



Norfolk NA7ter



April 2012

Norfolk Austin Seven Club

President: Wing Commander Ken Wallis

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

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Club Meetings

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

East Tuddenham Jubilee Hall
Mattishall Road
East Tuddenham
Norfolk NR20 3LR

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.

In This Edition of the *Norfolk NA7ter*

	Page
News	
Editorial	1
Annual General Meeting	2
Speakers	4
Missing Book	5
Would You Like More Na7ters?	5
New Members	5
Members List and Breakdown Register	5
Austin Seven Clubs Association	6
90th Anniversary News	8
Our Cars	
First Class Post	10
Little and Large	11
Ruby Writes	12
How Good Is Your Glass?	13
AutoKarna Adventure	14
Sales and Wants	15
What's On	17
FBHVC News	
Historic Vehicles	
MoT Exemption Review	19
Transforming DVLA Services	21
Fuel News	22
DVLA Local Office Closures	23
A £4 Billion Hobby	24
NA7C Events Calendar 2012	27
And Finally...	Inside back cover

On The Cover



**The Editor's 1929 Special,
this year's winner of the
Thorne Trophy (page 3)**

Norfolk NA7ter

News

Editorial

We are now firmly established in our new venue, the Jubilee Hall at East Tuddenham, with numbers at meetings back up to normal. Gathering around the snooker table seems to lend itself to informal presentations and has gone down well with our recent speakers (see page 4). With tea and coffee available, together with reasonable bar prices and a warm, cosy room, if you haven't yet been along lately – why not?



Those of you who have followed my adventures obtaining an age-related registration number for my 1929 special will be aware of my opinions of the DVLA jobsworths at Swansea. However, when it comes to the staff of the local office, in Prince of Wales Road, I have always found them very helpful.

Imagine my dismay, then, when I read in the latest FBHVC newsletter that *ALL* DVLA local offices will close during 2013. The implications of this on the verification of original documents and vehicle inspections fills me with dread. See page 21 for more details.



The same FBHVC newsletter also contained the results of the survey conducted into the proposals regarding historic vehicle MoT exemptions. The results can be found on page 19.



Finally, wearing my Membership Secretary's hat, many thanks to all of you who have renewed so promptly.

Rick

Membership renewal should have been completed by 31 March 2012.
If you have not renewed your membership,
this will be your last NA7ter!

The next edition of the *NA7ter* will be published in July 2012.
Please let me have any contributions before 30 June.
Contact details are on the inside front cover

Annual General Meeting

The AGM was held on 20 March at The Jubilee Hall, East Tuddenham

Thirty-six members were in attendance and the Chairman, John Groom, opened the meeting at 8:00pm.

An apology for absence was received from Adrian Cole.

The minutes of the 2011 AGM were read. There were no matters arising and the Chairman signed them off as being a true record.

He then went on to thank the members for their support in what had been a good year for the club, with attendance at events all over East Anglia.

The Secretary, Paul Maulden, reported that the club's insurance policies had been confirmed and that all members were covered for public liability. Ne-

gotiations were in progress regarding insuring the officers of the club against any future claims.

Matt Dingle, the Treasurer, reported that the club remains in a good financial position despite making a small loss (£56.26). Our target bank balance is £2000 and although we are slightly below this (£1910.81), we hold over £500 in merchandise – up £100 on last year – and around £200 in postage stamps. The Christmas dinner continues to be a good source of income, while the Natter remains our biggest expense.

The accounts for 2011 were approved and Nick Meekins was re-appointed as reviewer for the accounts for 2012.



Subscriptions for 2013-14 were then discussed and it was agreed that as a hedge against future rises in postage and other costs the annual subscription be increased from £12 to £15 with effect from April 2013. It was also pointed out that due to changes at the Austin Seven Clubs Association it may also be necessary to increase the price charge for the "Grey Mag".

Election of Officers and Committee members then followed. The Chairman and Secretary expressed their willingness to continue in office and were re-elected. Matt Dingle had decided to stand down as Treasurer. John Wyett agreed to take on the post, but due to his commitments with the Association and the 90th anniversary celebration was unable to do so until October. Matt kindly agreed to remain in post until then. The remainder of the committee all agreed to continue in office and were re-elected.

