



# Norfolk Austin Seven Club,

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## NORFOLK NA7TER

April - 2007

# "ENJOY YOUR A7 IN 07!"

### CHAIRMAN'S CHAT!

Well by the time you are reading this, your Chairman will at long last have joined your ranks by having a road going Austin Seven on the road!! Not unfortunately my Aimee, the Arrow, but I have bought a 1936 Ruby from Kevin Shortis, which he has owned for the last forty years. The car has always been in the Norwich area, with it's first owner being a Miss Cheesewright. I am really looking forward to using it this year and joining in the fun of Austin Seveneering once again!! The first event I will hopefully be taking it to will be the St George's Day Run around Norfolk on the 22<sup>nd</sup> April, and David Wall tells me that he will also be on the Run in the same car that he first drove on the 22<sup>nd</sup> April 1967, which is his 1934 RP Saloon – it was his 17<sup>th</sup> birthday!!! I will then be taking "Miss Cheesewright" to the Wymondham Old Timers event at Pensthorpe on the 6<sup>th</sup> May, where we will be raising the gazebo to gather around, and then joining the Cambridge Austin Seven Club in their visit to Ken Wallis on the 13<sup>th</sup> May. The CA7C are returning to Norfolk later in May for a camping weekend and invite us to join them. Details of all these events are to be found later in the NA7TER and I really do hope that you can all join in with as many events as possible in order to get the most out of your car and your club.

Hopefully, by the 6<sup>th</sup> May, we should have the new club banners, which have been sponsored by Hemera Workplace Solutions Ltd. of Norwich, as a retirement present for Roy Clarke, so they should be fluttering at Pensthorpe. I look forward to meeting you at the monthly Noggin & Natters and at events throughout the year.

*Jim B*

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### MEETING POINTS



The February Club Night, on the 20<sup>th</sup>, we had 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 had 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!). The evening was pretty well attended, bearing in mind that the subject matter was not directly Austin 7 related, with 18 club members, plus one "stranger" who had come along to hear Brian's story. And what a story it was, with Brian staring with what was really just a fairly flimsy studio mock-up of a car, without any running gear, let alone any engine or gearbox, four wheel arches which were asymmetric, no room to fit the headlights in the appropriate position, and no clear idea of how to make proper doors!! No

wonder it took him nine years to finish the car, further developing his skill in laying fiberglass, redesigning the bodywork features as he came to them, and then having to re-modify them when they did not quite work, and this included re-profiling the front wings in order to accommodate the headlights and front wheels; deciding to make the doors "gull-wing" and then working out how to mould them in situ and then having to further modify the gas strut arrangement to hold them open; how to install the engine/gearbox assembly, together with it's shortened exhaust system; making up the rear aerofoil so that it did not block the rear view; then finally designing the cockpit layout so that it all could be controlled easily and still the part of a "Super Car". The result is not only a pretty stunning car, but one that also surprised the Classic & Sports Car reporter, who was expecting some rough and ready home built kit car, but found himself being driven up to 100mph in a rock solid, beautiful finish car. If you happen to see Brian and his bright red car at any of the car events in the future, go and introduce yourself as being a member of the NA7C and ask him to show you round his creation, of which he is rightly proud. He is also writing a book about his building of the Mirov.



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In **March**, as well as our normal **Noggin & Natter meeting on the 20<sup>th</sup>**, we returned to the Parson Woodforde on Tuesday the 27<sup>th</sup> for this year's return bout of the **Jaguar Drivers Club Quiz**. As the Big Cats had won last year, they organised this year's quiz, with the Quiz Master being Jules Greenway, together with his wife Cindy, who acted as the Scorer. Jules decided that the quiz format should be changed, so that all those present could join in the quiz, so we ended up with three table teams from each club, of a nominal four people, answering ten questions for each of ten rounds of various general knowledge questions. At the end of the evening we all agreed that it had been a jolly good and entertaining evening. The table team with the highest score won a couple of bottles of wine, which was one of our NA7C Teams, namely of Keith Ashby, Cherry and Rick Fryer, and Charles Levien, for which well done chaps. Then the scores of the Club's Teams were added up and the combined NA7C beat the combined JDC by just 6 points, so we took back the trophy to hold for the next year. I have asked Charles to be Question Master for next year, and he has accepted, for which I am most grateful. Thank you also to all of the Jaguar Drivers Club who took part, and to Trish and Dave Rix, Anne and Tony Rose, Jim Hunt, Michael Spinks, Martin Roper, and Susan for making up the rest of our team and helping to make the evening so enjoyable. I for one am looking forward to next years quiz and hope that we can persuade more members to come along – we will be buying the chips next year!!

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### Sunday 1<sup>st</sup> April. The Essex Windmill Run.

On the morning of April Fools Day, Susan and I were up early and heading down the A140 towards Bury St Edmunds, in the modern, with our destination marked on the map as the picturesque Essex village of Finchingfield, where we were hoping to meet up with the Essex Austin Seven Club and join them for their "*Essex Windmill Run*". Unfortunately, the journey took a little longer that I anticipated, and by the time we arrived, the Austineers had vacated the Bosworth's Restaurant, where we had hoped to join them for a bacon butty, and they were tramping up the hill to inspect the exterior of the handsome post mill. So being in dire need of a morning coffee, Susan located a quaint tea room, whilst I met up with the enthusiastic Essex group, renewing old acquaintances and meeting new ones. After relieving Penny of her last route directions sheet, I joined Susan for my teacake and coffee, in her high vantage point overlooking the village green, with it's picturesque pond and stream, around which were parked some 15 Austin Sevens plus about 5 MG 'T's of various letters. Whilst we topped up our enery batteries, the cars set off, making a grand sight as they came over the hump-backed bridge and headed up the hill past us.

We caught up with the Austin 7s at the next windmill, at Bardfield, where they were parked up and inspecting the tower mill that goes by the name of Gibraltar Mill and has been converted to a house. The next mill was the John Webb's Windmill, situated in the centre of Thaxted. This was most interesting, as it had been restored and we were able to have a good look around it, with all the cars parked on the grass surrounding the mill. I found the carved wooden brake band arrangement on the huge wooden bevel gears, for stopping the sails, fascinating. Then it was onto the Three Horseshoes Pub at Mole Green, for lunch. This olde wolde pub is in the vicinity of Stansted and is due to be demolished when the airport is expanded in the very near future – here we were in old vehicles that we are passionate to keep running, looking at older machines for grinding grain, eating at this old hostelry, when all the time the gears of the modern world seems to be intent on getting rid of all of if it can!! A sad state of affairs. The final windmill of the run was a restored post mill situated in a garden in Aythorpe Roding, where we all parked in the car park of the village hall and tramped across a stubble field to have a closer look at it, - though I noticed that some gentlemen took advantage to peer at it through the hedge on the other side of the garden for some reason or other not unconnected with the previous stop!!!! It was a super road run, with very nice people, on a lovely sunny day. I am very glad that Susan and I took advantage of the open offer to join the Essex Austin Seven Club for the day and hope that other members of the Norfolk Austin Seven Club will take the opportunity to join them on some of their future events.



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## **MY FIRST AUSTIN SEVEN**

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

### **MY FIRST AUSTIN SEVEN 1954-6**

by Peter Walmsley

In 1954, three years after passing my driving test two things happened. My father was getting increasingly more concerned about my occasional use of his beloved Devon saloon, and my maternal grandfather died and left me the princely sum of £50 and a gold signet ring. Eagerly encouraged by my father, (no surprise there!) we searched the ads in the E.D.P. and discovered a 1934 Austin 7 two-seater PD for sale for £45 – AYU566. The sellers were Morgans in Drayton who specialised in Sevens and are still on the same site today. It was love at first sight and the transaction was made on 3<sup>rd</sup> July, easy come, easy go so far as the legacy was concerned. After the smoothness of the Devon the drive home to our house on Earlham Road, near the Fiveways, proved an interesting experience, but was accomplished successfully. One quickly learnt that double de-clutching was an essential part of handling the lower gears if the car was not to produce harrowing grating protests. On the other hand, second to top could be achieved with no clutch at all, the gear box being worn to that extent!

Closer inspection at leisure showed that there was work to be done to the bodywork and the door panels in particular. This was achieved by cutting aluminium sheet to size and pop riveting it to the existing panels. The whole car was then coach enamelled in grey with black wings. One has, of course, to name sevens and mine quickly became Archimedes, inventor of the endless screw, which was exactly what the car proved to be over the next fourteen months that I kept it, repairs totalling nearly as much as the purchase price. These included new kingpins and track rod ends, springs, new axle shaft and exhaust system and a complete new hood and replacement battens. The latter was made by an upholsterer who operated out of a shed at the back of his house in Heigham Street and did a superb job for the princely sum of £11:5:6d. When you think that petrol was only 4s 6<sup>1</sup>/<sub>2</sub>d a gallon at the time and a pint of oil cost 1s 6d this was more than it sounds today.

