



Norfolk Austin Seven Club,

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NORFOLK NA7TER

January - 2007

CHAIRMAN'S CHAT!

First of all, I hope that you all had an enjoyable time over Christmas, and are looking forward to the New Year. On the subject of the New Year, I had better introduce you to the motto for the next twelve months, which I hope we, as a club, can bring about:-

"ENJOY YOUR A7 IN 07!"

December Dinner

The Old Year ended for the club with our December Dinner, held once again at the Parson Woodforde Pub, who did us proud as far as the food and room were concerned. Fifty eight members came along and enjoyed an evening of good food and convivial company. George and Susan did the rounds with the raffle tickets, and the table for the raffle prizes was over-flowing with goodies – though the infamous trouser press was mislaid for the evening but I am assured by 2005's winner, it will return for this year's December Dinner!!! Earlier in 2006, Jennifer and Henry Thorne had donated a handsome shield trophy to the club, and after a lot of thought as to what purpose to use it for, we decided that it would be ideal to present to the owner who had completed the best recent restoration an Austin Seven or a new build of an Austin Seven Special. Earlier in the year, at the East Anglian Austin Seven Trophy Get-Together, John Clark brought along his lovely recently restored 1938 Austin Big Seven Forlight, and he became the first recipient of the Thorne Trophy, and a keepsake NA7C 2006 Trophy Mug. Thank you to all of of you who joined in and made it a great evening.



John Clark's 1938 Austin Big 7 Forlight at the East Anglian Austin Seven Trophy Get-Together, at Rougham, in June 2006

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AGM

This was our first meeting of the year, held as usual at the Parson Woodforde, on Tuesday 16th January. The Minutes of last year's AGM were accepted and signed off, and it was agreed that there were no matters arising from them. I then gave a report on our activities of last year, most of which has appeared in the previous NORFOLK NA7TERS for 2006 and I also spoke about in my speech at the December Dinner.

Matters that were discussed during the AGM which will have relevance to the club as a whole are as follows:-

1. **Speaker at February Meeting.** Since the start of the club in January 2005, in response to comments from some members, I have always said that if any member would like to have a speaker at one of our club nights, then I would be only too happy to help that member organize the evening. We had decided, that because of the nature of our meeting venue, which is the restaurant of the pub, then the only months when we could reasonably think of having a speaker was in February, March or November, when the restaurant was not in use. To date I have received no suggestions or offers to arrange a speaker. So I have decided that we should try having a speaker in February this year, and to that end have invited Brian Thompson to come along and tell us, with the help of slides, how he built the unique road-going Mirov car. Now before anybody comments that this has nothing to do with Austin Sevens etc, I will agree, but the car does have "roots" in Norfolk. The Mirov was the "Russian supercar" used by Norwich Union in the late 80s as the centre of their TV advertising. In fact, this car was actually two studio mock ups which never moved under their own power!! Brian became infatuated with the look of the "car" and when they were eventually offered for sale he bought one and spent the next nine years to get it on the road. It is quite a story, which appeared in the Classic & Sports Car magazine this January. So please come along to our February meeting, on Tuesday the 20th, and hear and see Brian's story.

2. **Rides Evening. Point 1.** When Martin, Rick and I went along to the Association of Norfolk Car Clubs' AGM in at the beginning of January, I mentioned that because we rather ran out of daylight on our club Rides Night meeting, that I thought we should bring the Rides Night forward to July. Martin and Rick, being knowledgeable chaps pointed out that the longest day was in June, so we all thought that the June meeting would provide longer daylight hours for the Rides Night. The club members attending our AGM agreed with this proposal.
3. **Rides Evening. Point 2.** I reported to the AGM meeting, that Charles Levien had suggested that we as a club should invite interested guests along on our Rides Night, in order to attract more possible Austin Seven owners. This was proposed to the meeting and accepted. So now the June meeting will be a Rides and Guest Night.
4. **Road Runs.**
 - a. I have asked **Charles Levien** to be the Club's **Road Run Coordinator** and he has accepted. **So any members wanting to organize a Road Run please liaise with Charles** on 01362-684296 or email charleslevien@btopenworld.com.
 - b. Charles has said that he will be organizing a **Road Run in September** and ending up at his home in Foulsham, which I for one will be looking forward to.
 - c. Charles is keen to get support for **Road Run to the East Anglian Austin Seven Trophy Get-Together in June.**
5. **Woodforde Brewery Visit.** Rick Fryer was keen to hear from any members who would like to take part in a visit to the Woodforde Brewery at Woodbastwick. It would have to happen during the week, and Rick will be garnering more information. Please contact Rick on 01362-696114 or email rick.fryer@tiscali.co.uk.
6. **Membership List.** During the past year, I have received a few requests from members that they would like to have other member's phone numbers and email addresses in order to be able to contact them about Austin Seven matters. I think that it is a good idea, as long as the members complete postal address is not given for "security" reasons. So I proposed to the AGM meeting that we be provided with a list giving member's names, home village/town, telephone number, email address, as well as the year and model of their Austin 7. This was agreed unanimously by the meeting. I will get it sorted out after I know which 2006 members are not renewing their membership, as they obviously would not want to be included in such a list.
7. **The Treasurer's Report.** A copy of the club's accounts is attached to this newsletter for closer examination by those who were not at the AGM. To summarize, the Club's bank balance at the end of 2006 was pretty healthy with a final figure of £731.10. At the time of writing this newsletter, with renewal and new membership subscriptions the club has some £1600 to our name. £200 of that money is from the sponsorship for club banners, obtained by Roy Clarke – thanks Roy. The accounts were accepted by the AGM meeting.
8. **Club's Public Liability Insurance.** I went to the A7CA Meeting at Gaydon, on the 14th January, specifically to find out what the Association had found out about this matter. Up until now, because the NA7C is a Member of the Austin Seven Clubs Association, we are covered by their Public Liability Insurance for non-competitive club events. However, this is due to change because of the recent insurance cover set up by the Federation of British Historic Vehicles Club (which we are also members of). At past meetings there had been some discussion as to whether it would be better for member clubs of the A7CA to be covered by the A7CA or to obtain the cover from the FBHVC. Unfortunately we were no further forward in finding out exactly what was being offered by the FBHVC insurance policy and the current A7CA insurers. Whatever happens, this year the A7CA will continue to cover their member clubs and the proposal is that next year the A7CA will pay 50% of the cost of the members' insurance provided by the FBHVC scheme.
9. **The NA7C Rally.** Nick Walmsley had informed me that this year, the organizers of the Norfolk Rally, at Scottow, where we had our club's first Rally, were more interested in attracting horses and tractors than cars etc. So as a result of last year's Gazebo Gathering at the Police Gala/Radio Norfolk Old Car Show, I proposed that we hold our Rally as part of that event this year. The attraction of taking this action was it's convenient location at the Norfolk Showground, the other attractions going on at the same time and the facilities already provided. There was general agreement.

Any Other Business:-

1. I mentioned that I had put an advertisement in the first issue of the Saturday Motoring Section of the EDP, "**Wishing all members of the Norfolk Austin Seven Club and all owners of pre-war Austin Sevens a Happy New Year and hope that they Enjoy Their A7 in 07**". I was disappointed with the way that the EDP had laid out the advert and only received one response. I think as an idea it was good to take advantage of the start of 2007, but do not think that I would bother to repeat advertising in the EDP.
2. Dick Applin, who in on the committee of the **750MC-Norfolk Centre** extended an invitation to members of the Norfolk Austin Seven Club to join them at their **Annual Dinner with entertainment**, on the 10th February, at the Old Rectory Hotel, Crostwick. The tickets are £16.50 each. Please contact Dick on 01263-733626.
3. **Congratulations are in order for David Wall**, whose restoration of the 1937 Lagonda Rapide, known as **The Scarlet Woman** was rewarded when the car was awarded **Second Place at the latest Pebble Beach Concourse**, in California, USA (not Norfolk!).

