



# Norfolk N.A.7ter



July 2011

# Norfolk Austin Seven Club

**President: Wing Commander Ken Wallis**

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## Club Meetings

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

## The Village Inn

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Tel: 01603 812510

Club Website - [www.na7c.co.uk](http://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.

## In This Edition of the *Norfolk NA7ter*

	Page
<b>News</b>	
Editorial	1
Membership News	1
The A7 Clubs Association AGM	2
90 Years of the Austin Seven	2
Fornsett Industrial Steam Museum	4
<b>Our Cars</b>	
The World Of The Austin Seven	6
Forty Years On	9
<b>For Sale &amp; Wanted</b>	11
<b>Runs &amp; Rallies</b>	
Daffodil Craft and Country Fayre	12
Drive It Day	13
Halesworth to Snape Run	14
A Visit to Wroxham Barns	16
Henham Wings and Wheels	18
Allsorts Rally	20
Euston Rural Pastimes	21
Drive-It Night	23
<b>What's On</b>	24
<b>FBHVC News</b>	26
2011 Survey	26
MOT Exemptions	27
<b>NA7C Events Calendar 2011</b>	31
<b>And Finally...</b>	Inside back cover

## On The Cover



Adrian Cole's 1935 APE Opal

*Norfolk NA7ter*

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## News

### Editorial

Welcome to a bumper edition of the *NA7ter*, with reports on many of the events held so far this summer. There are also many more to come, culminating in the club's annual rally at the Norfolk Gala on 11 September - details on page 25.

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NA7C is a member of The Federation of British Historic Vehicle Clubs, which is currently conducting a survey of historic vehicle ownership and usage as part of its ongoing campaign on our behalf. If you have internet access, please help by visiting the FHBVC website and completing the survey. More details on page 26.

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While we're on the subject of the FBHVC, their recent consultation on exempting early vehicles from MOT testing seems to be causing much rumour and speculation in the old car

world. Despite what you may have heard, FBHVC is currently asking for this change for cars and smaller vehicles built before **Jan 1921** and PCVs before Jan 1941. See page 27 for more details

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On page 2 you will find more details on some of the events planned for 2012, our 90th anniversary year. We can expect to see more events advertised as the date draws closer. What will *you* be doing to celebrate this important milestone?

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The user name and password to access the on-line *NA7te* are on Page 1 of the printed version, posted to members. Please do not communicate them to non-members.

*Rick*

### Membership News

We are pleased to welcome David and Clive Keeble to the club. They live in Hadleigh, near Ipswich and own a 1932 RN Saloon.

**The next edition of the *NA7ter* will be published in October.  
Please let me have any contributions before 30 September.  
Contact details are on the inside front cover**

### **The Austin Seven Clubs Association AGM**

#### **John Wyett (A7CA Treasurer) reports**

There were 33 officers, committee members and club representatives at the meeting, held at Gaydon Heritage Centre on 16 April 2011. The officers and committee were re-elected and the audited accounts for 2011 were presented and approved. The role of A7CA registrar will transfer from Sandy Croall to Hayden Morris in 2012.

The president of A7CA, Bob Wyatt, was a welcome attendee, giving a presentation and kindly donating some items to the Archives.

Also welcome were guests Peter and Peggy Butler who own the now famous Le Mans "Speedy", which they brought to the AGM (expertly piloted by Dave Wilcox). (See the grey magazine issue 2010D for details of the car)

The Association now has 65 member clubs spread across 5 continents - 29 UK, 21 Overseas and 15 Registers.

Copies of the new Association breakdown register were made available at the AGM and a supply was obtained for NA7C members. Gordon Phillips took on this tremendous task and deserves congratulations.

Much of the AGM centred on discussion of the 90 anniversary of the Austin 7 and the A7CA celebration is scheduled for 20-23 July 2012 at Warwick School. This promises to be an excellent event with static displays, a road run, an autojumble and varied evening entertainment. See below and in the grey magazine for full details in due course.

**Full minutes of the meeting are available on the Association website [www.a7ca.org.uk](http://www.a7ca.org.uk)**

### **90 Years of the Austin Seven**

#### **JOGLE Update - an Extract from the Rules and Regulations**

The 750 Motor Club will promote, on behalf of the Austin Seven Clubs' Association, a demonstration run of pre-war Austin Sevens and other pre-war Austins from John O'Groats to Land's End between Saturday 7th April 2012

and Wednesday 11th April 2012 in celebration of the 90th Anniversary of the Austin 7.

Fully paid up members of all A7CA affiliated clubs are invited to take part.

Any pre-war Austin Seven (including Big 7) and its foreign derivatives is eligible to take part, as is any pre-war vehicle manufactured under the Austin marque. Austin 7 "Specials" will be welcome providing their chassis, rear axle, engine and wheel centres are of pre-war Austin origin. ALL vehicles taking part must be fully road legal and have valid tax discs, MOT and insurance. All documents should be made available for possible inspection at the start.

The start will be a point near to the John O'Groats Hotel. The start control will be open from 10am to 6pm on Saturday 7th April and from 9am to 1pm on Sunday 8th April. Within these limits, entrants may choose their own starting time but should sign-on at least half an hour before. Failure to do so may result in the entrant's start being delayed, their start time then being at the organisers' discretion.

There will be no fixed route. Entrants must select their own route and make their own pace. Advice on routes will be made available to any who request the information on the entry form.

The finish will be near the Land's End Hotel. This control will be open from 8am on Sunday 8th April through to 5pm on Wednesday 11th April. To be classified as a finisher, entrants must sign-in between these times.

A maximum of two drivers per car will be permitted. Both drivers must sign the entry form and sign-on at John O'Groats.

The entry fee is £20 per car. This includes a rally plaque for each car that starts and a certificate for each classified finisher. An extra rally plaque and certificate will be given to qualifying co-drivers at a nominal cost of £3, payable with the entry fee.

The entry list opens immediately and closes on Friday 16th March 2012.

Final instructions will be sent out in the last week of March 2012 and will constitute acceptance of entry. Email confirmation will be sent out on receipt of entry for those who supply an email address. Please enclose s.a.e. if early confirmation is required by post.

Entrants must arrange their own accommodation, refuelling and breakdown facilities. Remember to take the A7CA "Breakdown Scheme" booklet with you.

It MAY be possible to arrange car-only transport to Scotland. If you are interested please indicate on the entry form. Further details will be sent if enough people are interested and transport can be arranged at a suitable cost.

### **Celebration Rally**

A rally to celebrate 90 years of the Austin Seven will be held in Warwick on 21/22 June 2012.

