<b>F58</b>	<b>1968 Volvo 122S</b>	<b>Mr &amp; Mrs Dawson</b>
<b>F59</b>	<b>1969 MG 1300 Mk2 Saloon</b>	<b>P. Cope</b>
<b>F60</b>	<b>1966 Sunbeam Rapier V</b>	<b>R. J. Bone</b>
<b>F61</b>	<b>1965 Volkswagen Beetle</b>	<b>C. Gow</b>
<b>F62</b>	<b>1956 Vauxhall Cresta E Series</b>	<b>D. Spooner</b>
<b>F63</b>	<b>1961 Austin Seven Mini</b>	<b>J &amp; A Crowther</b>
<b>F64</b>	<b>1957 Jaguar Mk 8</b>	<b>E. Godfrey</b>
<b>F65</b>	<b>1963 Renault Floride Cabriolet</b>	<b>R. Parmenter</b>
<b>F66</b>	<b>1963 Rover P4 95</b>	<b>R &amp; A Bryant</b>
<b>F67</b>	<b>1958 Austin A35</b>	<b>A. Vine</b>
<b>F68</b>	<b>1960 Daimler SP 250 Sports</b>	<b>J. Horton</b>
<b>F69</b>	<b>1966 MGB Roadster</b>	<b>W. Rose</b>

**CLASS F CLASSIC AND QUALITY CARS 1956 - 1970**



<b>F70</b>	<b>1969</b>	<b>Volvo Amazon</b>	<b>F. Winborn</b>
<b>F71</b>	<b>1964</b>	<b>Vauxhall VX4 - 90</b>	<b>P. Coulson</b>
<b>F72</b>	<b>1956</b>	<b>Austin A40 Cambridge</b>	<b>D. Vinall</b>
<b>F73</b>	<b>1968</b>	<b>Jaguar 340</b>	<b>D. Mould</b>
<b>F74</b>	<b>1967</b>	<b>Volvo 12S GT</b>	<b>R. Shute</b>
<b>F75</b>	<b>1960</b>	<b>Jaguar XK 150 'S'</b>	<b>P. North</b>
<b>F76</b>	<b>1965</b>	<b>Hillman Minx Series V</b>	<b>R. Foster</b>
<b>F77</b>	<b>1967</b>	<b>Triumph Spitfire Mk3</b>	<b>C. Tickner</b>
<b>F78</b>	<b>1958</b>	<b>Ford Anglia 100E</b>	<b>J. Martin</b>
<b>F79</b>	<b>1973</b>	<b>Mercedes 350 SL</b>	<b>R. Noble</b>
<b>F80</b>	<b>1969</b>	<b>Volvo P1800S Sports Coupé</b>	<b>R. Cakebread</b>
<b>F81</b>	<b>1967</b>	<b>Jaguar S Type</b>	<b>D.R. Creasey</b>
<b>F82</b>	<b>1964</b>	<b>Aston Martin DB5</b>	<b>J. Hepburn</b>
<b>F83</b>	<b>1968</b>	<b>Ford Cortina GT Mk2</b>	<b>S. Bigg</b>
<b>F84</b>	<b>1961</b>	<b>Austin 'Seven' Mini</b>	<b>J. Newton</b>
<b>F85</b>	<b>1968</b>	<b>Triumph 2000</b>	<b>K. Tingey</b>
<b>F86</b>	<b>1964</b>	<b>Volvo 122S Amazon</b>	<b>A. Old</b>
<b>F87</b>	<b>1959</b>	<b>Ford 100E Prefect</b>	<b>J. Underwood</b>
<b>F88</b>	<b>1956</b>	<b>Vauxhall Velox E Series</b>	<b>J. Ainsworth</b>
<b>F89</b>	<b>1963</b>	<b>VW Split Screen Camper</b>	<b>R. Norman-Noakes</b>
<b>F90</b>	<b>1968</b>	<b>Volvo 164</b>	<b>P. Till</b>
<b>F91</b>	<b>1956</b>	<b>Morris Minor</b>	<b>R. Baddeley</b>
<b>F92</b>	<b>1960</b>	<b>Vauxhall Victor F Series</b>	<b>C. Haynes</b>

