



Norfolk NA7ter



April 2009

Norfolk Austin Seven Club

President: Wing Commander Ken Wallis

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Club Meetings

are held on the third Tuesday of each month
from 7.30 pm at

The Village Inn

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Tel: 01603 810210

Club Website - www.na7c.co.uk

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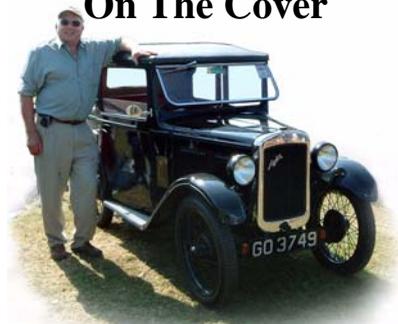
The views expressed in the articles appearing in the 'NORFOLK NA7TER' are those of the contributors and not necessarily those of the club, committee or the editor. It may be necessary to condense or alter some of the articles submitted for publication to suit the space available: the editor apologises in advance if this is unavoidable.

The NA7C is a member of the Austin Seven Clubs Association, the Federation of British Historic Vehicle Clubs and the Association of Norfolk Car Clubs.

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On The Cover



**Our new Chairman, John Groom,
poses next to his 1931 RL Saloon**

Norfolk NA7ter

Editorial

We were pleased to find that the “new style” *Norfolk NA7ter* was very well received. Many members have commented on how nice it was to have a hard copy that could be easily picked up and put down. Consequently, the Committee have decided that all future issue will be supplied in this format. In addition, the cover will be printed in

colour, adding - we hope - to the magazine’s appeal and providing the membership with a “value-for-money” publication.

The *Norfolk NA7ter* is, of course, also available in full-colour format on the website

www.na7c.co.uk

The “Press Date” for the next edition of the NORFOLK NA7TER is June 30. Please let me have any contributions before that date. Contact details are on the inside front cover

Extraordinary General Meeting - 17 March 2009

Following the AGM, when no-one offered to serve as Secretary, an EGM was called to either elect a Secretary or wind up the club. Fortunately a volunteer for the vacant post came forward, in the person of Nick Walmsley, but in the interim period Jim Blacklock unfortunately resigned as Chairman, citing differences between himself and other committee members as the reason.

Thirty-nine members were in attendance as, in the absence of a Chairman, the Acting Secretary, Nick Walmsley opened the meeting. He emphasised that the purpose was to move the Club forward from its current state of crisis, to amend the constitution and to elect new Club officers.

Nick continued by giving a glowing tribute to the work and efforts of Jim Blacklock in founding and running the Club up to the present time. He explained the voting procedure and then, in view of the current situation in the

Club, called for a vote of confidence in the Committee and its aims in carrying the Club forward. This was passed with 25 member voting for the Committee, four against and five abstentions.

A vote was then taken to amend the constitution so as to simplify the rules for dissolution of the Club should that become necessary. The motion was carried unanimously.

Nick then announced that John Groom had volunteered to stand as Chairman.

In the absence of any other candidates, John was elected.

Nick then handed the meeting over to Rick Fryer, after stating that, contrary to rumour, ill-health would not prevent him from being elected as Secretary. There being no other candidates, Nick was duly elected.

Having thanked the members for their support, Nick briefly outlined his and

From Our New Chairman

Well I must start by saying thank you to all the members at the E.G.M. for voting me in as your Chairman. I look forward to meeting many of you in the near future.

I must say thank you to all the Officers for the work they have put in to the A7 Club in the past but now we have to move forward. Your Committee had a meeting very quickly after the EGM

From Our New Secretary

Having been involved with the Club since the very beginning, I've found it very hopeful, rewarding - and from a Committee point of view, slightly humbling - that a genuinely concerned and involved Membership has rallied so decisively to keep the NA7C afloat during the recent problems and set it on a new course. I'm sure every similar organisation would want to have such an 'involved' membership who really care about their Club.

the Committee's plans for the future. A request from the floor for a vote of thanks to Jim for his work in founding and running the club was accepted. A request for the minutes of the AGM, the EGM and the Balance Sheet to be sent to all members was also made - this has now been done.

There being no further business, the meeting closed at 9.00 pm.

and we all feel very upbeat about the future.

If any member would like to give a talk on any subject at any meeting, please contact me or any members of the Committee.

Again many thanks for allowing me to be your Chairman.

Kind regards to you all

John

Our new Chairman mentions the 'up-beat' feeling, and that feeling has been most tangible since the EGM. At that meeting we stressed that the way forward was 'more fun and less procedures', and that's what your Committee will do their best to deliver - please don't hesitate to approach any of us with any subject or idea you may want to raise regarding your Club.

