



Norfolk NA7ter



October 2010

Norfolk Austin Seven Club

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

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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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On The Cover



**The 1930 AF Tourer
belonging to
James Brierley**

News

Editorial

As 2010 draws to a close, your committee - and in particular Dave Rix, Events Co-ordinator - are working hard putting together a programme of events for 2011.

We do not wish to labour the point about attendance at events, but this is *your* chance to have *your* say and, if you have any suggestions, to ensure that the programme includes something to interest *you*. We are particularly interested in hearing from anyone willing to organise road runs

Please contact Dave, or any other committee member - details opposite.



On the same subject, last quarter's Editorial has prompted a response from Richard Hart. His letter is reprinted on page 2.

Those of you who, like your Editor, accumulate rolling chassis in the faint hope of one day resurrecting them as a brand new car may be interested in the FBHVC article on page 28. This highlights the new "rules" for scrapping, dismantling and restoring vehicles.



You may have noticed - how could you not have? - that the July edition of the *NA7ter* was incorrectly printed, with Page 1 duplicated on the inside front cover. This was due solely to a mistake on the Editor's part, in that the file sent to the printer was wrongly formatted. Kirsty, our printer, did her usual first-class job in printing and distributing the magazine



The user name and password to access the on-line version of the Norfolk NA7ter are one Page 1 of the printed version, posted to members.

Rick

The next edition of the *NA7ter* will be published in January 2011.

Please let me have any contributions before 31 December.

Contact details are on the inside front cover.

Letters to the Editor

Runs and Rallies

I read your editorial in the July Norfolk NA7ter with interest and accept the points you raise regarding attendance at club events. I am one of the guilty ones in that I seldom attend them! I don't suppose I have to justify this fact, but nevertheless I would like to do so as I am committed to the club and enjoy being a member. In addition, I'm sure that others must have similar views.

As you know, I run an Austin 7 special that has no windscreen (and naturally no wipers) and therefore no roof or weather protection. It has aero screens I admit, but it is really not suitable for driving in the rain. It also has no indicators so I don't like driving it in the dark. For these reasons I never attend any event that has to be booked in advance as, if the weather is bad on the day, I won't attend. Many of the 'big' events require booking and/or paying for in advance.

I try to avoid major roads wherever possible and to get to Rougham for example is quite a trip for me. Even Little Melton is a 64 mile round trip involving the A1065 and A47. Here in North Norfolk we can drive around all day long on back roads/lanes without holding up traffic and a favourite destination is the nearby coast.

And another thing! As you so rightly say, not everyone wants to spend the day in a cold and windy field. I find events that require one to park early – say around 9 am and remain till 4 pm or even later rather tedious even on a bright and sunny day. I have tried it but even at places such as Pensthorpe or Worstead where there is plenty to do, it is a long day and one that my wife does not enjoy. Many do of course, and I fully accept that.

Also - and once again I am sure this applies to other members, we run another 'classic' car – in our case a 1960 Morris Minor 1000 Traveller. Because of that, we are members of the North Norfolk Morris Minor Owners' Club, and the North Norfolk Classic Vehicle Club. These two clubs relate directly to our area and not to Norfolk county wide so their events tend to be closer to home. Quite a few of your events obviously clash with theirs.

We do use our Austin 7 on a regular basis and in the last six weeks, in the lovely weather, it has been on the road about four or five days a week. When Val is at work I use it to go shopping and overall it covers over 2000/2500 miles a year.

Basically, if you were to arrange all your events in North Norfolk, that don't have to be booked in advance, on guaranteed sunny days, with events that do not involve having to stand around for hours, I will attend them all! Seriously though, keep up the good work. I can understand that the committee must wonder sometimes if all their efforts are worth it – well they are. You will never please all the people all the time, but you organise a wide spectrum of events to suit all tastes for all

areas of Norfolk. Your efforts are greatly appreciated and just because you don't see me that often, please don't feel that I think otherwise.

Please feel free to print any of the above comments, in part or full in your magazine, if you feel any of them are relevant.

Richard Hart

Seven Curiosities

I would just like to add, with regards the curiosities on page 10 and 11 in the April *NA7ver*, that the pick-up truck was sold to a baker on the Isle of Man and there is a Seven “matchbox” van standing on the side of the A12 at Mar-

lesford advertising Marlesford Antiques.

Paul Maulden

Membership News

Please join us in welcoming the following new members to the club:

Malcolm Dixon comes from Poringland and does not currently have a “Seven”.

Suffolk and does not have a “Seven” yet, ether.