**Henry Thorne presents
Rick Fryer with the
Thorne Trophy**

The Events co-ordinator, Dave Rix, outlined some of the events that would be coming up in the next few months.

He was followed by Rick Fryer, Membership Secretary and Editor of the Natter. He gave a breakdown of current membership. At the beginning of the year the club had a total membership of 140, made up of 74 members and 66 joint members. Since then, four members, with three joint members, have joined the club. At the last count the club members owned 146 cars between them.

The meeting conclude with the presentation of the Thorne Trophy, which this year went to Rick Fryer, for finally completing his 1929 Special.

The Chairman closed the AGM at 8:45pm.



Speakers

Recent club nights have been enlivened by guest speakers

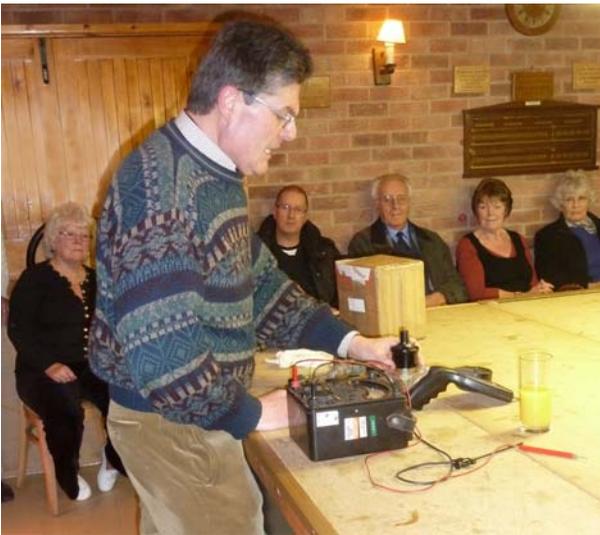
At our January meeting we welcomed **John Hamilton**, (right) who gave us an interesting demonstration of spoked wheel rebuilding.

John made this daunting task look easy and encouraged his audience to have a go at their own wheel repairs. Although he specialises in motorcycles, he has rebuilt Austin Seven wheels and he was able to answer many questions from members.



February saw an interesting talk by member **Martin Roper** (left).

Surrounded by distributors, carburettors and mysterious electrical artifacts, Martin entertained us with advice and anecdotes on plugs, points and carbs, followed by a useful “question and answer” session.



Missing Book



The club's copy of *The Austin Seven Source Book*, by Bryan Purves, has gone missing. If anyone knows its present whereabouts, please get in touch with

John Hazell on 01953 488219

Would You Like More *Natters*?

A recent request for additional magazines for a joint member has prompted the Editor to wonder if more members might like an extra copy each quarter.

The cost will be £8 per annum (four issues), the same as the Grey Mag.

To keep postage to a minimum – two *Natters* in one envelope = large letter and large price – the magazines would be dispatched singly either to the member, joint member or a third party.

If you would like to take advantage of this scheme, please contact the Editor – details on inside front cover.

New Members

Please join us in welcoming **George and Ginny Venni** to the club. They

live in Watlington, near King's Lynn and are rebuilding a 1931 Box Saloon

Members List and Breakdown Register

The Members List and Breakdown Register for 2012 will be sent to all NA7C members once the current renewal procedure is finalised.

Austin Seven Clubs Association

A report of the latest meeting, forwarded by John Wyett

Our Winter Meeting at Gaydon was very well attended with 28 attendees from 14 Clubs and Registers. This compares well with the annual average I calculated last year of 25 – perhaps triggered by **Dave Orange's** point made at our last meeting and hopefully to be re-enforced by my little piece in the current Mag. **Bernard Cowley** reckoned the Association was in good shape and working well and **Ian** confirmed that we now have 64 Clubs and Registers – down one due to the sad death of **Pierre Borgano** and the consequent demise of **Amicale A7 de Provence**. Also announced was the sad demise of **Keith Nelson** Membership Secretary of the **PWA7C**. Meeting offered condolences to both families.