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Membership Matters

By the year end we had reached membership number 071, with a total of 135 members, who between them owned 94 Austin Sevens, which I think are not bad figures to reach in two years. Sadly we lost two of our members during 2006, with David Jones loosing his battle in January, and John Cheek passing away in April; our condolences go out to both their families. At the time of writing this newsletter, I have only heard from three members who are not renewing their membership in 2007. Since the October 2006 Natter, we are pleased to welcome the following new members to our club:-

Mem No. 069 Alan and Angela Barson, of South Walsham, who became smitten with a maroon 1934 Ruby, which Alan found at DavidWall's Toad Hall Garage.

Mem No. 070 is Derek France and his daughter Richeldis, from Hunstanton, who along with the rest of their family are enraptured with their newly purchased 1935 Ruby, which they found locally. Richeldis is also chuffed with the membership number of 070!

Mem No. 071 – John and Marion Crummett, of Hempnall, Nr. Norwich, were given a year's membership of the club by brother George. If you recall George's story about his first Austin Seven in the last Norfolk Natter, reading between the lines, I think it was John who got George interested in Herbert Austin's little gem in the first place, as John already owned one or two of them at the time. Welcome to the club John, and just let me know when you want to place a "Wanted, nice Austin 7" advert!!

Mem No. 072 is Paul and Liz Maulden, who hail from Halesworth, and they have a 1937 Ruby. Paul met us at last year's Police Gala, and as I started my apprenticeship in Halesworth with ECF, at about the time he was working for Bogis Engineering, just down the street, Paul knows a lot of the chaps I used to work with! It gets to be a small world!

Mem No. 073 is Malcolm and Hilary Stewart from Upton, Nr. Norwich, and back in November last year, he caught sight of the NA7C windscreen sticker in David Charles's modern day car, whilst it was parked in Acle, outside the paper shop, and asked David about the club. So he is now looking for an good Austin Seven of Pre-Ruby vintage.

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Now continuing our series about member's initiation into Austin Seveneering.

MY FIRST AUSTIN SEVEN by Bryan Norfolk

The Preamble.

My interest in Austin Sevens began in the late fifties when my best friend George bought an Austin Seven Special. We were both at College in London at the time, studying different degree courses.

His Special was based on a short chassis car and was fitted with a Magneto engine which had a Dante high compression head, SU carb. and petrol pump, double valve springs and oversize inlet valves. It had a three speed box, Bowden Independent front suspension with tele dampers, Bowdenex brake conversion on the front and rod brakes on the rear.

The car was extremely fast, due to its light weight but it was also extremely unreliable. The magneto often slipped from the fixing, the brakes were very bad, it broke several half shafts and it was continually overheating as there was no water pump and the geometry did not allow the thermosyphon principle to work properly.

We seemed to spend most of our time working on the car, but I did learn a lot about Austin Sevens. All of the maintenance was done in the road outside the house in Wood Green, North London, and the main source of our spares was from a plywood tourer that George's uncle had built just after the second world war, together with bits 'found' in breakers yards.



The Austin Seven Swallow

There were still a fairly large number of pre war cars on the road at this time and I saw several times, an open Austin Seven driving around locally, which I admired. I had just received my College Grant allowance for books and keep etc. when I heard that this car may be for sale. It was owned by the son of a local butcher. Armed with the cash from my grant, I rushed round to see him at his home in Arnos Grove or Southgate, and persuaded him to sell me the car for £30. The result being that I had to borrow books for the next two terms.

I subsequently found that the car had been considerably modified during its life. This is a description of the car as purchased in 1959. Around the cowl at the bottom there had been fitted a steel shroud to support the starting handle due to the cowl being damaged at the starting handle hole. The windscreen had been replaced (see photo) with a single piece screen which had a wooden section across the top, the joint between the body and the bottom of the screen being filled with hardened putty. A

vacuum wiper was fitted at the top of the screen. There were no running boards fitted to the car and the rear section of the body had been replaced by one that had some similarities to a 'Nippy'. A four speed gearbox was fitted to the original engine and the prop shaft shortened to suit. A 'bacon slicer' starter motor was fitted on top of the flywheel housing. The petrol tank had been removed and a rear one fitted, petrol being supplied by an SU petrol pump fitted under the bonnet. The battery was in the position of the original gravity petrol tank. The engine had a combined inlet and exhaust manifold together with the horizontal carburettor, and an automatic advance and retard distributor. The brakes had been coupled by using a section of old con rod fitted to the cross shaft. The wheels were fitted with dummy aluminium hub spinners.

The body colour was Post Office red and the only weather protection was a leather cloth tonneau of sorts, fitted with liftadot fasteners (no hood or hood frame). Four thin foam cushions made up the seating, the squabs just resting on the floor and the backs resting on a sheet of ply supported by a wooden rod (broom handle?). (Journeys of only short lengths resulting in a 'numb bum'.) The removal of the gravity tank had weakened the bulkhead resulting in appx. two inch lateral movement when the doors were open.

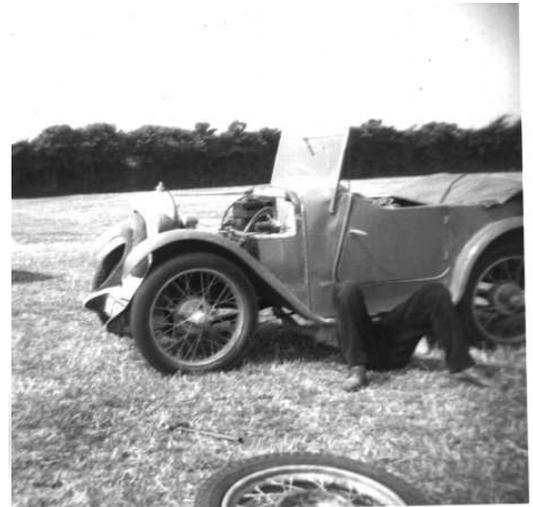
All this being said, I loved this little car, it being my pride and joy. It took us on a very enjoyable camping holiday in Cornwall without any problems other than two punctures on consecutive days leaving us stranded. A passing motorist stopped, took pity, and repaired the puncture at the side of the road!

The car, complete with coloured ribbons and balloons, also took part in the London University Carnival and Procession, joining the parade of floats around Regents Park.

I also remember going with my Dad to purchase a second hand 'portable television' (approx. 2ft. cube with a handle on the top). It was impossible to get the TV and Dad in the car. I took the TV home on my own and then went back to collect Dad, who had started to walk home.

I decided that the car would benefit from some attention with the 'Ten Year Test' coming, so I started to repair the bodywork. My Dad died in July 1960 and my days as a 'lay about' ended. I started work and then had a regular, if small, income. The more I looked at the car, the more I found that needed attention, so that in the end I replaced some of the bodywork panels. Large sheets of aluminium were relatively expensive and I remember being able to use smaller sheets by introducing a join across the bottom of the scuttle in line with the bottom of the door.

My objective was to restore the car to a roadworthy condition in the form that I had purchased it and not to its original shape and condition. I repaired the bottom of the cowl and was able to remove the unsightly shroud that had been fitted. Much to my Mother's concern, a lot of the work was carried out within our terraced house in Wood Green. The engine was re-assembled in my bedroom and the front wings were rubbed down in the old cast iron bath in the bathroom. The car was prepared with various filler and paint compounds supplied by a friend who had just started work in the ICI paint development laboratories. Dulux Coach Paint was used for the top coat, it being varnish based and producing high gloss, a difficult job using plenty of dampening, Tacky rags and good brushes.



Two pictures with Bryan and his Swallow

The bottom end of the engine seemed ok but the block was re-bored at Northwoods at the Elephant and Castle. I took and collected the block in a hold-all on the London Tube. I gas-flowed the cylinder head and fitted new valves and double valve springs. After a lot of trouble trying to get the car to run properly, an exchange carb (brand new) was purchased for £5, again from Northwoods.