Warmest good wishes

Nick

Thanks

The following email has been received from Ian Howard:

19 February 2009

Please convey my most sincere and grateful thoughts to the Club after my minor operation, which went well except for the restriction I had with driving. To be honest, I was overwhelmed to receive the Club's card and I promise you I appreciated it and to the point it even had a tractor on the front to depict my farming background.

Thank you again for your thoughtfulness.

Ian

Membership News

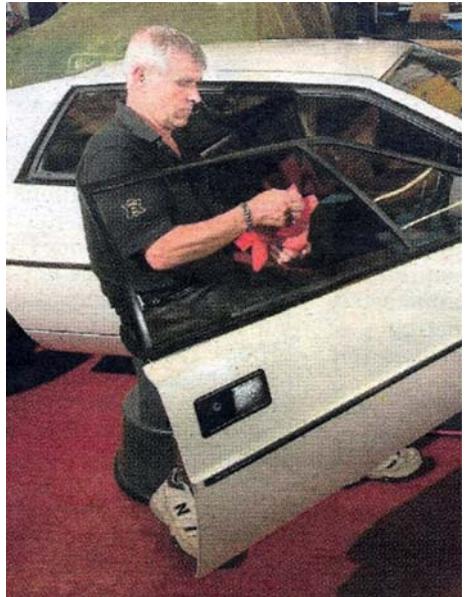
Please join us in welcoming **John and Linda Mills** to the club. John and Linda own a 1935 Ruby and live in Swaffham.

Nick Fulcher - Coachtrimmer

At the February Club Night, members were entertained by a talk from Nick Fulcher, a coachtrimmer from Hethersett.

Nick began by telling us how he became a coachtrimmer. He started his working career as a bespoke tailor at Harry Darby's - one of the best tailors in Norwich - where he worked for six years. He then went to Lotus Cars, working in the trim production department, where, after a few months, he was asked to sort out the problems that they were having with trim design and production.

Lotus sent him to Jaguar cars, to learn more about trimming with hide, then to Connolly's for a few days to see how leather was taken from its raw wet state, to a finished tanned hide and to



**Nick at work restoring the
“James Bond” Lotus Esprit
from the film
“The Spy Who Loved Me”**

learn more about how a hide can and should be used.

Eventually he ran the Engineering Trim Design and Development Department, but in 1977 he decided it was time to start up on his own and *N. Fulcher Coachtrimmer* came into being.

Nick went on to talk about hides and the differences between modern water-based treatment and the traditional cellulose finish - the main one being that, because of the lacquer on a modern

hide, it cannot be “fed” like a traditional-treated hide.

Following that, he showed how pleats were made and how they could be repaired. He then talked about pin beading and piping and showed us several examples of the materials and techniques employed.

He then described hooding and showed us samples of the various materials used and how to clean and preserve them. Nick’s talk concluded with information on headlining, carpeting and interior trim.

**N. Fulcher Coachtrimmer are at
50a New Road, Hethersett.
Telephone 01603 811993.
www.coachtrimmer.co.uk**



**“Dignity and Impudence”
The Secretary’s A30 sizes up the opposition at the
Jaguar Drivers Club Quiz**

Jaguar Drivers Club Quiz

An excellent turnout of members meant that the NA7C was able to field five teams for the annual contest with the Jaguar Drivers Club.

As the current holders of the trophy, the JDC played hosts and set the rules. This year there was a preliminary competition of six rounds of ten questions, plus a “table round” requiring contestants to identify the shipping areas around the British Isles. The top team from each club then went head-to-head in a “University Challenge”-style competition of 20 minutes duration.

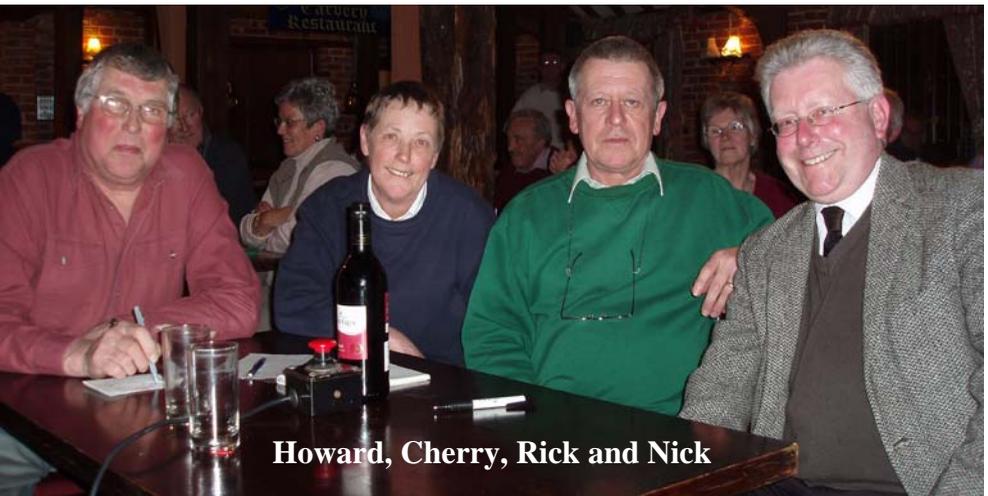
The winners of the first round for the NA7C, by a margin of half a point over a team made up of John and Chris Hazell and two of their friends, were Nick Walmsley, Howard Tame and Rick and Cherry Fryer. They found themselves facing the Chairman of the JDC and his team.