Neville Bland is from Stowmarket in

Lynn Hollings lives in Bintree with her husband Tim and has a 1937 Ruby

Austin

Where Are They Now? - Part One

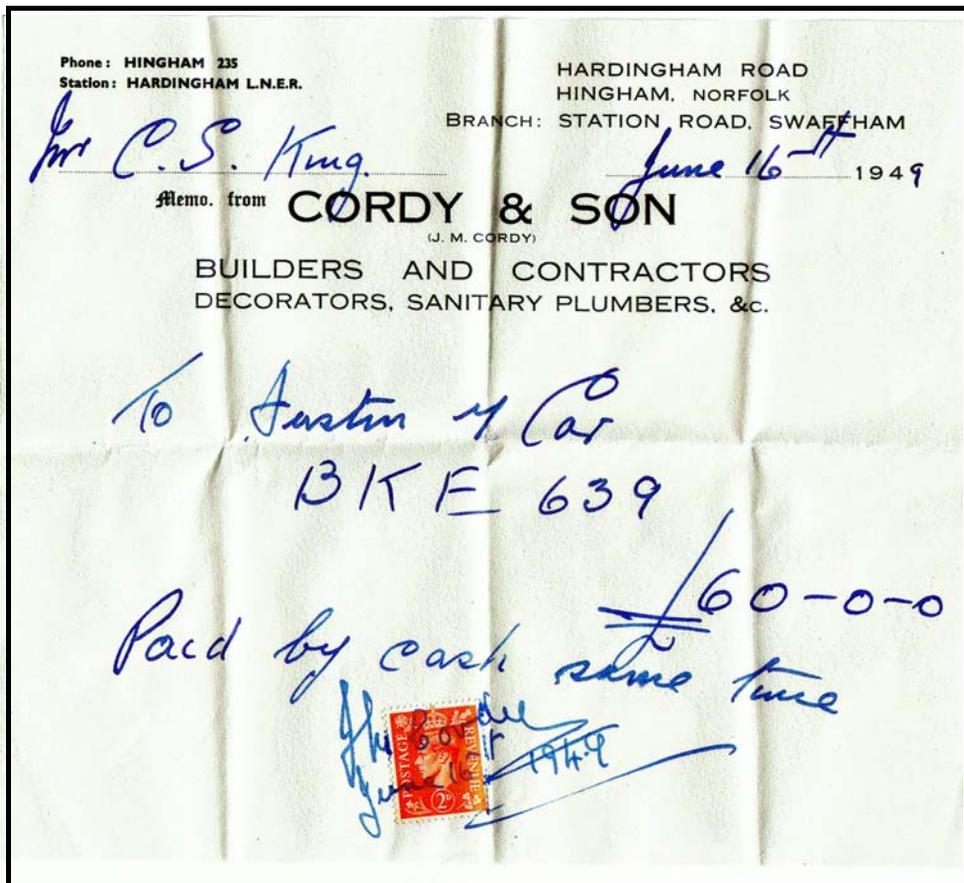
Help needed to trace BKE639

A friend of the Editor recently came across the receipt shown below amongst his late father's papers. He was only one year old in 1949 and has no memories of the car, but would like to know its fate.

A glance at the Chassis Register on the Austin Seven Clubs Association website shows that BKE458, an RP saloon, and BKE795, also an RP, were first registered in May 1934, so it's likely that the car in question was a 1934 RP.

KE is the registration mark for Maidstone, in Kent. How it ended up in Norfolk is anyone's guess.

Can anyone help?



Our Cars

Charles Levien's Beaulieu

A report on this annual event

I prepared my Paxton Special for the 260 mile trip to Beaulieu by changing the petrol filter, fitting new hoses and getting a small leak in the top tank fixed. I also invested in a pair of fitted ear plugs as supplied to riders of noisy motorbikes as my hearing seems to get more precious as I get older. Unfortunately my memory is getting worse as I grow older and the day before my trip to Beaulieu I discovered the MOT had run out on June 26th. So I piled everything into my Opal, Mavis, and at 8am set out in that. In fact the Opal is a nice little car for doing a good distance as it spins along at around 48mph and although slower than the Special it is a more relaxing drive -- and no need for earplugs.

My route, carefully avoiding motorways, was through the fens to Huntingdon and then via Woburn to Aylesbury and Thame, meeting up for lunch with Ken Cooke and the North Herts 750 MC members at Hampton Norreys near Goring.

After lunch we travelled in a small conveyance through the lanes and beautiful countryside of Hampshire to Stockbridge where we regaled ourselves with a cream tea. On entering Stockbridge there is a sign outside an establishment which proclaims, "Maharaja's Well" Ken says he is always relieved when he sees this.





We arrived at Beaulieu after a lovely drive through the New Forest and my friend Chris, who had driven up from Cornwall already had the tent up. John Procktor strolled over and the three of us joined the Saturday night BBQ.

The Beaulieu Austin Seven Rally never changes very much from one year to another but I always enjoy looking through the fantastic variety of new and old bits available from specialist suppliers but oh!, haven't the prices gone up!

Chris and I had a go at the Driving Test, laid out in the form of a giant K C This was basically designed to be a little challenging for the short wheel-base cars and we seemed to be the only car from the late thirties. We had a go and hit quite a few of the plastic poles, so no prizes but good fun.

I left at 4pm on the Sunday aiming to get to my sister's home at Teddington around 7pm. I took a wrong turn in the nightmare one-way system through Winchester and by the time I got to Camberley I was running late so I decided to do the last twenty miles or so on the M3 motorway. This went swimmingly well until the two lanes joining the M25 peeled off to my left leaving me in the middle of a four lane stretch that seemed to last forever, with Audis and Mercs driven by Jeremy Clarkson wannabes on each side of me - not a good place to be for long and although I was doing a good 50 it felt like I had parked.

Judy was happy to see me home safe and sound the following afternoon and I was pleased to get back to our quieter country lanes after a most enjoyable weekend.

Ruby's Year

Hi Uncle Rick.

I thought I would drop you a line or two, to tell you all about my adventures in 2010.

My first run out was to Langley Daffodil Day. Boy, that was cold, but the gardens did look good.

Then on April 18th there was the Halesworth to Southwold run. I got myself all ready to go, then Rosie went instead of me, but I did not mind as I had plenty of trips lined up.