The eyes on the front axle were either shrunk or bushed and new king pins fitted together with new track rod ends and drag links etc. A Bowdenex brake conversion was fitted to the front axle. The windscreen was reworked and the wooden section removed from the top and a new wooden section made to fit the contours of the windscreen and the body. An electric Lucas windscreen wiper motor was fitted to this wood in front

of the driver's position. A new dashboard was made from mahogany and the later instrument set, that was on the car when purchased, was refurbished. A bench type seat was made from dense foam covered with black leather cloth.

The remaining chrome plating was removed from the radiator cowl leaving an unvarnished brass finish. The repaired bottom section of the cowl was painted to match the bodywork. The radiator grill was made from expanded aluminium loudspeaker fret painted black. The head and side lights were replaced with some ex WD units and different rear lights were fitted incorporating stop lights.



A hood frame and side screen frames were made from mild steel concrete reinforcing rod. A new hood and tonneau were made in Slades Hill, Enfield. The car shared the workshops with a large fabric Bentley which was being recovered and an early Austin Seven Chummy which was having a tailored dust cover made (at twice the price of my hood and tonneau). I was very pleased with the hood but the tonneau was not such a success as it did not fit easily over the hood frame when folded down.



I found that the car was not really suitable for everyday transport and I sold it to a man in Enfield who bought it for his son who had just passed his examinations to go to Medical College. I replaced it with a Mini which I ran for the next eleven years.



In 1996, thirty years after selling the Swallow, I decided that I should get another Austin Seven and I bought the 1930 RL Saloon that I still have. One of the first major events that we attended was the Austin Seven 75th Celebrations at Gaydon. Imagine my surprise when I saw that GF6183 was listed in the entrants. I looked for the car on the Saturday and could not find it, then on the Sunday Hazel rushed back to the RL Saloon and said she had seen the Swallow being unloaded from a trailer. The car had been completely restored to as near as possible original condition by the current owner Doug Fuller and is probably one of the best surviving examples. I think that if I had not carried out the work on the car in the early sixties, it would not have survived.

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Anne and Tony Rose have provided this item

The following is an actual advertisement in an Irish Newspaper..!

1985 Blue Volkswagen Golf.

Only 15 km

Only first gear and reverse used

Never driven hard

Original tyres

Original brakes

Original fuel and oil

Only 1 driver Owner

Wishing to sell due to employment lay-off. Please see Attached photo (on the next page).....



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Which leads us nicely onto our

THE MISSING –THE FOR SALE – THE WANTED SECTIONS!

THE MISSING

Mr Chris Chubb, who looks after the Austin Seven Boat Tail 2 Seater Register, is still trying to trace one of his “flock” that has gone missing in our part of the country. He is interested to trace the current whereabouts of the A7 Boat Tail car, built on chassis number 109080, which was originally registered in May 1930, with registration JG 946. When Chris last knew of it in the 1980’s, it belonged to a Malcolm Fryer of Hockham Street, Kings Lynn. If anyone has any information as to the car’s current location, please let me know and I will pass the details on to Chris.

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THE ON HOLDS!

Mr Kevin Shortis has put the sale of his collection of cars on hold for the present whilst he sorts out a few bits and pieces. So don’t despair if you did not take advantage of his offers as yet, they will be back!

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THE WANTEDS

Mr Kevin Shortis is in need of the following items:-

An **AC fuel pump required for Austin Ruby.** One that needs refurbishment would be OK provided casing is undamaged.

A **rear axle for semi Girling brake 1936 Ruby** or some-one who can set up the existing one, which is noisy on drive!

Kevin can be contacted in the evenings on 01603 742012.

Our newest member, Mr Malcolm Stewart is looking for a pre-Ruby Austin Seven in very good condition. If you know of one, please contact him on 01493-750770.

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THE FOR SALES

Austin Seven Books: On behalf of Margaret Motors Books, I have brand new copies of the **Austin Seven Source Book, The Austin Seven Manual** and some copies of reprints of **Austin Seven Handbooks** and **Austin Seven Spare Parts Books.** Contact me on 01493-750805.

THE FOR SALES : continued

Mr Kevin Shortis tells me that Fastfit still have **four 350 x 19" Avon tyres** available at the Special Offer Price of £50.00 each. Please phone either Darren or Ray at Fastfit, Salhouse Branch on 01603-300054, and mention where you heard about the tyres.

AUSTIN 7 SPORT SPECIAL. Based on 1935 Ruby. Build completed in 2001. Boxed chassis, lowered suspension, Vince Leek modified and built engine, Nippy gears. Green fabric body, aero-screens, black Ruby type bonnet with inclined radiator grill, 10 gallon slab petrol tank, and tonneau cover. Great wind-in-the-teeth-fun!! Excellent build and service file. £4750. **Mr Garry Kendall**, Thorpe St Andrews, Norwich. 01603-491107



Mr David Wall has a **1937 RUBY** for restoration, for sale. Contact David for further details, at his workshop, Toad Hall, Hoveton, 01603-782353.

Mr Dick Applin is having a clear out of his garage to make room for his next project, a Riley Special for use in hill climbs and other sporty type events. So he has some **Austin Seven Spares** for sale. So please contact him on 01263-733626.

Mr Hamish Alger is open to serious offers from anybody wanting to buy his **1929 AUSTIN 7 ULSTER**. This car is a genuine Ulster – not a replica – and it has recently been painstakingly restored by Hamish to a very high standard. It is the car that won the “Best in Sports Class” at 2005 Beaulieu Austin Seven Rally and it proved itself on the steep hills in this year’s Yorkshire Experience. Contact Hamish on 01502-574097

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THE “GOOD HOME WANTED FOR”

Mr Tony Rose, a number of years ago, built a **trailer especially to carry his racing Austin 7 Ulster**. As he no longer has the Ulster or a tow-hitch, he is offering to give his trailer FOC, to any member of the club who has a use for it to carry their Austin 7. It comes with a winch, rear light board, and ramps. I have used it recently and have found it to be a very useful little trailer. Please contact Tony on 01603-714229.



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Restoration Repairs and Modification Reports

Arrow Notes

I must say that I quite enjoyed doing the repairs to the radiator cowl, replacing of the mesh in the radiator stone and the other bits of brasswork. It was interesting to find out that brass ages, and the chemicals in the dechroming process tends to leach out the zinc content of the brass, which causes a sort of leather-grain appearance to the surface. I decided to personally take the repaired items back to the chromers in Peterborough, rather than ask Harry Sunderland to drop them off on the next lorry trip to Leicester, so that I could meet the actual chromers and clarify a few questions that I had. It was a horrible foggy cold day that I chose to do this visit, just before Christmas, and was quite relieved to arrive at S.B. Products Metal Finishers without encountering any accidents. I met Neil Martin, the boss, who went through my queries and showed me some of the work that they have in hand. They specialize in doing plating for collectors’ cars of all eras, which I found reassuring. The finished chromework should be back with me roundabout the end of January.