Despite repeatedly winning the “starters for ten”, the NA7C team initially found it hard to make headway, particularly with the model names of modern cars and country singers!

However, hard work and cunning, plus a surprising knowledge of Doris Day hits and Pink Floyd albums, eventually paid off and the NA7C scored a resounding victory.

Unfortunately the trophy was not available for presentation, but a bottle of wine found its way to the winning team, who decided that it should be raffled off in aid of club funds.

Winning the trophy, of course, means that NA7C is responsible for next year’s competition. So, if anyone would like to organise a quiz next March, please let the Secretary know.



Howard, Cherry, Rick and Nick

Our Cars

Wexford - Fitting the Body

John Hazell continues the story of his Ulster Replica

The last installment told how the engine, gearbox and transmission were fitted to the chassis. I've now turned my attention to the first fit of the body-work.

If you remember, I bought a new "Ulster" AE Sports body shell from Ray Pettet of Compound Curvatures in Nottingham.

The first attempt to offer up the main part of the body shell to the rolling chassis showed that the positioning of the holes for the pedals and steering column would require a fair amount of fettling. So I decided to cut out a section of the floor around that area and

replace it with a new piece, with all the necessary holes cut in it. Several cardboard templates were needed before I achieved the correct positions to transfer onto a piece of galvanised sheet steel.

The body was bolted down using those holes in the floor that lined up with those on the chassis. Additional ones required drilling for the inboard front supports around the gearbox area and the rear support brackets. These are the final supports for the body before it goes over the back axle and required bending to the correct angles before they could be fitted.



Since I have fitted a four speed gearbox, the area of the floor around the gearbox had to be altered slightly and an inspection cover had to be made to allow topping up the oil in the gearbox when required.

Other floor panels also had to be made, as they do not come with the "body-work kit". These were the panels above the gearbox, the inspection covers for the rear end of the prop shaft, the inspection and handbrake lever combined cover for the front end of the prop shaft and the rear section of the boat tail end (behind the spare wheel section). This required a large piece of shaped aluminium that was pop riveted and sealed in position. I believe that this section was left open after construction in case you want to fit a rear petrol tank for trials or racing.

The next area to concentrate on was the bonnet. The support bar that holds the bonnet fixings was made for me by Griston Engineering as it required being formed with the aid of a bending machine, the pattern for which was gained from Chis Gould's book. After making slight alterations to allow it to fit under the body's lip, one section was mounted to the body shell. The radiator cowl was propped up on the engine starting handle casting and the other end of the support bar attached to the top of the radiator cowl. The bonnet was offered up and the bonnet support bar adjusted to fit for length. The radiator side panels were tried in position

after making sure that the radiator cowl was square to the main body. The fixings for the side panels had to be drilled onto the main body panel and lined up with the corner of the pedal box and the radiator cowling. The front end of the panels were clamped to the cowling, so as to obtain a tight shaped form before drilling the fixing holes in the side panels and radiator cowling.

The right-hand engine side panel was offered up to the position shown in Chris Gould's book and, corresponding with the depth of the bonnets lip, slight alterations to the curvature of the rear section and a reduction of its overall length (1/2 inch) was required. The panel was then offered up again and the holes that would fix it to the radiator were marked on the panel, along with the positions that the rear fixings would need to be in to match up with those seen on pictures of existing Ulsters. The rear fixings were made with the use of captive nuts (stainless steel nuts welded to small pieces of stainless steel plate) riveted to the main body panel. The radiator end I had already fitted with captive nuts prior to having it powder coated. The left-hand engine side panel was fitted in the same way, but as I am using a SU carburettor with a flat pan air filter, a blister type bulge had to be formed around this area on this side panel to stop it fouling, I had worked out the shape and the position required and as the panels are aluminium, I got Griston Engineering to form



the blister and weld it into position on the panel.

The “cow horns” - the brackets that fix the radiator support panels to the chassis- were tried in position, then heated up and bent to follow the exact profile of the panels, then cut to length and

drill. This particular set of brackets were made for me by our local blacksmith who copied a set I borrowed as a pattern. The holes drilled in the “cow horns” prior to reassembly were marked onto the support panels and drilled accordingly, along with the external brackets, then filed out to take

chrome dome headed coach bolts. The top fixing on each side - a 1/4 BSF bolt - was threaded and welded to the outside bracket that will be used in mounting the headlamp/front mudguard supports, as later the bolt will be covered by the light-gauge one inch square box section used in assembly. The metal used in the brackets that support the mudguards and go around the radiator support panels is one and a quarter inch by one eighth of an inch mild steel flat bar, all bent to shape with the use of a gas blow lamp and an anvil.

