



Norfolk NA7ter



April 2010

Norfolk Austin Seven Club

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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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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 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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Norfolk NA7ter

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And Finally...

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On The Cover



**Jaimie Rogerson's
1936 AEB "Nippy",
pictured last year
at the home of our
President, Ken Wallis**

Chairman's Chat

Firstly I would like to thank you all for your support at the AGM. We have a new committee in place and looking forward to a great future for the A7 Club.

The A7 v Jag Boys Quiz went extremely well. We have had many good comments about the evening including from the Jags Boys, so it must have been alright. We won the trophy again with 'Little Nell' being the winning team. Well done to them and all the teams. Our Quizmaster was Nick Meekins who is Mayor-Elect of Wisbech so we were grateful he found us a window in his busy schedule. Thank you everyone for the hard work, it was a great night.

Aussie Sevens

Charles Levien describes his recent trip “Down Under”

A couple of years ago our daughter, Rose, went out to Australia and got a job with World Vision in Melbourne. She now has a four-year work permit, a good job and a lively group of friends so we thought we would go out and visit her this January. It was a case of jumping out of the freezer into the fire when it got up to 43° C on a couple of days but we found a few cold beers a pleasant antidote - straight out of the bottle, Aussie style, of course.

Melbourne is an attractive city with an efficient tram service to get you round, a bit like San Francisco without the

The next meeting is something with the ladies in mind. There is a gardening theme, so it should be a good night.

Any members wishing to bring their Austin Seven along on Sunday 6th June 2010 to King's Lynn Lions Family Fun Day in the Walks, King's Lynn from around 1pm, please let me have your details or give me a ring if you have any queries.

We have many events planned for the coming year, where hopefully we'll enjoy good weather, and I look forward to seeing you all again

Best wishes to you all.

John

hills. It also has a thriving Austin Seven club and I thought it would be nice to meet up with some of their members.

I was collected one evening by Bill Sheehan, a life member since 1978, who drove me across Melbourne to meet Graeme Steinfort, a recent club president and one of the “raiding party” that came over here in the early eighties with their amazingly successful A7 racers. As we drove across the city Bill went out of his way to show me where the 16 year old Herbert Austin lived for a few years after his arrival

in 1892 and also the site of a steel pipe foundry where he got his first experience of work.

We eventually arrived at Graeme's place to see several interesting cars under covers, one of which being a replica of the supercharged Seven which Arthur Waite drove to win the first Australian Grand Prix in 1928. The replica car was put together by Bill after Graeme located the original engine and gearbox – what a find!

Graeme has a very nice Gordon England Brooklands replica plus a few projects on the go. He fired up his hot Chummy (see photo) and took me for a blast around the block. It goes like the proverbial but Graeme says he has to slow down a little on corners! Cars imported in the 1920 –1940 period at-

tracted a high level of import duty and to get round this the chassis, engines etc were brought in as components with most of the body work produced in Australia. This led to some subtle differences in the latter and Graeme pointed out a few. You can see the woodwork, for example, which adds a look of solidity (and some weight) to the hood frame and the trim strip along the bonnet side and scuttle and the single piece windscreen.

On the way home Bill told me he had met Arthur Waite, Kay Petre, Bert Hadley and Stanley Edge at one time or another. Bill is a sprightly guy and formerly an Australian table tennis champion – it was great meeting him and Graeme and I am indebted to them for arranging a most enjoyable and interesting evening for me in Melbourne.



**Graeme, Bill
and a hot Chummy**



John Coleman

John Hazell remembers an eccentric motoring enthusiast, famous for an epic drive from Buenos Aires to New York in a 1925 Chummy

Back in January I was flicking through the *Daily Telegraph* when a picture of a man sitting and waving in an Austin Seven Chummy (above) caught my eye. On closer examination the article proved to be the obituary of John Coleman, who had just died aged 81.

He had been an eccentric teacher; political campaigner and author whose lifelong love of cars led him to make an epic journey in a then-35-year-old Austin Seven Chummy from Buenos Aires to New York.