The next job was to put the gritblasted wings and other bits back on the body tub so that David Wall could carry out the necessary repairs to the bodywork. Instead of the original radiator cowl, I used an un-restored one that I bought from Dick Applin. Putting the bits back together was quite straightforward, but I must admit that I had trouble refitting the bulkhead box, which defied all my efforts to get it back in place for quite some time. Then I thought that I should have another look at the photos that I had taken as I took the car to pieces (after all, that is why I took them!) – that’s when I realized that the upper lip of this box fitted over the horizontal timber and not under it!!!! It flopped into place then!! It proved to me the usefulness of using a digital camera and taking lots and lots of photos during the whole restoration process. It is quicker than taking notes and drawing diagrams, and with the aid of the confuser I can zoom in for close up details. In early December, I contacted Stuart Joseph, of Eccleshall, Staffordshire, who has taken a great interest in the different headlights used on Austin Sevens, and now produces brand new replicas lights as well as serving / rebuild the existing units. I sent my headlights off to him because I needed a new “teardrop” lense (which I had just broken – it slipped Guv!!), plus one of the rims was split and it needed replacing, and I wanted new reflectors with sidelights fitted (the separate sidelights will become indicators) and a pair of wing mounting cups. I did not have any wing mounting cups because the headlights were originally mounted on a chromed bar that went from wing to wing in front of the radiator, but as the bar was only located by a single bolt at each end, and with the weight of the lights, I could envisage that the light beam would be all wobbling over the place. Also, from period advertisements of the

Austin 7 Arrow Sports Foursome and from the photos of other existing examples of the model, the headlights were all mounted directly on the wing, so that is what I have decided to do, but need a pair of the cups to do so. When Stuart got the lights, he phoned me back to discuss what needed doing, and told me that Ruby headlights normally had the Lucas emblem positioned 32° from vertical, but my lights had the emblem positioned at 15°. Also, that they actually were made in March 1940, which he found interesting because normal car production lights would have stopped by that time because of the war effort production. He thought that they were therefore originally made for some sort of utility vehicle, possibly an Austin. Stuart went on to say that he had only ever seen one other example of this type of light before and that had been in the spares stock at the Austin factory in July 2005, which would lend credence to his thought that the lights came from an Austin vehicle of some sort. They may not have been the original headlights fitted to my car, but they are in very good condition, they were put on to my car at some time in the last seventy years and so are part of its “history”, they look good and give out a good beam of light, all of which means they will stay on the car. It is all this sort of information that I am gathering during this restoration that I find quite fascinating. Stuart also pointed out that at sometime they had been re-chromed, but that the mounting bolt and its locating plate inside the bowl of the light needed to come off in order to clean off the acid residue left between the plate and the bowl. The Locating plate would then need to be powder coated and refitted. I received the restored headlights back on the 25th January, and they do look good.



The Hot Rod Arrow's front axle!

In the week before Christmas, as well as visiting the chromer, I had also planned to get the car over to David Wall's Toad Hall Workshop, so that he could start on the repairs to the bodywork. Tony Rose told me that I could borrow his trailer (before he and Anne departed for the New World for their family festive season), so I collected it from Peter Brown (where it has resided for some time) and took it home. That is when I realized that I had a problem in that the trailer was not boarded in across the centre section and my Arrow had a central jockey wheel in place of the front axle. You will recall that I had already restored and painted the front axle, but it was still in bits, and I was reluctant to get any over-spray on it during the body repairs. So after a bit of head scratching, I had a walk round the garden, where I found a long length of 1.5" box section aluminum, which I cut down to about three foot. I then located a length of Dexion angle, which I cut into 8 lengths that could be bolted in pairs, either side of the box section, plus a couple of long bolts to go through the Dexion to make the axle stubs. Then I took the six inch plastic wheels of the lawn fertilizer spreader, that was hanging up in the garden shed, put them all together, and “Hey Presto” a serviceable front axle!!

In the third week of January, I got a call from David to tell me that the repairs to the wings are nearing completion and he hoped to have them painted with their top coat colour by the next Wednesday. So I toddled along on the 24th to see what the wings look like with their new colour on, and I think that they look superb, as you can see by the “Before & After” pictures here. For those of you not reading this on the internet, the colour that I have chosen for the bodywork is the same scarlet red colour that was used on the Scarlet Woman Lagonda. David and his team have done a great job on them.

Early in November, I had received the rebuilt and repainted wheels back from David Orange, care off Anne and Hamish, who had met up with David at a meeting about their next European Austin 7 tour. As I was somewhat short of space at the time, I left them in their wrapping and only got round to having a good look at them after I had taken the car to David Wall's Toad Hall. You may recall from the last NN, I had six wheels refettled, - two needed new spokes, three required to be re-rimed and re-spoked and only one got away with out any rebuilding. They were all then grit-blasted and stove enameled a Dove Grey colour. I had also got hold of my six new tyres, thanks to Kevin's tyre offer, which I had great fun struggling onto the wheels, only puncturing one tube.

So now it is a case of waiting to get the door catches back from the chromers before David W can get on with repairing the body.



Before & After front wing.

The Story of a Sparrow.

At our October club night last year, John Prockter asked me if I had seen the Arrow which was for sale on Ebay? The next evening I checked out Ebay, and found what was claimed to be a 1934 Austin Seven Arrow, being sold by someone called David, living in Preston. The description went as follows:-

“Immaculate condition but not concours. Engine was rebuilt with new pistons and liners, new valves and springs etc only 500 miles ago. Car had a ground up restoration in 1995 by previous owner (Only 4 owners from new), converted to hydraulic brakes and SU carb conversion (Period modification) other wise all detail is very original. Early 4 speed gearbox with syncro on 3rd and 4th only. Slight crack in windscreen, I was quoted £55 last year for a toughend glass replacement. Slight dent on side (very minor cosmetic). Drives well and has mot and (Free) tax disc until next August 2007.”

As there was a mobile phone number given, I called up David Dawson, to ask him for the chassis number and he told me that the body was actually a John Heath replica, but the running gear was genuine Arrow, and that he was selling it because, although he used it on an almost daily basis, he had come to the conclusion that it was not really up to commuting on a daily basis into the big city. (I forget which city he mentioned.) David sent me an email, in which he gave the chassis number as 198295, engine number as M194413, that it had been first registered on 7th July 1934 and that the car had had only four owners.

However, the more I studied the photos, the more I thought that something did not look quite right. I emailed the information the “High Priest Of All Things Arrow Related”, our very own Bryan Norfolk (the story of whose first Austin Seven you will have just read). Bryan replied that he knew of this car, that he thought that it had been built by Bert Batten, when it had the registration number VG 6700. It had then been bought by Austin 7 dealer Chris Oliver, who took some time to sell on the car, during which time Bryan had contacted him and found out the chassis number (198295). Bryan had assumed that the car was actually a replica, built with Austin 7 parts and not a rebuilt original Arrow.

I checked out the chassis number in the Register of Austin Sevens and found it was listed as a “Special”. Sandy Croall confirmed this.

So I looked again at the Ebay photographs of the car and realised that instead of the bonnet only having three louvres at the back end, it actually had a box type bonnet. Also the wheels were 450 x 17”, instead of being 19”. So I agreed with Bryan’s assumption.

During a conversation Bryan about the car, he suggested that I contacted Wilf Gathercole about the car as he believed that he knew more about it. So I did and Wilf told me that the car had actually been started and almost completed by Brian



Middleton, who lived in West Norfolk, in 1991/92 and Wilf thought that some of the body was made up

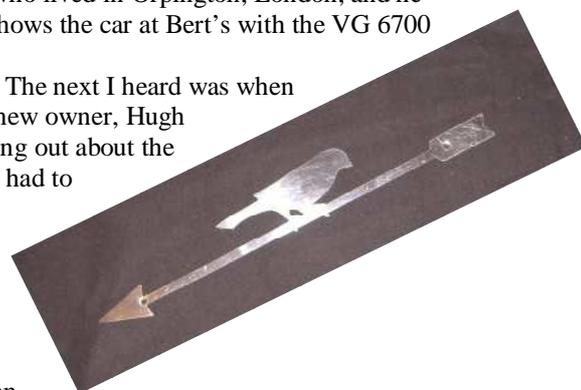
from a pre-war Morris 8, as the rear panel looked like a Morris 8’s fitted upside down (as can be seen from the photo that Wilf sent to me. Wilf also said that because Brian became ill, the car was bought by Bert Batten, who lived in Orpington, London, and he finished off the build. The third photo shows the car at Bert’s with the VG 6700 registration number.

The car was eventually sold for £4,750. The next I heard was when Sandy forwarded me an email from the new owner, Hugh Sammons, who was having trouble finding out about the history of his new Austin 7 Arrow. So I had to explain, in as truthful and gentle way as possible that the car was not a genuine Arrow, but actually a replica, built by

two very talented engineers, and it was actually a unique car called The Sparrow, so named by Brian Middleton. Hugh sent me a reply, thanking me for the information and said that it also explained why there was, amongst the bits that came with the car, a stainless steel profile of a small bird perched on an Arrow! Car history research can have some lovely endings.

