



Norfolk NA7ter



October 2009

Norfolk Austin Seven Club

President: Wing Commander Ken Wallis

MBE DEng(hc) PhD(hc) CEng FRAeS FSETP FInstFA(hc) RAF(Ret'd)

Committee

Chairman	John Groom	Tel: 01945 474196 email: john.groom1@sky.com
Secretary	Nick Walmsley	Tel: 01603 782758 email: nw.na7c@btinternet.com
Treasurer	Matt Dingle	Tel: 01603 714199 email: mckr993@talktalk.net
Membership Secretary	Matt Dingle	Tel: 01603 714199 email: mckr993@talktalk.net
Events Co-ordinator	Dave Rix	Tel: 01508 493419 email: rixna7c@waitrose.com
Librarian	John Hazell	Tel: 01953 488219
Editor/Website	Rick Fryer	38 Neatherd Road, Dereham, Norfolk NR20 4AQ Tel: 01362 696114 email: rf.na7c@tiscali.co.uk

Club Meetings

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

The Village Inn

School Lane, Little Melton,
Norwich NR9 3AD
Tel: 01603 810210

Club Website - www.na7c.co.uk

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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



**Charles Levien's Paxton Special
shelters from the sun after the
Applin Road Run in June 2009**

Norfolk NA7ter



Christmas Dinner - see opposite for details

Chairman's Chat

As we are parking our toys away for the winter months, after the cleaning and repairs, I must thank each and every one of you for the way you have flown the flag for the Norfolk Austin Seven Club all over the area.

Gala Day at the Norwich Showground – what a lovely day this was and a really good turnout of cars. Thanks to everyone who helped.

Membership News

Please join us in welcoming John Wyett and Rosemary and Steven Bush to the club.

John lives at Wretton, near Downham Market and owns a 1932 RN Saloon.

Rosemary and Steven live at Swanton Abbott, near Norwich.

I would ask if any of you have names or contact details of speakers. I would be very pleased to have them so I can arrange talks for future meetings.

Many thanks and well done

“Keep the flags flying for the A7s”.

John

Rosemary is the proud owner of what we think is the unique Austin Seven steam-powered special (see page 6).

Christmas Dinner

Our annual Christmas Dinner will be held at The Village Inn on Tuesday 8 December at 7.30pm (for 8pm). The guests of honour - we hope - will again be our President, Wing Commander Ken Wallis and his daughter Vicky.

On offer is a festive meal with choice of starter, main course (including vegetarian option) and desserts, followed by coffee, all at the bargain price of **£10 per person**

There will be a Raffle, with all proceeds going to club funds. All contributions of prizes will be greatly appreciated.

A booking form is on page 31. Please complete and return to Rick Fryer, together with £10 per person at the club night on Tuesday 17 November, or by post by 30 November, at the latest

Your Age By Austin Seven - A little time-waster

- First of all, pick the number of times a week that you drive your A7 (more than once but less than ten)
- Multiply this number by two (go on - you know you don't use the car enough!)
- Add five
- Multiply by fifty
- If you have already had your birthday this year add 1759. If you haven't, add 1758.
- Now subtract the four digit year that you were born.

You should have a three digit number

**The first digit of this is your original number
(i.e. how many times a week you drive your A7).**

The next two numbers are your age

2009 IS THE ONLY YEAR THIS WILL EVER WORK

**The "Press Date" for the next edition of the *Norfolk NA7er* is December 31. Please let the Editor have any contributions before that date.
Contact details are on the inside front cover**

Runs & Rallies

As the rally season draws to a close, we report on the last events of 2009

East Anglia Lotus Club Drive for Charity - Sunday 26 July **Many Club members kindly sponsored Tricia and Dave Rix in this event, helping to raise money for EACH (East Anglia's Children's Hospices). Here, they tell how the day went...**

Twelve Lotuses started at the Half Moon Inn at Rushall, the regular club meeting place, with a good variety of models from elderly to new. They headed towards the EACH Hospice at Ipswich, where it was hoped any children well enough would be able to see and sit in any Lotus of their choice.

EACH volunteer Tony Golding gave a good insight into how the charity helped not only children that required

it, but also their siblings and parents who benefited from the unending support on offer. The group then left Ipswich and headed for Dunwich Beach car park where the cars created an impromptu Lotus line-up which attracted some additional charity donations!

The cars then followed a more rural route through some wonderful Suffolk scenery and villages to the Hoxne Swan where some welcome refresh-



**The Line-Up
at Dunwich
Beach**



Danielle Clarke is Presented with the Cheque

ment was taken, before setting off on the last part of the journey, crossing the A140, via Diss and on to the hamlet of Quidenham, a few miles south-east of Snetterton.

The Quidenham hospice is signposted as “Childrens Hospital” and, at the end of a metalled track is the old hospice building, an office for its local fund raisers and administration and a car park.

Danielle Clarke, EACH's Norwich and South Norfolk community fund raiser, was awaiting our arrival and after the cars were arranged, it was delightful that a couple of excited children and family members came out to look and sit in whatever car they fancied! One little girl, as she went from car to car, was telling everyone “that she liked the

red one best, the white one best, the blue one best....”

Until the donation was presented to Danielle the members of the group had no idea of the total amount raised by their sponsorship and a very modest amount added from club funds. When it was announced that a cheque had been made out for the sum of £1,000, everyone was highly delighted.

Danielle gave a short address describing more about the EACH charity and the work it did to enhance the lives of the children who came to the hospice. As she spoke it surely made everyone feel quite proud of what the group had achieved through its efforts on what otherwise had been a day out for Club Members.

On behalf of the EALC, Mark Rolph, the Secretary/Treasurer, wishes to thank those members of the NA7C who generously sponsored Tricia and Dave

Many thanks once again to all NA7C members who sponsored us.

Tricia & Dave Rix

To find out more about EACH,
visit www.each.org.uk

East Anglian Austin Seven Trophy - Sunday 16 August

This annual event, a light-hearted competition between the Austin Seven Clubs of Norfolk, Suffolk, Cambridgeshire and Essex, was again held at Rougham Airfield and coincided with the Heart Air Display and Classic Car Show

Summer had arrived at last and the sun shone down on the 16 assorted Austin Sevens that had gathered to contest the East Anglian Austin Seven Trophy.