He was assured that the idea was impossible. But inspired by A.F. Tschif-

fely, a Swiss writer who had travelled a similar route on horseback in 1925, Coleman attracted support from Austin Motors, who offered spare parts and their agent's services on both American continents. Setting out from the Argentine capital in late 1959 speaking no Spanish and refusing to carry a gun, he had his first accident outside the city when his beloved Chummy skidded on a pool of soft tar, nearly toppled over and hit a modern car overtaking on the nearside.

Remembering advice never to stop after an accident in South America, he

kept going, crossing the plains in sheet lightning until meeting an English vet, who helped Coleman by furnishing him with friends and contacts further along the way.

Although badly shaken on first seeing the Andes, Coleman pressed on up a steep, zigzag road, with the Chummy making good progress until its radiator cap blew off. He encountered high winds, and saw so many crosses commemorating those lost over the edge that he kept his door open in case he had to jump out.

On reaching his first major peak at 10,000 ft he paused to eat his sandwich and enjoy the new record he had established for an Austin. Coming down the other side he had to squeeze past a puma in a narrow tunnel, and later

faced even greater danger when reversing uphill along a narrow ledge.

On entering the Atacama Desert in Chile, white sand billowed through every crack in the vehicle and the smell of petrol vaporising in the heat was a constant reminder of the risk of fire. The road was only occasionally paved, and sometimes disappeared altogether because of landslides and sudden flooding.

Restaurants were unhygienic, hotel bedrooms dirty and prowling characters forced him to remain with the car at night unless satisfied that it was properly protected. But he enjoyed the fraternal spirit of the road, by which other motorists (recognising that the next calamity might be theirs) stopped to help a fellow driver in difficulty.



In large towns both he and the car were greeted as celebrities, with the Chummy on one occasion being carried aloft by four mechanics.

An earthquake in Peru compelled him to take a train and a boulder-blocked road forced him to take a boat in Ecuador. But following less dramatic adventures in Costa Rica and Mexico he arrived 11 months later in New York, imagining his car sighing with relief at not being expected to climb the Empire State Building.!

After an official reception he was sent to stay with friends, then appeared on a national television quiz show - *To Tell the Truth* - as one of three Englishmen who were tested for lying. Having fooled the panel, Coleman used the money to buy time in which to write an account of his travels - *Coleman's Drive* (1962).

John Hazell has managed to obtain a copy of *Coleman's Drive* and will be placing it in the Club's Library.

Quiz Night

NA7C retain the Jaguar Trophy!

The annual quiz versus the Jaguar Drivers Club was held on 23 April.

It was a well-attended event, with eight teams taking part - three from JDC and five from NA7C.

The guest question-master, Nick Meekins, had compiled a varied and interesting quiz consisting of nine

The son of a motor engineer, Charles John Darrant Blake Coleman was born on May 13th 1928, and went to Haileybury before doing his National Service with the Royal Army Education Corps, which taught him to drive. He then read Theology at St Peter's Hall, Oxford, where a keen interest in motor vehicles grew into a lifelong love affair, which he later recounted in *Coleman's Cars*.

In 2005 Coleman received an ovation when he lapped the Silverstone circuit in the Chummy (which is kept at the National Motor Museum, Beaulieu) He continued to write feature articles for the Telegraph and other papers, and recently completed his last book, about a journey around Scotland in a 40-year-old Morris Minor. Driving back from the printers on January 5th, he died at its wheel.

rounds of questions plus a "picture round".

Despite being unable to recognise Jensen Button, Lewis Hamilton or Martin Shaw, the team comprising Dave and Tricia Rix and Rick and Cherry Fryer managed to come top, beating their nearest JDC rivals by ten points.

Our Cars

Ruby Writes Again

Another letter from a Suffolk Lady

Hi Uncle Rick,

I thought I would just drop you a line to see if you are well after the very cold winter. I had quite a good time this year in my new warm house; my sister Rosie said it was her best year ever. I hope all my friends and cousins did as well and are ready for the first spring runs.