John Wyett Hon. Treasurer reported that the Association finances were still in good shape, though 2012 was expected to make some inroads into our surplus with Warwick and our Le Mans entry.

Stuart Phillips SWA7C advised that their Club was developing a Website and the Meeting encouraged them, and any other Club Websites, to link with our own Association Site via our 'Web-Mistress' **Ilike Cochrane**.

Hazel could not join us as Edward was scheduled for major surgery but

wished us all well and reported a November/December income of £1415 for advertising – Meeting thanked her for her great contribution to the Association and offered best wishes to them both.

Phil Baidon provided his usual fascinating and much-appreciated update on our Association Archives comprising no less than 8 varied topics including drawings, posters and oiling charts.

In addition, the Meeting gratefully accepted the offer of **Graham Baldock Essex/Dorset A7Cs** to get his excellent A3 Display Sheet of representative A7s reproduced in a non-laminated form for the A7CA Archives and free distribution to all Warwick Entrants. Meeting thanked **Graham** for this nice initiative.

In terms of 'Support to Clubs', the Breakdown Register is now fully distributed, the 2012 Chassis Register is in preparation, as is the new Red Cross Guide and yet another great 'Grey Book' is winging its way to you all. Grateful thanks to **Gordon Philips, Sandy Croall/Hayden Morgan/Dave Wilcox, Bob Cross/Dave Waller, Robin Boyce and Les & Joy Gammon** was expressed by the Meeting.

Regarding the 'Grey Book', **Peter Youles A7OC** some time ago nobly put all the A7CA Mags on a Master DVD and offered to have copies made – the Meeting thanked **Peter** for his efforts and requested 250 copies for free distribution to each Club and Register with the balance to be held for sale in the Association Archives.

It was also noted that several overseas Clubs received NO copy of our Great Mag so depriving their members of a wonderful source of A7 information and interest – such Clubs were strongly urged to contact **Ian** to remedy this!

The **A7CA Annual Calendar of Events** has once again been produced through the efforts of **Bernard Griffiths** and Club Secretaries and is distributed with the Mag. Meeting offered a huge vote of thanks to **Bernard** for all his work on this – recognizing that all our other efforts would be pretty pointless if we “’don’t use ‘em!”

Celebration Events for 90th Birthday of the A7

For our own 90th Birthday Association Celebration at Warwick School 20 – 22 July 2012:

A comprehensive update was presented noting that the entrants was approaching 100 cars but ALL not yet registered are urged to do so NOW to assist detailed planning –

Entry Forms in 2012A and attached to the Minutes.

Significant aspects included: an Anniversary Bottle Label designed by **Graham Baldock**, Goody Bags and Souvenir Programme well under way thanks to **Chris Chubb/Howard Annett** and **Ed Waugh** respectively, more sponsorship thanks to **Hazel Gore**, run will comprise a 'Scatter Event' by **Brem Bremner & Midlands A7C**, some very special display cars (subject to insurance), **Registers** booking contact **Jim Blacklock**, for **Club Stands** its Chris Garner, **Autojumbles/Trade Stands** call **David Cochrane**.

A couple of restrictions – sadly no dogs due to School hygiene rules and electric hook-ups only for disabled. All ideas for **VIP Guests** to **Ian** please. Some single-room School-type accommodation available – contact **Ian**.

We noted that **Peter Butler** has successfully entered for Classic Le Mans 2012 and that **A7OC** has produced some great A7 Calendars – from **Dave Wilcox** at £2.25 for Clubs and £4 for individuals.

Finally, much media interest reported in our 90th A7 Anniversary – watch this space!



