Club Meetings

9th Feb - New Inn @ 1pm but please arrive earlier if you wish to have a meal.
Feely bags and or Quiz

9th March – Guest speaker TBA

13th April - AGM and spring airing – bring your classic

Forthcoming Club Events

Wednesday 22nd April - Lunch Time invitation to all club members at the New Inn @ 12 noon for Lunch @ 12.30.

If you would like to join Don & Val for this you must book your place with us no later than the 9th March.

Please e mail Val @ v.woolls@hotmail.co.uk to book your place.

26th April - Drive it Day. Run and lunch stop.

Sat 9th May Upham, Hampshire..

Visit to old school engineer and his workshops including an old rural pumping station. This is for 'men only' .

Thursday 11th June - Vintage Bentley, West Sussex,

Tour of the workshop and showroom about 1 to 1.5 hours

TBA - Police museum, Sulhamstead, near Theale.

TBA Waverley Abbey.

TBA - FAST museum and Army museum.

13th December - Christmas lunch at the Elvetham Hotel

Please note

- Bookings for these events will be open nearer to the time of the event and further details will be provided.
- Only those members and cars that are pre registered for an event can take part because unexpected participants may cause problems with on site parking or table bookings.

Public Car Shows

March

22nd Midhurst Auto

29th Newbury Auto

April

3rd Wheels day, Newbury

5th Departure lounge, Alton

12th Farnham town centre

26th Drive it Day

May

16th Mill House

June

7th Departure lounge, Alton

13th Hartley Wintney show

20th Old Basing carnival

21st Elvetham Hall car show

July

4th Bourne car show

5th Hook car show

5th Departure lounge, Alton

12th Odiham fete

18th Dogmersfield show

26th Blackbushe car show

?? RAF Odiham

August

2nd Newbury auto jumble

2nd Departure lounge, Alton

2nd Phyllis Tuckwell, Churt

8th Camberley car show

9th Cranleigh car show

21st / 23rd British motor show, Farnborough

27th Blackbushe car show

30th / 31st Swallowfield

September

6th Shere hill climb

6th Departure lounge, Alton

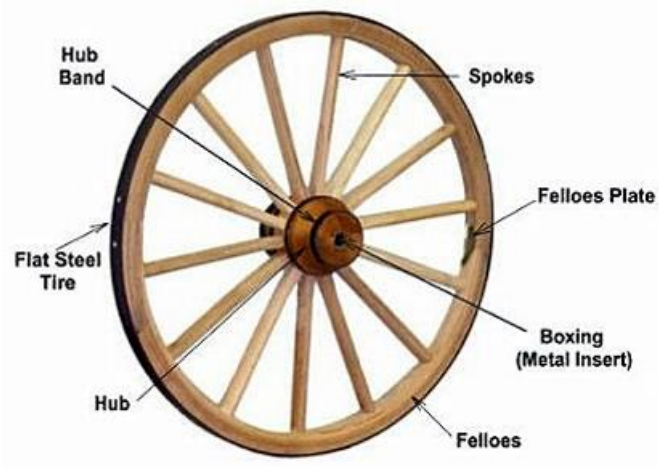
20th West Green house

Please check dates before travelling.

Club Membership

We now have 35 paid up members plus 2 honorary members. When partners/family are also included the total membership is around 60.

Why are they called Tyres

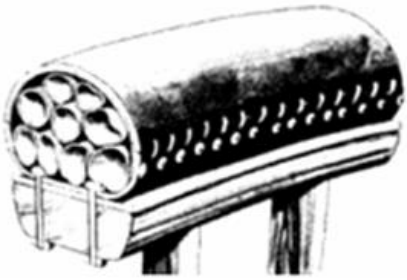


A steel-rimmed waggon wheel.

The first tyres were iron or steel bands which were used on the outer perimeters of waggon wheels in order to tie the wooden rims and spokes in position. Hence the name : Tie-ers because they tied things together. In the mid-1880s when the use of rubber (latex) was developed, the idea of making tyres from something softer than iron seemed to be a good idea.