April 25th was Drive-it Day - Uncle Rick had set up a run to St. Georges Distillery at East Harling. It was cold

and damp but we met up with many friends and had a great day out - thanks Rick.

May 1st - my first wedding for a long time. I was cleaned and polished, with new ribbons and flowers for my big day. I did look good - even Rosie said so.

At 11 o'clock, off I went to Lowestoft to find my bride. I got to the house with plenty of time to spare, then waited, and waited, and waited. Boy were her and mother late from the hairdressers, with Mum not looking very happy, either! Then came a change of plan -

Langley Daffodil Day - Boy, that was cold...





We returned for the bride...

could I take Mum and the bridesmaid to the church first. Mum had to sit in the front, but did not realise how little space there is on my seats. Then she looked for the seat belt - my man had to remind her that I was over seventy years old and seat belts were not required when I was made.

So, off we went to the church with Mum sitting on my gear stick. The very first gear change from first to second, my man hooked his finger nails in her black fishnet tights and had to shove her over a bit. I never heard another word spoken.

We returned for the bride and Dad. This was great fun. We were by now running quite late, but had a good fast run into Lowestoft with plenty of laughter, fun and waving. What a

breath of fresh air they were! My man had his lunch on the cliffs, then after the service and hundreds of photos it was back to the village hall. My job was done.

When we got back home Rosie was in a strop again because she was at the back of our room and I was in front again, as I was off with an early start in the morning for the Ipswich to Felixstowe run. We sat on the sea wall all afternoon - the wind blew and it rained all day and I was frozen. When we got home Rosie had a silly smirk on her face so I just gave her a push in the grill with my picnic basket - that kicked her into touch!

May 9 was Henham Wings and Wheels. Rosie and I both went to this show - I was taken by my friend Mick

from Worcester, he did very well but I think he has two left feet. We all had a very good day out but it was cold and windy.

On May 16 we all went to Ron Houghton's Oily Rag Day, I was late, but we were in time to join in the games. Two of my older sisters had mechanical problems, but there was plenty of help to sort them out. Many thanks to the Houghton family for a grand afternoon.

In June I went to Topcroft airfield to see Uncle Dave take a flight in a Mustang. It was brilliant! He is a fine fellow and when he landed, Little Nell, Miss Barnard and myself had our photo taken with the plane. Now that was a first.

On the evening of June 16, Miss Barnard and I had our picture taken again, this time in Southwold for the Lowestoft Classic Car Calendar 2011. These are very well done and only cost five pounds each.

On June 13 I went over to the Euston Park Rural Pastimes event. What a wonderful site we had, parked up on the hill. I met up with lots of other friends and family members, we had such a great day out, perhaps it might be a good idea to make it club event with even more members next year.

Rosie had a long run out on June 27 from Lowestoft to Fairhaven Gardens. This was charity day with many other types of cars and there was a grand draw and donations.



Little Nell, Miss Barnard and myself had our photo taken...

A Morris Traveller was donated, which was put in a separate draw at five pounds per ticket. In all £2068 was raised.

Our man and his lady went off on holiday and things went a bit quiet for a time. Rosie was her normal sulky self and there was not much to do.

They were soon home again and off I went to see Wing Cmdr Ken Wallis and his flying machines. There was a good turn out of us Sevens with some of my family that I had not seen for some time, so thanks to Ken for a good afternoon out.

Sunday 15 August. It was cold wet and windy, the East Anglian Austin 7 Trophy Event. I did not feel much like an early start, but I was moved outside and loaded up to go anyway. It turned out to be a good day after the early rain. Philip Jepson won the trophy for the Norfolk club, but as there was such a poor turn out from my friends and family at the other clubs it was no surprise that it came back to Norfolk. Lets hope for more support next year.

Sunday August 29 was even colder and wetter. It was Rosie's day out and although she had been complaining about not going out much, she did not like the look of this. I said "You can do it girl, go and show them" and kicked her out and shut the door quick. She had a long run round and back to Pon-

tins holiday camp for the afternoon fun and games. It rained and blew and rained some more. Nobody moved. Even Ted the parachuting teddy bear got water in his works and could not take off. Rosie came home early, wet through and sick. She said she had caught the flu, but I told her she had blown her exhaust manifold gasket as she was very noisy and did not smell too good.

Next morning I was up and out early being loaded to go Gressenhall Village at War Day. It is a long way for me but well worth it, as we have such a good day out. There were thirteen of my family there and it was good to see them again. The Lancaster bomber flew over me three times - great! I had a very swift run home down the Norfolk motorways with the wind behind me and I felt very well and quite fresh. Rosie still looked sick, I made her even worse when I kept telling her how wonderful our day had been.

Next day my man phoned John Davis in North Lincs to order a set of gaskets for Rosie. They arrived next day, no cards, payment on fourteen day invoice. He is a nice man - 01724 784230. Rosie was soon fixed up again and running well- a good job too, as it was the Norfolk Gala Day the following weekend. That was the first time I have seen my man get his hands dirty on our engines.

Sunday 5 September was an early start again to get to the Norfolk Show-ground. Rosie and I were both going - she was so happy, just like a teenager again. Neil, my man's young nephew from Croydon came up to drive her and I went in front to show her the way.

The morning kicked off with bacon butties, cooked by David Lobb and his wife in their vintage caravan They are a nice couple - many thanks to both of you and you have my permission to do it again. We all had our picnic lunches together and a grand day was had by all.