The registration number changed from VG 6700 to SSL 696 in 2001, so I have just been informed by Hugh, with the original number being put on Vauxhall Tigra!! What a pity that part of the car’s history is sold off for someone’s vanity.

— \NA7C/ —



Events Calendar

Club Nights are on the evening of the 3rd Tuesday of each month, except December, and are held at the Parson Woodforde Pub, meeting from 7.30pm onwards.

Sun 10th Feb - 750MC-NC Annual Dinner @ the Old Rectory Hotel, Crostwick. Contact Dick Applin on 01263-733626.

The **February Club Night**, on the 20th, we will be having a **talk with slides, by Mr Brian Thompson about his nine year build of the unique road-going Mirov "Russian Supercar" from Norfolk**, which had starred in the Norwich Union Insurance advertisements of the late 1980s. The January 2007 edition of the Classic & Sports Car magazine carried a colour spread report on this car and Brian's work in taking it from a static film mock-up to a ton-up car (on an airfield of course!). Please arrive by 7.45 so that we do not make a late start to the evening.

Sunday 4th March. Essex Austin Seven Club are holding a road run called "**Roger's Mystery Run**". Please contact EA7C Chairman Michael Applin for more details on 01277-821209.

In **March**, as well as our normal **Noggin & Natter meeting on the 20th**, we will be returning to the Parson Woodforde on Tuesday the **27th for this year's Jaguar Drivers Club Quiz**. So we will be needing eight volunteers to be in our quiz teams and as many supporters who can come along to support our chaps and chapesses in wresting the trophy back to our club, as well as help out finishing of the chips!!

Sunday 1st April. The Essex Windmill Run, organized by the EA7C. Contact Michael Applin for details.

Sunday 15th April. Sevens to the Sea. A run from Lincoln to Cleethorpes, organized by the PWA7C – Lincoln, open to all Austin Sevens.

Sunday 22nd April. The Second Norfolk St. George's Day Run / National Drive It Day, when we should all get out in our Austin Seven or other Historic Car and go for a drive. Last year the ANCC set out a route round Norfolk and that will be the same route for this year, which you will find at the end of this newsletter. Some of our members followed the route last year and had an enjoyable day out in the Norfolk countryside. It is a case of that well used saying - "**USE IT OR LOOSE IT!!**".

Sunday 6th June. Ipswich to Felixstowe Run, organised by EA7C. Contact Michael Applin for details.

Sunday 13th May, Ron and Barbara Houghton have invited us along to join them for their "**Oily Rag Event**", held at their home at Harris Green, near Hardwick. For the uninitiated, this is a friendly gathering of static engine and old car enthusiasts – particularly of the Austin Seven variety. Ron & Barbara need to know how many people are coming along as Barbara provides a really lovely buffet, so please contact them on 01508-530580. A collection is made in aid of their daughter's mission in the Punjab.

24th to 28th May. The "Molentocht 2007" or "Dutch Windmill Run". For those of you who would like to adventure onto the mainland of Europe with your Austin Seven or other historic car, and have not been before, this is the event that you should try. It is a regular event, going for a number of years and run by very experienced Austineers. The details and booking forms are at the end of this newsletter.

The weekend of 26th to 28th May, members of the **Cambridgeshire Austin Seven Club are venturing into Norfolk** for a camping holiday and we are going to meet up with them for a road run or some such event. You will learn more of what is planned when it is planned!!!

Sunday 3rd June. Autokarna, at Woolerton Park, Nottingham. A great Austin Seven event organised by the Pre-War Austin Seven Club.

Tuesday 19th June will be Rides Night when we take each other out for a ride in the countryside in our Austin Seven or whichever other interesting car from your stable that you would like to come along in. Also, as it will be **Guest Night**, please invite a guest along who you think would enjoy the evening because they are interested in our type of cars.

Sunday 24th June is the day of the **East Anglian Austin Seven Trophy Event**, held as part of the Wings, Wheels and Steam Rally, at Rougham Airfield, Nr. Bury St Edmunds. This is a **MUST GO TO EVENT**, with great atmosphere, lots going on (George took home some freshly sawn wooden planks in his Chummy last year), and because Charles won the trophy for the club last year, we have to organize it. Please contact Charles Levien for details of the Road Run down to the event. Come along in your Austin Seven and meet other Austineers from Essex, Suffolk and Cambridgeshire.

Saturday / Sunday 30th June/1st July. Beaulieu National Austin Seven Rally. Organised by 750MC HQ

————— \NA7C/ —————

FBHVC NEWSLETTER No 6, Dec 2006

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Editor: **Rosy Pugh**
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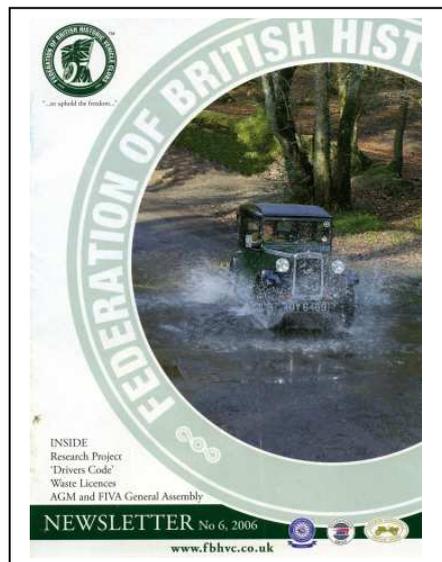
About FBHVC

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road.

It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in UK and (through membership of Fédération Internationale des Véhicules Anciens) in Europe.

FBHVC is a company limited by guarantee, registered number 3842316, and was founded in 1988.

There are over 400 subscriber organisations representing a total membership of some 250,000 in addition to individual and trade supporters. Details can be found at www.fbhvc.co.uk or on application to the secretary.



Editorial

More thanks are due again this month - firstly to all those who took part in the largest survey of its kind throughout Europe, the research project, which found out just how much the classic vehicle movement is worth. The results are truly astonishing, and should keep club newsletter editors in facts and figures for many months.

Secondly, thanks to everyone who has sent in photos for the newsletter - but we would still like more! **The cover picture for this issue particularly took my fancy as you don't often see Austin Sevens driven in anger.** Thanks to Doug Castle of the Cornwall Austin Seven Club for this wonderful picture of Eddie Angell enjoying his car to the full.

Finally a very happy Christmas to everyone and a prosperous new year, enjoying your vehicles - on the road.

UK LEGISLATION *David Hurley*

Continuous Insurance from the Record

The proposed requirement for continuous insurance is contained within the Road Safety Bill, which started life over 18 months ago, finally receiving Royal Assent on 8 November. There will be a need for detailed regulations to be drafted before 'continuous insurance' comes into being, and we can expect a consultation on the details shortly.

Volatile Organic Compounds

At the time of writing (mid-November), there has been no further indication when the Department of Food, the Environment and Rural Affairs will consult on proposals to give effect to the derogation allowing the continued sale of vehicle refinishing products that do not meet the new limits for Volatile Organic Compound content. This delay means that there may be a period next year when cellulose products will not be available. Note: the ban should not affect aerosol touch up canisters.

Having said that, something is clearly happening, because the FBHVC office has had three telephone calls in as many weeks from the consultants who are preparing the 'regulatory impact assessment' that will accompany the consultation.

Waste Licences

The case at Preston Crown Court on 8 September when a Rover specialist was convicted of keeping controlled waste (dilapidated vehicles) on his premises without the appropriate waste management licence has received considerable press coverage. There was concern that the guilty verdict might both set a precedent and might also encourage Environment Agency officials to target individual enthusiasts who have such vehicles. These concerns are unfounded. Crown Court decisions do not set binding precedents and the remainder of this item explains why individual enthusiasts have little reason for concern.