Promoted as the biggest gathering of 7s for years, further information will be published when available

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### **Forncett Industrial Steam Museum**

#### **Dave Rix gets steamed up on his first visit to this popular venue**

I visited this interesting museum, in Forncett St Mary - a lovely rural setting with good sign-posting to its location - on the first Sunday in June, which was a "steam up" day when all the engines are demonstrated.

The owner, Dr R. Francis is an interesting and pleasant character, a sort of Ken Wallis of the steam world! He gives a good tour of the museum, with stories of how the engines were acquired and the problems and the solu-



**The Tower Bridge Engine**

tions involved with them, together with many tales of having to pick up donated engines from all over the country. On a couple of occasions the engines were so large that their houses had to be built round them, while one day a big beam engine turned up in bits on a couple of trucks and Dr F was offered it if he could get it off the trucks there and then, before it went to the scrapyard. Needless to say it was unloaded somehow.

The 150hp Vickers-Armstrong caught my attention (see opposite). Built in 1942 as a stand-by engine for Tower Bridge, it has two cylinders, of 18 and 23 inches bore and a stroke of 27 inches with a nine foot flywheel weighing nine tons and a working speed of 30 rpm.

A volunteer engineer (and member of the victorious Jaguar quiz team this year!) pointed out a 9hp Jessop & Ap-

pleby single cylinder engine that is claimed to have run for 25 years without stopping in its factory days, but can you believe Jag men! My Chummy craves attention about every 25 minutes - or so it seems.

There are many more items on show, most of them working. The steam pressure is supplied to the machines from a wood-fired boiler which is also connected to various whistles that can "stick the wind up you" when they go off. Refreshments are taken care of by a good cafe, with an outside terrace for the sunny days, which serves up a tasty hot pork roll and other morsels, along with the usual drinks.

Dr Francis gives an entertaining presentation with each exhibit and the staff are well clued up to answer any questions. It was well worth a jog out in the 7 and better than I expected.

*The Forncett Industrial Steam Museum is located in Low Road, Forncett St Mary, NR16 1JJ. Steam is raised on the first Sunday of the month from May to November Admission is Adults £7, Senior Citizens £6 and two children are admitted FREE with an adult. [www.forncettsteammuseum.co.uk](http://www.forncettsteammuseum.co.uk) for more details*

***A Plea From Little Nell***

***Please Ruby don't quit  
Writing rubbish and squit  
For it would be a shame and a pity.  
'Cos you're far more clever  
than your master, who'll never  
Write stuff that's as good or as witty!***

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## *Our Cars*

### **The World Of The Austin Seven**

**Continuing Maurice Wiggin's account of his first Austin 7, an early 'Chummy' he named *Whitney*, bought for £15 in 1934. The illustration is by Will Nickless**

Little Whitney was not used for fishing nearly so much as many of my vehicles. At the time when I owned Whitney I was rather too preoccupied with the excitements of learning the journalist's craft. True, I fished; I never stopped; but fishing was in the background and Whitney's main task, apart from trundling me to and from the office, was to convey me over thousands of miles of the Midlands on 'stories'. Not quite the perfect vehicle for beating deadlines, perhaps, but still he became a familiar figure purring and singing around the Black Country, through the mysterious and debilitating back streets of Birmingham, out into the calm but a little too park-like Warwickshire countryside; and, of course, out towards the March.

Whitney died on duty, game to the last. One bitterly cold grey winter's day I was ordered out into the Forest of Arden to cover some vague sort of story - more a feature article than news - connected with an old mysterious house, possibly haunted, where it was believed that the GuyFawkes plot had been hatched. The name of Catesby

stays in my mind; there must be a connection. Our chief reporter had a thrifty turn of mind, as befits all chief reporters and news editors, and he laid it down that on our way back from the old house: we should turn aside to inspect a mushroom farm, then something of a novelty. I took with me a perfectly delightful photographer named Cave. His load of gear filled the exiguous back seat to over-flowing. This was long before the age of the Leica and Contax and Rolleiflex: vast plate-cameras on wooden tripods not unlike oil derricks were the order of the day. Print quality was high.

Cave and I doddled happily off into the countryside. Oh, those blissful mornings when one left the office and headed out of town, a truant who was actually being paid to get to hell out of the suffocating city! I always did think the reporter's lot a happy one. True, there were miseries as well as splendours: days locked in court rooms, days spent trudging the slums or hanging around the council offices, days spent miserably telephoning from hot little boxes. But the compensations

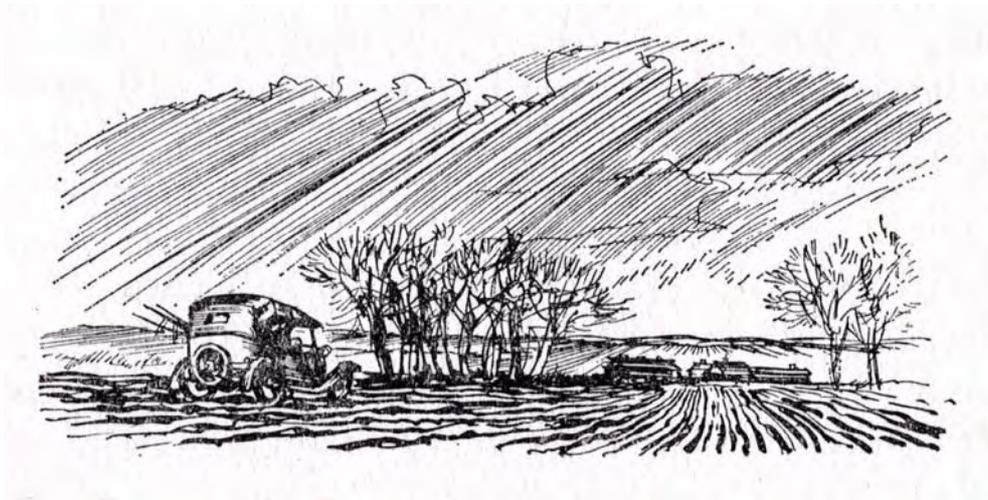
were terrific. This was such a day of compensation.

We broke our fast at a little hedge-tavern somewhere in the old Forest of Arden; I would not care to particularise. They served no food, but a brand of old ale - they still called it barley wine and it was brewed on the premises - which was both food and drink. Or so we thought. We were very- young. After a few glasses of this nectar, sunk by a roaring fire in the tavern's tiny kitchen, we went forth happily to do battle. It struck us quite soon that the firmament was less solid than heretofore.

I remember distinctly helping Cave wrestle with that tripod, but plainly my help was not enough; the pictures never came out. My notes, when I came to scrutinize them later, seemed to have

been scribbled by another man, one with no more than a passing acquaintance with the English language or with our orthography. Whether I actually turned in a feature article, or not, is now unclear; I fancy I did, for in youth one has exquisite resilience and is not put off by little hazards like total disaster. However, though both Cave and I survived in our careers, by a narrow margin, Whitney did not.