I forgot to tell you about our small gathering at Flixton Aviation Museum. Miss Dudman, Miss Winnie Barnard, Little Nell Rix and myself were there. It was to remember The Battle of Brit-

ain seventy year anniversary. It was such a full day with so many people wanting to talk to us. One dear gentleman walked up to me with his grandson, pointed at me and said: "*Gawd ta hell bioy look at har, mioy awd granfar had wonna them, we went on holdy in it, thet wus a rum awd dew.*" I think that was some more Suffolk talk, but I am not sure.

Well I think that is pretty much my year caught up with. Rosie and I have had a most enjoyable time and would like to say a big thank you to all who have made it possible, I think our club is growing well and is stronger than ever, well done you boys.

Ruby Maulden

Where Are They Now? - Part Two

A plea from Vince Leek, well-known A7 engine specialist:

*I know my first Austin Seven is still on the road but it isn't registered with any club. Does anyone know the whereabouts of **BGU 282** - a 1934 (Sept) Mark 1 Ruby?*

Please let me know on 01985-216632 or e-mail A7VCL@btinternet.com.

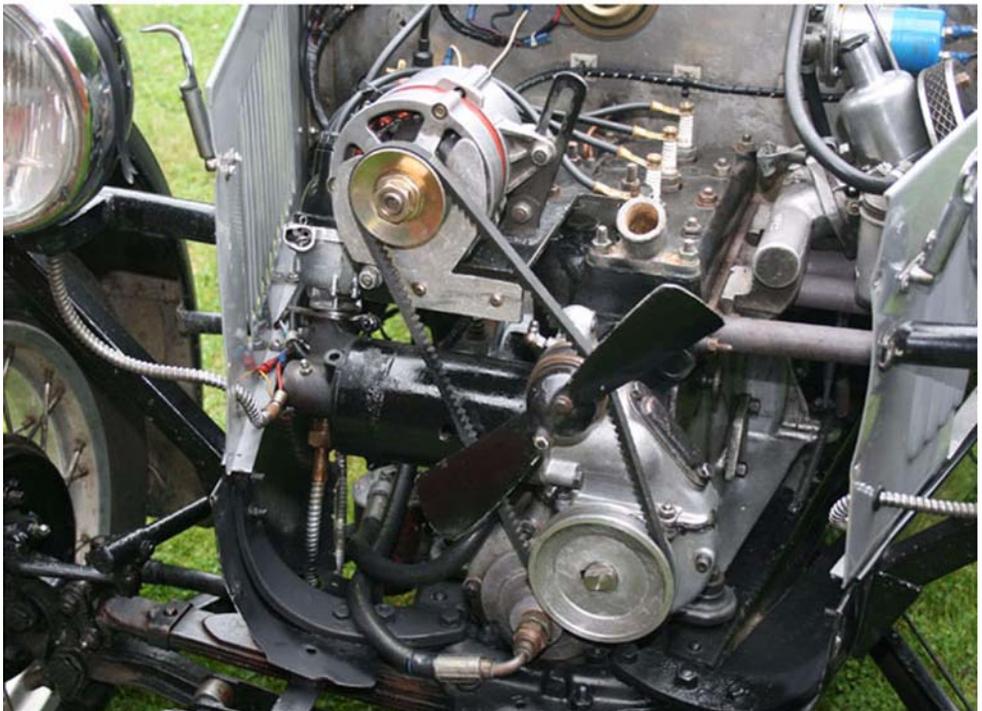
Many thanks, Vince Leek.

Paxton Special

Charles Levien outlines his 12 volt conversion

The photo below is of the set-up on my Special which may be of interest to anyone considering conversion to 12 volts using an alternator. Things to note:

- The adjustable alternator bracket is mounted to the head using three special stud/nuts which effectively extend the head studs.
- The cam shaft pulley fitted to specially machined part which brings the taper up to parallel (yes, I did have to look up the spelling)
- Fan belt pulley adapted to vee pulley. Modern distributor (Mini)
- driven off end of dynamo which has been stripped out. This, incidentally, saves almost the same weight as the alternator. Distributor advance/retard weights are welded together and “lumination” ignition fitted - a great improvement on the contact breaker system.
- Rev counter - mechanical drive off the distributor spindle, which is slotted at bottom end.





Diminutive Wedding Car

Phil Sharpe

When my daughter Gemma announced she was engaged to be married a mighty machine immediately swung into action, in the form of Patricia. Before I knew it arrangements were being made and cheques were being written as if there was no tomorrow.

Luckily Gemma's choice of wedding car was our Austin Ruby, so a saving was able to be made. However, although I was pleased to have the opportunity to put it to use, at the same time I was a little concerned about the practicalities.

As it turned out all was to be well. I found time to respray the bonnet, as it was the worst area of paintwork, and removal of the passenger seat allowed what I considered to be ample access to the rear seat for a small bride, albeit with a rather voluminous dress.

To eliminate any possibility of a "crisis" all traces of oil and grease were removed and any sharp surfaces covered or taped up.

The day (August 12th) dawned wet and windy and worries about a damp and dirty dress etc. came to the fore. Luck-

Our Cars

ily as the morning wore on the weather improved and by the appointed time for departure on the fairly short journey from home in New Costessey to the venue at Caistor Hall the roads had dried and it was becoming decidedly

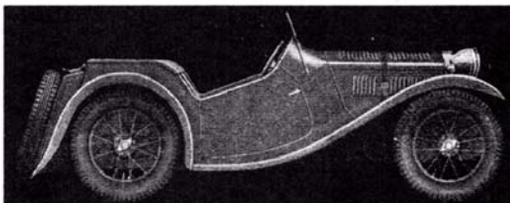
bright (thank goodness) A smooth and uneventful journey got us to the Hall in good time and all went well from then on. Our trusty Austin had continued our marques tradition of reliable transport. Long may it continue.