Norfolk were well represented, fielding six cars. In order of seniority they were: Dave Rix's 1926 Chummy; Bryan Norfolk, making a rare appearance in his 1930 Boat-Tail two-seater; David Lobb in his 1931 Swallow Saloon; the Editorial RP Saloon (1933); Paul and Liz Maulden in their 1937 Ruby; and new member Nigel Hamlin-Wright in his 1938 special "Sunita" - of which more later.

During the afternoon there was an entertaining flying display, with every-



Bryan Norfolk gives the Austin Steamer a close examination

thing from World War One biplanes to more modern fast jets. The B17 *Sally B* and the RAF Memorial Flight Lancaster attracted much attention.



Also on the showground were a good selection of classic cars and a few steam engines, both model and full-size. Amongst these was a real oddity - a steam-powered Austin Seven! Built in the 1980s by David King on a Ruby chassis, it was purchased last year by Rosemary Bush, who lives in Norfolk. Rosemary went away with information on the NA7C, so we could possibly become the only A7 club in the country with an Austin Steam Seven!

Later in the day the competition for the East Anglian Austin Seven Trophy took place. As the current trophy-holders, the Cambridge club were hosting the events and in time-honoured fashion, four judging criteria had been sealed into envelopes and one was picked at random by a member of the public - actually Graham Baldock's grandson, but no-one minded!

The selected criterion proved to be: "The car whose odometer and numberplate digits add up to the highest number." In the event of a tie, the owner's postcode would decide the winner.

With 7897 miles on the clock, MK8945 on the numberplate and living in NR14 7NU, there was little chance of Dave Rix *not* winning and so it was that the NA7C found itself the proud custodian of the trophy once again - and with the task of hosting next year's competition.

However, the prize-winning was not over. Nigel Hamlin-Wright had fin-

ished work on his 1938 special "Sunita" (an anagram of "Austin") only the day before. Living close to Rougham Airfield he used the rally as a test drive. He was surprised to be invited into the ring for the parade of classic cars, but even more surprised when he was awarded the prize for the Best Pre-War Sports/GT car.



Nigel Hamlin-Wright's 1938 special, "Sunita"

Afterword

Rosemary Bush later joined the club with her 1936 steam-powered "Auskin". So, unless anyone knows differently, the NA7C really *is* unique!





**B17 Sally B
circles over
the Sevens**

The Rougham Prize-Winners (below)

On the left, Dave Rix, on behalf of the NA7C, accepts the East Anglian Austin Seven Trophy from Gill Davis of the Cambridge club. On the right, Nigel Hamlin-Wright with his certificate for Best Pre-War Sports/GT car





Village at War - Monday 31 August

Once again Austin Sevens flocked to Gressenhall to do their bit for the war effort....

Following last year's successful appearance at this event, club members were again invited to attend and responded by turning out in force, with ten cars in the line-up.

We arrived in the Editorial RP to find three NA7C cars already in position: Dave and Karen Witton with their 1931 RL; "Corporal" Phil and Patricia Sharpe's 1935 Ruby; and Paul and Liz



George Crummit's Gordon England "Cup" and Michael Spinks' RP

Maulden in their 1937 Ruby. Not long after, Jim and Sue Hunt arrived in their 1927 “Top Hat”, closely followed by Michael Spinks in his 1933 RP. Dave and Tricia Rix were next to arrive, in their 1926 Chummy, with George Crummet, making his debut in his 1927 Gordon England “Cup”, hot on their heels. There were two later arrivals: David “Spiv” Lobb in his 1931 Swallow Saloon; and Colin Aldridge and Mossy in their 1934 RP. Also present, although not currently a club member, was Paul Mitchell, with his 1932 A7 milk delivery car. In all, there

were about two dozen pre-war cars, together with several military vehicles.

The event followed its usual format. The Girl Guides had set up their camp down on the farm. The Home Guard - including a very convincing “Captain Mainwaring” look-alike - were on patrol, looking for German parachutists, checking Identity Cards and drilling in the courtyard. Wartime cookery and “make-do-and-mend” were demonstrated. The sun shone, but high winds - elsewhere, presumably - prevented the fly-past by the Battle of Britain Memorial Flight.

Norfolk Gala Day - Sunday 6 September

A good turn-out for our annual rally at the Norfolk Gala Day

When the “working party” arrived at the Royal Norfolk Showground on Saturday to set out the site, they discovered that the club’s usual pitch had been allocated to the Vauxhall Club and we had been moved to a different site, just across the road.

A rapid rethink on the layout was called for, but the back of an envelope, some rope and a tape soon solved the problem. The car lines were marked out, the Club gazebo erected and a boundary fence set up to separate us from lesser marques.



Seen at the Showground

Exhausted after counting the takings, Treasurer **Matt Dingle** relaxes with his Dad

George Crummet and **John Hazell** discuss the finer points of sporting Sevens

The car's previous owner, **John Clark**, poses with **Karen Witton** and her Chummy

The following morning saw the Editorial RP heading down the A47 in less-than-promising weather. We were first on the scene at the site, so bagged “pole position”. Sevens soon started to arrive thick and fast - a full list of attendees is given below - and we soon had a decent display of twenty cars. This year, following requests from the membership, we had thrown the rally open to all pre-war Austins and amongst the line-up were David and Christopher Charles in their 1934 Austin Ten “Litchfield” and Paul Maulden’s 1936 Austin Twelve-Four “Eton”, driven by his nephew, Neil Osbourne, who had started from Harlow at 5am!

The public began arriving around ten o’clock and although our site had a

steady stream of visitors there seemed to be less people about than in previous years. The more “exotic” exhibits on display - George Crummit’s Gordon England, David Lobb’s Swallow and the steam-powered “Auskin” belonging to Rosemary Bush - attracted a lot of interest, but the rest of the cars on display, from the oldest - Dave Rix’s 1926 Chummy - to the youngest - Roy Clarke’s 1938 Big Seven “Sixlite” - provided an excellent history of our favourite car.