Sitting in my house for four months looking at Rosie's big boot from only three foot away, reminded me of the time I was stuck in the barn with them smelly pigs.

One day two old boys and a young lad stood looking at the pigs. Billy said to Fred: "Thas a fine sty full'a hogs yere got there bioy." "Yis," said Fred, "I new at the tiome I gotem they was gooddens." Fred said to the lad: "You can ollust tell a good pig, thas got a face lioke a queen and an arse lioke a cook!" At the time I was not sure what they meant, as I was still learning Suffolk, but now I think I have worked it out - but I still like Rosie.

Rosie did get upset with me the other day. She is on a calendar for 2010 - she's "Miss May" - and a friend of a friend had seen her and wanted to use her for a wedding. My man said you must come to see her first, as it would

be very difficult to get a bride in the back.

He came to see her, saw me and said "Can I have Ruby?" *Then* the muck hit the fan blades for a few days.

She is fine again now. I did explain that I love dressing up, but there can be many problems with brides and dads last minute nerves and it is my job to sort them out.

I reminded her about the wedding I did in Sheringham. I set out on the Friday afternoon to go to Cromer and stay at the Cliftonville Hotel over night.

As we passed Norwich airport to my right a dammed great bird went over my head and it put the wind up me for a moment. My man said it was an *aeroplane* and not to worry.

Picking up speed now on this nice road I soon caught up a combine harvester, two tractors with trailers, a fuel tanker and a land rover with a very bright light and a sign to tell me they were there. I didn't need that, they were big enough to see and only twenty foot in front! I followed them for miles - there was so much traffic coming from Cromer I could not get past them.

At last they turned off and I was on the way again, we went over the little railway bridge, round the bend and down the hill into Cromer. Boy, were we speeding - it was great fun. Suddenly my man shouted "Whoa Ruby!" and slammed on my brakes. Only two worked, both on the same side and I heaved over on two wheels: right-hand-down then the other way back, left-hand-down. Three times I did that before I slowed down. *Traffic calming measures* they call them. Calm be buggered - I was in a state of shock and a cold sweat

I got to the hotel OK after that. The nice people there had cleared out their

I hope Ruby will forgive me for including this picture of her in a state of undress!

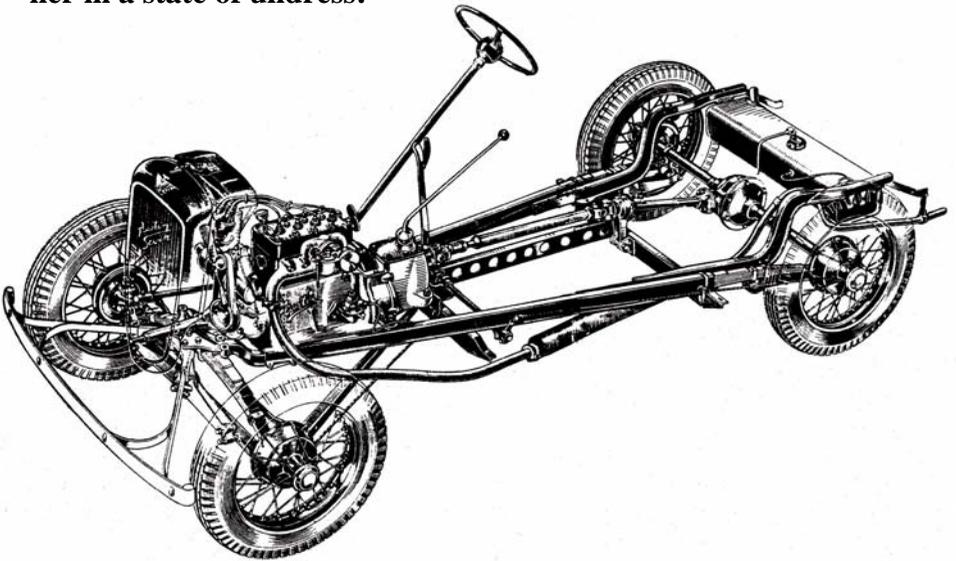
garage for me, so I sat in there and rested all night. I dressed up next morning while looking at the sea and had a great day.