With the brackets all bolted in position I then started marking out for the construction of the headlamp and mudguard supports. First the box section had to be cut and filed to the profile of the radiator support brackets, then cut to length, after making sure that the mudguards (supported by blocks of wood on the tyres) were at the correct angles and heights. With these carefully propped up in position, measurements and angles were taken for the cross bars that will hold the headlamps. These were transferred onto light gauge one inch square box section and cut to length, allowing for a flat plate with a couple of quarter clearance holes to be welded at the ends nearest the engine bay side panels when they are in position. The actual part of the bracket that holds the large fixing bolt for the headlamp was constructed out of light gauge two inch by one inch box section, the front end being formed round and the rear swaged over and

welded onto the inch square box section of the cross bars. (all welds at this point were just tacked to allow for any final adjustments). They were then checked in position and afterwards fully welded by my friendly blacksmith who has a fine needle (electrode) for his TIG Welder.

The other brackets that support the mudguards are made from 16 gauge sheet steel formed into a dome shape. This was done by holding the metal over the outer case of an old bearing and with a ball pain hammer slowly forming a deep indentation in the metal, then marking out a circular base and cutting it to shape. After this a central hole was drilled in each one to take a piece of light gauge 5/8 inch diameter round tube with a supporting collar, all welded in position. Six of these were required and they were made in pairs, left and right handed, with the protruding tubes cut at an angle so as to follow the line of the body. The actual bracket that fits under the mudguard was made from 1 inch by 1/4 inch flat bar formed in the shape of the curve and having a flat piece set at 90 degrees to allow it to be bolted to the face of the tubing via 8mm stainless steel studding, threaded into the bracket (with a nyloc nut to lock it into position) and passing through the length of the tubing and the body panel, terminating with a large washer or plate and a nyloc nut. The mudguard itself was fixed to the bracket via four chrome headed coach bolts, slots in the brackets were filed to stop

Our Cars

the coach bolts from turning. Two additional brackets were made for the rear mudguards, positioned at the top section and across to the main body. The one on the passenger side will be used later to mount the exhaust pipe clamp.

With the panels and mudguards in position, all that remained to be done to finish the bodywork was to purchase

bonnet tape, rubber mouldings, rear reflectors and leather straps for fitting to the bonnet and spare wheel cover. These items were bought from Vintage Supplies at Happisburgh, along with a pair of "Brookland" style aero-screens and all have now been fitted.

The next task will be forming the seating framework and the dash panel.



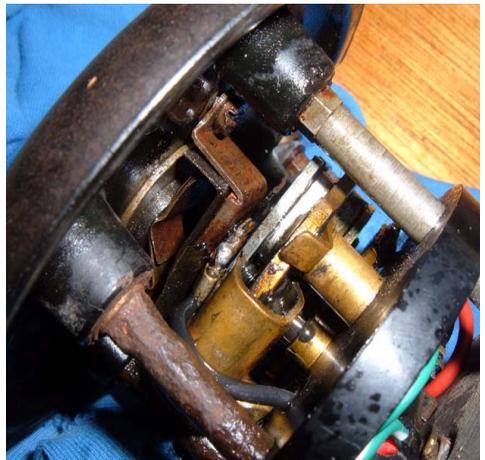
Daffodil - Episode Two

Jon Prockter tackles some electrical problems and sorts out the engine on his Pearl

Having got the engine running at last, it was time to see why the battery kept going flat. Although only a year old it lost most of its charge in three or four days. So, with everything switched off, I put my old Avometer in series with the Battery and got a steady discharge of 50 milliamps, enough to cause the problem. Not being able to see an immediate cause, I began disconnecting parts from the circuit and finally tied the problem down to the horn. Also, when disconnecting the horn there was a “ping” noise! I had noticed that among the spares supplied with the car was an old horn and the one fitted was a new one. Substitution made no difference and I began to have the feeling that someone had again been here before me!

As there were no trapped wires, the problem had to be within the steering wheel column. Although I have never had a problem pulling the steering control tube out, getting it all back with the full packing felts is another matter so it was with some trepidation that I started. With it out, I quickly found that there was a high resistance reading across the horn button of around 1000 ohms, caused simply by age. The old waxed paper insulation had failed.

You can see in the centre of the picture of the horn assembly that where the grey wire is soldered there is paper insulation either side. No doubt a bit of moisture had got in. A bit of scraping and poking reduced the leakage but not completely. So, for the present I am leaving the horn disconnected on the basis that the car is so noisy that I will not need to announce my presence any further but try to remember to connect the horn when moving and disconnect on stopping. Perhaps I can wire it through the ignition switch. Ultimately I will either fit a replacement horn switch or do a little redesign. The problem with this is the way the spring assembly is riveted together. So, has anyone got a useable spare or any suggestions?