Austin **ARROW**

1935 COACHWORK ON AUSTIN SPECIAL SPORTS CHASSIS

AUSTIN SEVEN
Special
"65" Sports Chassis
ARROW
Sports 2-Seater



£189

Supercharged £37 extra.

Runs & Rallies

As the season draws to a close, we report on the final events of 2010

Mile Cross Community Festival - 6 July

The Editor explores a new venue

Member Nick Walmsley was responsible for organising the Classic Vehicle Show element of the Mile Cross Community Festival. The Editor went along for a look at this new event in Norwich, held in Sloughbottom Park on the Drayton Road.

Although there were only a few pre-war cars in the line-up - totally outnumbered by Minis and Morris Minors

- the entrance fee was only £3 per car and admission to the festival was free. It had a pleasant “Village Fete” atmosphere, with a lot of stalls. Access is easy, particularly if you live in or near Norwich and it is one of the few events to be held on a Saturday.

Assuming that it is held again in 2011, I hope the NA7C can muster enough entries to at least equal the Mini Club!



The Editor's RP is dwarfed by Nick Walmsley's Heavy 12/4 Fabric Saloon



Reymerston Hall - 18 July

Our annual visit to the home of our President, Ken Wallis

This year's visit to Reymerston Hall saw a good turnout of cars - fifteen in total - and they were all Sevens.

In order of seniority, they comprised: Dave Rix in his 1926 Chummy; Jim Hunt in his 1927 Top Hat Saloon; George Crummit in his 1928 Gordon England; the RM Saloon of Bryn Puiy (Essex); Nick Gray, also from Essex, in an RN Saloon; Will Dudman, Michael Spinks, Delia Golden (Essex) Howard Tame (Essex) and the Editor in RP Saloons; and Henry Thorne, Paul Maulden and Mel Grainger (Essex) in Rubies. Specials were represented by

Roy Barmby's 1929 Cambridge and Richard Hart's 1935 Roach.

John Groom, our Chairman, had taken Ken out for lunch while the rest of us had enjoyed a sunny picnic on the lawns in front of the Hall. On his return, Ken led us to his workshop, where he described some of the many autogyros housed there and recounted some of his adventures both during and after the war.

Then it was time for a demonstration. Ken had difficulty coaxing his usual "mount" into life, so a replacement was brought out and quickly started up.



Ken taxied out and took to the air to give us a short flying display, including his usual “look, no hands, no feet” fly-past.

Having landed, Ken showed us round more of his workshops, which contain

an impressive collection of aero engines and other memorabilia.

Once again we are indebted to Ken for his kindness and hospitality.



One of Ken’s aerial photographs of the line-up of Sevens in front of the Hall



East Anglian Austin 7 Trophy Event - 15 August

Dave Rix reports

After meeting up with Phil and Tricia Jepson at 7.30 am on Sunday 17th August at the Worlds End pub in Mulbarton (where my Father was incarcerated on the evening of my birth many moons ago!) we set off in an all-Chummy convoy (of two!) to Rougham.

The plan was to take a back roads route through New Buckenham, Garboldisham, Sapiston and Great Barton and on to the Airfield. This was a most enjoyable and stress-free run both there and back as very little traffic was encountered and we were able to unleash the full potential of our cars!

Our arrival on the site soon after 9 was just in time to sort of assist Rick and John with erecting the gazebo in pretty windy conditions and to await the arrival of other entrants.

However the turnout from the other clubs was disappointing, with none of the Cambridge members appearing and only Bart Walsh, (Pearl), Peter Lawson

(Ruby) and Neil Preston (Box) from the Essex club and Nick Gray (Box) from Suffolk).

We were, however, pleased to welcome a newcomer to the area, Yvonne King. who has recently moved from down south and is a member of one the London groups, I believe, Yvonne drives a lovely yellow '33 box saloon and had contacted me earlier about events around East Anglia.

The Norfolk bunch were Rick and Cherry Fryer, Charles Levien, Paul and Liz Maulden, Phil and Tricia Sharpe, and Phil and Tricia Jepson in their respective cars and myself in "Little Nell".

There was a good turnout of classic and vintage cars, motorcycles and commercial vehicles and a sizeable showing of military trucks and jeeps. An interesting demonstration consisted of running up two Rolls-Royce aero engines (Merlin and Griffon) mounted on



Philip Jepson receives the East Anglian Austin Seven Trophy from Dave Rix (left) and his award for Judges Best Car (right)

small trailers, side by side and aimed straight at our A7 gazebo and car display! Luckily the brakes held otherwise we could have been a few cars and members down at the end of the day. This noisy display palled somewhat after the third demonstration. A single full size and three miniature steam engines were the only steam exhibits and there seemed to be fewer trade stands and stalls than last year. This has been noticed at other events this year but is not surprising considering the current financial circumstances. .

A few years ago this event was used by many sports car clubs as meeting ground, but apart from a bunch of Mazda MX5's of various ages I saw no other clubs exhibiting.