The trouble was a deep-ploughed field of vast acreage in the middle of which stood the huts of the mushroom farm. Planks had been prudently laid across the field, but they were laid to fit the wheel treads of lorries. Whitney could just about inch along them, in part, but naturally he kept slipping off, and we had to get out and heave him bodily on again. It is fair sport, I suppose, and



## *Our Cars*

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healthy, but as the day wore on we grew a little weary of it, and the moment came when I decided to leave the slippery planks and strike off boldly across country. It was too much. The wings fell off and something irrevocable happened to the chassis. We did get back to base, less than a day late, but the police put it to me in the nicest possible way that Whitney's condition contravened several laws. I could see that the time had come to look around for something more substantial. Sketchy repairs were made to restore Whitney to something like a complete and drivable state, and I made my first part-exchange deal.

Part-exchange is something that has dogged me ever since. I am not naturally businesslike, I fear, and have almost never made a good deal. I am not complaining. Caveat emptor. It's a cruel

world and no part of the human jungle is inhabited by creatures more lethal than lurk in some sectors of the trade.... On the other hand, there are good kind men in the motor trade. I know at least one. My bad deals were my own fault. Much later in life I began to make bad part-exchange deals in cameras and general photographic equipment. It was then that there dawned upon me a thought tersely expressed in an aphorism that is still current in some regretably cynical quarters; 'The best camera is the one you have just sold'. For camera, read car, and it is just as true.

But such a declension from prime innocence was still some years away, when I drove away from Percy Lawrence's emporium with my first saloon car, feeling every inch a tycoon.



## Forty Years On

### The Editors 1929 Special finally takes to the road - almost...

In an earlier edition of the *NAT* (April 2006) I wrote about the progress - or lack of it - on my 1929 Special.

Bought from a Whitney scrap yard in 1971 (see opposite) when I was serving at Brize Norton, it had followed Cherry and me around the country during my RAF career, finally ending up here in Norfolk. When I bought it I told Cherry it would be a two-year restoration! Now, after 40 years, the end is in sight.

Following retirement in 2005, work began in earnest. The fabric-covered body was completed in August 2009. With the help of a neighbour it was reunited with the chassis and the metal components - wings, fitch plates, radiator cowl and bonnet - were installed.



I made wooden mock-ups of the front wing struts, including the lamp brackets, then had them made up by Chris Sale, the blacksmith at Thompson, near Watton. He did a good job, but it proved impossible to align the wings

with the wheels and body - when centred on the wheels they were asymmetric in relation to the radiator; when aligned with the radiator they were unequally offset from the wheels. Much fiddling with measuring tapes and lengths of string later, I discovered that the front spring was not symmetrical. On removal it transpired that there was a difference of an inch between the centre pin and the two shackle eyes. I can only assume that some time in its history the spring had been "repaired" - it must have made driving interesting!

Luckily a spare spring was to hand and once everything was lined up and correctly positioned, it was all dismantled and sent for spraying - Black for the wings, maroon for the rest.

It was about this time that the car acquired a new name. Up until then we had always referred to it as "Chummy", since that's what it started life as. However, it was certainly not a Chummy now, so it was re-christened and became "Cecil the Special".

Once back from the painters, the car was reassembled and wiring completed. By the Autumn of 2010 it was ready for its next challenge - the first engine test.

## *Our Cars*

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With the correct alloy updraught carburettor fitted, and with a temporary gauge to check the oil pressure the engine fired almost immediately. Keeping it running, however was a different matter and I soon came to hate the 22FZB carb and its float chamber. After several attempts with various combinations of carb, needle and float, I gave up. Ebay yielded the approved alternative, a 24T2 tractor carb, complete with adaptor and manifold, which was fitted, complete with a glass bowl-type fuel filter. It fired and ran first pull - and kept going, with 10psi oil pressure cold and 1-2psi hot.

Having dealt with the various oil leaks, including a steady dribble of oil down the dashboard from the oil button (see

*N.A.T.ter* October 2010) I now felt confident, so after a couple of illegal road tests I submitted the car for its MOT. Having passed inspection and completed the ten mile round trip without incident, I was ready for the next stage - obtaining a registration number.

When I last enquired at the DVLA (about three years ago) I was led to believe that if I turned up with an MOT certificate and proof of age, then an age-related number would be issued. I may have misunderstood the system at that time, but the rules have now changed.

We now await the results of our application for an age-related number. Will we get one? Watch this space.

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## *For Sale*

**Austin Tools: Paul Vickers**, from Little Ryburgh near Fakenham, has for sale some Austin spanners and other tools, including some for an Austin Heavy Twelve. Contact Paul on **01328 829606** or **WBurrowhill@aol.com**.

**Austin Seven Ulsteroid: Ian Russell**, from the Cambridge A7 Club, has an Ulster-style special for sale. Nicely built on 6' 3" chassis with Gould GRP body, later wide axle, usual engine mods, twin aero screens, fully instrumented Ulster style dashboard, tonneau, 17" wheels, finished in bright blue with black mudguards, recent MOT. Contact Ian on **01767 260103, 07831 554071** or **iarussell@btinternet.co**



## *Wanted*

**Early Coil Engine: Geoffrey Hunter** is looking for an engine for a special he is slowly putting together. He's looking for an early coil engine, either the type with the rear facing starter, or a pre-three-bearing box saloon type. He only really needs the crankcase and ancillaries, already having block, head and internals, but would gladly take a complete engine for rebuilding. Contact Geoffrey on **07980 695 385** or **galfredus@yahoo.com**.

**Lucas PLC Ignition Switch** for a Box Saloon - Please contact **Rick Fryer** on **01362 696114** or **rf.na7c@tiscali.co.uk**.

**Wheel for a 1935 Austin 16/6**. A friend of the Editor needs a spare 19-inch, six-stud spoked wheel for his Austin 16/6 Tickford cabriolet wedding car - Please contact **Rick Fryer** on **01362 696114** or **rf.na7c@tiscali.co.uk**.

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## *Runs & Rallies*

### **Daffodil Craft and Country Fayre - 3 April**

#### **The 2011 rally season gets off to a good start**

This popular event, the first in our calendar, is held at Langley School, near Loddon. In contrast to last year's Arctic conditions, the day was bright and pleasant and resulted in a good turnout of about 150 cars. The majority were post-war "classics", but there were about 20 pre-war cars.

The club was well represented. Three "Chummies" turned up: Dave Rix in Little Nell (1926) - Tricia Rix came in the Lotus Elan; Philip and Tricia Jepson in their 1927 Chummy; and the Brierly family arrived in their 1930 version. John Clarke gave his 1938 Big

Seven an outing and the Editor and Cherry came in their 1933 RP Saloon.