The case was brought by the Environment Agency (EA) under Section 33 (1) (b) of the Environmental Protection Act of 1990. Section 33 starts as follows [text omitted]:

Subject to subsection (2) [...] a person shall not -

(a) deposit controlled waste, or knowingly cause or knowingly permit controlled waste to be deposited in or on any land unless a waste management licence authorising the deposit is in force and the deposit is in accordance with the licence;

(b) treat, keep or dispose of controlled waste, or knowingly cause or knowingly permit controlled waste to be treated, kept or disposed of -

(i) in or on any land, or

(ii) by means of any mobile plant,

except under and in accordance with a waste management licence;

(c) treat, keep or dispose of controlled waste in a manner likely to cause pollution of the environment or harm to human health.

(2) Subsection (1) above does not apply in relation to household waste from a domestic property which is treated, kept or disposed of within the curtilage of the dwelling by or with the permission of the occupier of the dwelling.

Because vehicle repair and restoration is a perfectly acceptable hobby, subsection (2) means that, irrespective of any arguments about when a vehicle becomes 'waste', enthusiasts should be able to keep donor cars and work on projects at home without need for licensing. Circumstances are clearly different when the vehicles are kept on trade premises, or where someone is earning their living working at home from the activity - 'waste' in those circumstances cannot properly be described as 'household'.

FBHVC wrote to the Chief Executive of the EA in the immediate aftermath of the case asking for clarification. The reply, from EA's director of Environment Protection, is summarised in the next paragraph.

The End of Life Vehicle (ELV) regulations require that the storage or treatment of waste vehicles must be covered by a waste management licence, or a registered exemption from licensing. Whether a particular activity needs to be regulated depends on whether or not the vehicles are 'waste' - if they are, the ELV regs apply. There is no simple rule or formula for deciding when a vehicle is waste, but the European Court of Justice stresses the need to consider all circumstances. These would include condition, source, owner's intention, manner and location of storage and method of handling.

Not least of the pressures on the EA are professional vehicle breakers who have to spend substantial sums to ensure their premises meet the EA licensing requirements: such traders expect EA to uphold regulations so they are not commercially disadvantaged.

Vehicles that are undergoing restoration are not waste; vehicles bought for restoration are unlikely to be considered waste provided restoration begins within a reasonable period of acquisition or at least that efforts are made to prevent further deterioration.

Vehicles purchased for parts are a different matter - the act of removing parts from one vehicle to use on another is strong evidence that the first vehicle has reached the end of its life, and is therefore waste. For reasons explained above, such a vehicle being kept at a domestic property by way of hobby is very unlikely to attract the EA's attention under this piece of legislation, but it certainly would if the stripping activity was being undertaken on a commercial basis. Owners should not forget that there are other pieces of legislation to allow local authorities to act if hobby activities of any kind cause visual or aural nuisance or atmospheric or ground pollution.

It seems much of the emotion in this case has come from two misapprehensions. These are: first, that any vehicle that is incapable of use *has* to be considered as 'waste' and, second, that the term 'waste' when applied to a vehicle means that it *must* be destroyed.

A vehicle that is incapable of use only becomes waste if - at some point - it has been discarded: evidence of discard would be accepting a minimal 'scrap value' payment for it, giving it away or paying someone to take it away. Once a vehicle has become waste, it effectively remains so either until destruction or until constructive restoration work begins. It is the handling (outside the 'hobby' scene) of the vehicle in that interim period that is the activity requiring a waste management licence.

The wise owner of a 'donor' vehicle, or a project awaiting restoration, makes sure the vehicle cannot leak fuel, oil, coolant, battery acid or any other pollutant into the ground or atmosphere and, if it not possible to store it under cover, that the vehicle is sheeted to prevent further deterioration.

Insurance write-off salvage

The insurance industry requires that the worst damaged write-offs are destroyed, and we have now heard of three cases where this has caused distress for owners of badly damaged historics. The problem seems to arise as a result of a blurring of distinction between regulation and guideline. More information in the next issue.

Meanwhile, the important thing those in the unfortunate position of having to make a claim should remember is to state at the outset their intention and desire to purchase the salvage. Once the salvage is in the insurance industry's destruction process, it is often too late.

MoT test fees

As anticipated in the last newsletter the increased fees have been implemented, despite the inadequacy of the timing exercise on which the increases are based.

DfT should have introduced revised fees in August (the annual review date agreed with the motor trade), hence the truncated consultation period. We are at present looking at the responses to the consultation - especially the DfT's answers to points raised. One answer stated that historic vehicles took longer because testers unfamiliar with requirements spent time looking up the testers manual.

Metrication

We have been told of the recent publication of a story that use of Imperial units is to be banned from 2010. We know that 2010 is the date when The Weights and Measures (Metrication Amendments) Regulations 2001 (SI 2001/85), allowing the use of non-metric 'supplementary indications of measurement' in the retail trade, come to an end. We cannot see this will ban the use of imperial units in other circles, but will be checking and will report further in the next issue.

EU LEGISLATION (*Extracted from FIVA's regular update provided by its lobbying service, EPPA*)

European Parliament resolution on the thematic strategy on air pollution

In May, FIVA reported that the European Parliament Environment Committee was preparing its report on the European Commission's strategy on air pollution. The Environment Committee rapporteur called for more ambitious targets for reducing concentration levels of pollutants and called for more focus on the sources of pollution, including road transport, agriculture and shipping. Among a number of recommendations about new vehicle emission standards, the rapporteur's report also urged: *...Member States to take the necessary measures to phase out older polluting vehicles or – where appropriate – provide incentives for retrofitting.*

FIVA raised its concerns with this wording and when the Report went before Plenary (vote by the whole parliament), John Bowis, a UK Christian Democrat MEP, tabled an amendment which made the above paragraph read: *invites Member States to take the necessary measures to phase out older polluting vehicles, exempting historic vintage vehicles, or - where appropriate - provide incentives for retrofitting.*

This amendment was supported by a majority in the Parliament and is now part of the adopted text. This is another positive example of the growing recognition of the historic vehicle movement and illustrates how the development of environmental policy can present the historic vehicle movement with problems if FIVA does not communicate with decision makers.

Consultation on the End of Life Vehicle Directive considers amending the exemptions on heavy metals

In October, the European Commission instigated a consultation on possible amendments to the End of Life Vehicles Directive. The original Directive, adopted in 2000, states: *Vintage vehicles, meaning historic vehicles or vehicles of value to collectors or intended for museums, kept in a proper and environmentally sound manner, either ready for use or stripped into parts, are not covered by the definition of waste laid down by Directive 75/442/EEC and do not fall within the scope of this Directive.*

This new consultation is designed to address the fact that the original Directive stated that from 1 July 2003, materials and components of vehicles should be heavy metal free and the consultation is designed to review exemptions which were built into the original Directive - in particular for lead, mercury, cadmium and hexavalent chromium - on the grounds that the use of quantities of these products in components was unavoidable. Questions are now being asked whether the use of these metals is still unavoidable.

FIVA is talking to the European Commission to understand better whether the actions under consideration might impact upon the preservation and use of historic vehicles – if that proves to be the case, FIVA will make a submission to explain the concerns.

DVLA Sandy Hamilton

I have received comments recently about some problems regarding applications for V765 applications for the recovery of lost numbers which were refused for lack of compliance with the agreed procedures. In two instances the remarks indicated non-conformity 'with information held on file'. It turned out the vehicles concerned were already registered on the DVLA computer and that 'original' documentation had not been lost (as initially supposed) but had been surrendered upon registration with DVLC/DVLA years ago.

In these circumstances a V765 recovery application is not appropriate, the keeper should submit a V62 application for a duplicate Registration Certificate. There is usually a £19 fee for a duplicate but this may be waived if the previous keeper has failed to notify DVLA of the change. This happened in the two cases referred to me, explained by further sales subsequent to the death of the last registered keeper and where, as so often happens, the vehicle and documentation became separated. As a double check I recommend that those counter-signing V765 applications view the website www.vehiclelicence.gov.uk and click on the Vehicle Enquiry sidebar to see whether the subject is already registered.

Useful information on registering and licensing your vehicle is provided in leaflet V100, available from Post Offices or local Licensing Offices, or on the DVLA website.