The air display was good and varied with several light aircraft braving the stiff wind to thrill the crowd. A remarkable performance was given by a model jet plane whose rate of climb and sheer speed had to be seen to be believed. The Spitfire, P51 Mustang and B17 'Sally B' did their WW2 bit, always good to watch and hear, while a crazy guy in a Piper Cub gave a light-hearted demo of how not to fly.

Phil and Tricia Jepson managed to win the East Anglian Trophy again for the Club and also the Judges Best Car award in the main ring. Again, this year leaving the venue was a piece of cake and the two Chummies happily tacked back home into the teeth of a fair old wind

Battle of Britain 70th Anniversary - Norfolk & Suffolk Aviation Museum, Flixton - 22 August Dave Rix remembers the war....

The show area was filled with tents, stalls and military vehicles, guns and suchlike with no classic or other cars on show. However, with the arrival of Paul and Liz Maulden and ourselves in our Sevens, the marshal fitted us into our own little area, where we were joined by Brian and Jean Barnard and Bill Dudman, with his faithful dog, Jess.

There were many exhibitors with a military interest in addition to the mu-

seum's own permanent displays of artefacts, memorabilia and aircraft and it was interesting to see the Ken Wallis Hangar - now with some autogyros on show, with the Walbro taking pride of place. Ken himself looked to be a very busy man outside in the sunshine!

Of the many exhibits in the museum the full size mock-up of the "Colditz Cock" glider caught the eye, but there are many other sections of the museum well worth looking at.



The Exclusive A7 Show

There was period music (live and recorded) and some great jiving to be seen as well as a good cafe and, of course, The Buck Inn doing carveries for the really hungry.

The fly-past this year was a Dakota which seemed almost silent compared to the more usual Spitfires, Hurricanes or Mustangs seen at these events. When I was young, I remember a few of us kids - around four- to six-years-old - trying to count a sky full of DC-3s

as they passed over towing gliders. I have wondered since if it was anything to do with the Arnhem operation.

The exclusive A7 show was a great crowd-puller and we spent a good time answering all sorts of questions, in fact all my club brochures were taken and not all by one person!

A well-attended and enjoyable event, Google their extensive site and take a look.



Several Club

Members went along to the King's Lynn Lions' Charity Event at Hall Farm, Snettisham, on 28 August. Pictured above are the Editor's RP, John Wyett's RN, John Groom's RL and Chris Hollings' 1948 Land Rover



Village at War -29 August

A good turn-out by Club Members

This annual and popular event is held over two days at the Gressenhall Farm and Workhouse, near Dereham. It aims to recreate the atmosphere of a village during World War Two, with military vehicles, the Home Guard and period entertainment.

On the second day there is a display of pre-war cars. Despite the threatening weather there was a good turn-out by club members, with a total of nine cars. Oldest of the Sevens on parade was Philip and Tricia Jepson's 1927 Chummy. James and Tracey Brierly brought the family along in their 1930 AF Tourer, while RP Saloons were represented by Jim and Sue Hunt, Michael Spinks (and Mother) and the Editor. Philip and

Tricia Sharpe, Paul and Liz Maulden and new member Lynn Hollings came in Rubies. Last, but by no means least, Colin Aldridge and Mossy arrived in their impressive 1928 Heavy 12/4 Tourer.

In keeping with the occasion, several members came in period costume and there were some suspicious-looking rustics, city gents and ne'er-do-wells to be seen around the cars.



The afternoon was bright and sunny. The Lancaster of the Battle of Britain Memorial Flight provided an impressive fly past and everyone enjoyed the various attractions on offer.

...suspicious-looking rustics...



A panoramic view of our stand by Christopher Charles

Gala Day - 5 September

Good weather and a good turn-out

Saturday afternoon found the “Advance Team” erecting the gazebos and marking out the pitch - which, as usual, was not where we expected to find it! Our efforts paid off and it was with some satisfaction that the early arrivers on Sunday morning watched other car clubs driving round the showground searching desperately for *their* pitches.

We were expecting a good turnout and we were not disappointed. The stand began to fill up rapidly and by the time the last Ruby arrived, we had a total of 23 cars (and a caravan) in place.

The caravan, a 1930 Eccles, belonged to David and Janet Lobb, who were guests for the day (although David has promised to rejoin the club) and had



“Meals on Wheels”

Runs & Rallies

towed the van with David's latest acquisition, a magnificent 1928 Vauxhall 20/60 saloon. Once in position, David donned his stripey apron, lit the cooker and began providing bacon rolls for all present. Thank you, David and Janet, for this most generous gesture.

Other guests, this time in Sevens, included Mel Grainger and Bryn Puiy from the Essex Club, in Ruby and RM saloons respectively; and Yvonne King in an RP saloon.

The home team fielded 16 Sevens. Chummies were represented by Dave and Tricia Rix (1926), Karen Witton (1927) and Kevin Shortis (1928); Jim and Sue Hunt brought their 1927 Top Hat Saloon.

A good selection of Box Saloons included John Groom (1931 RL), Dave Witton (1931 RL), John Wyett (1932

RN), Michael Spinks (1933 RP), Ron and Barbara Houghton (1934 RP), Brian and Jean Barnard (1934 RP) and the Editor (1933 RP).

Rubies comprised John Hazell (1934), Claude Solomon (1934), Philip and Tricia Sharpe (1935), Chris Makepiece and family (1936) and Paul and Liz Mauldon (1937).