There was a good selection of stalls and other attractions, although the daffodils in the gardens were perhaps slightly past their best. A good start to the 2011 season.



#### **Three "Chummies" turned up**



## Drive It Day -17 April

Drive It Day, promoted by the FBHVC, is usually held on the Sunday nearest St George's Day, as an annual commemoration of the first Thousand-Mile Trial in 1900. This year, due to Easter, it took place one week earlier



There was a good turnout of Sevens for our *Drive It Day* visit to Gooderstone Water Gardens, with 12 club members and guests attending in seven cars. There would have been more, but Dave and Tricia Rix were laid low with a stomach bug.

Seen above in the line-up are, right to left, Fred Lucas's 1936 Mk1 Ruby, Danny Adams's 1934 RP, John Wy-

ett's 1932 RN, the Editorial 1933 RP, Phil Sharpe's 1935 Mk1 Ruby and Lynn Hollings's 1937 Mk2 Ruby. Lurking in the background is Tim Hollings's Mk1 Land Rover.

Following an afternoon enjoying the gardens, John and Helaine Wyatt kindly invited everyone back to Wretton for tea and cakes, which rounded off a very pleasant day.

*Gooderstone Water Gardens were founded in 1970 by Billy Knights, a seventy-year-old retired farmer. They closed shortly after his death at the age of 93. His daughter took over the derelict gardens, restored them and reopened them in 2003. More information at [www.gooderstonewatergardens.co.uk](http://www.gooderstonewatergardens.co.uk)*

## *Runs & Rallies*

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### **Halesworth to Snape Run - 24 April** **The Editor ventures into unknown territory**



Having considered the Halesworth to Southwold Run for several years, but always put off doing it, when we finally decided to give it a go it had become the Halesworth to Snape Run, due to parking problems at Southwold Pier.

Arriving in Halesworth, we soon found the starting point - a car park in the centre of town - where we were joined by Tricia and Dave Rix in “Bluebottle”, their Ford 100E. Paul and Liz Maulden also came along in “Ruby” to see us off, but prior commitments prevented

them coming on the run. We were expecting a couple more NA7C members, but in the end it was just us and the Rixes.

At ten-thirty, waved off by police and traffic wardens and led by a US Army Jeep, the convoy of thirty-odd vehicles set off for Snape Maltings. The majority were post-war, but there were a few “proper” cars, including two nice 1030s tourers - a Wolseley and a Mercedes - and a Big Seven from the Wymondham Old Timers, together with a



## *Runs & Rallies*

Morris Commercial lorry, several Jeeps and some Second World War staff cars.

Our leisurely route to Snape took us via Heveningham, where we saw the imposing Hall, and Framlingham, where we didn't see the castle! Then on to Tunstall, where we turned north to Snape, arriving safe and sound 34 miles and one-and-a-quarter-hours later.

At the Maltings a parking area had been reserved for us and chairs, tables and camping stoves were soon spread

out for picnics under the trees. We spent the afternoon looking round the Maltings, avoiding buying anything in the many shops (not hard to do, given the prices!), walking by the river and generally basking in the lovely Bank Holiday sunshine.

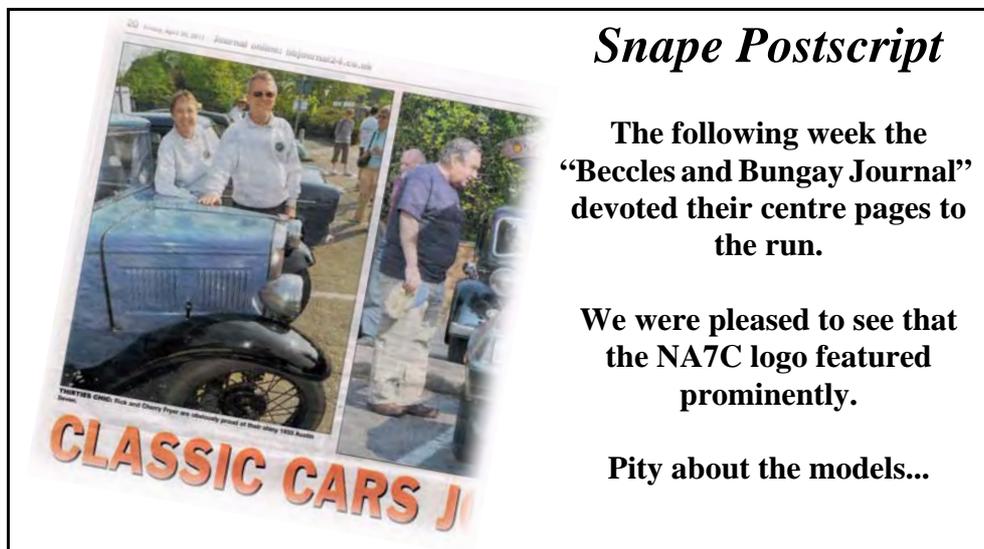
Our journey home later that afternoon to the relative safety of Norfolk was uneventful and the Editorial RP performed well. According to our less-than-accurate speedometer we had travelled 112 miles, which even allowing for errors makes this journey our longest yet.



**Picnics under the trees**

*Snape Maltings dates from the 1850s and closed in the 1960s. The buildings have since been restored and converted into shops, galleries and a concert hall, where part of the world-famous Aldeburgh music festival, begun by Benjamin Britten, is held.*

*More information at [www.snapemaltings.co.uk](http://www.snapemaltings.co.uk)*



### *Snape Postscript*

The following week the “Beccles and Bungay Journal” devoted their centre pages to the run.

We were pleased to see that the NA7C logo featured prominently.

Pity about the models...

### **A Visit to Wroxham Barns - 1 May**

#### **Dave Rix reports on the Wymondham Old Timers new venue**

A quick(?) run along the southern bypass and a bit of cross country in Little Nell brought us to the Barns on a cloudless day with a keen wind which could freeze things off brass monkeys.

There was a large turnout of cars - around ninety - and an additional area was opened when the meadow allocated quickly filled early in the morning, I don't think all the cars had previously booked but nobody was turned away.

Apart from ourselves other club members who congregated were Jim, Sue and Jonathan Hunt in BPC 197, Michael Spinks with his Vauxhall, Lynn and Tim Hollings in their Ruby and Land Rover, Colin and Mossie aboard the big old 12, and John Clark

with a Bentley. I also met member Nigel Girling from Potter Heigham (two Rubies) and we had a good yarn together. Nigel has three framed plywood notice boards to dispose of (about 4ft x 3ft) to a good home and wondered if the club has a use for them.?