It was the custom to use pedal power round Norwich in those days, but I was playing a lot of Norfolk club and county cricket, and Archimedes became a familiar sight around the East Anglian grounds as well as at a number of popular hostelrys. Drinking and driving was no problem at that time and the little car soon learnt to find its own way home. The only time it disgraced itself was when it parked in the middle of a rose bed at the Petersfield Hotel in Horning after a particularly sociable evening with the Wanderers at Barton Turf. We were quickly ushered round the back of the premises and instructed to leave by the back lane, on to the top road; this was in the days before it was built up.

My prospective brother-in law, though we did not know it at the time, had an old flat nosed two seater Morris Cowley, with dickey seat, and we used to make a point of parking on each side of our affluent wicket-keeper's Mark V Jaguar when playing for the Barleycorns, a nomadic team which relied on other clubs to host us. On one such occasion, when playing at Ingham, lunch was taken at the Hickling Pleasure Boat and we decided to race each other there and back. There was no hope of overtaking on those narrow lanes so whoever got away first was the winner, score 1-1. The chase caused a certain amount of interest along the way with the locals gaping open-mouthed as we hurtled past. These days it would have been fatal but not then.

Archimedes' most memorable journey, and the one leading to our eventually parting company, was from Norwich to Buxton in Derbyshire where I had been invited to captain the Old Boy's side against the school cricket eleven in 1955. Fortunately the weather was fine and the outward run was made without mishap. The car averaged 45 miles to a gallon of petrol AND to a pint of oil. so one had to carry a gallon of oil and top up halfway through the 160 mile journey. It proved a great attraction at the school and sundry members of both sides insisted on having a trip round the block – one in the passenger's seat and two balanced precariously on the folded hood. After suitably celebrating a resounding win for the Old Buxtonians much of the journey home was completed in the dark, which led to disaster somewhere in the Sleaford area. Sevens not being noted for the quality of their lights, I met a lumpy level crossing while doing around 50 mph, which resulted in becoming temporarily airborne and an ominous bang on touching down. Although nothing appeared to have been damaged, the problem revealed itself en route to another match a few weeks later.



**Unfortunately Peter does not have a photo of Archimedes, as taking photos of your car was not so common in the 50's, but this is a photo of Primrose, who was the same model and owned by Peter from 2001 to 2003.**

Crawling up Carrow Road, just past Clarence Road, (before it became one way) in a long queue of holiday traffic everyone ground to a halt. A glance in the mirror revealed a vast radiator and a bonnet of about half a mile belonging to either an open Bentley or Lagonda. As I watched the driver uncoiled

himself, climbed out of the car and ambled up to us. My feeling of being flattered by such august interest was short lived, when the flat-hatted, tweed jacketed owner said: "*I say old boy, do you know your petrol tank is droppin' orf?*" Close inspection showed that the rear corner of the chassis had broken and all that was supporting the tank was the hot exhaust pipe underneath, and this was sagging dangerously closer to the ground every moment. We limped on to a spot where we could pull in and rummaged in our respective cricket bags in search of a spare bootlace. Fortunately one was unearthed and used to tie the exhaust up to the spare wheel bracket. With less than a mile to go to our sports ground at School Lane we arrived safely and the groundsman subsequently found some strong wire and made a more robust job of it.

I must have driven round like that for the best part of a fortnight before sense prevailed and the car was taken back to Morgans where there was much shaking of heads and hints that this was terminal, but they said, rubbing their hands in anticipation, they happened to have a very nice Ruby on sale for £95 less £30 allowance on Archimedes. So I bade a sad farewell to my trusty steed and departed in the Ruby which had far less character I'm sorry to say. I had expected Archimedes to be broken up for spares and was somewhat miffed to meet it again, some four years later, bowling happily along the Cromer road near Roughton. It can't still be around can it?

**Thank you Peter for your story of your 1<sup>st</sup> Austin Seven. I am now looking for another member to let us read about their 1<sup>st</sup> Austin Seven – please let me know who I can expect the next recollection from.**

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Continuing with the prose from the Walmsley family, we have this little song composed by Peter's son Nick, though I'm not too sure what tune to sing it to! All together now!:

### **My Little Austin Seven Box Saloon**

by Nick Walmsley

I bought a baby Austin from a friend who said "**O'Pal**,  
She's the sweetest little runner and oh-so-practi-cal.  
But although she's quite all right, it might be something of a tight fit  
If you want to take her courting with your gal!"

She's beyond the prices of **Rubies** when her engine hums in tune;  
She may not be too **Nippy**, but she gets there pretty soon;  
Though she looks a little rummy, we can get most awfully **Chummy**  
In my little Austin Seven Box Saloon.

I fettled up her engine, but she never really flew;  
And her little bucket seats are hardly what you call "**De Luxe**";  
Her tail-pipe makes a bluster you could hear across in **Ulster**,  
And she jumps like a **Grasshopper**, it is true.

But She's beyond the prices of **Rubies** when her engine hums in tune;  
She may not be too **Nippy**, but she gets there pretty soon;  
Though she looks a little rummy, we can get most awfully **Chummy**  
In my little Austin Seven Box Saloon.

She won't fly like a **Swallow**, and her roofline doesn't furl  
She might not be too **Speedy**, but to me she's like a **Pearl**,  
'Cos my darling little Seven brings me somewhere close to Heaven  
Getting chummy in the Austin with my girl!

She's beyond the prices of **Rubies** when her engine hums in tune;  
She may not be too **Nippy**, but she gets there pretty soon;  
Though she looks a little rummy, we can get most awfully **Chummy**  
In my little Austin Seven Box Saloon.

Nick Walmsley ©2000

Thank you for that Nick. I am sure that if you bring your portable organ to the December Dinner, then we will all be able to sing along.

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## **MEMBERSHIP MATTERS**

Although five members did not renew their membership this year, for various reasons, including no longer driving, no longer had an Austin 7, or as in one case they sadly died, since the end of latter part of December last year we have gained six new members. The two most recent members are:-

**Mem No. 074 is Robert Carey** from Southrepps, North Walsham, who has a 1932 RN Saloon, which was voted “Best Square Radiator Austin Seven” at last year’s NA7C Rally. I have seen Robert at a number of events over the last couple of years, and I am very happy that he has agreed to join us. Home Tel:- 01263-833536

**Mem No. 075 are David & Karen Witton**, who have recently purchased a house in Bardwell, Nr. Bury St Edmunds, Suffolk. As David is an airline pilot working out of Gatwick, they presently live South of the M4, but they are hoping to complete their move to Suffolk as soon as they can. I understand that they have a number of Austin Sevens, including a 1931 RL Saloon and a 1932 RN Saloon. Mobile Tel:- 07778-494504

### **The A7CA Official Insurance Scheme – One of the benefits of being a Member.**

I recently had a conversation with Steve Hiskett of Richard Hoskins Specialist Car Insurance Division as to what would be the cost of insuring an Austin 7 with them as a member of the NA7C, (which is a member of the Association of Austin Seven Clubs), and he confirmed that **the premium would be approximately half of the cost of a non-member.** Also, that **if the membership of the club lapsed and the owner was to have to make a claim on that insurance, then the fact that he was no longer a member of a club in the A7CA Official Insurance Scheme, would have a detrimental effect on his claim.** So apart from the other benefits of the Scheme, the reduction of the cost of the insurance premium would cover the cost of the annual membership. So the cost of being a member of the NA7C is covered when you take advantage of the RH Specialist Car Division / A7CA Insurance Scheme.

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## **MEMBERS AND THEIR AUSTIN SEVENS**

I thought that by including a photo of members and their Austin 7 would help us all to get to know each other better.



This is Alan Barson, from South Walsham, with his 1934 ARQ Ruby Type 1, outside it’s purpose built garage. Alan and his wife, Angela, only joined our club in December 2006, with their first meeting being the December Dinner. Alan lectured in horticulture for many years, at North Burlingham, before it was closed down, but still keeps his hand in with talks to horticultural clubs around the county.

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## TONY'S TRAILER.