Now back to the engine.

Yes, the engine could be started but as soon as the accelerator was touched it was likely to stall. On its first short trip, it was only by pussyfooting that it travelled the first hundred yards. It seemed to be associated with fuel and the red petrol was the first thing to eliminate. The tank was again drained, filled with a couple of litres of petrol, shaken about and drained. Refilled, the red had changed to pink, so I re-started. Again, tickover was fine but do not touch the accelerator! OK, what was left? Ignition, plugs, pump and carb, assuming that the previous de-coke was well done. First, the carb float chamber: the jets were clear and float was OK. Petrol level was correct and the 18mm plugs were OK. I re-checked the distributor timing and points - they were not set up very well but by a bit of tweaking and filing, the (new) contacts now seated correctly. Still no difference.

Now it seemed the time to start replacing bits. Luckily, there was that spare engine which came with a full set of ancillaries. A different float chamber made no difference so next I changed the pump. Again no difference so all that was left before taking the cylinder head off was the body of the carburetter.

So, I changed the carb body. What a difference - the engine throttled normally. I could not see anything wrong with the old part but it didn't work.

One day I will have a longer look but at present there are more pressing jobs like preparing for the MOT.

Steering was bit sloppy but adjusted at the steering box. King pins were good but one front hub needed new bearings. At the same time, the badly worn Girling brake cams and bushes were replaced. Both front brakes have one damaged (trailing) brake lining as can be seen in the other picture. I do not know the cause but eventually they will need replacing.



Then, on to the back axle and more serious problems! That will have to wait until the next episode.

Although this car is still a bargain at the price we paid, it is becoming obvious that the various previous owners since 1970 had each done a little bit of restoration work but none of it was ever road tested.

An A7 Dream - or should it be nightmare?

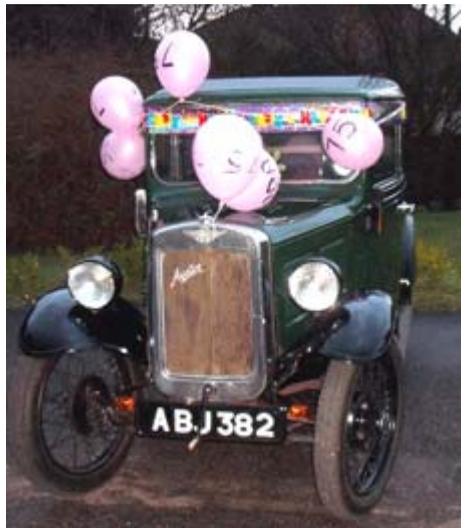
Jean Barnard intends to have a go at driving Winnie this year. She says she's not exactly looking forward to it and thinks it might be playing on her mind...

*I sped along the country lane at nearly thirty-five,
The sun was shining brightly - it was good to be alive.
Around the corner came a lorry, I must admit I froze,
I pressed my foot upon the brake, we finished nose to nose.
The driver climbed down from his cab, he looked in angry mode.
Took hold of my dear Austin 7 and pushed it off the road!
He climbed back in without a word, a sneer upon his face.
And with a blast of diesel fumes, drove off at quite a pace.
I knew that now I must reverse, which filled me with great dread.
A woman who'd been watching cried "Go on don't be afraid!"
Backwards and forward then I went. I made that turn so easy.
Then Brian woke me, "Stop thrashing around, you're making me feel queasy!"*

Jean adds....

It was Winnie's 75th birthday on the 19th of January and we couldn't let such an important day pass without celebrating.

It was surprising how many people called in during the time she was on the drive.....some to ask if it was Brian or the car who was 75!!!



What's On

The Events Calendar, which appears at the back of the magazine, is starting to fill up. There is more to come and we will be adding to it as the year progresses. An up-to-date version is available on the Club website at www.na7c.co.uk.

**Please let the organisers know if you plan to attend
all events are subject to change or cancellation**

Wymondham Old Timers Vintage/Classic Transport Show - Sunday 3 May

This annual event, the first rally for 2009, will take place at Pensthorpe Nature Reserve, near Fakenham.

The entry fee is £6 (plus an additional £3 if you want a plaque) and Dave Rix has entry forms.

Ron Houghton's Oily Rag Day - Sunday 17 May

Ron and Barbara Houghton will again be hosting their Oily Rag Day, from 12.30pm at Mulberry Tree House, Harris Green, Hardwick.

Please contact them on 01508 530580 or barroncats@tiscali.co.uk if you plan to attend.

Get to know your new Chairman - Tuesday 19 May

At the Club Night on Tuesday 19 May our recently elected Chairman, John Groom, will be giving a brief talk to enable the members to get to know him better.