Rosie has been to see Uncle Pat the car doctor. He is a nice man. She needed some new oil seals and a little bit of fettling, but she is home again now. All is well and she is fine.

Well, that's enough of my rambling for now as I must go and get myself ready for a run out tomorrow. I hope the sun shines for us all.

Mind how you go together,

Ruby Maulden



My Blue Seven

The Editor waxes lyrical – with apologies to George A Whiting.

*When the Village Inn calls,
And Tuesday is nigh,
We hurry in...
My Blue Seven.*

*We like to have fun,
A gentle “road run”,
We’re happy in...
My Blue Seven.*

*On rally days,
a smoky haze,
may follow me.
But I don’t care,
we’ll still get there,
just wait and see.*

*Just Cherry and me -
He can’t manage three!
Two’s plenty for...
My Blue Seven.*



Curiosities

The Seven has been the subject of modification almost from the day of its introduction. Here are a few examples

Back to the Land

From a 1978 edition of *Old Motor* "Shown is a view of the most unusual conversion of an Austin 7 we have yet seen. The car has been made into a twin shaft rotator, and utilises two other Austin back axles to drive the rotating hoes. Whilst we like to see early vehicles saved, it would seem a pity to dismantle this ingenious device."

Pick-Me-Up

Built from a 1933 Box Saloon, this rather nice pick-up truck conversion was advertised in January 2009 on "eBay". Fitted with a Reliant OHV engine, it failed to sell at £7000, was then re-advertised and again failed to meet its reserve, with a maximum bid of £5,200.

Matchmaker

In 1937, the match manufacturer, Moreland's of Gloucester, adapted this Seven for a midget as an advertising gimmick. It used an earlier model chassis and small wheels.

Two Wheels on My Seven....

Another eBay advert. This machine was discovered about 10 years ago in Bristol. It is a 1927 or 1928 Phelon & Moore, later know as a Panther. It has been fitted with an early 1926 or 1927, magneto ignition Austin 7 engine. Six of these machines were built and sold as a "Pegasus" by a local man, Mr McColkin, who was the chief rate fixer for Douglas Motorcycles in Bristol.

Austin



Runs & Rallies

Daffodil Craft and Country Fayre - 28 March **The first rally of 2010 saw a line-up of four A7s**

A cold but bright and dry day greeted the club members and their cars as they arrived at Langley School near Loddon for this annual event, the first rally in the 2010 calendar.

“On parade” were Dave Rix in his 1926 Chummy; the Editor and Cherry in their 1933 RP Saloon; and Phil and Tricia Sharpe and Paul and Liz Maulden in their Rubies - a 1935 Mk 1 and a 1937 Mk 2 respectively.



Other club members also took part. Tricia Rix arrived in her Ford 100E, Philip and Tricia Jepson came in their 1992 Mini, while John and Diane Clarke came in a 1952 Bentley.



A7s at Langley School
(L to R): 1937 Mk 2 Ruby, 1933 RP Saloon, 1926 Chummy
and a 1935 Mk 1 Ruby

What's On

The 2010 Events Calendar appears at the back of the magazine (page 19). There are several new events and it is continually updated and 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.