The weather improved as the day went on and most members enjoyed the convivial atmosphere of the “picnic gazebo” and, as the day drew to a close, expressed their appreciation and promised to return again next year.

Cars at the Showground

1926 Chummy	Dave Rix	1934 Mk 1 Ruby	John Hazell
1927 Gordon England “Cup”	George Crummet	1934 Mk 1 Ruby	Claude Solomons
1927 “Top Hat” Saloon	Jim Hunt	1934 Austin Ten “Litchfield”	David Charles
1927 Chummy	Karen Witton	1935 Mk 1 Ruby	Phil Sharpe
1930 “Boat Tail” two-seater	Brian Norfolk	1936 Mk 1 Ruby	Chris Makepeace
1931 Swallow Saloon	David Lobb	1936 “Auskin Steam Car”	Rosemary Bush
1931 RL Saloon	John Groom	1936 Austin Twelve-Four “Eton”	Paul Maulden
1931 RN Saloon	Matt Dingle	1937 Mk 2 Ruby	Paul Maulden
1933 RP Saloon	Michael Spinks	1937 Opal	Chalky White
1933 RP Saloon	Rick Fryer	1938 Big Seven “Sixlite”	Roy Clarke

Our Cars

Baby In A Ballgown

David Lobb tells the story of his Austin Seven Swallow

For many years in the back of my mind I had harboured an ambition to own an Austin Seven Swallow. As the years rolled past, this desire seemed to move further and deeper into the recesses of the grey matter. Eventually, my original burning desire was reduced to a tiny flickering flame, having not been in the position to purchase or the right car simply not coming onto the market.

In 2006 I had decided that an Austin 7 'C' Cab van of pre-1928 period

would make an ideal garage partner for my Bayliss Thomas, and so it was that I set about scouring the market for such a vehicle. Fortunately, a selection of vans became available over the course of some months: but, although attractive and expertly executed, none of these vehicles started life as a van, and so were not for me. It was at this time that I learnt that only two original vans exist, and as luck would have it one of these became



available. Sadly, the price was beyond my wallet!

My daily routine of scanning the internet for that elusive vehicle came to an abrupt temporary halt as a holiday in France beckoned. Holiday over, I once again returned to my daily scanning routine and it was on the first such scan since our holiday that a Swallow saloon popped up on one of the For Sale boards and my early ambition to own such an car was rekindled with some urgency. Having noted that the Swallow had been for sale for at least eight days my fear was that it would surely by now be sold. Never mind, a quick telephone call to the owner would no doubt confirm my thoughts. Amazingly, the reply was ‘Yes, it is for sale’ and so arrangements were made and I fairly whisked myself over to Gloucestershire for a viewing.

When I arrived, the Swallow was neatly parked outside its garage awaiting my attention. Immediately I just knew that I was going to purchase! The deal was struck and out came the cheque book. Then there was that horrible wait whilst the cheque cleared and insurance and transport arrangements were made for collection of the car. What a long week that was.

The big day of collection arrived and I trundled back to Gloucestershire in a hired Ford Transit car-transporter. I am fortunate that such a vehicle is available to hire just a few miles down the road from our home. When I arrived it

was tea and biscuits and exchange of pleasantries, and then the serious business of loading MY NEW SWALLOW. It was at this point that I noticed that Mr Beard (the seller) was clearly a little upset at seeing his car was about to depart his custodianship of fourteen or so years. However, my assurances that the car was in safe hands and that I would ensure it was kept as it deserved to be whilst in my care helped to ease his pain a little, at least, I like to think so. At this point I was to learn just how fortunate I had been in being able to purchase this car. Mr Beard mentioned to me that just prior to my enquiry two gentlemen had viewed the car and that an agreement to purchase ‘in principle’ had been made. Mr Beard then went on to tell me that at this point he had overheard these two people whisper to each other: ‘We can sell off that registration plate for a start. It’s got to be worth a bit’. At this, Mr Beard invited them to leave, in the most polite terms of course. Good for him and lucky for me!

And so to driving! Well, it is a very, very small car with narrow doors, and I am 13 stone and five foot ten. Of course, I had made sure previously that I could actually get into the car, and that is strangely easier than egress. Whilst driving I now have a vague feeling of what it must be like to be a snail in its shell, adopting a slightly hunched posture over the wheel and head lowered to peer through the oh-so-tiny windscreen. The pedal box is also nar-

row with the accelerator pedal being set on the right and very high in relation to the brake pedal. Stories of the clutch having just an half an inch of travel are, I found, absolutely true, and upon first acquaintance more like a hair trigger than a clutch. In fact, as I am sure we all know, the Swallow is a pure Austin Seven short-wheelbase underneath its pretty coachwork. As one magazine put it: 'A Baby in a Ball Gown'. The driving experience is also pure Austin Seven, as you would expect, but with possibly fewer rattles, in fact almost rattle-free, and a little more sprightly than its Austin-clothed partners of the same period (1931). Nonetheless, it still retains all of the charm and character of the breed, thank goodness.

Following my first few months of excited ownership, sadly it has been a year or so of many minor irritations and mechanical gremlins. Hindsight is a fine thing, and I now realize that the car should have been fully re-commissioned from the outset of my purchase! It had been SORNed for two years and I suspect barely used for a number of years prior to that. So far I have attended to the following items:

- Radiator replacement
- Ignition system replaced
- New 6-volt battery
- Half shafts attended to (My thanks to Andy Shepherd)

- Flush and clean the fuel system and carburettor.

Now, at long last, my Swallow runs and drives as intended, that is at a sedate pace with a pleasant cruising speed of 35mph or so topping out at around 45mph, maybe a little more on a good day - not that top speed is relevant. Braking is usual Austin Seven in being more like gentle retardation provided by its cable brakes. Then there is the huge gap between second and top gear. Well, I am used to that as my Bayliss Thomas also offers a similar experience. It was the steering and suspension that really frightened me, though, and most likely other drivers must have thought that I was a drink-driver (which I am not, of course). The little car wandered all over the road and seemed to have a mind of its own. Wandering to the right prompts a steering correction to the left and it would lurch over more like a boat on choppy waters: correct again, and the same effect to the right and so on. At this point, I truly wondered what on earth could be wrong here. It transpired that I was driving it in the wrong fashion! Good Austin Seven friends advised me 'they all do that, Sir' and told me to relax and simply caress the steering wheel with a very light grip and gentle movements. This I learnt and all is very fine now.