In it, he will tell us about his cars, his charity work with the Lions and his plans for the club.

Austin Allsorts Rally - Sunday 7 June

The 750 Club Norfolk Centre are holding their Austin Allsorts Rally at the Mechanical Music Museum, Cotton, Nr Stowmarket.

Entrance fee is £5 per car. Dave Rix has entry forms, or contact John King on 01603 453650 or jnking@ukonline.co.uk for further information.

Molentocht - The Dutch Windmill Run - 28 May - 1 June

The Molentocht weekend arrangements to date are as follows:

- Thursday 28th May ferry crossing using either P&O North Sea Ferries Hull-Zeebrugge, or Harwich-Hook of Holland, followed by drive to hotel in convoy.
- Friday 29th May morning free, afternoon visit to be arranged. Friday evening dinner at the Lunch Café in the town hall, the town mayor usually attends. Buses will transport us to and from the venue.
- Saturday 30th May visit to Neeltje Jans or Delta Expo with a guided tour of the site followed by lunch. After lunch we drive to the town of Westkapelle with time to site see and visit the towns museum and find out about the allied landings in October 1944. Saturday evening we will once again visit the Landlust restaurant at Vlissingen where as well as an excellent meal live entertainment makes a great night out. Once again transport to and from the event will be provided.
- Sunday 31st May is the Molentocht proper when 300 cars from France Belgium and Holland will take part in this popular event. The day starts with a drive to the Zeeland aerodrome where we will be entertained with vintage flying displays, live bands and the chance to see cars seldom seen in Britain. We then drive the well planned route using the large scale maps and instructions in English stopping at various places of interest along the route. Sunday evening the meal will be served at the Hotel Goes where we will have the opportunity to say our farewells to friends both old and new.
- Monday 1st June we leave the Hotel Goes and drive to either Hook of Holland or Zeebrugge.

The cost of the weekend has risen considerably mainly due to the change in exchange rates, and will be £190 per person plus the cost of the hotel at €99.50 per night, although not a cheap weekend we do think you will enjoy this event now in its 21st year.

**Contact Dave and Maggie Dickinson,
Station Lane House, Main Street, Darley, Harrogate HG3 2QF
01423 780060 or dickinsond@fsmail.net**

Sales and Wants

Club Sales

The following items are for sale and are available from the Editor (01362 696114 or rf.na7c@tiscali.co.uk) or at Club meetings.

Posters - £5 each

**Longbridge-Produced Austin Sevens
1922-39 (27" x 39" approx)**

**Garage Chart (circa 1930)
(36" x 21" approx)**

**"Chummy In The Lane"
(29" x 21" approx)**

Post-War Specials (27" x 19" approx)



2008 NA7C Mugs - £6 each

Fridge Magnets - 50p each

**Stainless Steel Radiator Badges
£9.95 each**

Also available

Vinyl Windscreen badges

Set of two large and two small badges

£1 per set





Binder for “Grey Mags”

holds 12
copies - £5
each

AUSTIN SEVEN BOOKS
from
**MARGARET MOTORS
BOOKSHOP**
Bessingham, North Norfolk

Currently have the following Austin 7 Books in stock

The Austin Seven Manual by Doug Woodrow - £43

The Austin Seven Source Book by Bryan Purves - £30

Men & Motors of the Austin by B. Sharratt - £25

Austin Seven Handbooks (Reprints) various years - £5

Austin Seven Parts Books (Reprints) various years - £5

Plus many other books on old cars and related subjects

Contact Henry and Jennifer Thorne.
01263 577366

Club Clothing

Are you interested in purchasing fleeces, sweatshirts or tee-shirts bearing the club logo? How about a cap or overalls? Please let the committee know, so that enquiries can be made with suppliers.

From Other Newsletters

From the Scottish Austin Seven Club

Spring clearout! - I have two **1935 Rubies** for sale at very reasonable prices to SA7C members. Both have sound floors with new panels, re upholstered seats and door panels, good running engines, relined brakes etc. They require just a little work to finish, nothing too difficult. Please call for more details. I would consider a classic british motorcycle (needing restoration or not) as a trade. **John Rooney phone 01357 300137**

Partially restored 1933 RP Box saloon Car has been stored in a dry garage near Perth since the owner commenced restoration. Previously owned by a club member (sadly now deceased) and looking for a good home. Seems to be all there including new tyres, wiring loom and upholstery. Engine in pieces but has a .020” block according to the pistons. Any offer around a fair price will be considered. Michael Pell has photographs and can fill in details for any interested member. Direct contact can be made with the owner **Mrs Libby Hems at 01738 730227 or libbyhems@hotmail.com**

FBHVC News

The Federation of British Historic Vehicle Clubs is a grouping of over 450 Clubs and Museums together with some 1500 Trade and Individual Supporters. The aim of the Federation is to uphold the freedom to use old vehicles on the roads without any undue restriction and to support its member organisations in whatever way it can.