## *Runs & Rallies*

There was a good mix of vintage and classic cars, including few that were new to me. Among these was a steam car that slid silently past with a few wisps of steam coming from beneath the boiler. A mate of ours, Little Steve, bought along his latest acquisition: a six-cylinder triple-SU Alvis saloon made in 1936 and in immaculate order (see picture, opposite). He said coming over Wroxham bridge "He couldn't see a "bleatin' thing, only sky!" - he is pretty short and the front is pretty long. A 1959 XK150dhc Jaguar was judged to be the vehicle the judges would most like to take home.

Wroxham Barns was a good choice of venue by the Wymondham Old Timers as this year's replacement to Pen-

sthorpe. It is a compact area, to cover and caters well for children, has a good restaurant and refreshment facilities and various shops and galleries to tempt the visitor. The proceeds will go to the N&N Liver Group to help its appeal for a £70,000 Fibrosan machine and £1300 was raised to this end. I was told that Wroxham Barns, because of the great turnout of cars, had waived their percentage of the entry fee so it all went to the appeal. If so, good for them.

All in all it was a good day out, the sun shone, the company was great and the journey home (through the city this time) trouble-free - and to cap it all the day this was written saw Norwich in the Premier League!



... the sun shone and the company was great...

## *Runs & Rallies*

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### **Henham Wings and Wheels - 8 May**

#### **Dave Rix again on this popular annual event**

Today we made our way through Bungay and Beccles to the rolling acres of Henham Park for the annual Wings and Wheels meeting organised by the Halesworth Lions club. As rain had been confidently forecast by the experts, Phil and Trisha Jepson elected to play safe and came in their Mini, so they and Mrs R in her Lotus went by the main roads while I took off cross-country once again in the Chummy.

As it turned out the weather improved as the day went on and a large gathering of cars, motor cycles and military vehicles collected with a good assortment of aircraft and microlites as well. There was also a solitary vintage caravan (sadly not dispensing bacon butties on this occasion!) and even more sadly not towed by a vintage Vauxhall, al-

though David Lobb had parked his modern tug behind a row of toilets so as not to spoil the image of the thirties!

The number of club entries was somewhat down on last years attendance, consisting of Paul and Liz Maulden with their Ruby, Phil and Trisha, David and Karen Witton in their flag-be-decked Chummy and myself in Little Nell. Our numbers were swelled by the arrival of three Sevens from the Suffolk club, namely Mel and Annette Grainger, Bryn and Pat Piuy and Nick Gray, which made for a friendly day out.

Another caller on our stand was Adrian Cole who dropped in for a chinwag in between his duties of organising the traffic in the park.



**Our numbers were swelled by the arrival of three Sevens from the Suffolk club**

**“Ruby” prepares to savage a bicycle as the club banner slowly collapses**



The flying display was disrupted by the withdrawal of one of the teams, but other aerobatic performances including Maurice Hammond in Marinel, one of his Mustangs, kept us entertained. The rest of the attractions were spread round this large site with food and drink clustered round a circle of trees, all very convenient.

Our “car to take home” today was a 1935 Singer Le Mans, just restored to pristine condition by its owner who I met. At age 16 I helped in a “down to the last nut and bolt” restoration of one

of these cars (it came from a returning American airman complete with a Ford V8 engine!) so brought back a bunch of memories.

The Lions have made donations of £18,438.00 to various charities and causes since the 2010 event which must be good in any language but I don't have the figures for this years 'do'.

So back home for a dust down and a drop of pub grub with Little Nell being pursued all the way by a red Elan!

## *Runs & Rallies*

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### **Allsorts Rally - 5 June**

**“Underneath the spreading chestnut tree...”**

The Allsorts Rally, organized by the Norfolk Centre of the 750 Motor Club, was held for the second year running at Pakenham Water Mill. This year, instead of being lined up along the bank of the mill stream, entrants were congregated around a magnificent chestnut tree, thus giving your Editor an alternative musical by-line!

Fifteen Sevens were entered, along with four larger pre-war Austins, six assorted post-war Austin models, a magnificent 1916 Dodge Tourer and some 60s sports cars - a very good turnout.

The NA7C was well represented, by four Box saloons, two Rubies and a



## *Runs & Rallies*

van. The Boxes were Bryan Norfolk's 1930 RL, David Charles' newly-acquired 1932 RN and the RPs belonging to Brian and Jean Barnard (1934) and the Editor (1933). The Rubies comprised Henry and Anna Saltmarsh's 1935 ARQ and the ex-Hollings 1937 Mk2, now owned by a couple from Suffolk, who promised to join the NA7C. The Alger's replica van was entered in the "Sports and Specials" class and was the only NA7C entrant to take home a trophy this year. The winner in Class A - Austin Seven Saloons and Tourers - was the delightful 1928 Chummy belonging to the Bensons (right).



Most entrants took the opportunity to visit the mill and were given an interesting tour by the volunteer guides.

*The 18th century watermill, the last working watermill in Suffolk and now owned by the Suffolk Building Preservation Trust, is on a Domesday site.*

*The mill is maintained and operated by a team of dedicated volunteers.*

*More information at [www.pakenhamwatermill.org.uk](http://www.pakenhamwatermill.org.uk)*

## **Euston Rural Pastimes - 12 June**

### **Rain stops play...**

The weather outlook was not good for Sunday and, unfortunately on this occasion, the forecasters got it right!

There was a good turnout by the club, with seven Sevens on parade at the top of the hill. These comprised: Philip and Tricia Jepson and Dave and Tricia Rix's Chummies: the Box saloons belonging to John Wyett, Jim and Sue Hunt and the Editor; and the Rubies of Fred Lucas and Phil and Tricia Sharpe. Paul and Liz Maulden were also

booked in, but Paul was laid low with a stomach bug.

Other club members were spotted around the field amongst the 250-or-so cars entered. They included John Clark, who came in his 1931 Model "A" Ford, and David and Janet Lobb, who brought their Eccles caravan behind their latest acquisition, a 1929 Vauxhall. There was also a scattering of Sevens belonging to non-members.

## *Runs & Rallies*

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Although the total number of cars was up on previous years, once again the majority were post-war “classics”. Among the forty-odd pre-war cars on show, the outstanding vehicle for me was a 1913 “King”, built in the USA and fitted with a ¾ landaulette body by Salmons of Newport Pagnell - a genuine “one-off” which I had never seen before.

Down at the bottom of the hill the usual events took place during the afternoon, competing against the persistent driz-

zly rain. These included demonstrations by sheepdogs, birds of prey, heavy horses, Shetland ponies and a mail coach. Stalls sold everything from walking sticks to liquorice allsorts and many rural crafts were on display.

However, the rain eventually dampened everybody’s enthusiasm and both visitors and exhibitors began to make their way home and what could have been a lovely day out drew to a soggy and early conclusion.