I use the car sparingly for a few shows and runs and the Swallow is a sheer delight, always bringing a smile to my crinkly old face. This tiny car attracts

huge attention wherever it goes, punching well above its weight and size whilst in the company of far larger and grander carriages, such as the extreme talent of Sir William Lyons and William Walmsley in their flair for innovative coachwork design, this being the forerunner to Jaguar.

My Swallow is featured in the book *Jaguar the Legend* by Jonathan Wood.

This article originally appeared in 2008 in the monthly newsletter of the Colchester Vintage Motor Club.

It is also featured in many calendars, most recently appearing in the national magazine *Best Of British* as a full page prop for singer Fiona Harrison.

In conclusion, I consider myself most fortunate to own such a pretty little car which forms part of the fantastic motoring heritage that is Jaguar.



Wexford - a Replica Ulster

John Hazell continues the story of WX5542

The story so far: *In 2006, John bought an Austin 7 Special, consisting of a 1930 Austin 7 chassis, on which was mounted 1931 engine with a 1929 bacon slicer type starter motor; a 1934 four speed synchromesh gearbox; a Hardy Spicer prop shaft and a late D-type back axle. The body was badly corroded and after looking at several body types and the costs involved, John decided to convert "Wexford", as it was now named, into a replica Ulster, following the "Chris Gould Guide". Previous instalments have told how John has rebuilt the chassis, rebuilt and installed the engine and fitted the body*

Having fitted the body, bonnet and wings etc to the chassis, I have progressed to the construction of the car's dash panel and the seating arrangement.

I first started with the dash board. Originally I bought the correct steel panel from Compound Curvatures, but have been unable so far to obtain the correct speedometer and matching rev counter to fit it, so I have decided to fit a wooden one for the short term, using the speedometer, oil gauge and clock that came with the car. The electrical panel for the ignition, lights and charge rate was made up from bits I purchased from Dick Applin, which are the correct type for the year and model; I also purchase, off the internet, a refurbished type CR1 cut out, that matches up with the C35A type dynamo I already had which has charge rate resistors built into the dynamo terminal box.

As can be seen from Photo 1, I copied the profile of the steel dash panel onto a piece of oak and cut out the holes for the instruments. Additional holes, for the choke, starter and main beam indicator light were added later. The panel was then offered up to the car and the fixing holes were marked and drilled against those on the support brackets. An extra strip of oak was glued and screwed along the inside top edge of the dash panel, to enable me to screw