We await feedback from those consultations mentioned earlier in the year, to which we submitted our views, on proposed fee charges and on cherished transfers. We may be able to ascertain progress when we visit DVLA shortly before publication of this newsletter.

I was able to talk to many club representatives and individual members at Beaulieu, our AGM and at the recent NEC Classic Car Show in Birmingham. Some observations and enquiries were mentioned, several have been subsequently resolved and others will be discussed at our November meeting in Swansea. Please keep me informed (via the registered office) of any difficulties that you have experienced as we cannot assist if we do not know about it.

Cherished Transfers

During October we submitted our response to the DVLA consultation on Cherished Transfer procedures. This was mainly concerned administrative procedures. We agreed with those proposals that facilitated electronic notifications but emphasised that adequate safeguards must be retained to minimise fraud.

We also suggested that in the interests of equity and fairness that the DVLA also introduce a procedure to enable a vehicle owner to be able to apply to have the registration record marked non transferable by means of an irrevocable election, making it impossible for subsequent keepers to separate car and number. It remains to be seen whether this proposal finds favour.

PUBLIC LIABILITY INSURANCE

The FBHVC public liability insurance scheme is coming up to its first anniversary. So far we have had over 85 member clubs take up cover and many more showing firm interest. Two improvements to the scheme are being finalised and will be in place before the first renewal invitations are sent out in December. First, we have agreement from our scheme Insurers AIG to amend the clause excluding safety critical components from the Product Liability section of cover and, second, a review of the scale of charges to make the scheme even more competitive.

Following many comments and pressure from FBHVC, Willis entered into lengthy negotiations with insurers with the result that the safety critical components exclusion clause has been amended so that it now only excludes the **manufacturing** of brakes, steering and suspension parts, but **includes** the supply of such parts. This change answers the criticisms that had been levelled at the Product Liability element of the scheme.

Why not contact Phillip Hayes at Willis for a quote before renewing existing cover? Tel: 01204-556225 or email hayes.pl@willis.com

HIGHWAYS AGENCY POWERS EXCEEDED?

FBHVC has been told of two instances where Highways Agency officials have stopped slow moving historic vehicles on the basis that the drivers were causing congestion. One was on a motorway, the other a main trunk route: both were being driven perfectly legally. We would be interested to hear of any other instances where drivers of older vehicles may have been stopped inappropriately. Please email or write to the secretary with details.

DRIVE IT DAY

Remember - next year's **Drive It Day will be on Sunday, 22 April**. Do let us know if your club has any plans for the day so we can put a note on the web site - please send the information direct to Steve Day our webmaster at web.admin@fbhvc.co.uk

We'll be putting up a dedicated DID page shortly and are currently investigating the possibility of organising one or two special activities and producing some leaflets/stickers.

CLUB NEWS *David Davies*

Geoff Cooper has written a thoughtful article in the **North East Club for Pre-War Austins** magazine on global warming. Please look at www.necpwa.org.uk to read the article, Geoff welcomes your comments. The same magazine contains an excellent explanation of the bizarre formulary associated with the calculation of 'horsepower' for various applications.

A number of examples of the ignoble art of bodging are give in the **Rapier Register News**: 'sound-proofing' of a Triumph 1500 engine to disguise worn-out timing gear by moulding a 5mm layer of body filler onto the timing chest cover; a wooden piston in a Mini that lasted just long enough to get it home from the auction; attempting to 'improve' the braking by moving the driver's seat closer to the steering wheel are just three of the gems referred to.

A comment in the **Austin Seven Owners' Club** magazine concerning event organisers who not only stipulate that entrants should arrive before a specific time but insist on a specific departure time also – quoting 'Health & Safety' as an excuse. Examples of similar experiences would be appreciated, please contact www.austinsevenownersclub.com The same issue (Aug 2006) contains a masterly description and explanation of the 'third brush' dynamo, its theory, operation and adjustment.

————— \NA7C/ —————

Signing Off

There follows the Events Calendar, items of interest to us from the latest FBHVC Newsletter, plus details and booking forms for the "Molentocht 2007" or "Dutch Windmill Run", and the route of the St George Day Run, so I think that this is an appropriate place to sign off for this edition of the Norfolk Natter. My thanks go to all of you who have renewed your membership for 2007 for your support over the last year or two and I would like to welcome those of you who have just joined us. *Remember to*

"ENJOY YOUR A7 IN 07!" *Best Wishes Jim B*

In association with the A.N.C.C (Association of Norfolk Car Clubs)

A request by the FHBVC for Classic enthusiasts to get their Classics out for St George's day has been announced in regular Classic publications, so here in Norfolk we announce the St George's Day Classic Car Run.

St George's Day Classic Car Run

Sunday 22nd April 2007

Approx 150+ miles around Norfolk.

No start or finish points etc, just use these roads or part of, and join scores of enthusiasts for a days drive out & wave to other Classics along the route.

A great day out in your Classic !!

The route will pass through these Norfolk Towns and Villages plus many more !

Norwich Thorpe End, Acle, Stalham, Cromer, Sheringham, Blakeney, Wells next-the-Sea, Brancaster, Hunstanton, Heacham, Docketing, Castle Acre, Swaffham, Watton & Hingham

Start & finish where you wish. It's your choice !





**Molentocht 2007, Goes, Zeeland,
Nederland's.**
24th - 28th May 2007

29th December 2006

Dear Wind miller

We now have the details of the 2007 Molentocht, although there is still a chance that changes may occur during the coming weeks but if they do we will keep you informed.

Friday 25th May.

Collected from the hotel and taken in convoy to lunch at the Gardens Sequoalhof where admission to the gardens and lunch is included in your entry fee, from the gardens we will travel into the centre of Goes for some free time to look around the town. A meal has been arranged at the Lunch café in the Town Hall with transport to and from the event.

Saturday 26th May

In the morning we will be visiting a Dutch plant supplier (I think that's the description) where a flower workshop will take place and samples of Dutch plants and flowers will be available. This will be followed by lunch, which is not included in the cost, before we leave for Middleburg where as well as visiting the old town, there will be a jazz festival taking place. In the evening there will be a meal at a "The Landlust" restaurant in Nieuwdorp with free bar and dancing. Transport to and from the restaurant is included.

Sunday 27th May

We will leave the hotel at around 9-30 and drive to the Midden Zeeland Airport for the start of the Molentocht, there will be a vintage flying display taking place whilst we await the start of the run. As in the past couple of years, there will be 3 or 4 routes to reduce congestion, but as usual we will be visiting the Grote Markt and the autojumble in the Zeeland Hallen. A packed lunch will be provided at the start, although food is available at the various stops along the route. Our evening meal will be at the Hotel Goes and will include a free bar, here we will say our farewells to our Dutch hosts.

Monday 28th May

Leave the Hotel goes for a leisurely drive back in convoy to either The Hoek van Holland or Zeebrugge after saying our farewells.

Dave and Maggie



**MOLENTOCHT 2007
GOES, ZEELAND,
NEDERLAND'S
MAY 24TH -28TH
ENTRANT'S APPLICATION FORM**

Full names of driver and.....
passenger(s).....
Address.....
.....
Telephone No..... Mobile No..... E-mail address.....
Make, Model, Year and reg no. of vehicle.....
.....

Accommodation requirements

Please reserve double/twin/single bedded room(s) at the Motel Goes for Thursday, Friday, Saturday, Sunday night. (Those traveling by P&O North Sea ferries do not require Thursday night accommodation) The cost of the room including breakfast is € 87.50 for a double/twin and €72.50 for a single room. Payment for the accommodation is made directly to the hotel on departure. The hotel accepts all major credit cards.

Rally entrance fee, meals etc.

Excursions, Friday lunch and Friday, Saturday and Sunday Dinner, and entry to the Molentocht including packed lunch @ £115 per person	£.....
Admin costs	£10-00
Total	£.....

Any special meal requirements.....

Please return this form as soon as possible, although payment is not required until the 14th April 2007 cheques should be made payable to D.Dickinson.