Joining David Lobb's Vauxhall, the "big boys" comprised Colin Aldridge and Mossy in their 1928 Heavy 12/4, Paul and Liz Maulden's 1936 12/4 "Eton" (driven by nephew Neil Osborne) and David and Christopher Charles in their 1934 Austin 10 "Litchfield". Nick Walmsley, delayed by religious duties, was unfortunately prevented by the Stewards from joining us on our pitch, so his Heavy 12/4 Fabric Saloon ended up in the Old Car Rally.





... a good mardle

Everyone got together under the gazebos for their picnics and a good mardle. The weather was excellent and we attracted a lot of interest from the public - whose numbers seemed down on earlier years. Your Committee is very

grateful for the kind appreciations expressed by several members after the event and hopes to see even more of you there next year.



What's On

Your Committee are busy putting together the Events Calendar for next year.

The Club's Events Coordinator is Dave Rix, who can be contacted on 01508 493419 or rixna7c@wait-rose.com. Please get in touch with him if you have any suggestions or know

about any events you think club members might like to attend.

The Events Calendar will also be available on the Club website at

www.na7c.co.uk.

Club Nights

The remaining club nights for this year are as follows:

18 October - Putting Your Garden to Bed

Another talk by the popular gardening expert, Tim Jellis

16 November - The Oldest Car in Norfolk

Philip Waltham, from Team Panhard at Gressenhall Farm and Workhouse with a talk on the 1899 Panhard et Levassor

14 December - Christmas Dinner

The Christmas Dinner will once again be held at The Village Inn, Little Melton, on Tuesday 14 December (**7.00 for 7.30pm**)

We hope our President, Wing Commander Ken Wallis, will again be the guest of honour. **Cost is £10 per head** and full details and a booking form are on page 31.

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 which 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/>

LED Bulbs

The benefit of using LED bulbs to replace traditional filament bulbs is that they give a better light and use less power than the conventional bulbs they replace. They also last longer. A recent article in *Classics Monthly* has hinted that the use of such bulbs may not be legal if they do not carry an e/E mark to show they have been type approved. The paragraph that follows is an updated summary of an article that appeared in FBHVC's newsletter in April 2005.

Regulations normally require that replacement vehicle parts be type approved (e/E-marked), but this does not apply to those vehicles that were in use before the relevant European regulations were in existence. Research into the Road Vehicles Lighting Regulations (1989), its schedules and six subsequent amendments reveals that the

regulations for each type of lamp assembly (including bulbs) differ. For vehicles first used prior to 1972, no lamps need to be e-marked. For vehicles made between 1972 and 1974, the front lamps have to be e-marked while for those made between 1974 and 1986, the indicators do not have to be e-marked, but most other lamps do. Where lamps are not required to be e-marked, the normal requirement in respect of power is simply that the lights should be visible from a reasonable distance and angle, but in the case of stop lamps, a power range of between 15 and 36 watts is specified, so replacing a 21 watt stop lamp bulb with a 2.5 watt LED bulb would (theoretically) be illegal even though the light emitted may be clearer. But who is going to know?

New Vehicle Registration Certificate (V5C)

Nigel Harrison

DVLA are now issuing a new style V5C, which has a red front page. The most significant change is that the 'self scrapping' tick box has now been removed.

The standard practice for the scrapping a vehicle is to take it to an Authorised Treatment Facility (ATF) and a Certificate of Destruction (CoD) is issued. Some vehicles won't be processed in a standard manner. I quote from the DirectGov website: *"If you're not given a CoD or your vehicle is not being destroyed, then you should complete the V5C/3 'Notification of sale or transfer [to a motor trader, insurer or dismantler]' section of your vehicle registration certificate (V5C), and send it to DVLA, Swansea, SA99 1BD. You should get a letter confirming that you're no longer responsible for the vehicle. If you don't get this letter within four weeks, phone 0300 790 6802. Text phone users can phone 0300 123 1279*

If you have broken up the vehicle yourself you must either continue to tax it or tell the DVLA that you are keeping it off the public road. You can do this by making a SORN (Statutory Off Road Notification). You will need to make a SORN every year until you have taken it to an ATF or told DVLA that you longer have it."

This means that anyone keeping the vehicle but breaking it for parts etc, should make a SORN declaration to let DVLA know that the vehicle is being kept unlicensed and off the road.

DVLA have indicated that if the scrapping box is ticked on the old style V5C, a letter will be issued about taking the vehicle to an AFT and obtaining a CoD. A disposal will be set on the record to take the vehicle out of the keeper's name. If the V5C/3 is completed to notify disposal, the former keeper will just receive an acknowledgement letter.

The new V5C will now be issued whenever a change to a vehicle record is received (e.g. change of keeper). From next July a gradual rollout to everyone else will start, so that when you tax or SORN your vehicle it will trigger the issue of a new V5C. Anyone with the existing blue version of the V5C need not do anything, as both types of V5C are still valid. For more information on the V5C and the DVLA Buyer Beware consumer protection initiative are at www.direct.gov.uk/buyer beware

At this point, rather than just commenting on the clerical activities associated with the scrapping of a vehicle, it

might be worthwhile quoting from the Environment Agency Position Statement on the physical aspects in this area. Unfortunately the EA lump together the restoring of a classic vehicle in the same breath as stock car racing.

“Some people enjoy restoring classic cars and other vehicles as a hobby. If an enthusiast acquires a vehicle for restoration we would not normally regard the activity as a waste management operation. Obviously, they must store the vehicle appropriately (somewhere where they are entitled to store it), dispose of unwanted fluids and damaged parts responsibly and not cause pollution.”