In the January edition of the Natter Tony Rose was looking for a good home for the trailer that he had built a quite a few years ago, especially for his racing Austin 7 Ulster, but which he had sold a number of years ago. He is offered to give his trailer FOC, to any member of the club who has a use for it to carry their Austin 7. It came with a winch, rear light board, and ramps.

Well the good news is that the offer was taken up as soon as the NA7TER was issued. Because of the new legislation concerning youngsters having to be restrained by seat belts in all ages of cars, Matt Dingle and Carla Sutherland, who live at Lingwood, were looking for a trailer, so that they could take their children with them in the modern tow car, and have their 1931 RN Saloon on a trailer, when they wanted to go to old car events as a family with the car. Such is the effect of legislation in our sophisticated society these days.

The following is the message that I have been asked to pass on to members of the NA7C by Matt & Carla:-

*"It is with thanks to Tony Rose that we have become the owners of the car trailer advertised in last months Natter. We are willing to lend the trailer to anyone who wishes to use it. Please feel free to contact us early evenings or weekends to make the necessary arrangements, (giving us a bit of notice if possible to at least give the tyres a kick!). **MANY THANKS** to Tony once again, and we hope to keep the trailer well maintained for the use of the club. Matt & Carla. 01603 714199. carla\_sutherland@lineone.net"*



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Which leads us nicely onto our

## THE MISSING – THE WANTED – THE FOR SALE 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 or you can contact him direct on 01580-891029.

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### THE WANTEDS

An AC fuel pump required for an Austin Ruby. Is required by Kevin Shortis. One that needs refurbishment would be OK provided casing is undamaged. Kevin can be contacted in the evenings on 01603 742012.

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: Henry & Jennifer Thorne of Margaret Motors Books will be back in circulation at the end of April so if you would like to purchase any books on Austin Sevens or any other vehicle of your choice, give them a call on 01263-577366. In the meantime I still have brand new copies of the Austin Seven Source Book, and some copies of reprints of Austin Seven Handbooks and Austin Seven Spare Parts Books. Contact me on 01493-750805.

New 350 x 19" Avon tyres. Mr Kevin Shortis tells me that Fastfit still have **four** of these tyres available at the Special Offer Price of £50.00 each. He also has some appropriate sized tubes available. 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

**1927 Austin 7 Mulliner Fabric Saloon.** A very rare car, it is the earliest known example in existence, totally original and unrestored. The current owner bought the car with its original buff log book, got it running and made enough things work so that it can be driven about. £5750. **Mr Paul Lawrence**, Nr. Swaffham. 01366-328794927.



**Mr David Wall, of Toad Hall, Hoveton, has 2 Austin 7 Rubies (Type 1 & Type 2) for sale.** Both need restoring. Also a **1928 Austin Heavy 12 Fabric Saloon.** Contact David for further details, at his workshop on 01603-782353.

Non Member, **Gwen Wright** from Aylsham, has contacted me and asked to advertise her super looking **1935 Austin 7 Ruby.** Mot Sept. Tax May. Asking £4250. Tel. 01263 734177 evenings. Pictures below



**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

**Mr Dick Applin** still has quite a few **Austin Seven Spares** for sale, in order to clear space in his garage for his next project, a Riley Special for use in hill climbs and other sporty type events. So please contact him on 01263-733626.

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### **RESTORATION, REPAIRS AND MODIFICATION REPORTS**

So which of our number are currently involved in restoring their pride and glory – their Austin Seven that is?

Well I have been informed by my *secret service* contact who knows what they are talking about, that **Michael Spinks** has been quietly restoring his black **1933 RP Saloon**, on his own, over the last few years, and got it back on the road last year. Michael has owned this car since the mid 1960’s.

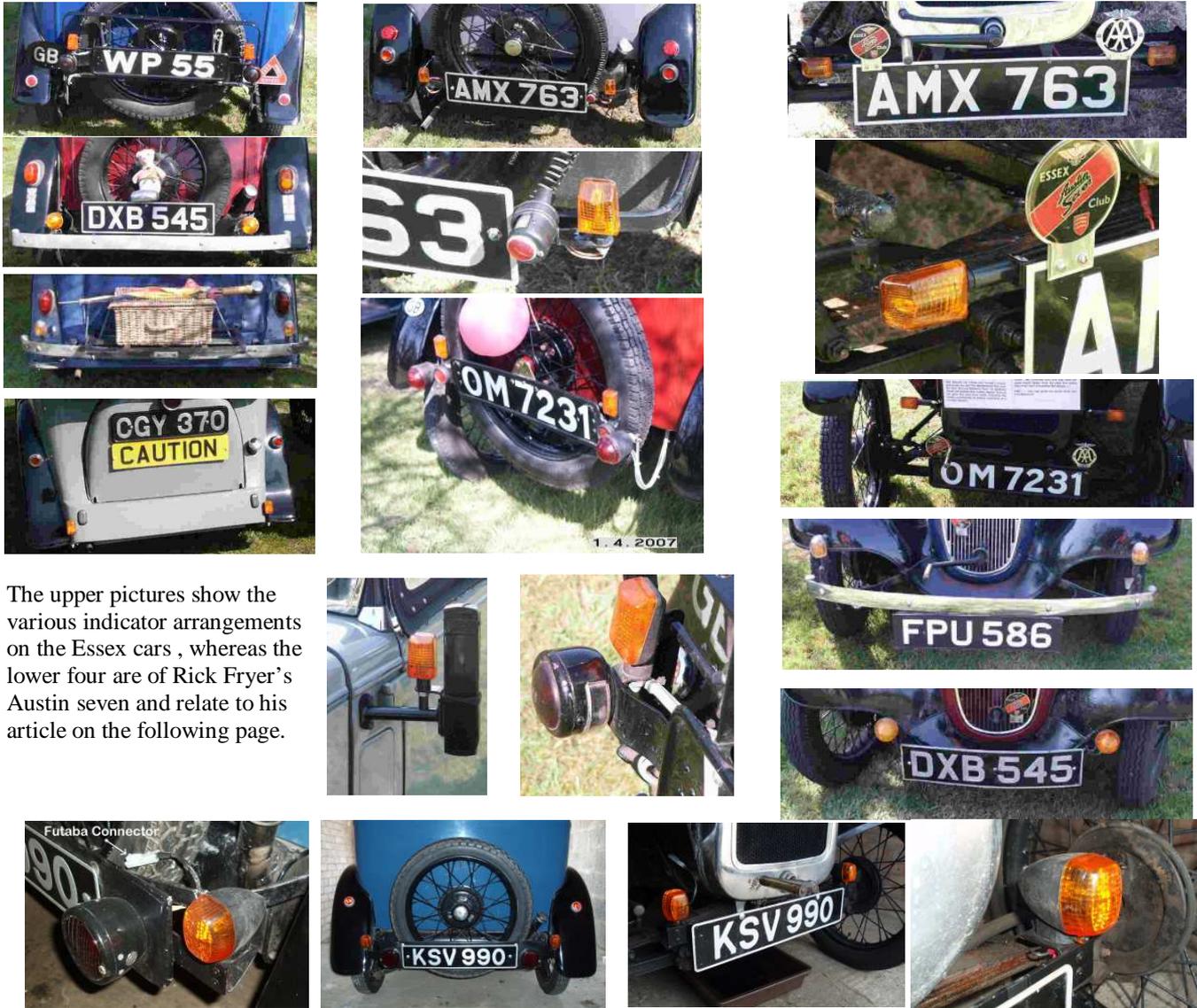
**John Hazell** has decided to **build an Ulster Replica, following the Chris Gould manual.** He is using the chassis and running gear of a Special built on the remains of a 1931 Austin 7. He recently obtained a brake cross shaft from Rick Fryer and headlights and other bits from Dick Applin. A friend obtained a pair of exterior type trafficators, still in their original box from someone in the USA – the chap has still got more boxed trafficators if anyone is interested. John tells me that he is getting the front axle bent to Ulster shape by Pigstye Engineering, is getting hold of some Morris Minor rear springs as suggested by Mr Gould, but he is in **need of a Chummy radiator and cowl** as they are lower than the one he has – can anyone help? Call John on 01953-488219.

**David Wall** tells me that he has got his **1931 EA Sports Ulster on the road** again this year. Not long after getting it ready for the road, he was visited by his son Stuart, and David suggested that he might like to take the Ulster out for a run around, but after a longer period of time than he had anticipated Stuart being out, David went looking for him, eventually finding his son with a huge grin on his face and saying “Sorry Dad, it was such fun that I did not want to stop!”. Greater love can no man demonstrate for a son than allowing him to bomb off in his Ulster!!