**CLASS F CLASSIC AND QUALITY CARS 1956 - 1970**

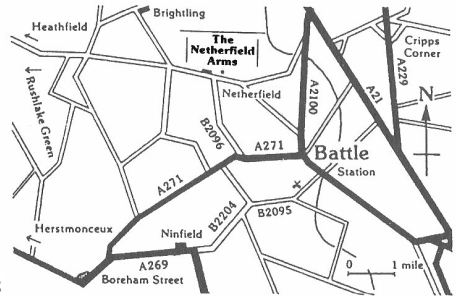
F93	1957 Vauxhall Victor F.I.	M. Bailey
F94	1965 MGB	N. Dennison
F95	1958 Ford Zodiac	R. Caie
F96	1958 Jaguar 2.4 litre	A. Moore
F97	1961 Jaguar E Type	J. Moore
F98	1968 Daimler V8 - 250	M. Theobald
F99	1969 Daimler V8 - 250	B. Symes
F100	1967 MG Midget Mk 3	G. Brown
F101	1962 Aston Martin DB4	N. Butten
F102	1964 Wolseley 1500 Mk 3	J & A Bourne
F103	1957/8 Elva Courier Sports	P.W. Brailsford
F104	1968 MG Midget	E.W. Binfield



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## CLASS M MOTOR CYCLES



M1	1972	Honda CB 500/4	C. Hooper
M2	1977	Honda CB 100N	C. Hooper
M3	1978	Honda CB 550/4	C. Hooper
M4	1970	BSA 250cc Starfire	P. Horner
M5	1969	BSA A65 650cc Thunderbolt	J. Mould
M6	1973	Aermachi 350cc SS	A. Rolfe
M7	1953	Moto Guzzi 500cc Falcone	S. Rolfe
M8	1958	BSA Bantam 150cc	F. Swinborn
M9	1955	Triumph Cub 200cc	F. Winborn
M10	1959	Triumph Cub 200cc	I. Cheese
M11	1964	BSA A65 650cc	D. Ansell
M12	1965	BSA Rocket Gold Star 650cc	C. Austin
M13	1949	Corgi 98cc	S. Durrant
M14	1950	Vincent Comet 500cc	C. Hall
M15	1961	Royal Enfield Super Meteor 700cc	P. Martin
M16	1960	BSA DBD Gold Star 500cc	A. Potts
M17	1965	Piaggio Vespa SS180 180cc	M. Pursglove
M18	1959	Norton Model 99 500cc	I. Paice
M19	1953	AJS Model 18S 500cc	J. Smith
M20	1950	Matchless G80 Candlestick 500cc	Mrs D. Tester
M21	1963	Moto Rumi Junior Two stroke twin	F. Watts
M22	1959	Maserati Rospo 500cc Two stroke twin	F. Watts
M23	1954	Moto Rumi Junior Corsa 125cc	F. Watts

## CLASS M MOTOR CYCLES



M24	1960	XXXX XX	XXXXXXXXXXXX	XXXXXXXXXXXX
M25	1929	Norton Model 18 490cc		R. Payne
M26	1953	Royal Enfield Meteor 700cc		D. Fletcher
M27	1960	Lambretta T/V 175cc Scooter		L. Maxey
M28	1956	BSA Gold Star 350cc		G. King
M29	1959	BSA Gold Star DBD 500cc		J. Lelliott
M30	1960	Matchless G12 650cc		A. Terry
M31	1939	BSA WD 20 500cc Ex Army WW2		B. Hipkiss
M32	1949	BSA C10 240cc SV		R. Wanmer
M33	1956	Triumph 650cc Thunderbird		R. Baker
M34	1976	Suzuki GT750 3cyl water-cooled 2 stroke		T. Mersh
M35	1976	Suzuki GT750A 3cyl watercooled 2 stroke		P. Laker
M36	1949	BSA Bantam D1 125cc		B. Righton
M37	1981	Moto Morini Standard 350cc		B. Righton
M38	1932	AJS 350cc OHV		J. Walker
M39	1953	Velocette Mac 350cc		P. Rees
M40	1947	BSA M20 500cc SV and Sidecar Ex AA Road Service unit with uniformed AA patrol man		R. Wanmer
M41	1958	Messerschmitt K200		F. Fression
M42	1959	AJS G12 650cc & Watsonian GT Sidecar		J. Wilson
M43	1958	BSA Rocket Gold Star 650cc		R. McKeever
M44	1959	BSA DB34 500cc Gold Star		B. Cambell
M45	1938	Rudge Ulster 500cc		B. Walker
M46	1954	Velo Solex 49cc		P. Goulet





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1895	Humber 51" Ordinary	Henry Brooks
1887	Humber 52" Ordinary	Matt Trott
1932	Rudge Whitworth Gents Crescent Roadster	David Fraser
1937	Golden Sunbeam Loop Frame	Patricia Konyon
1939	Claud Butler	Paul Simpson
1940	French Vauiry	Norma Horsefield
1945	Ladies Triumph	Twig Goodyear
1947	Rudge Lightweight	Keith Trott
1940 / 50's	Hercules Ladies Bicycle	Janice Vango
1977	Raleigh Chopper	Martin Roxbee Cox