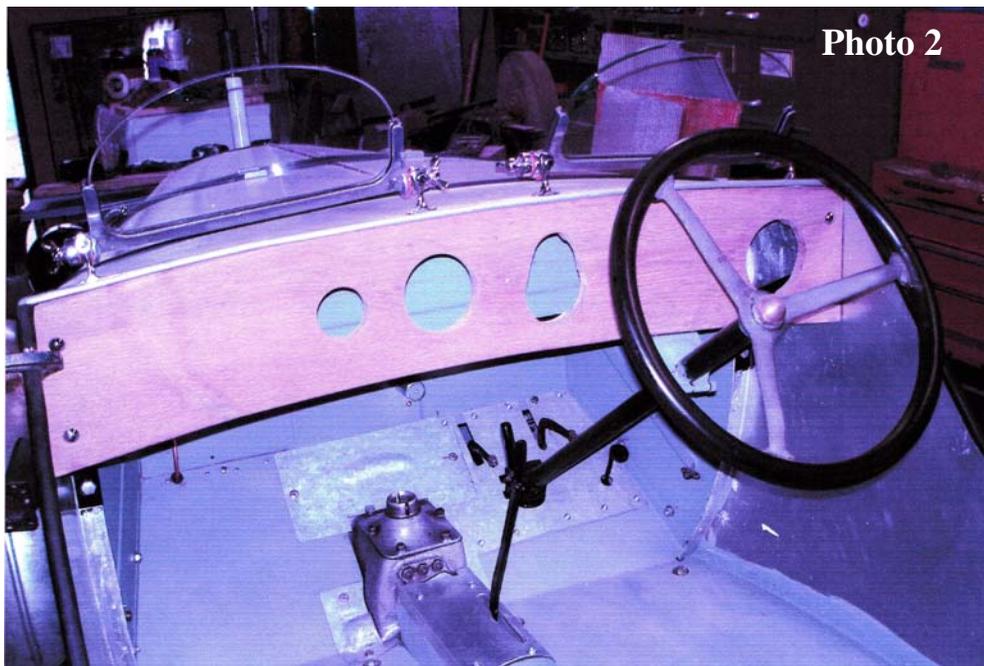


Photo 2

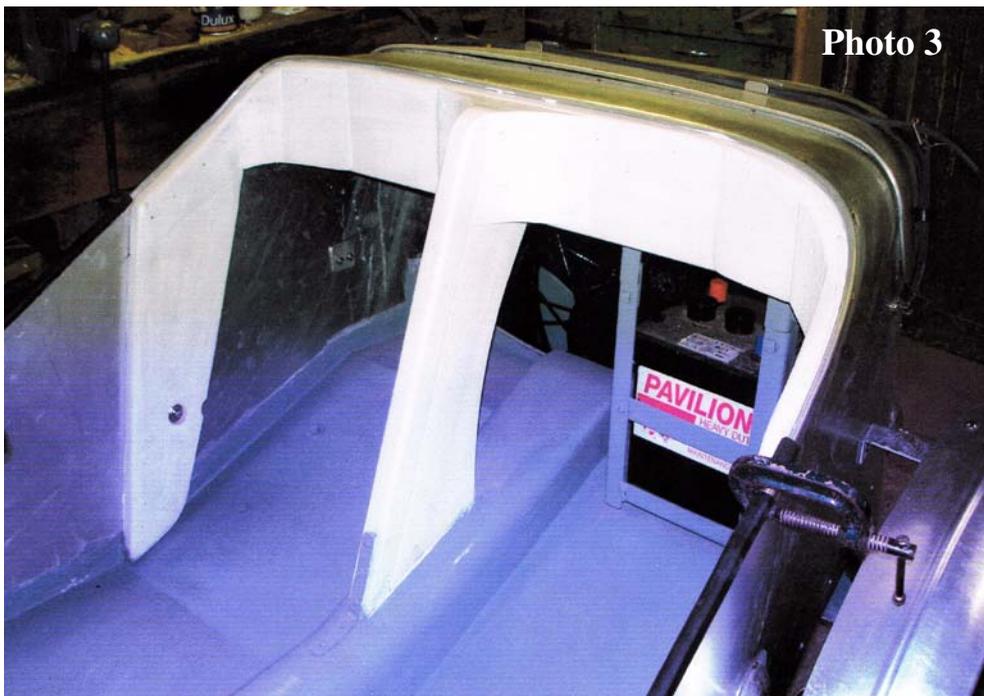
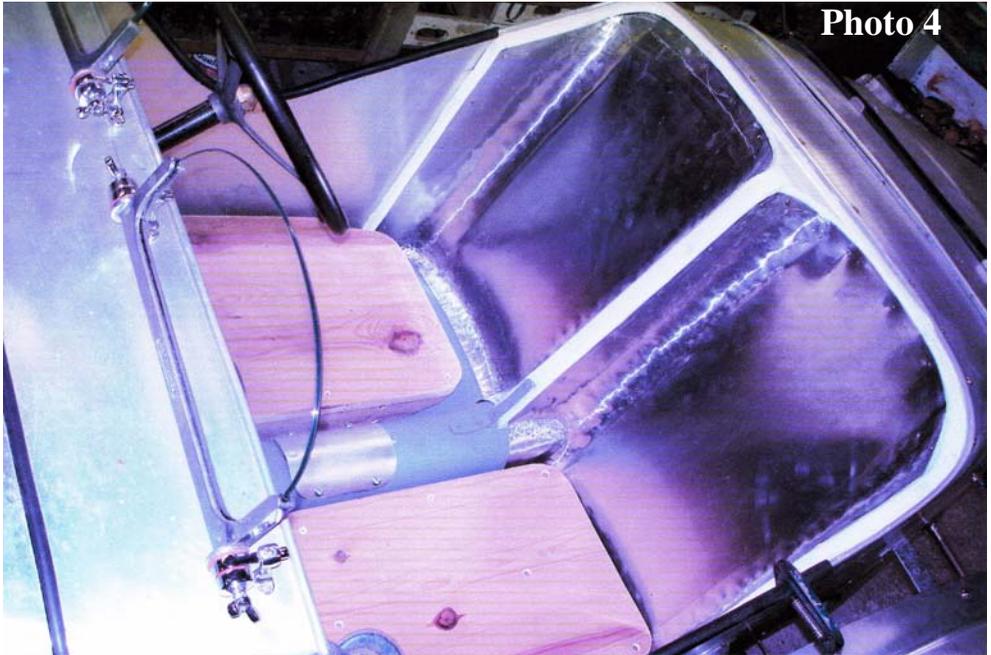


Photo 3

and fit the aeroscreens directly to the body and into the panel, making for a firm support. (Photo 2) The panel was fixed to the support brackets using chrome-headed coach bolts.

With regard to the seating arrangement, the frame for the back rests was quiet involved, requiring a lot of trial and error to form the shapes that follow the contours of the bodywork. Chris Gould's book gives you the idea, but because I had the body work altered to my own specification, his measurements were used only as an indication. The woodwork was constructed mainly from ash, with a little pine glued and screwed together in sections so as to obtain the necessary curves. The wooden frame was fixed to the body at points just behind the back edge bead-

ing using one-inch No.4 brass screws at various spacings as shown in Chris Gould's book. The centre arm was fixed to the transmission tunnel via a stainless steel bracket with wood screws and 2BA nuts and bolts, the outer side panels were fixed using 8mm studding and wood screws that line up with the positions of the outriggers for the mudguards. Photo 3 shows this quite well. Also in this photo is shown where I have placed the battery. The original cars had the battery box let into the floor under the passenger seat, but I was unable to do this as it would have fouled the hand brake linkage system. So a battery cage was made to fit behind the passenger seat, constructed out of light-gauge, one-inch angle iron, fixed to the base of the



Our Cars

floor and the back of the wooden seat frame.

The next job was to form the back rests for the seats, for this I used two pieces of 1.2mm (EN485 1050 H14) half hard aluminium sheet, which I purchased from Frost's Restorers Equipment, and by the aid of a bossing mallet (a domed-headed wooden mallet) and a leather-covered sand bag, I was able to form the shapes as seen in Photo 4. I must admit that I used a cardboard template to first obtain the size and shapes for the back rests before I started on the forming process. When completed the panels were screwed to the frame with countersunk half-inch No. 6 screws.

The seat bases were constructed of ash with pine tops and roughly follow the contours of the sides of the car and the back rests.

With the above work carried out, all that remained was to go around and drill holes in the bodywork for lighting cables, rear number plate bracket and the trim around the entry points into the car.

I have now stripped the car down completely again, so that the body shell and associated bonnet, panels and mud-guards - 11 items in all - can be taken to the paint shop - to be sprayed a bright buttercup yellow!

To be continued....



**Above:
Karen and Dave Witton
collect their Beaulieu
trophies from Lord
Montagu**

**Right:
Another trophy! This time at
the Scottish Austin Seven
Rally**



More News from Witton's Garage

Dave Witton brings us up-to-date on his cars and their competition successes

Karen and I thought we would take a car each to Beaulieu this year - partly because she wanted to drive *Matilda*, the Tourer which won last year, and also because I fancied having a crack in *Myrtle*, the Type 65.

We were astounded to each receive first prize! The Tourer picked up the Mike Brigg Trophy, and the Type 65 picked up the Freddy Henry Trophy!