## Drive-It Night -21 June

A good collection of Sevens - nine in all - turned up at the Village Inn for our "Drive-It" club night and attracted a lot of attention from other customers.

They included George Crummet's Gordon England, the Chummies of David Wall and the Brierly family, the RPs of Jim Hunt, Michael Spinks and the editor, Charles Levien's Opal and

the Rubies of Martin Roper and Phil Sharpe. The Rixes brought along their Lotus.

The weather allowed us all to congregate in the carpark and, as it was the longest day of the year, the Sevens were mostly able to drive home safely in daylight!



**East Tuddenham Fete was held on 18 June...**

**... and several club members went along.**

**Here are George Crummet's Gordon England, the Editorial RP, Nick Walmsley's recently-acquired Ten and Martin Ropers's Ruby enjoying a day out.**

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## *What's On*

The Events calendar for the remainder of 2011 is on page 31. The latest version is available on the website at

**[www.na7c.co.uk](http://www.na7c.co.uk)**

The Club's Events Coordinator is Dave Rix, who can be contacted on 01508 493419 or [rixna7c@waitrose.com](mailto:rixna7c@waitrose.com).

### **Here are some of the events over the next three months:**

#### **Sunday 17 July WW2 Airfield Open Day**

Topcroft, with operational WW2 'Warbirds' and military vehicles. They would like some pre-war cars to turn up too, no need to book just turn up. Anyone in the locality who might be interested, contact Dave Rix.

#### **Tuesday 19 July - NA7C Meeting**

Village Inn, Little Melton - 7:30 pm

#### **Sunday 24 July - Visit to Ken Wallis**

Our annual visit to our President at Reymerston Hall, near Dereham. We expect to start the tour at about 2pm. If you wish to picnic on the lawns, we suggest you do so before then. Please let Dave Rix know if you plan to attend.

#### **Tuesday 16 August - NA7C Meeting**

Village Inn, Little Melton - 7:30 pm

#### **Sunday 21 August - Treasure Hunt**

Charles and Judy Levien are organising a "treasure hunt" outing for the 750MC and they would very much like NA7C members to come as well. The idea is to meet up mid morning, do a run and have a pub lunch followed by completion of the treasure hunt and tea back at their place. Anyone wanting to join in please give Charles a ring on 01362 684296 - he needs to know numbers by 14 August at the latest.

**King's Lynn Lions Charity Event - Sunday 28 August**

This annual event is held at Hall Farm, Snettisham. It is basically a village fete, with the added attraction of a kilometre-long, steam-powered miniature railway. Several club members have attended over the past few years and had a great time. Full details from John Groom on 01945 474196.

**Village at War - Gressenhall - Monday 29 August**

This is an annual event, run over two days - Sunday 28th and Monday 29th August - when Gressenhall Farm and Workhouse, near Dereham, aims to recreate something of the WWII spirit in a typical Norfolk village. Civilian vehicles are welcome on Monday. Application forms (free entry) are available from Dave Rix or Gressenhall, on 01362 869259. Closing date for entries - 2 August

**NA7C Annual Rally - Sunday 11 September**

Our annual rally, open to any pre-war Austin car, will be held as part of the Norfolk Gala Day at the Royal Norfolk Showground. To save you filling out the rather involved paperwork required by the organisers, the club has pre-ordered a number of car passes. There is a charge of £5.00 per car again this year, to include driver and up to three passengers. Ordering a pass from the club will also ensure you are directed to our area rather than the general rally field.

To secure your passes - if you have not already done so, - please return the form on page 31, together with the appropriate fee, to Dave Rix.

**Please note: passes will not be issued until August**



**Last Years' Rally**

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## *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/>

### **2011 Survey now underway**

FBHVC is measuring the British Historic Vehicle Movement to provide evidence of the financial contribution that it makes to the national economy and to demonstrate the important part it plays in society by providing employment and protecting transport heritage. The data will be analysed by the Historic Vehicle Research Institute and

the results will underpin FBHVC's future efforts to protect the freedom to use historic vehicles.

This survey is being undertaken online to study what individual vehicle owners and enthusiasts do and spend. Every historic vehicle enthusiast is encouraged to take part.

### **Message from FBHVC President, Lord Montagu of Beaulieu**

As you know, FBHVC exists to protect the freedom to use historic vehicles – including your freedom to use an historic vehicle whenever you wish.

FBHVC has to challenge politicians and persuade regulators to adjust policies and draft new rules accordingly. Nothing captures politicians' or regulators' attention more effectively than big or valuable numbers based on firm evidence – hence the need for this periodic survey, which is being undertaken in conjunction with the Historic Vehicle Research Institute.

Please visit the website <http://www.fbhvc.co.uk/>. This survey questionnaire can be completed anonymously, but if you do provide contact details at the end, FBHVC & HVRI guarantee that your answers will be treated in confidence and that no identifiable information will be divulged.

The results of the survey will be a summary of the aggregated answers received.

Thank you for helping us to help you stay on the road.

## **Proposed Consultation on Exempting Early Vehicles from Testing Requirements**

**David Hurley**

Our report in the February Newsletter that the Department for Transport was planning a consultation on exempting some early small vehicles from the need for an MoT has had wide circulation. Inevitably rumour and speculation has been rife both in club forums, internet chat rooms, enthusiast interest group sites and the press, often misquoting what the FBHVC originally suggested and turning opinions into fact!

Whilst the Minister, Mike Penning, has accepted the proposition in principle, the exact cut off dates will be the subject of detailed research including Risk and Impact Assessments together with discussion within the DfT and Stakeholders before the issue of the Consultation document. Nothing will be finalised until after the responses to the formal consultation are analysed and the DfT prepare advice to the Minister. These processes will take many months and could easily spill over into 2012. It has already taken three months since the topic was raised on 30 November 2010 to get this far.

One major (and legitimate) concern raised by clubs has been speculation that restriction of use will be involved or will follow. There is no way that the FBHVC would bargain with, or con-

done, any such restriction. As recently as 1 March, I attended an event at the House of Commons where Mike Penning gave his assurance that restrictions on use had never been considered, or mentioned, and would not be an option. Since the function was attended by three senior officers of the FBHVC, Lord Montagu, five MP/MEPs, two other Peers, plus members of FBHVC clubs and representatives of the press, the Minister would have been well aware that this concern needed to be clarified once and for all.

There are several factors (see background below) that led us to ask for this change for cars and smaller vehicles up to 31/12/1920 and PCV's up to 31/12/1940 only although the current EU Directive permits exemptions for pre-1960 vehicles in member countries. The two dates have been carefully selected to fit in with technological developments in the evolution of cars, motorcycles and commercial vehicles. A rolling exemption date has not been proposed but the exemption dates would be periodically reviewed.