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## Flashing Direction Indicators for Austin Sevens

Whilst on the Essex Windmill Run I was struck by how many of them sported Flashing Direction Indicators, and the various solutions to fitting them to the various models of Austin 7s, as can be seen from the following photos.



The upper pictures show the various indicator arrangements on the Essex cars, whereas the lower four are of Rick Fryer's Austin seven and relate to his article on the following page.



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It just so happened, that when I mentioned my observations about the Essex Austin 7 indicator to Rick Fryer he told me that he had recently been putting some flasher indicators on it. Here is how he did it:-

### Flashing for Beginners. Rick Fryer

My 1933RP saloon took to the road under my stewardship, in April 2006 and I soon realised that today's driving conditions more was required in the way of indicators than just waving an arm out of the window. Although there were traces of the original installation – a hole in the dashboard and filler in the door pillars – any trafficators had long-since vanished.

Looking around at the prices and availability of a pair of period trafficators soon convinced me that this was not the way to do things. I decided that I would fit flashers, but that they would be easily removable and that the existing bodywork would not be affected.

The first thing was to find some suitable lamps. The obvious place to start seemed to be with motorbikes or scooters, so I paid a visit to the local (Dereham) scooter dealer. He was unable to help, but sent me off to Moonraker in Oak Street, Norwich. They had nothing suitable in stock, but suggested I tried GB Motor Cycle Services, in Cawston.

When I eventually found them, in the old station yard, GB proved to be an Aladdin's cave of old motorbike spares, piled haphazardly into a warehouse with narrow corridors between teetering heaps. A chat with the owner soon produced four suitable lamps and a couple of six volt flashers, £20 changed hands, and we were on our way.

The next stage was to mount the lamps. I decided that the best position would be at each end of the number plates, so some alloy strip was cut to the appropriate length. The existing number plate bolts were replaced by longer coach bolts and the plates bolted in position. Holes were drilled in the alloy strips and they were then secured on the coach bolts with wing nuts, ensuring that a good earth was obtained. At this stage I realised that the front one was fouling the radiator drain tap, so a cut-out had to be provided. The alloy strips were then drilled to take the lamp bases and allow the wires to pass through. The strips were sprayed satin black and the lamps bolted on

Wiring the lamps was straightforward. I used red and green wires (port and starboard, of course), loomed together with black insulation tape. These were routed from behind the dashboard alongside the existing wires to the front off-side lights and the rear lights. As the flashers had to be easily removable, I needed some sort of connector. At first I used push-in (Lucar?) connectors, but these proved too difficult to disconnect, so I replaced them with Futaba connectors used in radio-controlled models. These have a good positive action and cannot pull apart accidentally. The wiring to the lamps on the removable alloy strips was taped in position.

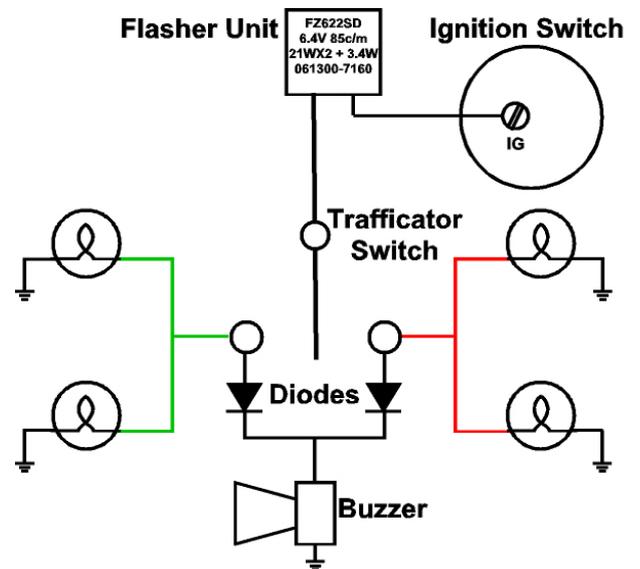
As I said earlier, the hole in the dashboard was already there and I was lucky enough to obtain a suitable period switch which fitted perfectly.

So, I connected everything up temporarily - ignition switch, flasher unit, trafficator switch and lamps - turned on and indicated right. Well, at least the right-hand lights flashed, so I had it connected correctly, but they flashed so fast the lamps were a blur. I checked the wattage of the lamps, added the two together and compared it with the flasher. Should work, but didn't. Tried the second flasher - same result. Obviously my second-hand flashers were not up to the job, so it was back to the local scooter dealer. Again he was unable to help, but this time sent me to a local cycle dealer. This resulted in a brand new six volt flasher unit, which worked perfectly.

Everything was tidied up and bolted down in time for the MOT test. The tester asked where the indicator lamp for the flashers was. I explained that I had just installed them and that I did not want to drill the dashboard for a lamp. He sympathised, but explained that I must have a lamp or an "audible warning". He also very kindly passed the car, making the observation that the indicator tell-tale was "weak".

Looking round for a six volt buzzer, I eventually ended up at Maplins in Norwich, where I got a buzzer and two diodes for about £6. The diodes allowed me to connect the same buzzer to both left and right lamps. It sounds like a lorry reversing when operating, but satisfies the law - I hope.

The circuit diagram, which illustrates the final installation, should show how everything works.



*Many thanks for that item Rick, which I found really interesting and hope to find useful when I put it into practice.*

————— \NA7C/ —————

**BREAKDOWN OR HELP DIRECTORY.**

The idea of this section is to list members who have offered to provide help in case of a breakdown (with your car that is not your mind, unless it is to do with solving an Austin Seven related problem!!) or specialist tools for other club members.

**Neil Smith, Nr. Wisbech**, is willing to give **breakdown help** to any Austineer who may be in his area. He has a **trailer** and so could **recover you and your A7 home** if need be. Neil also has a **car body lifting jig** available, for lifting the body from the chassis, if anyone needs the use of it. Contact Neil on 01945- 420402. Mobile: 07956-004-036.

Thank you Neil for starting this section off. If any other members would like to volunteer their services for the benefit of other NA7C Members please let me know and I will pass the information on to other members.

————— \NA7C/ —————

## EVENTS CALENDAR

**Club Nights** are on the evening of the 3<sup>rd</sup> Tues of each month held at the Parson Woodforde Pub, meeting from 7.30pm onwards.

**Sunday 22<sup>nd</sup> April. The Second Norfolk St. George's Day Run / National Drive It Day**, when we should all get out in our Austin 7 and go for a drive around Norfolk. 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 6<sup>th</sup> May. The Wymondham Old Timers Vintage/Classic Transport Show at** Pensthorpe, Nr. Fakenham. **The NA7C will be raising their gazebo there for you to park your Austin 7s around.** There will be plenty to see, with wildfowl as well as the old vehicles. JB has some Entry Forms so please give him a call on 01493-750805.

**Sunday 13<sup>th</sup> May, PLEASE NOTE that because of health reasons Ron and Barbara Houghton tell me that they are sorry to say that they will NOT BE HOLDING their annual "OILY RAG EVENT".**

**Sunday 13<sup>th</sup> May. Visit to Wing Commander Ken Wallis MBE's Museum & Workshop, Reymerston Hall, Nr. Dereham**

As a replacement for the Oily Rag Event, I have arranged that we can join in with the Cambridge Austin Seven Club's visit to Ken Wallis's Museum & Autogyro Workshop. The stipulation is that we arrive in an Austin 7 or other car of similar style (not a modern). As you will all appreciate, Ken Wallis is now 91 years old, and I understand that he proposes to take an autogyro up to get an aerial photo of the Austin Seven line-up. You may not get this opportunity again, so please let me know if you are coming along so that I can let the CA7C know the numbers to expect from our club. We plan to meet at 11AM, and picnic in the meadow.



**24<sup>th</sup> to 28<sup>th</sup> 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. If you want further details contact JB.

**The Spring Bank Holiday weekend of 26<sup>th</sup> to 28<sup>th</sup> May. Cambridgeshire Austin Seven Club Norfolk Camping Weekend.** at Beachamwell, Near Swaffham. There is access to limited facilities for campers i.e. toilet / water, though there is some 'apartment' accommodation available on site and B&B available nearby. This is a relaxed weekend with the planned activities include: Sat 26<sup>th</sup> from approx 7pm - Evening Barbeque and campfire - This will be a communal barbeque, just bring your own food to cook. Sun 27<sup>th</sup> - Road run to Wells-next -the Sea,. Meet at 11am outside the Great Danes Pub, Beachamwell. The mobile tel. contact number over the weekend for organiser Paul Lawrence of CA7C is 07740995334. **The NA7C are going to meet up with them for the road run on the Sunday, so please contact JB on 01493-750805.**

**Monday 28<sup>th</sup> May. Veteran, Vintage & Classic Car Rally @ Felbrigg Hall,** Contact Eastern Events Ltd for more details. 01263-734711

**Sunday 3<sup>rd</sup> June. Autokarna, at Woolerton Park,** Nottingham. A great Austin 7 event organised by the PWA7C.

**Sunday 6<sup>th</sup> June. Ipswich to Felixstowe Run,** organised by EA7C. Contact Michael & Penny Applin for details.01277-821209.