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K1	1971	Morris Sun Tor Caravenette	J.Bishop
K2	1970	Morris Minor	T.Blackman
K3	1939	Bedford WL - 2 ton Dropside	D & R Bone
K4	1929	Austin Van	T & J Picken
K5	1960	Bedford CA Martin Walter Caravanette	R.Wanmer
K6	1947	Morris Z Type Van	Ian Raw
K7	1957	Scammell Scarab	M.Cornwall
K8	1968	Morris Minor Royal Mail Van	M.Hallett
K9	1956	Land Rover 107 - Station Wagon Snow-blower	N.Parr
K10	1960	Ford Thames 300E	L.Crisford
K11	1962	Morris Quarter Ton Van	D. Allen
K12	1947	Fordson E83W Van	T.Stables
K13	1948	Austin K4 Tipper	R. Williams
K14	1929	Morris Royal Mail Light Van	C.Booth
K15	1910	International -Autowagon	G.Radcliffe
K16	1948	Austin Flat bed 2½ Ton	G.Radcliffe
K17	1950	Land Rover Series One	Sharon Winter & D. Esmond

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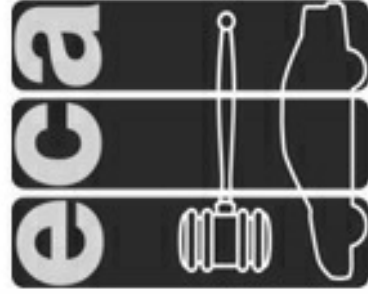
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## FRIDAY

**General Car Sales 6pm start**

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## CLASS S

- |     |        |  |                  |
|-----|--------|--|------------------|
| S1  | 1952   | Lister LD 2hp Stationary Engine<br>Driving a Manchester Saw      | T. Seabrook      |
| S2  | 1953   | Lister LD Diesel Engine<br>Driving a Wickham water pump          | B. King          |
| S3  | 1960   | Villiers Tarpen Generating set 174cc                             | J. Pentercost    |
| S4  | 1980   | Austin Princess 2200 HL Saloon<br>(These cars are now very rare) | Mrs H. Dean      |
| S5  | 1979   | Austin Princess HL Saloon  | E. Dean          |
| S6  | 1975   | Citroen Lomax 424 Convertible                                    | N. Miller        |
| S7  | 1880's | Victorian Bath Chair   | C .Wright        |
|     | 1929   | Poirier French invalid chair                                     | C .Wright        |
|     | 1920   | Eastbourne Patent invalid chair                                  | C .Wright        |
|     | 1920's | Child's invalid chair  | C .Wright        |
|     | 1940's | Allwin invalid chair   | C .Wright        |
| S8  |        | Guilder Engine driving various steam models                      | R. Marsh         |
| S9  | 1976   | Rolls Royce Silver Shadow Mk1                                    | G. Dickenson     |
| S10 |        | BSA Owners Club  |                  |
| S11 | 1970   | MG 1800cc Roadster   | M. Dantas        |
| S12 | 1958   | Mercury Montclair Sedan 6.4 litre                                | K & T Richardson |
| S13 | 1973   | Citroen DS23 Pallas  | F. Armstrong     |
| S14 | 1993   | Reliant Rialto 850cc   | G. Stevens-Smith |
| S15 | 1968   | Ford Mustang 5 litre V8  | A. Smart         |
| S16 | 1973   | Austin Maxi 1700cc (now very rare)                               | G. Carey         |
| S17 |        | Steam Boat 12ft Lambie Hull<br>Driven by a Taylor Steam Engine   | D. Molyneux      |

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Mr Paul Fuller

Hooe Sports and Social Club

Mr D.Carey

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**presentation of cheques at 2.45 p.m. In the arena**

### **IMPORTANT NOTICE**

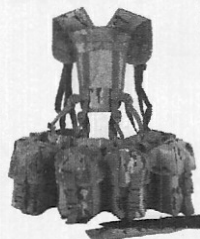
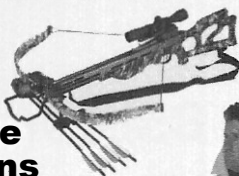
**SHOW AREAS CAN BE DANGEROUS PLACES. BEWARE OF MOVING VEHICLES. YOU CAN SEE THEM BUT THE DRIVER MAY NOT HAVE SEEN YOU OR YOUR CHILDREN.**

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