We had a very enjoyable trip to the Scottish Austin Seven Rally in July and were delighted when *Myrtle* again won a prize - first in the concours event. Competition was fierce with some truly immaculate cars in the same class including a very early scooped

scuttle Chummy. We hardly have room for all the silverware!

This was the longest trip we have so far undertaken in an Austin Seven during which we covered a total of 1200 miles over the 5 day trip. Petrol consumption averaged 42 mpg and Myrtle used just over 1½ litres of oil (some of it in leakage of course!).

However, the journey to Scotland was not without drama as just north of Darlington, the rear core plug fell out with the inevitable consequences.

This gave us a dilemma as not only did I not have a spare, but without a hole in the bulkhead to give access, fitting a new one by the roadside would have



been impossible anyway. Whilst Karen had wandered off to look for water supplies, I waited for things to cool down and pondered over a solution. By good fortune, the original core plug was still lying on the top of the crankcase so after cleaning everything as best I could, the old plug was refitted with a liberal dose of Hermatite. I cut off about 15mm of spare hose to act as a compression spring between bulkhead and core plug which I hoped would prevent it falling out again.

This seemed to do the trick and lasted until north of Newcastle when it cracked open slightly, causing water to get on the HT leads and misfiring. This time, one of our party was not far behind and had a spare new core plug. This was placed on top of the old core plug to reduce the gap between the bulkhead and thus give more 'compression' effect. This lasted to Scotland and back with some running around in between - 800 miles in all!

Although we spread the outward journey to Perth over 3 days, stopping at Lincoln and Beamish, we felt more ambitious on the return journey and managed Perth to Suffolk in one hop, leaving at 9.15 am and arriving in Bardwell at 11.30pm! We were shattered of course but Myrtle got a well-earned pat on the radiator cap for being on her best behaviour. The only disappointment was that the pub was shut!

In the comfort of the garage, I cut a hole in the bulkhead and was relieved

when I broke through to find it perfectly aligned with the rear core plug. After cleaning everything, a new plug was drifted in after sealing the recess with araldite. The hole was covered with a grommet.

I have purchased an alloy valve chest cover from Tony Betts which I am hoping will keep things oil tight better than the tin covers which always seem to distort. I decided to make my own gasket but discovered that DIY stores don't stock cork tiles any more as they seemingly went out of fashion years ago! I managed to get some cork sheet from a local model shop.

Muriel was purchased as a 'barn find' in 2006 and featured in the 'Automobile' magazine's Finds and Discoveries section in the January 2007 issue. She first appeared in the *NATer* in April 2008.

It has been a long journey but the old girl is finally beginning to take shape.



Muriel's chassis is finally assembled....

The chassis had been blasted and powder coated many months ago and was stored along with rebuilt axles in the corner of the garage. I had left the fitting of the axles to the chassis until it was absolutely necessary as it was taking less space in the garage in its disassembled state. The rear springs were fitted first followed by the rear axle. I had replaced both pins and bushes and discovered it was easier to fit the rear spring pins while the U bolts and spring bolts were loose as some jiggling was needed to get everything aligned so the pins would go fully home.

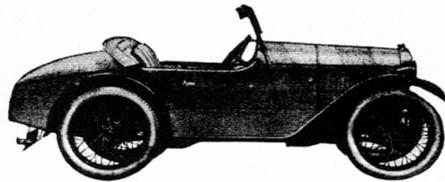
The rear wheels were then fitted followed by the front axle and wheels. With the help of some extra muscle, the rolling chassis was manhandled in to a van and transported to Ray Hood in Wiltshire who had just completed the painting of the body. With Ray at



.... and her body refitted

the front and two of us at the rear, the body was manoeuvred on to the chassis to align with the mounting holes. Felt strip soaked in oil was fitted on the chassis rails beforehand. Wings, doors, and running boards were fitted and Muriel finally returned to her rightful place at home today. Now the work begins!

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ENGLAND AUSTIN 7 "STADIUM" 2-SEATER.

A Brand New Model.

All shining and bright with its Cellulosed Aluminium Panelled Body, weighing no more than a "Fabric"; beautifully finished in a range of artistic colour schemes; upholstered in washable furniture hide over air cushions; very complete specification and all-weather equipment.

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What's On

Your Committee are busy putting together the Events Calendar for next year, which will be published in the January 2010 *NA7ter*. It will also be available on the Club website at www.na7c.co.uk.

The Club's Events Coordinator is Dave Rix, who can be contacted on 01508 493419 or rixna7c@waitrose.com Please inform him of any events that you know about or you think club members might like to attend.

The Classic Motor Show

The Classic Motor Show takes place at the NEC, Birmingham on 13, 14 and 15 November.

Colin Aldridge has offered to organise a coach party, which will leave from and return to The Village Inn, Little Melton. To do this he needs to know, as soon as possible (but no later than 30 October) who would be interested in going and on what day.

Tickets for the show are £21 on Friday 13 November, £16 on Saturday and Sunday. Cost of the coach will depend on numbers travelling.

Please contact Colin on 01692 536660 or by e-mail cj.ald@btinternet.com if you are interested in going.

Club Nights

The remaining club nights for this year are as follows:

- **20 October** - Nick Walmsley will give an illustrated talk on Flying Pigs! - Intrigued? Come along and find out!
- **17 November** - Martin Roper tells us about engine rebores.
- **8 December** - Christmas Dinner

The Christmas Dinner will once again be held at The Village Inn, Little Melton, on **Tuesday 8 December** (7.30 for 8pm) We hope our President, Wing

Commander Ken Wallis, will be the guest of honour. Cost is £10 per head and full details and a booking form are on page 31.

Annual General Meeting

The Annual General Meeting of the Norfolk Austin Seven Club will take place at 8pm at The Village Inn, Little Melton, on **Tuesday 19 January 2010**.

All paid-up members of the club are eligible to attend and vote. Full details of the meeting will be sent to all members early in the new year.