Club Night - Tuesday 20 April - Getting Your Garden Ready

A talk by Tim Jellis

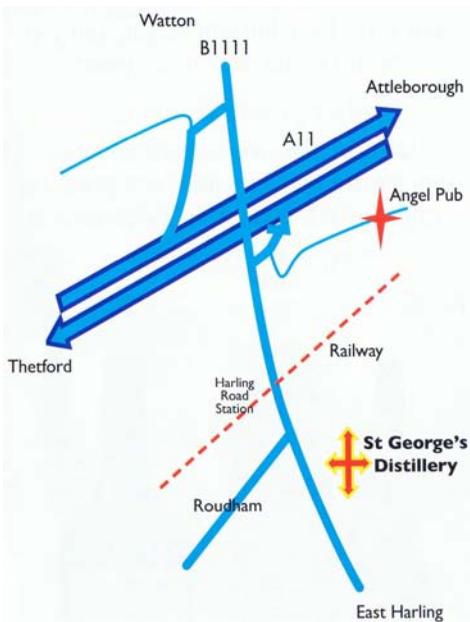
Sunday 25 April - Drive It Day

Drive It Day (DID) is always held on the nearest Sunday to St George's Day - 23 April.

For DID this year it is proposed that members drive via their own route to St George's Distillery to arrive in time for a guided tour at 2 pm. The tour, which takes about an hour, begins with a coffee while watching an introductory video, continues with a tour of the whisky distillery and ends with a whisky sampling. If we can get more than ten people it will cost £4.50 per person (£2 for children). Otherwise it will be £5.

St George's Distillery - see map - is between Thetford and Attleborough. Turn off the A11 onto the B1111 towards East Harling.

For further information, please contact Rick Fryer - 01362 696114 or rf.na7c@tiscali.co.uk



Wymondham Old Timers Show - Sunday 2 May

This popular annual event is held at Pensthorpe Nature Reserve, near Fakenham, and is open to all pre-1975 cars. Entry is £7.50 per car with two people, which includes entry to the re-

serve. Closing date for entries is April 10.

Full details and entry forms from Dave Rix - 01508 493419 or rixna7c@wait-rose.com.

Classic Car and Motorcycle Rally - Sunday 9 May

Another annual event, this time at the Skeyton Goat. Entry is £3 per car.

Call 01692 538600 for details.

Ron Houghton's Oily Rag Day - Sunday 16 May

Ron and Barbara Houghton will once 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.

Austin Allsorts Rally - Sunday 6 June

The Norfolk Centre of the 750 Motor Club are holding their annual rally at Pakenham Water Mill, near Bury St Edmunds.

Entry forms are available from Dave Rix - 01508 493419 or rixna7c@wait-rose.com. Closing date - 7 May.

Carla's Run - Sunday 27 June

Lowestoft Classic Vehicle Club are organising a run to Fairhaven Gardens, South Walsham, in memory of Carla Took, who tragically died in a road traffic accident in 2006, aged 18.

There is a 50% discount on entry to the gardens. A donation of £5 per vehicle will go to the Palliative Care Trust at the James Paget Hospital.

For further details, Please contact Geoff on 01502 584566

Proposed Visit to the Long Shop Museum, Leiston

Our events co-ordinator, Dave Rix, is thinking of arranging a visit to the Long Shop Museum at Leiston, which is in Suffolk between Saxmundham and Aldburgh. The proposed date is Sunday 25 July.

The museum is dedicated to the manufacture of Garrett steam engines and agricultural implements and tells the story of the Garrett family and their rise to fame over the past two hundred years. It would probably appeal to the engineering faction among us but the town itself is worth exploring as well, for those who may prefer to do that.

There are a dozen or so pubs within six miles for lunches as well as the fish 'n chip shop on Dunwich beach, or it could be picnics on the heath nearby - weather permitting. Until Dave has some idea of likely numbers, any plans

re eating will have to go under the TBA heading.

The meeting place would be at the large car park on the beach at Dunwich, then a convoy along the coast road to Leiston.

The problem with this run is its location in the south of our area, so it will be open to vintage, classic or modern cars.

Please contact Dave - 01508 493419 or rixna7c@waitrose.com - with any ideas or suggestions and numbers interested.

Beat the banker!

A well dressed man walked in to a central London bank and asked to see the manager.

"I'd like to borrow a hundred pounds please," he said.

"As you're not a customer of this bank," replied the manager, "we would need some security."