The NA7C is a member of FBHVC. They publish a bi-monthly magazine that highlights legislation and other topics that may affect our hobby. Articles of interest will be reprinted here. If any member would like to read the magazine in full, please contact the Editor, or visit the FBHVC website at: <http://www.fbhvc.co.uk/>

Fuel - Ethanol in petrol

Following the articles in the last two newsletters we have had a number of letters about the effects of ethanol in petrol and so we have summarised the main points below.

At concentrations of less than 5% there is no obligation for the petrol pumps to be labelled at point of sale, so petrol on sale can be 0% - 5% ethanol. Ethanol is hygroscopic so manufacturers should have been added corrosion inhibitors to it before blending with petrol. Ethanol

changes the volatility of the fuel which although it can give a slight benefit to cold starting this is at the expense of increased vapour lock problems and hot start problems in susceptible vehicles. Corrosion could be a problem if inhibitors are not used.

Effects on tank sealants etc

Any tank sealant manufactured in USA should not be affected by ethanol (e.g. the Frost brand) as ethanol has been in USA petrol for some time. To be sure of avoiding problems customers should check that any such product does indicate it can be used with fuel containing ethanol.

they are old. The same type of seal may not leak when new.

Particles resulting from the breakdown of tank sealants and moving through the fuel system may also cause problems, although this would be for a finite time (until it has all been washed through). A solvent is available to remove existing tank sealant, Epoxy Remover made by Tank Cure. However the active ingredient in this product is

methylene chloride, aka paint stripper, which is the subject of a proposed ban - see elsewhere in this newsletter.

Feedback required

At present the number of problems reported is very small in relation to the number of vehicles which could be af-

ected. We will be monitoring the situation closely and would like to hear from anyone who is experiencing problems, giving full details of the vehicle concerned. If the situation is seen to be more widespread than we will look into the possibility of further research.

DfT Renewable Transport Fuel Obligations

The Federation were invited to contribute to a consultation from the Department for Transport about the variable rates of duty applicable between conventional petrol and biofuel and our response was as follows: The Federation

of British Historic Vehicle Clubs would welcome a requirement for suppliers to ensure that gasoline blended with ethanol includes suitable anti-corrosion inhibitors to prevent corrosion in fuel systems of vehicles.

FIVA Definition of an Historic Vehicle

Chris Hunt Cooke

Few news items have generated as much correspondence as the report on the definition of an historic vehicle agreed by FIVA, which is: a mechanically propelled road vehicle: which is at least 30 years old; which is preserved and maintained in a historically correct condition; which is not used as a means of daily transport; and which is therefore a part of our technical and cultural heritage.

This definition is mostly for political lobbying purposes, and you have to look in an international context. For example, the EU Commission have given indications that while they are happy to consider legislative exemptions for a reasonably small number of vehicles, used for relatively low mileages, they would become concerned if the number of vehicles or the mileage they covered rose as a percentage of the total vehicle park. It is hoped that by lifting the defined age to 30 and ex-

cluding vehicles used for daily transport, this will be avoided. Some of the newer members of the EU from Eastern Europe have a considerable number of old vehicles in daily use and the EU would not wish to see them included in any concessions made for classic car purposes. The adoption of this definition by FIVA does not mean that individual countries will use it for all purposes, and it is unlikely it will have any impact in the UK. That is a pity in some ways because it might get

the rolling date for VED exemption moving again.

There are no indications at all that the powers that be in the UK have any thoughts about restrictions on mileage for exemption purposes, and the FBHVC have been very successful in ensuring that we are able to use historic cars in the UK with no more restriction than a modern vehicle. There were those who were very wary when the historic VED exemption first came in, fearing that some restriction might be the quid pro quo. Thankfully, that has not happened.

I was at the meeting in Brussels when FIVA voted on the new definition, and some countries do have real concerns, the Italians for instance currently have a 20 year rule, and were very concerned that their government might take this as a green light to increase that to 30. However, they were eventually persuaded to support the change by the argument in relation to lobbying the EU.

We can assure all members that this definition will not affect the Federation's treatment of any of our vehicles; it is a political tool that we can use to our advantage, not a code of practice.

And Finally....



Daffodil Craft & Country Fayre

Four Club members attended this event at Langley School on 29 March 2009.

Seen above, with the school in the background, are (left to right):

Nick Walmsley's 1930 RL, Ron Houghton's 1934 RP, Paul Maulden's 1937 Mk2 Ruby and Dave Rix's 1926 Chummy.