**Tuesday 19<sup>th</sup> 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 24<sup>th</sup> June is the day of the East Anglian Austin Seven Trophy Event.**

This is held as part of the Wings, Wheels and Steam Rally, at Rougham Airfield, Nr. Bury St Edmunds and is a **MUST GO TO EVENT**, with a 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. Charles Levien is planning on organizing a **Road Run Home** from the event. Come along in your Austin Seven and meet other Austineers from Essex, Suffolk and Cambridgeshire. **JB has some Booking Forms which you need to get in by the end of May, so contact him as soon as possible on 01493-750805**

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

**Sunday 29<sup>th</sup> July. Steam & Transport Exhibition,** Potter Heigham Village Hall. For further information contact John Holland on 01692-671987.

**Sunday 26<sup>th</sup> August. Norton Hill Light Railway Charity Weekend.** Run by Kings Lynn Lions Club and our Western Member, John Groom, the NA7C has once again been invited to join them in their Austin Sevens. It's a lovely setting and a friendly event. Contact John for more details - 01945-474196.

**Sunday 2<sup>nd</sup> September. 30<sup>th</sup> Police Gala Day / BBC Radio Norfolk Old Car Rally.** Last year the NA7C raised it's gazebo for a gathering point, and attracted nine Austin 7s and a number of new members. This year we will be once again be gathering there, and this year we will call it our **"RALLY"** rather than a "gathering". So please come along in your Austin Seven, to the Norfolk Show Ground at Easton, and join us on around the gazebo. "Silver" NA7C mugs will be presented to the cars judged "best" by fellow members and the general public on the day. Contact JB for more info.

————— \NA7C/ —————

Please note that the following FEHVC Newsletters have been edited (cut down) specifically to matters thought to be relating to the interests of members of the Norfolk Austin Seven Club. If any member should want an unedited version please contact the NA7C Chairman.

# FBHVC NEWSLETTER

President: **Lord Montagu of Beaulieu**  
Chairman: **Andrew Burt**  
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](http://www.fbhvc.co.uk) or on application to the secretary.

## NEWSLETTER No 1, 2007

### Editorial

Aside from the centenary of Brooklands, there are other important anniversaries in the events world this year (see Events News). Does anyone have any period photos from the early 1980s? I did find a picture of Prescott Hillclimb, when car preparation consisted of attaching a roll bar, pumping up the tyres, sticking on numbers (difficult to get them straight on the slope at Prescott), and attaching a timing beam-breaker to the front number plate. For the driver, a crash helmet was mandatory but I recall that it was only 'advisory' at 'club' events to wear long sleeves and gloves in case of accident!

**Will you be Driving It in April?** Join in and enjoy your vehicle to the full - **Drive It Day is on Sunday 22 April.**

### UK LEGISLATION *David Hurley*

#### Low Emission Zone for London

Hot on the heels of a 600 page report on the responses to the previous consultation on plans for a Low Emission Zone for London (which concentrated on diesel engined commercials, but proposed an exemption for historic) is a new consultation on the 'Scheme Order' that details how the plans outlined in the previous consultation will actually be implemented. The historic vehicle exemption is now proposed as 'pre-1973', although the first consultation suggested a rolling 25 year basis. Lobbying has begun, and two meetings with TfL officials have already taken place.

#### In-Vehicle Information Systems

Not so routine was a consultation about the legal framework and control by DfT of satellite navigation systems. Whilst no old vehicles had such aids built-in, some portable devices are used by some. FBHVC took the stance that the DfT should continue to have a measure of control to ensure that driver distraction is kept to a minimum and to press for improvements to the mapping data, especially focusing on the special needs of large vehicles to keep them away from unsuitable roads. DfT is conscious that HGV's & PSV's are being fitted with these devices, but the mapping data does not contain essential information about weight, height, and width limits.

#### Volatile Organic Compounds

The latest news from DEFRA is that they expect to consult in February on proposals for the licensing scheme to allow the continued sale of vehicle refinishing products (such as cellulose) that do not comply with new limits on volatile organic compound content.

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

#### End-of-life vehicles

Further to the information in the last issue on a new consultation for possible amendments to the End of Life Vehicles Directive, the European Commission official responsible has confirmed to FIVA that she believes that the proposed amendments will not impact upon historic vehicles.

#### Daytime running lights

FIVA made a submission to the consultation on the possible use of daytime running lights, thanking the Commission for recognising that historic vehicles should be exempted from the need to use DRL if the use were imposed – but also stressed the view that FIVA does not see the need for such a Europe-wide DRL use (noting the widely different daylight conditions found across the EU) and that if DRL-use were to be imposed across the EU, the safety of historic vehicles not able to use DRL for technical reasons would be impaired as they would become less conspicuous. *[FBHVC submitted a separate response to this consultation urging EU to leave the decision on DRL to member states.]*

#### Zinc

The European Commission is looking at zinc in the context of human health/risk to ascertain if restrictions should be placed on the use of: zinc; zinc oxide; zinc chloride; zinc distearate; zinc sulphate; trizinc bis (orthophosphate).

We know about galvanising, the use of zinc compounds in fluxes, primers and paints and the use of alloys containing zinc for die-casting. What else is it/was it used for in relation to historic vehicles? Please e-mail the secretary - we need to be prepared in case the review leads to proposals for restriction.

#### DVLA *Sandy Hamilton*

#### V765 Scheme – The scheme to recover original registration numbers

Following discussions about some of the problems that I have outlined in previous newsletters, DVLA has now appointed a dedicated team to handle all these applications. Formerly, these recovery applications were dealt with by a number of groups within the Policy section and accordingly experience and specific case knowledge was inevitably diluted. This change is a positive step and shows the benefits of our regular contact procedure. We have been asked to ensure that all V765 applications are sent to the following amended address: **DUP VRM team D1, DVLA, Longview Road, Swansea SA6 7JL.**

All those responsible for V765 applications please make this change effective immediately. We understand that official documentation will be amended accordingly but please check in case you are using obsolete stocks. Please continue to let me have feedback (via the secretary), positive as well as negative, of your experiences.

## Fee Consultation

A final decision of the revised fee structure is awaiting approval by the Minister and Treasury. The good news is that the proposal for an annual fee will not feature. The strong representations by the historic vehicle community made an impact and proved the worth of the co-ordinated FBHVC approach.

## Cherished Transfers

Following a review of all submissions to last year's consultation, DVLA has advised us that it is not able to support the suggestion that an individual keeper should be able to make an irrevocable election to make a registration mark non-transferable. This is disappointing.

However, we understand that DVLA is instituting a mandatory inspection of *all* donor vehicles that are involved in cherished transfers and are 15 years or older. This forms part of revised crime prevention procedures (much of which remains confidential for obvious reasons) and seeks to address problems caused by some fraudulent attempts to obtain 'nice numbers' using cloned or phantom donors.

## INSURANCE SALVAGE

The insurance industry has guidelines for dealing with cars and motorcycles that have been written off in accidents. In conjunction with the Vehicle Identity Check (VIC) rules that apply to cars, the guidelines are designed both to prevent the identity of vehicles that have been seriously damaged finding their way on to stolen examples of the same model and to ensure that those that are rebuilt are properly identified. Very few claims relate to historic vehicles, and even fewer concern damage that is sufficiently serious to warrant write off, so it is hardly surprising that the guidelines can cause problems for those unlucky enough to have an historic car or bike written off.

Damaged write-offs are divided into four categories, thus:

**A** - Extensive damage, total burnout or flood damage with no serviceable parts. May be sold only to authorised vehicle breakers and must be crushed. DVLA must be provided with confirmation of destruction.

**B** - Severe damage (usually structural), beyond economic repair. May be sold only to authorised vehicle breakers, but may be broken for parts or crushed. DVLA must be provided with confirmation of destruction.

**C** - Repairable salvage. Vehicles with significant, but repairable, damage, where the cost of repairs exceeds book value. These may be sold by the insurer within the trade or to the public, but registration records are returned to DVLA where it is recorded as a Category C write-off. Can be returned to the road on the original identity after re-registration (cars have to pass a Vehicle Inspection Test before this can happen). The fact that the vehicle was once a Category C write off remains on record, although this will not show on the V5C after re-registration.

