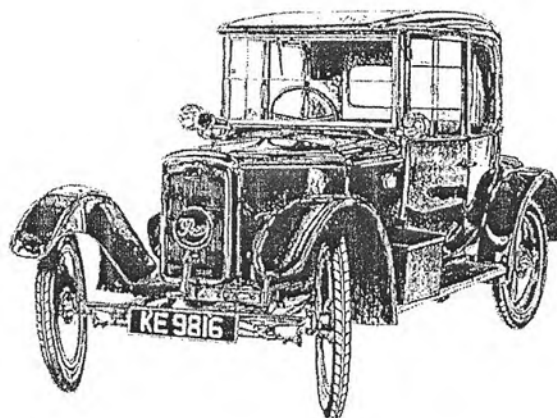


# HOOE'S OLD MOTOR CLUB

NEWS LETTER      MAY 1998



## Dear Club Member,

During 1997 Club Nights have included Quizzes, videos etc, a visit to Anthony Hepburn's museum and a well informed talk from George Whitehurst. Our thanks go to Anthony and George.

The new year started well with members enjoying the Club buffet on 2<sup>nd</sup> January 1998. More eating & drinking followed in March with the Club Dinner on the 6<sup>th</sup> at the Red Lion, attended by 16 members. A subsidy of £5 per head was paid by the Club.

The rally this year is to be held on 2<sup>nd</sup> August, and offers of help will be much appreciated, even if you can only manage an hour or so on the day. Support from members helps ensure a successful Rally

The August Club night will be 7<sup>th</sup> August, and Anthony has kindly invited us to his Museum again. Hopefully we will have details of the outcome of the Rally that night.

*Ron Fellows,*  
Secretary

Following the AGM on the 3<sup>rd</sup> April 1998 the new Committee for 1998-99 is as follows:

<b>Chaiman</b>	Patrick Walker
<b>Secretary</b>	Ron Fellows
<b>Treasurer</b>	Roy Fisher
<b>Committee</b>	Dave Coltham
	Brian Savile
<b>Entrant Secretary</b>	Ron Fellows
<b>Stall Organiser</b>	Dave Coltham
<b>Publicity</b>	Brain Savile

Our Charity, Kidney Research was again voted £300 at the AGM

Last year a new roof was put on our caravan at a cost of £317.13. Thanks go to Dave Coltham for carrying out this task.

Subscriptions were kept at £2 per annum.

Please phone the secretary if you cannot attend any meeting:- Ron Fellows 01424 445229, in most evenings up to 23.00 hrs or before 18.30 hrs on the meeting night.

**FOR SALE** Jaguar "S" Type 3.8. 1966 BRG. Needs restoration. 01424-844694. Ask for Richard

## Fixtures for the year

1 <sup>st</sup> May	Display our cars at the Red Lion
5 <sup>th</sup> Jun	Club Meet at Chris Booth's Museum at 7.30, Falstaff Antiques, 65 High Street, Rolvenden, Kent. 01580 241234.
3 <sup>rd</sup> Jul	Club Night - 8pm
31 <sup>st</sup> Jul	Friday & Saturday - Set up Rally, Help needed
2 <sup>nd</sup> Aug	Hooe's Annual Rally
7 <sup>th</sup> Aug	Club Meet at Anthony Hepburn's Museum at 7.30. Cowbeech House, Cowbeech, Nr. Hailsham, Sussex 01323-833397. Coffee & Biscuits supplied by Club.
4 <sup>th</sup> Sept	Talk by John Myers - "Additives to Leadless Fuels". 8pm sharp. Please lets have a good turnout.
2 <sup>nd</sup> Oct	Selection of Videos
6 <sup>th</sup> Nov	Quiz Night (Prize)
4 <sup>th</sup> Dec	Selection of Videos
1 <sup>st</sup> Jan 1999	Social & Buffet - Names Please
5 <sup>th</sup> Feb	Anyone any ideas?
5 <sup>th</sup> Mar	Club Dinner, Venue to be announced
2 <sup>nd</sup> April	AGM

These are, in the main, a guide and suggestions are welcome. Articles for the newsletter also welcome

## Leaded Petrol - The MP's Reply

THANK YOU for your recent letter about the EU proposal to introduce a Directive banning lead in petrol from 1<sup>st</sup> January 2000.