"I will leave you my Rolls Royce, which is worth over £100,000. It's parked outside," said the man.

"Well, that should do nicely," the perplexed manager replied. He gave the man £100, who then went on his way.

A week later he returned. to the bank.

"Here's the £100 back, I'll like to collect my car, please."

"Well, I'll have to charge you some interest" said the manager. "Shall we say, um, er, £5?"

"Fine", replied the man, handing over the money.

"Excuse me," said the puzzled bank manager, "but I must ask. Why did you need to borrow £100?"

"I didn't need it," replied the man, "but where else in London can you park a car for a fiver a week!"

FBHVC News

The NA7C is a member of The Federation of British Historic Vehicle Clubs. They publish a bi-monthly magazine that highlights legislation and other topics that may affect our hobby. Arti-

cles 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/>

Antifreeze

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages - but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company websites. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but

Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing 'bitting agents' to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT). Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are not recommended for use in historic vehicles.

The Federation are still researching this problem but our advice at the moment is:

- only use blue coloured IAT anti-freeze in historic vehicles;

Antifreeze - continued

In the article in the last newsletter, we said *'Bluecol and Blue Star are well known brand names and both of these are declared suitable for classic cars'*. Perhaps we should clarify that we were referring to the traditional blue coloured Bluecol - but the company also sell a red coloured Organic Acid Technology (OAT) product suitable only for modern cars, not classics. Even more confusingly, there is also Bluecol U which marketed as a universal top up and not an antifreeze product with which you would fill the whole tank. The manufacturer has assured us that this is suitable for historic vehicles.

It has also been brought to our attention that Halford's sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase: *'Older vehicles can further benefit...'* but on further examination it was discovered that this product does indeed contain

- only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer;
- never mix different types of anti-freeze without thoroughly flushing out the system;
- always replace the coolant within the time scale specified by the anti-freeze manufacturer as the corrosion inhibitors break down over time.

OAT and therefore cannot be recommended for historic engines.

Our postbag has also been swelled by correspondence relating to the extremely poisonous nature of ethylene glycol, indeed the Cats' Protection League have gone so far as to start an on-line petition to highlight the danger to small animals accidentally ingesting tiny quantities of the product. Propylene glycol is much safer and one of our new trade supporters, AAA Solutions Ltd, is about to launch a propylene glycol based antifreeze specifically aimed at historic vehicles.

It does remain a rather confused picture, but the important facts to remember for historic vehicle owners are: use only Inorganic Additive Technology (IAT) products according to the manufacturers' instructions and take great care with any liquid containing ethylene glycol.

Sales and Wants

For Sale

The Editor has a nice 1930s AA Badge for sale. Not used since being replated and in very good condition.

£25

Contact **Rick Fryer** on **01362 696114**
or **rf.na7c@tiscali.co.uk**



Wanted

A friend of **Graham Peck** has asked him to help him find an Austin Seven. He has a budget of £4000 -£5000. If you have, or know of, a suitable car, please ring Graham on **01508 518157** or **07776 281068**.