If however, several vehicles are brought onto a site to strip them for parts for sale, to repair/ restore another vehicle (e.g. for stock car racing) or a mixture of the two, this is more akin to a ‘vehicle breaking’ operation. These sites need to be regulated. If the vehicles have already been depolluted at an AFT then the site can be under a chargeable paragraph 45’ exemption. If the vehicles haven’t been depolluted at an ATE then an appropriate environmental permit is needed; the site will need to become an ATF and Issue CoDs to the owners of the un-depolluted vehicle accepted.”

The Federation will be seeking clarification on these points with DVLA and EA.



Big Car Comfort
at little expense
PAYMENTS from £4 a MONTH
Full particulars sent on request

Sales and Wants

Wanted

19-inch wheels - John Matthews is looking for five 19-inch wheels (with Stay-brite centres) and tyres for his 1934 AJ Tourer. This is currently running on Ruby wheels, which John is willing to part-exchange or sell. Contact John on **01603 743090** or **matthejb@tinyworld.co.uk**.

Scuttle vents - The Editor is looking for a pair of Chummy/Box-type scuttle vents for his 1929 Special. Contact Rick Fryer on **01362 696114** or **rf.na7c@tiscali.co.uk**

Club Sales

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

The following items of club clothing are now available

Polo Shirt - 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

Baseball Cap - available in black, classic red, forest green, french navy, french navy/stone, royal blue, stone, stone/french navy and white

Price £8.50

Fleece - 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

Sweat Shirt - available in black, bottle green, burgundy, deep navy, heather grey, kelly green, navy blue, new purple, red, royal blue, sky and white.

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

Price £TBA

Please contact **John Groom (01945 474196 or john.groom1@sky.com)** if you wish to order any clothing.

NATC Christmas Dinner

The Village Inn, Little Melton, Tuesday 14 December 7.00 for 7.30 pm
Please complete and return to Rick Fryer, at the club night on Tuesday
16 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): _____

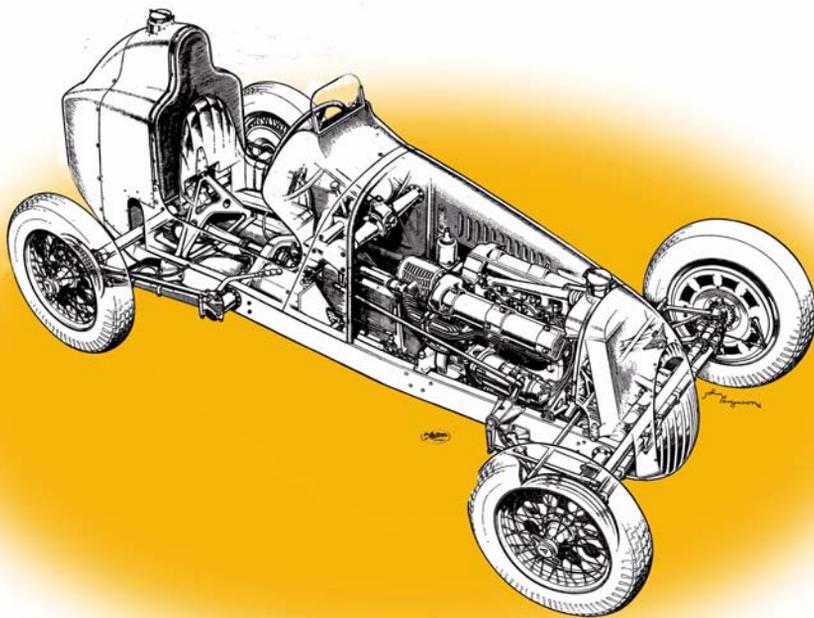
**Please make your choice from the menu below and indicate in
the boxes the number required**

		Number Required
Starter	Soup of the Day	
	Melon with a Mixed Berry Coulis	
Main	Choice from the Carvery: Roast Turkey, Roast Beef, or Gammon, with all the Trimmings	
	Vegetarian Mousakka	
Dessert	Profiteroles	
	Ice Cream with Strawberry or Chocolate Sauce	
	Festive Yule Log with Cream	



And Finally...

No excuses for reproducing this beautiful cutaway illustration of the Austin Twin-Cam Racer, which first appeared in *The Autocar* on March 20th 1936. It was drawn by John Ferguson.



John Ferguson was a technical illustrator and cutaway artist who worked for *The Autocar*. His first drawing appeared in 1928 and he was still working in the 1960s.

Many people believe John Ferguson's work was the best of the contemporary cutaway artists. He used a combination of pen and ink with monotone wash to give a very soft uniform finished work without losing detail. Some early cutaways of the 1930s have been seen with air-brushed backgrounds.

John Ferguson worked at *The Autocar* with two other acknowledged technical illustrators: Max Millar and Gordon Crosby. Max Millar, it is believed, introduced cutaway illustrations to the motor industry and the first cutaways appeared in *The Autocar* in 1926. So John Ferguson was one of the pioneers of this art form in the motoring press.

The other surprising aspect of John Ferguson's art is that his style changed very little and whether from the 1920's or 1960's his work is instantly recognisable. The larger cutaways are always on board but some of the smaller detail studies are on cartridge paper. It is unfortunate that we know so little about this artist who was obviously an acknowledged expert.

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 - **Sold Out**

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