**D** - Repairable salvage. Minimal, superficial cosmetic damage, but insurer chooses not to repair, even though it might be economic to do so. Reported to DVLA before sale by insurer but does not need VIC inspection or re-registering before returning to road.

There is also a fifth category for vehicles that have been the subject of a full insurance payout, but that require minimal repair. These are often stolen vehicles that have been recovered after a claim has been settled. These may be sold without notification to DVLA.

Once a written-off vehicle has been categorised as A or B, the salvage can only be disposed off through an authorised vehicle breaker, and so cannot be made available to the insured. Most damage assessors who work for the specialist historic vehicle insurers will understand the need to avoid categorising damaged historic vehicles as A or B, but this expertise is unlikely to be there for those who insure in the general market. Many historic vehicle policies explain how the salvage will be handled in the event of a write-off, with some specifying how much the insured would be expected to pay. Owners need to remember that it's too late to check that the arrangements are satisfactory after the event.

## METRICATION

Moves to convert Britain to metric measurements started in Victorian times, with a recommendation of a House of Commons select committee that the 'metric system should be rendered legal'. Metrication was given fresh impetus in the late 1960s by the establishment of a 'Metrication Board' in the run up to decimalisation of currency in 1971.

By 1980, Britain had joined the Common Market, so when Council Directive 80/191/EEC on the 'approximation of the laws of the Member States relating to units of measurement' (repealing a 1971 Directive) called for the universal adoption of *Système Internationale* (SI) units, Britain was obliged to take note.

The pound and the pint became illegal for pre-packed items in 1995, and for loose items (save for beer) by 2000. The Directive, which allows the continued production and sale of items made to imperial units for the maintenance and repair of pre-existing equipment, and excludes aircraft, rail and marine transport items, has been amended several times as problems have arisen. The most recent change was in 1999 (Directive 99/103/EEC) that extended to the end of 2009 the period when non-SI units, such as imperial measurements, could be shown as 'supplementary units'.

If nothing is done to extend this period, it seems it will become illegal to mark products with imperial units even when those units form an essential part of the description of perfectly legal goods or products that happen to be made to imperial dimensions: tyres are, perhaps, the most obvious example of a product that has traditionally and universally used a combination of imperial and metric units.

In December 2006, the European Commission published a working document that considers the need to further amend Directive 80/191/EEC in several respects, but perhaps most importantly in respect of permitting dual marking for an indefinite period.

To understand more, it's worth visiting two websites with strong views on the subject: the British Weights and Measures Association ([www.bwmaonline.com](http://www.bwmaonline.com)) favours imperial units while the UK Metric Association ([www.metric.org.uk](http://www.metric.org.uk)) takes an opposite stance.

FBHVC is raising the issue with the All Party Parliamentary Historic Vehicle Group and is now subscribing to BWMA, not because of any principled objection to the SI system, but simply because it is absurd not to be able to label a ¼ inch BSF bolt as a ¼ inch BSF bolt. That needs to be changed - if only to avoid headaches for those implementing the provisions of the Trade Descriptions Act.

## DRIVE IT DAY

Remember - Drive It Day is Sunday, 22 April. The page on our website is beginning to fill with notes of activities that might be of interest for those needing an excuse to get the old vehicle out. Also on that site is a PDF file of a simple rear-window slogan to enable clubs to print them for the benefit of their members.

## MEMBER ORGANISATIONS

We welcome the South Eastern Vintage Agricultural Club, the Transport Yorkshire Preservation Group, the **Austin Seven Clubs Association**, Clacton Classic Car Club, the Spinning Wheels Motor Club and the Vauxhall VX4/90 Drivers Club to membership.

## USERS' GUIDE

The FIVA Guide for Users of Historic Vehicles has been well received, and has already been widely distributed. There are no plans to order a reprint in the near future, but the secretary does have a modest supply available on a first come first served basis at £6 per hundred plus carriage.

The secretary can also provide PDFs in both A4 and A5 for clubs wishing to reprint the guide themselves - please ask by sending an e-mail to [admin@fbhvc.co.uk](mailto:admin@fbhvc.co.uk).

### **ROAD PRICING**

The secretary has had many calls and e-mails asking for FBHVC's position on road pricing following publication of Sir Rod Eddington's report to the Treasury at the end of last year, making a strong case for road pricing.

Aside from a principled opposition to any system that will not allow an individual to assess the cost of a journey before setting out FBHVC is going to remain open minded until there is a clear proposal that can be analysed.

It is unlikely there will be any decision until there have been successful trials of possible systems, and it is not expected that these will start before 2010.

This topic has become particularly hot as a result of the new on-line facility that enables members of the public to start petitions to the Prime Minister (<http://petition.pm.gov.uk>). Dozens of petitions have been put up since the site went live in November last year, but the petition that has really caught public attention, with over 300,000 signatures at the time of writing, calls on the Prime Minister to scrap its vehicle tracking and road pricing policy.

### **FBHVC WEBSITE**

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The long awaited re-organisation of the club listing on the website has now happened, thanks to the good offices of Dr Paul Frost and his team at motorbase.com who have made the system available at no cost to the Federation. Club main contacts will recall the questionnaire that was sent last autumn asking for details of information for inclusion on the website - this is the result.

Instead of just a list of club names, sometimes with links to websites, there is now a proper search facility. Browsers can view club contact details and basic information about what the club caters for. Clubs can now amend their public contact details on line as well as add or change their logo. In order to do this, though, officers will need to register and use the five digit code appropriate to their club - this information has been e-mailed to the addresses quoted on the questionnaire by clubs for contact purposes. If in doubt, or if your club didn't respond to the questionnaire, please e-mail the secretary at [admin@fbhvc.co.uk](mailto:admin@fbhvc.co.uk) making sure you quote the club's name. And to avoid confusion, please note the code does *not* appear on newsletter mailing labels.

————— \NA7C/ —————

## **NEWSLETTER No 2 2007**

### **Editorial**

There should certainly be plenty to write about for the next issue of the newsletter as Drive It Day seems to have really taken off, with both individuals and clubs giving it whole-hearted support. We look forward to seeing the photos! There is still time for last minute posting of event details for our dedicated DID web page - please send information direct to [web.admin@fbhvc.co.uk](mailto:web.admin@fbhvc.co.uk)

This issue is certainly packed with more pages than ever before, and two items report valuable and significant success for the future benefit of historic vehicle users. Much of the news is inevitably about legislation both here in the UK and in Europe, and the FBHVC committee all agree that to monitor this for our members is the most important function that we do.

### **UK LEGISLATION** *David Hurley*

#### **Low Emission Zone for London**

We submitted our response to *Transport for London's* consultation on the regulations that will govern the proposed Low Emission Zone in London that is due to come in to effect next year. Initially, the scheme will only affect diesel engined commercial vehicles over 3500kg, but TfL have made it clear that they may consider targeting smaller commercials and private cars in the future. Historic vehicles are to be excluded, but the concern lies with the definition of 'historic' that is to be used - especially as it is likely the same definition will be used in the future if (when) smaller vehicles are brought within the scope of the LEZ.

The original outline consultation had suggested a broadly satisfactory 25 year rule, but the later, detailed, proposal used a fixed date of pre-1973. FBHVC's response urged the use of the 25 year definition (as is to be used in the Drivers' Hours regulations - see above) with a separate definition for historic vehicles that remain in occasional commercial use, such as those being operated on 'heritage' bus and coach services. At the time of writing, there has been no indication of TfL's reaction.

#### **Continuous Insurance**

Following some passing remarks in the national press during February, the secretary received several calls asking if it was true that all vehicles had to be kept insured all the time. That is not true, but there is some fact behind the newspaper reports.

Section 22 of The Road Safety Act of 2006 creates a new offence of 'keeping vehicle that does not meet insurance requirements' by means of inserting new sections 144A, 144B, 144C, 144D and 159A into the Road Traffic Act of 1988. Whether the omission of the word 'a' from between 'keeping' and 'vehicle' was intended or not, the purpose of the new offence is to enable government to make regulations that will both require vehicle keepers to keep their vehicles insured to Road Traffic Act requirements at all times (unless they are the subject of a SORN declaration) and enable the authorities to enforce this requirement electronically. FBHVC has been assured that vehicles which have been off the road since before the advent of SORN will not be affected.