Club Sales

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

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

NA7C Events Calendar 2010

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	18 Sun	Halesworth to Southwold Run	White Hart, Halesworth 10:30am start	Cyril 01502 725038
	20 Tues	<u>NA7C Meeting – Getting your Garden Ready</u>	Village Inn, Little Melton - 7.30pm	
	25 Sun	<u>Drive-it-Day</u>	St George's Distillery - East Harling	Rick Fryer 01362 696114 rf.na7c@tiscali.co.uk
May	2 Sun	Wymondham Old Timers Show	Pensthorpe Wildlife Park, Fakenham	Entry Forms: Dave Rix 01508 493419 rixna7c@waitrose.com
	9 Sun	Classic Car Rally	Skeyton Goat	£3 00 entry - 01692 538600.
	9 Sun	Wing & Wheels	Henham	Diana Jackson 01986 875107
	15 Sat	The Norfolk Rally		T.B.A
	16 Sun	Ron Houghton's Oily Rag Day	12.30pm, Mulberry Tree House, Harris Green, Hardwick	Ron & Barbara Houghton 01508 530580 barroncats@tiscali.co.uk
	18 Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7:30 pm	
	23 Sun	Wretton at War	Wretton, Nr Downham Market	John Wyett 01366500165
	23 Sun	Sheringham Classic Car Festival	Sheringham High Street	Graham Deans 01263 822716
	29 Sat	Strumpshaw Steam Rally	Strumpshaw, Nr Norwich	Paul Warby 01462 851711
	30 Sun	Gt Yarmouth Classic Car Show	The Wellesley Recreation Ground	Richard 01493 651272
Jun	6 Sun	Austin Allsorts Rally	Pakenham Water Mill (Nr Bury St Edmunds)	Entry forms by 7 May Dave Rix 01508 493419 rixna7c@waitrose.com
	12 Sat	Horham Bygones Rally	Horham, Nr Stradbrook	Don Moyes 07894 903829
	13 Sun	Wings & Wheels	Henham	Diana Jackson 01986 875107
	13 Sun	Euston Park Rural Pastimes	Euston Park, Nr Thetford	Anne Greenfield 01638 711237
	15 Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7:30 pm	
	18 Fri	ANCC Barbecue	Felthorpe Airfield	6.00 pm – Informal Concours just turn up!
	19 Sat	Swanton Morley Fete	Swanton Morley	Ian Spooner 01362 692365
	20 Sun			
27 Sun	LCVC Carla's Run	Fairhaven Gardens	Geoff 01502 584566	

Date			Event	Venue	Contact
Jul	3	Sat	Poringland Fete	Memorial Playing Field, Poringland	Dave Rix 01508 493419 rixna7c@waitrose.com
	4	Sun	Vintage Transport Festival	North Norfolk Railway	Neil Sharpe 3, Fairmile Close, Worlingham, Beccles NR34 7RN.
	10	Sat	BK Museum Open Days	Maltings Farm, Hepworth, Diss	Debbie Renton. 01359 252232 www.bkmuseum.com
	18	Sun	<u>Visit to Ken Wallis</u>	Reymerstone Hall, nr Dereham	Dave Rix 01508 493419 rixna7c@waitrose.com
	18	Sun	LCVC Annual Rally	Ditchingham	1502 584566
	18	Sun	Steam, Transport & Craft Exhibition	Potter Heigham Village Hall	Dave Rix 01508 493419 rixna7c@waitrose.com
	20	Tue	<u>NA7C Meeting</u>	Village Inn Little Melton - 7:30pm	
	25	Sun	Classic Transport Day	Mid Norfolk Railway - Dereham	sales@mnr.org.uk or 01362 690633
	Aug	1	Sun	Helmingham Festival	Helmingham Hall, Suffolk
8		Sun	Wroxham & Hoveton Lions Charity & Fun Day	Norwich Rugby Club	Mike Clipston 01603 429380
15		Sun	<u>East Anglian Austin 7 Trophy Event</u>	Rougham Airfield - Bury St Edmunds	Dave Rix 01508 493419 rixna7c@waitrose.com
15		Sun	Cromer Car Show	Cromer	TBA
17		Tue	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7:30pm	
22		Sun	Fakenham Auto Club	Fakenham Racecourse	01328 854566
22		Sun	Battle of Britain 70 th Anniversary	Norfolk & Suffolk Aviation Museum, Flixton	Dave Rix 01508 493419 rixna7c@waitrose.com
24		Mon	Aylsham Show	Aylsham, Norfolk	Chris Self 01263 732432
28 29		Sat Sun	<u>King's Lynn Lions Charity Event</u>	Park Farm, Snettisham	John Groom 01945 474196
30	Mon	Village at War	Gressenhall Farm & Workhouse, Dereham	Alison Tebbit 01362 869259 Alison.tebbit@norfolk.gov.uk	
Sep	5	Sun	<u>NORFOLK GALA DAY</u>	<u>NORFOLK SHOWGROUND</u>	Dave Rix 01508 493419 rixna7c@waitrose.com
	12	Sun	Seething Open Day	Seething Airfield	01603 764834
	11	Sat	North Norfolk Railway		TBA
	12	Sun	40's Weekend		
	21	Tue	<u>NA7C Meeting</u>	Village Inn Little Melton - 7:30pm	
Oct	19	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7.30pm	
Nov	16	Tues	<u>NA7C Meeting</u>	Village Inn, Little Melton - 7.30pm	
Dec	14	Tues	<u>NA7C Christmas 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**