The Government is fully supportive of the proposal on health grounds, but is aware of concerns raised by owners of historic/older vehicles who may find it increasingly difficult or impossible to obtain ongoing supplies once the ban has come into effect. We have therefore been working to find an equitable solution.

At a meeting on 19th June 1997 the EU Environment Council - comprising Environment Ministers of Member States -voted in favour of proposal but made provision for a derogation for the continued supply of leaded petrol for use by vehicles of a "characteristic nature" to a limit of 0.5% of total petrol sales to be distributed through "specialist interest groups". The proposal is now being considered by the European Parliament who may suggest amendments.

This derogation will clearly be insufficient to cater for all vehicles still in circulation in 2000, which currently use leaded petrol, and it will therefore be necessary for most of these to switch to unleaded petrol. It is not expected that the great majority of vehicle owners will need to undertake any substantial expenditure as a result of switching to unleaded petrol. The experience of countries such as the United States and Sweden indicates that most purchasers can safely switch to unleaded petrol as an alternative, with the addition of a lead-replacement additive if that is felt necessary to afford a greater degree of protection against the possibility of increased valve seat wear. However, such conditions will rarely arise if the engine is kept in a good state of tune and if the vehicle is not driven for long periods at high speed or under high load. Nevertheless, such additives are expected to be increasingly offered for use in older vehicles, either as a product, which can be separately added during refuelling or as a direct addition to the fuel before it is retailed.

With regard to the latter option, you will be interested to hear that the British Standards Institution has been developing a "specification" for lead replacement gasoline or petrol and this was recently published for public comment. Following completion of the consultation in February this year, comments will be considered and the specification will be formally adopted; fuel complying with the specification will then be offered for sale. This is a significant step, offering not only a common standard for fuel supplies but also providing a good deal of confidence for those motorists who might choose to use the fuel for the added protection it will offer.

I am sorry if this is rather a long detailed explanation but I do feel it is important that you are made fully aware of the Government's position on this important issue.

Debra Shipley MP

House of Commons

<u>Accounts for the year 1997/98</u>			
<u>Income</u>		<u>Expenditure</u>	
Subscriptions	134.00	trailer repair	317.13
Treasurer A/c		Post, Phone,	
Interest	16.67	& sundries	63.26
Donations	32.05	Christmas supper	92.45
Surplus on rally	507.33	Annual Dinner	112.95
Deficit for year	47.62	Rally 98	151.88
	=====		=====
	737.67		737.67
<u>Balance sheet on 31<sup>st</sup> March 1998</u>			
<u>Assets</u>			
Post office investment A/c		1337.63	
Treasurer's A/c		1325.36	
Cash in Hand		2.50	
		=====	
		2665.49	
Represented by			
Accumulated fund 1 <sup>st</sup> April 1997		2713.11	
LESS Deficit in year		47.62	
		=====	
		2665.49	
<u>Hooe's Old Motor Club 1997 Rally</u>			
<u>Income</u>		<u>Expenditure</u>	
Gate	1411.15	Plaques	199.75
Stalls	125.00	Hooe band	25.00
		Hooe Council	50.00
		Programmes	189.79
		Stationery & Post	101.49
		Public Address	40.00
		Toilets	182.13
		Red Cross	50.00
		Insurance	50.00
		Prizes	61.65
		Sundries	16.26
		Advertising	62.75
		=====	
		1028.82	
		Surplus	507.33
	-----		-----
	1536.15		1536.15
	=====		=====

## "DON'T TELL THE GERMANS" (TOPP GEHEIMNIS)

The Lines of the Rolls Royce Radiator are slightly bowed to give the appearance of perfect rectilinearity, employing the same principle used by Kallinkrates in building the Parthenon. This is known as entasis

Before the rectangular Rolls Royce badge was designed the grille carried an oval logo, within which were the words - "The Rolls Royce Radiator" No-one is certain who designed the Rolls-Royce Radiator grille or the interlinked RR badge

Ernest Wooler became Royce's first apprentice in 1903. In his memoirs Wooler recounts that when he was a child, Royce, a family friend, had explained to him why taper bolts were preferable to rivets, the usual method of fastening metal to metal in those days. A hot rivet never fills the hole it has been put in to when it cools. A cold rivet puts too much strain on the metal around it. So rivets never appeared on Royce or Rolls-Royce cars: Taper bolts machined to fit perfectly in a hand reamed hole were used instead.

George