The Minister and the DfT have also been approached by the press and other individuals to consider other cut off dates beyond those suggested by FBHVC, and no doubt they will be consid-

ered in the formulation of DfT advice. This would have been the case anyway, because the UK authorities have to make a case to the European Commission for their use of the exemption and would have to justify any dates chosen. They will have to satisfy the EC that they have considered all the decades right up to 1960.

### **Background**

The MoT regime was introduced 50 years ago in the UK well before most of the EU states. From the outset the UK test regime acknowledged the variations of specification and performance of older vehicles and has continued this approach on vehicles built subsequent to 1960, many of which are now the classic cars of today.

### **The Role of the Commission**

The first Directive introduced the concept of testing but did not contain in specific detail methods of testing or minimum test standards/values. Other EU states often used the UK regime as a model when introducing testing (but not necessarily adopting the concept of variation for older vehicles). Recent Directives have majored on detailed procedures and minimum pass values which relate to the majority of the modern European car park i.e. incorporating testing of systems never fitted to old vehicles. Since new technology is

constantly being incorporated in new cars, the testing regime has to keep pace with those changes.

The EC has a system of technical committees, made up of permanent members together with representatives from member states to discuss and approve 'technical changes' to the fine print of Appendices to Directives (a Directive sets out principles, the Appendices the detail). This method of changing the technical detail without going through any consultation outside the civil service of both EU and member states is known as comitology.

In our case it would rely on the committee members from the majority of all participating countries having knowledge of our vehicles and taking into account our special needs, since any mistake in drafting could adversely affect our position. In general, the age profile of the 'historic' vehicle park in EU mainland states is biased towards post-war vehicles, (two major conflicts in Europe decimated the very old vehicles) and comparatively few before 1920, (as compared with UK) so committee members may not necessarily support the UK view. DfT staff are well aware of the need for continued vigilance, but in recent years FBHVC has had to prompt action in some areas. Like all employers, corporate memory is confined to fewer people and in practice only goes back 40 years – our vehicles go back 125!

Other factors are that the EC is keen on majority voting, has a dislike of permanent continuing exemptions, and sometimes forgets the principle of no-retrospection that was one of the first things that was agreed in principle when FBHVC was established in 1988. Since the UK old vehicle park is the largest and most varied in Europe we are more at risk.

### **The physical test in UK**

Testing equipment has become more sophisticated and continues to be developed to eliminate use of discretion by the tester. An example is computerised headlamp equipment that uses a back screen with embedded light sensors to measure headlamp beams. This machine is placed appropriately in front of the headlamp, the tester then presses a start button, the machine runs its course and then illuminates a green or red light. The machine makes at least two assumptions 1) there is a focused beam; and 2) there is no scatter. It is currently being introduced /used for testing commercial vehicles and would be totally unsuitable for most vehicles right up to the eighties. Shaking plates are increasing in use to check suspension defects but it has to be said that most time served testers still rely on the bar! Over the years brake rollers have replaced the old decelerometer (Tapley meter to you and me) and there have been reports of resistance by testers to use the old method on older ve-

hicles, despite the unsuitability of rollers for very old cars or those fitted with solid tyres, mechanical transmission braking etc. The IT system used by VOSA does not show the tester all the concessions/exemptions which are allowable for the actual vehicle tested. It was obviously designed for modern vehicles only (one size fits all!) and unfortunately some owners are less than diplomatic in the way they point these failings out to younger testers. This attitude does not make the tester sympathetic to subsequent old car owners!

### **Garages**

One big concern is that the trend away from small independent garages will lead to loss of essential testing expertise. Small, independent operators are under pressure and this sector has diminished over the last ten years. The motor manufactures have all contracted their dealer networks and virtually abolished agencies to concentrate on (in the main) dealer networks owned by large groups. The selling of fuel has also drifted away to larger chains and supermarkets and since the smaller outlets cannot possibly compete on price this move will have adversely affected the profitability of smaller concerns. The main dealers owned by large groups compete on price for servicing and many offer free MoTs. There is also the inevitable loss of small family owned garages due to retirement and the lack of interest by the next gen-

## *FBHVC News*

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eration. Whereas five to ten years ago finance was available at variable cost, in recent years and into the immediate future getting finance to purchase is problematical. I also understand that on change of ownership VOSA makes it mandatory that test equipment is upgraded.

I am aware that small garages are unhappy with the trade organisations that are supposed to represent them, which have become dominated by personnel from large groups. It is interesting to report that a few years ago, when the trade bodies were lobbying for an increase in MoT fees to cover additional test items, I cheekily suggested a reduced fee for old vehicles, since they didn't have these and other features. The trade reply was that testing of old vehicles took longer because testers

were unfamiliar with exemptions and had to look them up!

For these reasons the FBHVC has launched a section on its website to collate recommendations from clubs of MoT testing stations that are happy to deal with our small section of the UK vehicle park. Like Post Offices, small garages will die if they do not receive regular custom – not just for your MoT.

It should be remembered that the MoT test only proves that a vehicle complied with Minimum Test Standards at the time of the test. We understand that it is perfectly possible to enter a vehicle for a test at any time without there being a legal requirement to do so – but if the vehicle fails it is unroadworthy and should not be used.

**A.E. WRIGHT Austin "7" SPORTS**

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Bowes Park 3127

# NA7C Events Calendar 2011

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

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

Grey shaded - a new or amended event

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

Date			Event	Venue	Contact
<b>Jul</b>	2	Sat	Mile Cross Community Festival	Sloughbottom Park, Norwicon	Nick Walmsley austinick@btinternet.com 01603 782758 (7pm-9pm)
	3	Sun	Drive to the Beet Classic Vehicle Show	British Sugar Sports & Social Club, Bury St Edmunds	07958488127 drivetothebeet@gmail.com
	3	Sun	Vintage Transport Festival	North Norfolk Railway	Dave Rix
	9	Sat	Rudham Festival	Recreation Field, Rud- ham	Virginia Ker-Gibson 07768 340477 info@rudhamfestival.co.uk
	16 17	Sat Sun	Holkham Country Fair	Holkham Hall	Jim Cawte 01953 605311
	17	Sun	<b><u>WW2 Airfield Open Day</u></b>	Topcroft/Hardwick Airfield	www.hardwickwarbirds.com Dave Rix
	19	Tues	<b><u>NA7C Meeting</u></b>	Village Inn, Little Melton - 7:30 pm	
	24	Sun	<b><u>Visit to Ken Wallis</u></b>	<b>Reymerston Hall nr Dereham</b>	Dave Rix
	30 31	Sat Sun	Worstead Festival	Worstead	www.worsteadfestival.org/ classics.php
	31	Sun	World Horse Welfare Summer Extravaganza	Hall Farm Snetterton	Maxine Langley 01953 499100 www.worldhorsewelfare.org