And Finally...

From the **East Suffolk Gazette** 2 March 1869

Explosion Of Oil In A Drain

At a special meeting of the Sudbury Town Council held on Friday the subject of granting licenses under the new Petroleum Act was considered, and Councillors Weston and Anderton were appointed to act, to grant or refuse applications for licenses. The power of testing the several oils is by the Act mentioned vested in the Inspector of Weights and Measures, who in this town is Mr. Sach, superintendent of the borough police force.

A testing apparatus, considered sufficiently near to resemble the vessel prescribed by the Act, had been made by Mr. Twinn, ironmonger, of North Street and Station Road, and on Tuesday afternoon, Messrs. Weston and Anderton, with Mr. Sach, commenced their necessary round of inquiry before granting any license. Samples were obtained from the different applicants, and all were taken to the police station. There one of the samples was put into cold water, and a light was applied as a preliminary test. Immediately there was an explosion with a great uprising of flame, which could not be extinguished. The vessel above mentioned for testing purposes and many other things were blown into the yard, the vessel was injured, and for a time as may be supposed all parties concerned were much alarmed; particularly as the oil kept burning until it was all consumed. This sample was obtained from the shop of Mr. Charles Wright, ironmonger, of the Market Hill, and knowing that Mr. Wright had a quantity of the material still upon the premises, Mr. Weston and Mr. Sach went to him and he consented to have it destroyed. Policeman Scott was left in charge to remove it to the clay pit on the Lavenham Road, and there deposit it. There was about $3\frac{1}{2}$ gallons of the oil, which was set fire to at the pit, and destroyed.

While Mr. Weston and Mr. Sach were at Mr. Wright's, they were informed that an explosion had taken place near the police station. They immediately went and discovered there was truth in the report. At the police station the covers of the drain traps in the kitchen were forced up, and the water spread about the kitchen; the drain-traps and the closets here and also at Mrs. Clark's and Mr. Wm. Harding's and the adjoining house were also blown up. It appeared that Mr. C. Simpson, having $2\frac{1}{2}$ gallons of the benzine or benzoline at his warehouse and hearing what had before occurred at the station, incautiously poured the oil down the drain, and without any light being placed near it, it exploded, causing great alarm. Mr. Green, builder, was sent for to repair the damage and examine the drain. He took up several bricks, and a light being brought, another explosion took place, with a report like the sound of a gun, and Mr. Green was severely singed about his face and head. The flooring was forced up. One of his assistants was also slightly injured. These facts sufficiently show the dangerous character of such products as benzine, petroleum, etc..

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



Clothing

The following items of club clothing are now available
Please contact John Groom (01945 474196 or john.groom1@sky.com)
if you wish to order any clothing

Polo Shirt - *Fruit of the Loom* - available in black, bottle green, burgundy, deep navy, emerald, heather grey, navy blue, new purple, orange, red, royal blue, sky, sunflower and white. XXXL available in black, heather grey, navy blue and white only

Sizes - S (35-37") M (38-40") L (41-43") XL (44-46") XXL (47-49") XXXL (50 - 52")

Price £10.50

Fleece - *Kustom Kit* - available in black, navy and steel grey.

Sizes - S (38") M (40") L (42") XL (44") XXL (46 - 48") XXXL (50 - 52")

Price £21.50