No new regulations had been published for consultation at the time of writing, but they are expected later this year for a possible 2008 implementation. The automated enforcement element of the new offence will rely on a comparison of the respective databases of DVLA and the Motor Insurers' Information Centre. One obvious problem for any such system is that the number of people using vehicles that are untaxed (and usually no longer correctly registered) has grown significantly, indicating that the SORN system has failed to make the vehicle register more accurate. To balance that, DVLA contracted enforcement teams have removed thousands of untaxed vehicles from the road so far this year.

#### **Myths and Mysteries**

One popular magazine catering for the more modern classic cars recently carried an item suggesting that Edinburgh council was planning to ban cars over ten years old from the streets of the city in an attempt to improve air quality. When contacted by FBHVC, Transport Edinburgh

said words to the effect of 'rubbish', and thought that someone might have seen an incorrect report that appeared in *Scotland on Sunday* in January.

Another publication catering to the same market published an article on the implications of a Bill going through parliament that would extend the provisions of the Kent Act nationwide. Although there had been rumours of Home Office plans to consult on just such a plan some two years ago, FBHVC was unaware of any such Bill. There was a Private Members' Bill aimed at controlling Occasional Sales that timed-out in the previous session of Parliament and it was believed that the London Local Authorities Bill (which contained similar provisions) had met the same fate.

After some quick digging, however, it seems that the latter is still active, and may yet become law. This Bill contains measures of a similar character to the Kent Act (and the many other such local Acts), requiring traders in second hand goods to be registered and organisers of occasional sales to comply with certain regulations. If the Bill does become law, it will only apply within London, and will not affect the remainder of the country. Like the Kent Act, the additional administrative burden imposed falls on traders (i.e. those earning some, or all, of their income from selling second hand goods) and promoters of sales: individuals who take an occasional stall at an autojumble should not be affected.

### **Volatile Organic Compounds**

There is still no news of the long awaited consultation on implementing a licensing scheme for the continued supply of vehicle refinishing products (such as cellulose) that do not comply with the new regulations limiting the permitted volatile organic compound content.

### **Other matters**

The consultations continue to flow in: since the last issue, we have received DfT consultations on emissions and speed limiter requirements; the downloading of data from tachographs and related record retention; on international co-operation on driving disqualifications. There has been a VOSA consultation on proposals to change the testing requirements for minibuses and also a DVLA consultation on 'fee proposals' - this time on the non-contentious issue of the fees payable for certain enquiries. All are being studied for unintended impact on historic vehicle users.

*DVLA Sandy Hamilton*

### **V765 Scheme – The scheme to recover original registration numbers**

Such feedback as I have had regarding the new dedicated recovery team (Newsletter 01/07) has been very positive with turnaround within a working week or to a maximum of 10 days. This reflects well on the new arrangements.

I have been informed of a number of cases where the strictly defined documentation trail has not been present although helpful private or published period information exists. As each case exhibits different characteristics it is not possible to be dogmatic as to whether this alternative information would be sufficiently persuasive. My experience is that DVLA considers each case very carefully but on occasion the link is just too tenuous. If you feel that a valid presentation has been denied please let me know the circumstances; while we will not win every submission there may be an angle that has not been pursued.

### **Driving Licences**

I have been advised of circumstances where entitlements have been left off renewed licences but had not been noticed for some considerable time. This makes it very difficult to determine a valid reason so I would again urge that clubs advise their members that they should both take a copy of an existing licence before sending it for renewal/to advise a change of address and check *all* the details when the replacement is received, reporting any errors or omissions immediately.

### **Initial Registrations**

This topic would not normally seem to be relevant to our vehicles but of course registration will be required if you have imported one from outside the UK or had purchased a vehicle where there were no papers whatsoever. I recently heard of a case where a long-term project, which had never been on the DVLA computer, had to be re-registered with a new mark because the, now former, spouse had burnt the old logbook and other historical documents. (I presume, although it was not confirmed, that time spent on the unfortunate vehicle was the underlying cause of this drama.)

Fairly recently, DVLA has delegated initial registration of used or imported vehicles to Local Vehicle Licensing Offices (VLO). As part of the procedure the officer has to check that there is no other vehicle registered with the same chassis number. This check is applicable to vehicles that possess a standard VIN code, essentially those dating from 1982. Earlier vehicles that do not conform to this VIN standard should not be checked as it is quite feasible that the same number may have been issued on several occasions, especially when we consider the many manufacturers in the days before mass production.

I was informed recently that a veteran motorcycle had been refused registration by a VLO until they were able to check out another vehicle that showed the same chassis number. They would not provide any details of the other vehicle - if it was a car, tractor or other wheeled vehicle - and this made it rather difficult for the applicant to resolve the dilemma on his own. The VLO also advised that Swansea was not able to assist as the ruling came from there. I was able to make a phone call to a contact in Swansea and was informed that the VLO had misinterpreted the instruction and that they would be phoned and instructed to issue the registration forthwith.

The moral of this little story is that club officers should not always accept a refusal of this type at face value. Local offices are given myriad instructions to regulate their daily existence and many are tightly drawn in an attempt to avoid errors. Vehicles of our period, with their different regulations, requirements and exemptions may be rarely encountered in the average busy VLO. Therefore an average employee may not be aware of the exemptions for 'elderly' vehicles but they should be aware of the procedures for referral to higher authority.

Should you encounter a similar situation always firmly but politely ask for referral to the local manager or, failing a suitable response and in urgent cases, ask for consideration at a higher level (not just at equivalent level) in Swansea. Fortunately these instances are very rare and VLO usually give a problem-free service.

### **EU LEGISLATION *Andrew Burt***

Regular readers of this section will know that the European Institutions are setting ever tougher controls on pollution and that we in FBHVC and FIVA fear the effects of legislation designed for environmental protection far more than that aimed at vehicle construction and use. We

have thus been trying for some time to persuade the European Commission's Environment Directorate (DG En) that the use of historic vehicles makes a negligible impact on pollution levels.

At a meeting with Marco Gasparinetti of the Clean Air and Transport section of DG En some two years, we were told clearly that an unsupported assertion that historic vehicles caused no significant pollution because they weren't used much was unlikely to protect the historic vehicle movement from controls. That was one of the main triggers for the huge Europe-wide research exercise that started in mid-2005 under the direction of Geoff Smith. The preliminary results of that work were published in October last year, and a copy of the report was sent to Mr Gasparinetti.

Geoff Smith and I, representing both FBHVC and FIVA, met Mr Gasparinetti again at the end of February to discuss the report. He had clearly read the survey report and had referred to other published sources for background information. He complimented the survey team on the work done and sought clarification of the sources and/or statistical basis of certain figures. His view was that the report established a clear picture of the movement and provided a good statistical base for future discussion.

There was some discussion about the effect of the 25 year basis of the definition of 'historic vehicle'. Had the 25 year rule applied at the time of the foundation of FIVA in the mid-60s, 'historic' would effectively have meant pre-war. Applying the same rule now means up to the early 1980s. This group includes not only many more vehicles but also many which, in the view of EC, are heavy polluters. In terms of the current 'historic' car park, DG En has some sympathy for vehicles up to the end of the 1960s but after that their support diminishes, especially if they have diesel engines.

The EC view is that pollution is now the biggest killer in Europe. It is claimed that it kills five times more people than road deaths. In the opinion of DG En, older generation diesel vehicles are the worst offenders, so initiatives to prevent the use of older commercial vehicles in Low Emission Zones are seen as the most effective way to produce the greatest effect whilst impacting on the lowest number of people and vehicles.

DG En see this as a perfect example of the EC doctrine of 'proportionality', where the measures taken must be proportionate to the problem but not disproportionate in their impact. This is similar in effect to the Pareto Principle, (that 80% of the result is achieved by 20% of the effort) the question being whether the achievement of the remaining 20% was worth the expenditure of the 80% of resources. This principle could work to the advantage of the historic vehicle movement.

On the basis of the survey results, it was entirely clear that the usage of historic vehicles fell squarely in to 'last 20%' category. The Europe wide circulation figure of 0.08% (it is marginally higher in UK at just over 0.1%) was seen as very reassuring from the environmental point of view.

DG En had not been asked to provide formal advice on the subject but, if asked, would probably not now regard the banning of historic vehicles as something which would make any significant contribution to improving pollution levels. The only exception to this would be older heavy vehicles, particularly diesels, which fell within the 80% category and for which DG En had 'zero sympathy'!