Please try to attend - it is *your* club and *your* opinion matters

The Austin Seven Club's Association Official Insurance Scheme (available to all club members in Great Britain)

Compare some of the benefits of our fully comprehensive scheme against your present cover

- **BREAKDOWN & RECOVERY SERVICE** all policies include recovery on a European-wide basis
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Sales and Wants

For Sale

The Editor has a **flywheel puller** for sale - brand new and unused - **£10**. Contact Rick Fryer on **01362 696114** or **rf.na7c@tiscali.co.uk**

Part-Used Tyres - Two 350x19 Avon tyres, part-used but in good condition - **£35**. Contact Keith on **01603 812452** (*Sorry - no further details - Editor*)

Wanted

Ian Austin is anxious to swap/part exchange two 17-inch wheels for the correct 19-inch ones for his RP Saloon

Contact Ian on **01603 872241** if you can help.

Club Sales

See the back cover for posters, badges and other Club items.

Clothing

Are you interested in purchasing fleeces, sweatshirts, t-shirts or overalls bearing the club logo? Would you like any other club-branded items? Please let any member of the committee know, so that enquiries can be made with suppliers.

From Other Magazines

From the Magazine of the Pre-War Austin Seven Club

1931 Austin 7 Chummy. One of the last of the short wheelbased Chummies. Class winner at Autokarna 2009. Beautiful condition in original spec, with MOT. Ready to be enjoyed by a new lucky owner. New hood, side screens, seats and carpets. **£9,999** or near offer. Please contact Tony on **07590 547743** (Derbyshire)

1932 RN Box Saloon in maroon and black, excellent order, 11 months MOT **£5,000**. Tel **07711 504450** (Southport)

1931 Ulster Replica. For sale due to growing family therefore we need a bigger vintage car. 4-speed box, Phoenix crank and hydraulic brakes so it both `goes' and `stops'. Very smartly finished in correct period colours with yellow body and dark green wings. Excellent hood. VSCC buff form and was previously used to win the VSCC Ladies Annual Trophy. £9,500. Please contact **Nicola Walker** on **01494 670943** or **07944 680649** or email **walkers450@btinternet.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/>

UK Legislation

Paint

At last. After over six years, we now know where we are. In June, the Department of the Environment, Food and Rural Affairs (DEFRA) published guidance for the enforcement of the various paint regulations together with a code of practice for those selling non-compliant products. The result is that if you can find a supplier who has signed up to that code of practice, have a vehicle over 30 years old and complete a straightforward one-page application form, you may purchase cellulose and other non-compliant paint.

This is not a perfect result, for reasons explained below, but is nonetheless a victory for common sense.

The European proposal to ban decorative and vehicle refinishing products that contain a high proportion of Volatile Organic Compounds (VOC) came

to our attention in 2002. At FBHVC's instigation, and with the help of Andrew Turner at EPPA, FIVA lobbied to ensure that the needs of those restoring historic vehicles were not ignored. The Paint Products Directive (2004/42/CE) banning the general sale of products with high levels of VOCs, contained the following exemption at Article 3(3)

For purposes of restoration and maintenance of buildings and vintage vehicles designated by competent authorities as being of particular historical and cultural value, Member States may grant individual licenses for the sale of and purchase in strictly limited quantities of products which do not meet the VOC limit values laid down in Annex II.

Some time after the main part of the Directive had been translated into UK

law, DEFRA consulted on how such a licensing scheme might be implemented. The original proposal, involving local authorities in issuing licences, was complicated. FBHVC expressed concern both at the potential costs and the likelihood that there would be variation in approach between authorities. Local authorities themselves were also very much against the proposal. DEFRA paid attention to the consultation responses, and had a re-think, eventually consulting on another proposal earlier this year. The result is the scheme that is now in place.

The reason this scheme is not perfect in that there is a mismatch between it and Article 3(3), which refers to the grant of licences on an individual-case basis, making it arguable that without such a licence, the sale of non-compliant product is technically an offence. DEFRA neatly skates round this by -

- (1) publishing a code of practice for the benefit of paint suppliers;
- (2) delegating responsibility for enforcement of the regulations to local authorities;
- (3) providing those authorities with guidance that includes this statement:

Car trailers

Vehicle dealers risk being stung by an on-the-spot £200 fine if they are caught using a low-loader trailer behind their tow vehicle if it is not fitted with a tach-

The Paint Products Directive says that a licensing scheme can be established to allow strictly limited amounts of non-compliant paint to be marketed for painting vintage vehicles or historic buildings. Because of the administrative complexities of setting up such a scheme and the burdens on those to whom it would apply, it has been decided not to do so, but to rely on local authorities taking a proportionate approach to enforcement.

(4) pointing out that the size of the market for non-compliant product is less than 0.03% of the total paint market; and

(5) reminding local authorities of the provisions of the 'Regulators' Compliance Code' and the public interest and proportionality tests to be undertaken when considering enforcement action.

DEFRA's guidance notes acknowledge that there is no restriction on what may be purchased to repaint motorcycles, tractors, boats, planes or railway-carriages (provided it is not labelled as being also suitable for use on four wheeled road vehicles), but it is likely that this obvious loophole will be closed by the EC when it reviews the effect of the 2004 Directive.

ograph, warns the Retail Motor Industry Federation (RMIF).

The law states that a tow vehicle can have a gross vehicle weight (GVW) up

to 3500kgs without a tachograph being required. However these vehicles will have a gross combination weight (GCW) in excess of 3500kg when towing a trailer. Therefore the tow vehicle has to be fitted and operated with a tachograph. This regulation also cov-

Scrappage scheme

A recent article by David Landers in *Classic Motor Monthly* criticised FBHVC for not getting historic vehicles excluded from the scrappage scheme and suggested we should press for similar protection for old vehicles as is afforded to historic buildings. I would like to make the following comments.

The FBHVC's prime purpose is to ensure that the existing freedom to use our elderly vehicles alongside the modern vehicles continues. What individuals decide to own, preserve, modify and operate, or even destroy, is also a personal freedom. Despite guidance from clubs, the FBHVC and journalists it is inevitable that some projects will fall by the wayside for any number of reasons especially under the current economic climate.