Events Calendar continues overleaf



.....  
**NA7C Rally at The Norfolk Gala Day – Sunday 11 September**  
 Please return to: Dave Rix, Arlberg, Church Road, Alington, Norwich, NR14 7NU  
 (01508 493419 or rixna7c@waitrose.com)

Name \_\_\_\_\_ Contact No./email \_\_\_\_\_

**Car Details**

Model \_\_\_\_\_ Year \_\_\_\_\_ Reg No. \_\_\_\_\_

Model \_\_\_\_\_ Year \_\_\_\_\_ Reg No. \_\_\_\_\_

Model \_\_\_\_\_ Year \_\_\_\_\_ Reg No. \_\_\_\_\_

I enclose cash/cheque (payable to The Norfolk Austin Seven Club) - £5 per car

*July 2011*

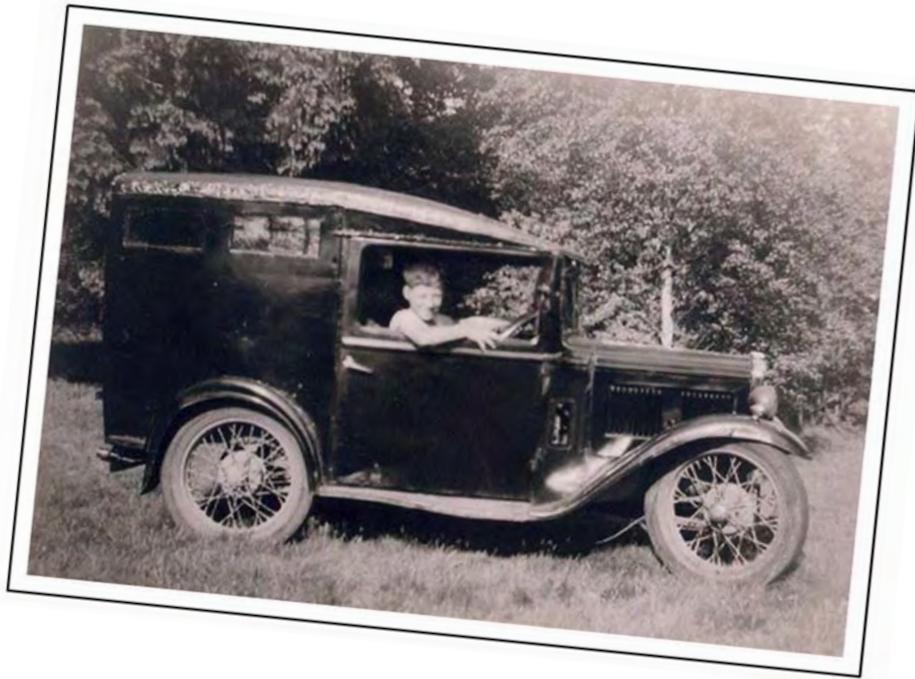
## What's On

	Date		Event	Venue	Contact
Aug	7	Sun	Wayland Show	Watton	Dave Rix
	13	Sat	Wroxham & Hoveton Lions Charity & Fun Day	Norwich Rugby Club	Mike Clipston 01603 429380 - mention NA7C
	14	Sun			
	13	Sat	Stag Owners Club National Weekend	Norfolk Showground	01603 860246 www.socnational2011.co.uk
	14	Sun			
	14	Sun	Heart Air Display & Classic Car Show	Rougham Airfield	Dave Rix
	16	Tues	<b>NA7C Meeting</b>	Village Inn, Little Melton - 7:30 pm	
	21	Sun	Treasure Hunt - start mid-morning	Foulsham area?	Charles Levien 01362 684296
	28	Sun	King' Lynn Lions Charity Event	Hall Farm, Snettisham	John Groom 01945 474196
	28	Sun	Village At War	Gressenhall Farm & Workhouse, Dereham	Alison Tebbit 01362 869259 alison.tebbit@norfolk.gov.uk
29	Mon				
28	Sun	Eye Show & Country Fair	Goodrich Park, Palgrave	Tim Seely 01379 898816	
29	Mon				
Sep	3	Sun	Bawdswell Extravaganza	Recreation Ground	Tony Hood 01362 688218
	11	Sun	<b>NA7C Rally - Norfolk Gala Day</b>	Norfolk Showground	Dave Rix
	11	Sun	Seething Air Display	Seething Airfield	Dave Rix
	17	Sat	Henham Steam Rally	Henham	01502 578293
	18	Sun			
	17	Sat	Swanton Morley	Park Farm	Ian Spooner 01362 692365
	18	Sun	Tractor & Bygones Rally	Swanton Morley	
20	Tues	<b>NA7C Meeting</b>	Village Inn, Little Melton - 7:30 pm		
Oct	18	Tues	<b>NA7C Meeting</b>	Village Inn, Little Melton - 7:30 pm	
Nov	15	Tues	<b>NA7C Meeting</b>	Village Inn, Little Melton - 7:30 pm	
Dec	13	Tues	<b>NA7C Christmas Dinner</b>	Village Inn, Little Melton - 7:30 pm	

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

*And Finally...*

Member John Wyett recently sent me this delightful photograph



**John writes:**

*“Taken in the 1950s, this van was owned by the father of my new next-door neighbour, who showed it to me on seeing my Austin. The picture was taken (she thought) at Northwold, which is just down the road from us at Wretton. It shows her brother sitting in the van. Note the home-made windows cut into the sides so the five kids could see out! It would be interesting if the van experts could identify it - probably an RN or RP model? Happy days”*

---

I think it's an RP, otherwise the spare wheel would get in the way of the “windows” - in the RN it's fixed to the inside of the body. The RP's spare wheel slides in under the floor. It also appears to be fitted with a “Bowdenex” brake conversion, or something similar.

Editor

## *Club Sales*

The following items are available from Paul Mauldon  
(01986 872537 or paul\_liz@maulden21.plus.com) or at Club meetings



### **Posters - £5**

Longbridge-Produced Austin Sevens 1922-39  
Garage Chart (circa 1930)  
"Chummy In The Lane"  
Post-War Specials

### **Fridge Magnets- 50p**



### **Club Clothing**



**Fleeces - £22.50**  
**Polo Shirts - £12.50**  
**Baseball Caps - £8.50**

All available in a variety of  
colours and sizes  
Details from Paul

### **Stainless Steel**

### **Radiator Badges - £9.95**

Also available

### **Vinyl Windscreen badges**

Set of two large and two  
small badges **£1 per set**



**Binder for "Grey Mags"**  
holds 12 copies - **£5**

## **AUSTIN SEVEN BOOKS**

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Currently have the following Austin 7 books in stock

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