NA7C Events Calendar 2009

Key

Bold type Underlined = NA7C Organised Event **Bold type** = NA7C Supported Event

Normal Type = Event not organised by NA7C but recommended or suggested by NA7C

Grey shaded – a new or amended event

Note: Please let the organiser know if you plan to attend an event

Date			Event	Venue	Contact
Apr	5	Sun	London to Brighton Celebration Run	Epsom Racecourse to Brighton	Dave Rix 01508-493419 rixna7c@waitrose.com
	<u>21</u>	<u>Tues</u>	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7.30pm	
	26	Sun	Fakenham Auto Club Drive-It Day Run	Fakenham Race Course – 10am £5 per car	Dave Rix 01508-493419 rixna7c@waitrose.com
May	3	Sun	Wymondham Old Timers Vintage/Classic Transport Show	Pensthorpe Nature Reserve, Fakenham	Dave Rix 01508-493419 rixna7c@waitrose.com
	10	Sun	Wings & Wheels	Henham	Diana Jackson 01986 875107
	10	Sun	Skeyton Goat	Skeyton	01692 538600
	17	Sun	Ron Houghton's Oily Rag Day	12.30pm, Mulberry Tree House, Harris Green, Hardwick	Ron & Barbara Houghton 01508 530580 barroncats@tiscali.co.uk
	16	Sat	Norfolk Rally	North Walsham Rugby Club	01362 687377 ghande49117@aol.com
	17	Sat	Mid-Norfolk Railway ?	Dereham Station	01362 690633
	17	Sun			
	19	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7.30pm	Get to know your new Chairman – a talk by John Groom
	23	Sat	Strumpshaw Steam Rally	Strumpshaw	Dave Rix 01508 493419 rixna7c@waitrose.com
	24	Sun			
25	Mon				
28 to 1		Molentocht – The Dutch Windmill Run	Netherlands	Dave Rix 01508 493419 rixna7c@waitrose.com	
31	Sun	PWA7C Autokarna	Woolaton Park, Nottingham		
Jun	2	Tues	ANCC Cars in the Park	Weston Park – 6.30pm	
	7	Sun	Euston Park Rural Pastimes	Euston Park, Nr Thetford	Dave Rix 01508 493419 rixna7c@waitrose.com
	7	Sun	Austin Allsorts Rally	Mechanical Music Museum, Cotton, Nr Stowmarket	John King 01603 453650 jnking@ukonline.co.uk
	14	Sun	Road Run		Dick Applin
	14	Sun	Mid-Norfolk Railway - 50s & 60s	Dereham Station	01362 613352
	14	Sun	Easton Farm Park Easton Festival Event	Easton Farm Park, Wickham Market	Dave Rix 01508 493419 rixna7c@waitrose.com

	Date		Event	Venue	Contact
Jun	16	Tues	<u>NA7C Meeting –Rides Night</u>	Village Inn, Little Melton - 7.30pm	
	21	Sun	<u>Visit to Ken Wallis</u>	Reymerston Hall	TBD
	27 28	Sat Sun	National Austin 7 Rally	Beaulieu, Hampshire	750MC
Jul	3	Fri	ANCC Barbeque	Felthorpe Airfield – 6pm	
	5	Sun	Vintage Transport Festival	North Norfolk Railway	01263 820800
	18 19	Sat Sun	Holkham Country Fair	Holkham Hall	01953 605311
	19	Sun	Steam, Transport & Craft Exhibition	Potter Heigham Village Hall	John Holland 01692 671987
	21	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7.30pm	
	26	Sun	Worstead Festival	Worstead	Nick Walmsley 01603 782758 nw.na7c@btinternet.com
Aug	16	Sun	<u>East Anglian Austin Seven Trophy Event</u>	Rougham Airfield, Bury St Edmunds	Dave Rix 01508 493419 rixna7c@waitrose.com
	18	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7.30pm	
	19	Wed	Midland A7C Longbridge Event	Longbridge, Birmingham	
	24	Mon	Aylsham Show	Aylsham, Norfolk	T.B.A
	29 30	Sat Sun	<u>King's Lynn Lions Charity Event</u>	Park Farm, Snettisham	John Groom 01945 474196
	31	Mon	Village at War	Gressenhall Farm & Workhouse, Dereham	Alison Tebbit 01362 869259 Alison.tebbit@norfolk.gov.uk
Sep	5	Sat	Old Buckenham Country Fair	Old Buckenham, Norfolk	
	6	Sun	<u>NA7C Annual Rally at Norfolk Gala Day</u>	Royal Norfolk Showground	
	15	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7.30pm	
	19 20	Sat Sun	1940s Weekend	North Norfolk Railway	01263-820800
	20	Sun	Marshall's Centenary (Cambridge A7 Club)	Marshall's Airfield, Cambridge	
Oct	20	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton -7.30pm	
Nov	17	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton -7.30pm	
Dec	8	Tues	<u>NA7C December Dinner</u>	Village Inn, Little Melton -7.30pm	

**Please Note: All the above events and dates are subject to change
Visit our website at www.na7c.co.uk for the latest information**