Would you like an evening meal in the hotel on Thursday evening? **Yes/no**

Declaration: Whilst participating in this event, I agree to indemnify and save harmless the Pre-war Austin seven Club, The 750 Motor Club, The Comite Molentocht their servants and agents from any cause however it may arise. I agree to abide by directions and instructions relating to the organization and running of the Windmill Run (Please note entries cannot be accepted unless all persons in your party sign this declaration)

Signed.....Date.....

Signed.....Date.....

Dave and Maggie Dickinson Station Lane House, Main Street, Darley, Harrogate HG3 2QF
Telephone 01423 780060 E-mail dickinsond@fsmail.net



MOLENTOCHT 2007 GOES, ZEELAND, NEDERLAND'S MAY 24TH - 28TH FERRY BOOKING FORM

Full names of driver and passengers.
Address.....
.....
Make, Model, Year and reg no. of vehicle.
.....
E-mail address.....

Ferry Requirements

I/we would like to book the following ferry crossing: -

1. **Hull – Zeebrugge** departing 19-00 on 24th May returning at 19-00 on 28th May.
One car under 6mtr long and ____ passengers in a special outside cabin, including Dinner and Breakfast £406. (single occupancy cabins please contact us for details) **Please note that this price is only available for a limited period.**
2. **Harwich - Hook of Holland** departing on Thursday 24th May at 9-00 am and returning at 14-45 pm on Monday 28th May
One car under 6mtr long and ____ passengers at a total cost of £154-00. **Please note this price is for a limited time only, please book as soon as possible.**
3. **Dover – Dunkerque** Departing on Thursday 24th May at 11-00 and returning on Monday 28th May at 17-00.
One car under 6mtr long and ____ passengers at a total cost of £TBA

Payment for all ferry crossings must be received before the booking can be confirmed, all cheques should be made payable to D. Dickinson

Dave and Maggie Dickinson Station Lane House, Main Street, Darley, Harrogate HG3 2QF
Telephone 01423 780060 E-mail dickinsond@fsmail.net

Norfolk Austin Seven Club

Accounts for the year to 31-Dec-06

Accounts for the year to 31-Dec-05

<u>Income</u>	<u>2006</u>	<u>Income</u>	<u>2005</u>
Carried over from 2005	£250.90		
Membership Fees (68 Members)	£689.00	Membership Fees (51 Members)	£612.00
A7CA Grey Mags (X 17 subscribers)	£169.50	A7CA Grey Mags (17 subscribers)	£98.50
Donations, rally plaques, rally tombola	£49.16		
Sponsorship for club banners	£200.00		
	<u>£1,358.56</u>		<u>£710.50</u>
<u>Sales</u>			
NA7C Regalia (Fleeces x 2)	£40.00	NA7C Regalia (12 Fleeces, 1 Sweatshirt)	£228.00
NA7C 2006 Mugs & Magnets	£280.27		
A7CA Centennial Mugs	£27.00	A7CA Centennial Mugs	£101.50
December Dinner (59 places)	£826.00	December Dinner (40 places)	£480.00
Dec Din Raffle	£166.00	Dec Din Raffle	£68.00
	<u>£1,339.27</u>		<u>£877.50</u>
Total Income =	<u>£2,697.83</u>		<u>£1,588.00</u>
<u>Expenditure</u>			
PDF Software for Newsletter	£11.59		
Basis of NA7C Library purchased from Margaret Motors	£172.00		
Postage	£168.04	Postage	£117.99
Printing	£83.00		
Stationary	£78.13	Stationary & printing	£117.35
Engraving of trophies (Jaguar Quiz, EAA7 & Thorne)	£33.48		
NA7C Regalia (Fleeces x 2)	£37.25	NA7C Regalia (12 Fleeces, 1 Sweatshirt)	£195.51
NA7C 2006 Mugs & Magnets	£232.66	NA7C Windscreen Stickers	£88.13
A7CA Grey Mags	£101.00	A7CA Grey Mags	£42.00
A7CA Centennial Mugs	£27.00	A7CA Centennial Mugs	£60.00
December Dinner	£770.05	December Dinner	£455.03
Dec Din Raffle (Tickets & NA7C Mugs)	£16.58		
Prizes for NA7C events (Inc Silver Mugs)	£23.80	Prizes for NA7C events	£15.00
Thank you gifts	£11.00		
Gazebo	£49.99	Outstanding payments(Sale or Return mugs)	£19.00
Gazebo NA7C Decals	£52.87	NA7C Notice Board	£20.00
Chips for Jaguar Club Quiz Night	£12.50	SCCON Motoring Quiz	£10.00
Cash Box	£7.05	NA7C Rubber Stamp	£20.27
Petrol Cost for Jim Blacklock to represent NA7C @ A7CA meeting in April 2006	£28.74	Various Club set-up costs incurred	£126.82
	<u>£1,916.73</u>		<u>£1,287.10</u>
<u>Memberships</u>			
Association of Norfolk Car Clubs	£5.00	Association of Norfolk Car Clubs	£5.00
Austin 7 Clubs Association	£20.00	Austin 7 Clubs Association	£20.00
Federation of British Historic Car Clubs	£25.00	Federation of British Historic Car Clubs	£25.00
	<u>£50.00</u>		<u>£50.00</u>
Total Expenditure =	<u>£1,966.73</u>	Total Expenditure =	<u>£1,337.10</u>
Retained Capital =	<u>£731.10</u>	Retained Capital =	<u>£250.90</u>
Bank Account Balance @ Year End	£731.10	Bank Account Balance @ Year End	£203.84
Petty Cash Balance @ Year End	£0.00	Petty Cash Balance @ Year End	£47.06
<u>2006 Year End Retained Capital =</u>	<u>£731.10</u>	<u>2005 Year End Retained Capital =</u>	<u>£250.90</u>

Notes with respect to the Norfolk Austin Seven Club Accounts for the year to 31-Dec-06

Income from membership increased by £77.00 over 2005.

More members decided to receive their A7CA Grey Magazines through this club, though we do not aim to make a profit through this.

The sponsorship of £200.00, from Hemera Workplace Solutions Ltd., of Norwich, was obtained by Roy Clarke, and will be used to purchase two "sail type banners" for use by the club at rallies etc. We will be including their logo on the banner in one of the corners. Our thanks to Roy and Mr Jones of Hemera.

Only a couple of members wanted club fleeces in 2006.

The 2006 Club Mugs and Magnets, which featured the oldest factory produced Austin Seven in the club, generated £47.61 profit, with all manufacturing costs covered and we still have one mug unspoken for, and a number of the magnets to sell this year. So I consider that this was a useful exercise and one that I propose is repeated this year, but only with the mugs and not so many of them, and to feature the youngest factory produced Austin Seven in the club.

The A7CA Centennial mugs just covered their costs, because one was broken by the high winds at the Gazebo Gathering. At the October meeting of the A7CA, it was decided to give all remaining mugs to the member clubs, in order to close their books on the items. Our remaining Centennial mugs were put into the Dec-Din raffle.

We sold 59 places for the December Dinner, with only one member unable to join us on the night. Those who were there seemed to enjoy the evening and we generated £55.95 as a result.

The Dec-Din Raffle generated a healthy surplus of £166.00, thanks to the selling persuasion of George and Susan.

The PDF Software was purchased to enable the quicker sending of the Norfolk Natter by email.

We now have a basis of our Austin Seven Library, and I propose that we expand it as and when suitable books become available. We have already received one book that has been kindly donated by Peter Metcalf. If any other members would like to donate appropriate Austin Seven books, then they will find a welcome home.

Prizes, Thank-you Gifts and engraving cost us £68.28, which I think is a good use of our funds and shows appreciation for those taking part in and organising events. And that also goes for the Jaguar Quiz Night Chips.

Membership of the various associations is the same as last year.

At the end of the year, our bank balance has increased by £480.20 over the year, to £731.10, which I think is fairly healthy, but please bear in mind that £200.00 is already earmarked for the club's sail banners.