It was noted that in countries where Low Emission Zones were already in force, exemptions were regularly granted for events involving historic vehicles (cf. Italy) and in some cases, such vehicles were exempted altogether. Mr Gasparinetti reminded us that LEZs could only be applied on a local basis and that no national bans could be applied. Neither could bans be applied in a way which amounted to discrimination in favour of the nationals of one country or interfered with the freedom of movement. Reference was made to the *Commission v Austria*, in which the European Court had overturned a proposed ban on heavy vehicles which favoured the use of Austrian vehicles. The principle of proportionality had been a factor in this decision.

It was noted that the Commission was not always asked for advice on, or even aware of, individual LEZ proposals. They required to be informed about national permanent initiatives, but not about temporary or local measures, although they will give advice if asked.

On the subject of emissions, Mr Gasparinetti indicated that Euro 3 would become the future benchmark. The first stage would generally be to ban or limit the use within LEZs of vehicles subject to Euro 1. This would then be extended to vehicles subject to Euro 2, but DG En drew a distinction between pre-Euro 1 historic vehicles and vehicles which were subject to the Euro standards when they were made. The intention was not to ban any vehicles from general use but only from circulation within LEZs, subject to the conditions of LEZ in question.

Applying the proportionality or Pareto principles, the meeting concluded that the best position for the historic vehicle movement would be obtained through self-regulation of the historic vehicle park to limit the inevitable expansion which would result from increasing numbers of potentially polluting vehicles each year and from containing usage to something around its present levels. Best result for least cost/effort was likely to come from extending the historic vehicle definition progressively from 25 to 30 years over a five year transition period and by monitoring usage levels to see if they remained at around their present acceptable level of around 0.1%. If the figure got much above this, DG En would find it more difficult to accept and to support the proportionality argument.

Although the language of this report is deliberately cautious, there is no question that acceptance of the survey report is a significant result for the historic vehicle movement.

*Extracts from FIVA's regular update provided by its lobbying service, EPPA*

### **EC policy on Urban Transport**

The European Commission has begun a consultation on a policy for Urban Transport. This debate has evolved from the development of policy initiatives in the 1990s to promote Clean Urban Transport which focused on providing support for local initiatives and providing a centre for shared ideas. Now with the raft of EU air quality, vehicle emission, fuel quality and clean vehicle legislation, the Commission is consulting in anticipation of drafting a Green Paper later this year on Urban Transport. The objective is to determine how past initiatives may be integrated together and to see whether it can develop a framework for urban transport. FIVA will participate.

### **The European Commission is proposing stricter standards on fuel**

At the end of January, the European Commission proposed new standards for transport fuels designed to reduce their contribution to climate change and air pollution. This proposal aims to amend the 1998 fuel quality directive which set common EU specifications for petrol, diesel and gasoil used in vehicles and to do so to take in to account developments in fuel and engine technology, the growing importance of biofuels and the need both to meet the air quality goals set out in the 2005 Thematic Strategy on Air Pollution and to further reduce the greenhouse gas emissions that are causing climate change. To do so, EC proposes to:

- introduce an obligation for fuel suppliers to reduce the greenhouse gas emissions that their fuels cause over their life-cycle, ie when they are refined, transported and used. From 2011, suppliers will have to reduce emissions per unit of energy by 1% a year from 2010 levels.
- Establish a separate petrol blend with a higher permitted content of oxygen-containing additives (oxygenates), including up to 10% ethanol – to enable a higher volume of biofuels to be used in petrol.

- Ensure that all diesel fuel will have an ultra-low sulphur content (no more than 10 parts per million) from 1 January 2009 – in order to cut emissions of particulate matter. The proposal also calls for the maximum permitted content of poly aromatic hydrocarbons in diesel to be reduced by one-third.

#### **Calls for tighter controls on mercury**

A new study titled ‘Stay healthy, stop mercury’ claims that mercury levels in the bodies of 15% of women exceed 1 microgram per gram and that this exposure is dangerous particularly to the unborn children of pregnant women. Accordingly, it has called for the EU to extend existing and planned curbs on mercury in cars, electronics, the chlor-alkali industry and fever thermometers to all other applications of the metal, with exemptions granted only where alternatives do not exist.

#### **FIVA NEWS**

As has become customary, there were several FIVA commission meetings arranged around the Retromobile show in Paris during February. FBHVC was represented by Andrew Burt (who is a director of FIVA as well as being FBHVC chairman) and commission members David Davies (legislation) and Colin Francis (events). David Hurley (chairman of FBHVC’s legislation committee) also attended the legislation commission meeting.

#### **EVENT ENTRY FORM INDEMNITIES**

It came as something of a surprise to discover that participants in some events are still being asked to sign entry forms that indemnify the organisers against all claims, however caused.

We cannot emphasise enough that no-one should sign such a form, as in doing so they are likely to be breaching the terms of their own insurance policies and thus put themselves at risk of invalidating their insurance. An incorrect entry form indemnity can be worse than no indemnity at all.

Any entry form indemnity that uses phrases like ‘howsoever caused’ or ‘notwithstanding that the same may have been caused or occasioned by’ is likely to fall into this category. Such wordings were made illegal by the Unfair Contract Terms Act of 1977 because they go against the principles of fair contract by seeking to hold the organisers indemnified against claims resulting from injury or damage that they may themselves have been responsible for causing.

We urge clubs to check that their own event entry forms do not fall into this trap, and also to encourage their members to check what they are being asked to sign.

#### **VEHICLE INSURANCE**

The item in the last issue about the way insurers classify salvage closed with the remark: ‘Owners need to remember that it’s too late to check that the [insurance] arrangements are satisfactory after the event’.

Many motorists choose insurance on price, and price alone, and although one would expect historic vehicle owners to be a little more choosy, it is remarkable how many fall into the ‘it won’t happen to me’ trap and take the low cost option, which usually brings with it least benefit when the worst happens.

Many larger clubs have negotiated insurance arrangements that they believe will provide a good balance between terms of cover and cost. Smaller clubs cannot generate sufficient business to warrant their own scheme and have to leave their members to find their cover where they may. That is about to change with a new initiative that gives access to two specialist and experienced vehicle insurers through membership of *any* FBHVC club. The two companies are **RH Specialist Vehicle Insurance** and Peter D. James Ltd.

Peter James is well known as the James in Footman James, a company he built up before selling it some time ago. After a period attending to other matters, Peter is re-entering the insurance market concentrating on providing a quality service for historic vehicle enthusiasts. Contact details and web-address for Peter D. James Ltd will be announced in the next issue.

**RH Specialist Vehicle Insurance** is the continuation of the Richardson Hosken brokerage that has been serving many clubs for many years under the direction of Allan Mitchell. RH is now a trading arm of the Willis Group - the firm that provides the public liability insurance scheme for clubs.

In accordance with Financial Services Authority regulations, FBHVC makes no recommendation of either organisation, but merely informs readers of their existence. FBHVC receives no commission income from either company, but does benefit from advertising purchased at the standard rate.

#### **VED HISTORIC VEHICLE EXEMPTION**

The Vehicle Excise Duty exemption for historic vehicles was frozen nearly ten years ago. FBHVC policy is to seek a return to a rolling basis and pursues this objective whenever the opportunity presents itself and the subject is almost a standing item on the agenda for meetings of the All Party Parliamentary Historic Vehicle Group.

Others are taking advantage of the on-line petition site (mentioned in the last issue in connection with Road Pricing) where there is a petition calling on the government to restore the rolling date. The petition had attracted over 8,000 ‘signatures’ at the time of writing. <http://petitions.pm.gov.uk/historiccartax>

We see no reason not to support this petition.

#### **JUST FOR STEAM ENTHUSIASTS**

Last year the West of England Steam Engine Society threw down a challenge to build a steam motorcycle capable of being ridden at up to 50 mph around a ‘wall of death’, the cylindrical fairground attraction that has thrilled crowds for 70 years. Just such a bike was built by Gerry Stoneman, a retired engineer from Devon using a Field engine in a 1920 Sunbeam frame.

## **SIGNING OFF**

I hope that you found this edition of the NORFOLK NA7TER of interest and hope that you will let me have any items in the way of articles or photos for future editions. If you can, please send them to me by email, so that I can easily transfer them, but please bear in mind that I AM NOT ON BROADBAND SO CANNOT TAKE REALLY LARGE FILES OR PHOTOS. If you are not linked up by confuser, then please send in your articles and photos so that I can copy them or scan them.

As a Reminder for the St George Day Run the this edition of the NA7TER will finish with the map of the Norfolk route.

Do please join in any events that you can with your Austin Seven, because as unless you do support the events they may not be there in the future when you want them.

*And Finally*

*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 22<sup>nd</sup> 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 !**