It would be a draconian measure for the government, FBHVC, its member clubs, or journalists to dictate what individuals choose to preserve, modify etc and introduce 'listing' with all the restrictions, limitations and controls that are applied to heritage buildings. The resultant bureaucracy would cer-

ers heavy 4x4 cars as well as commercial vehicles that are towing trailers.

However this should not apply to historic vehicles where the trailer is not being used for hire or reward and the driver is a private individual. Trade members could be caught out by this.

tainly cause many to give up their hobby and discourage new recruits to our movement. It is pertinent to point out that very few post war (1945) buildings are listed.

The Federation's policy in responding to legislative proposals and consultations has to take into account our prime purpose and any response must be proportionate and realistic.

The current temporary scrappage scheme was introduced in the Chancellor's April 2009 Budget - a fiscal measure to prop up new car sales. As with many Treasury moves there is no prior consultation.

Every year vehicles are scrapped, the vast majority are time expired or unroadworthy and inevitably a very small percentage consisting of aborted restoration projects (mainly vehicles that nobody else wants) are regrettably broken up. One can argue for an age related exclusion from this voluntary temporary scheme, but this would deprive owners of their freedom of choice especially if the sum offered by the dealer is considerably in excess of

any other offers. Should the FBHVC be seen to override the personal freedom of an individual? I personally think not.

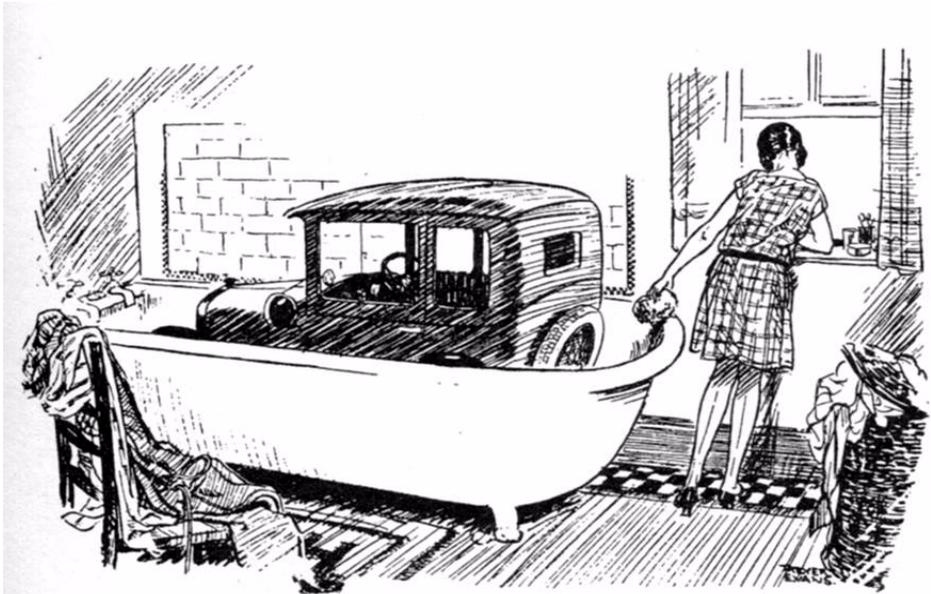
Had the scheme been permanent and compulsory then our response would have been quite different.

In practice only a handful of historic cars have actually been scrapped. Member clubs continue to support our stance and several have participated in successful 'rescue' missions.

David Landers also makes an unfavourable comparison between the FBHVC and the USA organisation SEMA (Speciality Equipment Market Association) describing the latter as a 'slick professional outfit' whilst the FBHVC

is 'merely a bunch of rank amateurs'. He forgets that the FBHVC is funded by, and represents, the preservationists on a limited budget, while SEMA is funded by the manufacturers and traders (like SMMT) and is likely to put commercial interests before owners. Just because the Federation directors are unpaid volunteers (and therefore literally 'amateurs') does not mean that they do not function for the benefit of subscriber clubs.

It is interesting to observe that the magazine is not a FBHVC trade supporter (as are many motoring magazines) and David enjoys being controversial - in a previous piece he wrote of Farina saloons: 'these BMC barges don't deserve classic status'.



"I can't come out yet, dear; I'm washing the baby."

NATC Christmas Dinner

The Village Inn, Little Melton Tuesday 8 December 7.30 for 8pm
Please complete and return to Rick Fryer, at the club night on
Tuesday 17 November, or by post, by 30 November at the latest, to:

38 Neatherd Road, Dereham, Norfolk NR20 4AQ

with the appropriate remittance (Cash, or Cheques made payable to
Norfolk Austin Seven Club)

Three Courses **£10** Per Person



.....
Name(s): _____

Please make your choice from the menu below and indicate in the boxes the number
required

		Number Required
Starter	Soup of the Day	
	Chilled Melon	
Main	Choice from the Carvery: Roast Turkey, Roast Beef or Gammon with all the Trimmings	
	Mushroom, Spinach, Brie and Cranberry Wellington (Vegetarian)	
Dessert	Traditional Christmas Pudding with Brandy Sauce	
	Festive Gateau	

Coffee

And Finally...

On his recent visit to India the Editor came across this, the nearest thing on rails to an Austin Seven he has ever seen.

On display in the National Railway Museum, Delhi, it is a Railcar from the Kalka-Shimla Railway.



The railway was built to connect Shimla, the summer capital of India during the British Raj, with the Indian rail system. Opened in 1903, the 60 mile line is built to a gauge of two feet six inches.

The four-seat railcar was used by inspection officials and is fitted with a four-cylinder Meadows petrol engine. It was built by Wickham & Co, of Ware, in 1931. A unique feature is the facility to rotate the body on the chassis, so that you can drive back the way you came!

Four larger, 14-seat railcars are still in use on the line (right). Originally fitted with 85 horsepower petrol engines, in 1960 these were replaced by Indian-built 110 horsepower diesel engines.



Club Sales

The following items are available from Dave Rix
(01508 493419 or rixna7c@waitrose.com) 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 - Doug Woodrow - £45

The Austin Seven Source Book - Bryan Purves - £30

Men & Motors of the Austin - 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