The next development was a solid rubber tyre. The drawback was that because the rubber compound supported the load, it wore out very quickly. In 1845 R.W.Thompson invented and patented the pneumatic tyre, realising that the air in the tubes would cushion the shocks from the road.


The next development – a solid rubber tyre.



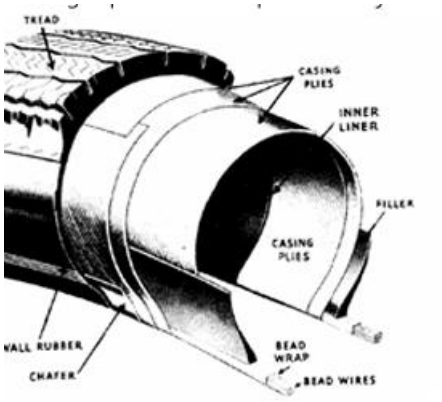
Thompson's design featured several thin air tubes inside a leather cover so that several punctures could be borne before the tyre deflated. A clever design which never caught on because the solid rubber tyre remained the market leader for many years.

In the late 1700s, Charles Mackintosh was experimenting with natural latex – the white stuff that comes from rubber trees. His interest was mainly to produce a waterproof fabric, and many years later raincoats were to become known as Mackintoshes. Natural latex became brittle when cold and sticky when hot, but in 1839

Charles Goodyear discovered that if sulphur was added to liquid latex, then the product became much stronger and very stable. He called this process ‘Vulcanizing’ and before long the improved rubber was used for cushioning bicycle and carriage tyres.

In 1888, John Boyd Dunlop sought to make his son’s bicycle more comfortable and he unwittingly re-invented the pneumatic tyre, not realising that R.W. Thompson had patented the concept back in 1845. A lengthy battle ensued and Dunlop won by far the greater market share for pneumatic tyres. and became generally known as the inventor thereof.

Then in 1891 the Michelin brothers invented the first detachable bicycle tyre, featuring a separate inner tube and making puncture repairs easy for the first time. In 1895 the introduction of first Michelin car tyres made all others obsolete almost over night.



A set of Thompson’s tyres were fitted to an English brougham carriage and ran for 1200 miles, but the cost of the rubber for the inner tubes was so high that the tyres could not be made profitably.

Thompson abandoned pneumatic tyre manufacture, so wheeled road-going vehicles continued to run on solid rubber tyres.

It was not until the popularity of bicycles increased in the 1880s that interest in pneumatic tyres was revived. In 1888, John Boyd Dunlop, who was a Scottish veterinary surgeon living in Ireland, was watching his son struggling to pedal his new bicycle over the cobbles on its solid rubber tyres, when the thought struck him that a pneumatic tyre would be much more effective.

Brougham carriage.

Dunlop Junior on his bicycle.

Dunlop constructed a pneumatic tyre for his son's cycle, patented the system and began commercial production in 1890 with the Belfast manufacturing company which developed into the Dunlop Company.

Dunlop later discovered, and acknowledged, that the pneumatic tyre had been patented in 1842 by Robert Thompson, but by then Dunlop had become an established manufacturer of bicycle tyres. It took a further seven years before the Michelin brothers became the first to use pneumatic tyres on an automobile, but they did not prove durable enough. It was only after Philip Strauss invented a combination tyre with an air-filled inner tube that pneumatic tyres could be used on automobiles with success.

John Boyd Dunlop retired from the Dunlop business in 1895, by which time the firm was world renown for its bicycle tyres. He sold his shares for £3,000,000 in 1896, long before his company began making tyres for motor cars and the firm was in the hands of other entrepreneurs. He died at his home in Dublin in 1921, aged 81. The firm expanded into the manufacture of many products other than tyres, including garden hose, golf balls, wellington boots, etc., all under the Dunlop banner.

(Thanks to C Keevill for the above article)

Stay safe

Membership committee