90th Anniversary News

A round-up of what's happening – and a plea for help

Date	Event	Club/Contact
1 Apr	Austins to Brighton	A7OC
7 – 11 Apr	JOGLE	N. Herts 750 MC
22 Apr	Drive It Day – Birmingham	On-Line A7C
12 – 27 May	Eurotour – “Alpine Amble”	750MC N. Herts
18 – 19 May	“Netherlands JOGLE”	Dutch Pre-War A7C
2 – 3 Jun	50 th Anniversary “AutoKarna”	PWA7C
30 Jun – 1 Jul	50 th National Rally at Beaulieu	750 MC
20 – 23 Jul	A7 90 th Birthday Celebration – Warwick	A7CA
1 – 2 Sep	“Pennine Run”	PW A7C
1 – 5 Oct	Australian National Rally	A7C Australia

Warwick

A major feature of the event is the **Celebration Run** on Saturday 21st July which starts at: 10:30hrs – approx 60 miles through typical Warwickshire scenery and quaint villages within the Warwick - Banbury - Shipston triangle

There will be a choice of Lunch Stops and might include a stop at the Heritage Centre Gaydon so you'll all be back well in time for the Buffet and Ceilidh on Saturday Night!

The whole Run is organised by the Midlands A7C to whom we owe a great vote of thanks.

Do take part in this portion of our celebration to make it more than just another 'static show' – the point of owning an Austin 7 is to use it!

Contact: Brem Bremner-Smith
rbremnersmith@uwclub.net

Films Needed

The On-Line Austin Seven Club will provide a "cinema" in a marquee at the above event, which will show a continuous loop of film on Austin Seven topics. We plan to include original Austin promotional films, and hopefully, amateur films of past Austin Seven events compiled by other members and clubs. Who knows what may out there? There must be lots of very interesting material available. Have you anything that may help, please?

Perhaps film of old London to Brighton Runs, Beaulieu Events, Longbridge Rallies, indeed, absolutely anything relating to Austin Sevens.

Do please send us whatever you can, in any format. Whether it is any form of cine film, tape, VHS, etc., etc., we can

copy it to DVD. Don't forget to include a return address!!!

Clearly such old material is part of Austin history and needs to be preserved. We will edit and produce a DVD for Warwick, and a copy for your retention.

The potential is enormous, do please help.

Send your material to:

Tim Griffiths
26, Beech Road
Erdington
Birmingham
B23 5QN

Telephone: 0121 384 5830
e-mail: tim@timgriffiths.com

The Tiger's Leap

THE silent movement of the tiger, with the concentration of power translated in a flash to the lightning leap, has its counterpart in the Austin Seven, which with soundless progress incorporates a whirlwind of dynamic power called forth by the movement of a finger.

THE AUSTIN MOTOR CO., Limited
 LONGBRIDGE N. BIRMINGHAM
LONDON: Showroom, Service Dept and Hire Dept.
 49-51, OXFORD STREET, W.1 (near Marble Arch)





SPORTS MODEL

Seats two persons.
4-cylinder engine.
Pump oil circulation.
Three speeds.
Bevel drive differential.
Brakes on all wheels.
Electric starter.
Spare wheel and tyre.
Shock absorbers.
Grease gun system.

—
PRICE AT WORKS:
£170

Does your Seven progress soundlessly like a leaping tiger?

An advertisement from 1924

Our Cars

First Class Post

John Hazell's replica GPO van

John bought a run-down 1933 RP saloon a couple of years ago and has had it converted into a van.

The work – see below – was carried out by Paul Williams, at Seven Rebuilds of Colesford, Gloucestershire.

John is now researching the correct 1930s Post Office livery.

We look forward to seeing the completed van soon.



Little and Large

Dave Witton on transport old and new

I thought I would take the opportunity to park Molly next to my company vehicle whilst it was at Lasham aerodrome engineering base for maintenance.



Some interesting comparisons:

	<i>Molly</i>	<i>Boeing 757-200</i>
Year of manufacture		
Empty weight	330 kgs	59000 kgs
Max weight	whatever she can take	113000 kgs
Passenger capacity excl driver(s)	3 midgets	221
Fuel Capacity	5 gallons	9580 gallons
Cruising speed	45 mph (hopefully)	550 mph
Take off speed	Ask Karen!	165 mph (typical)
Fuel consumption	40 miles per gal	½ mile per gal
Fuel Flow	0.02 gals/min	17 gals/min
Tyre pressure	22 psi	170 psi (main gear)
Cost new	£125	\$65m
Engine(s)	1	2 turbofans
HP/Thrust	7	40000lbs each

Ruby Writes

The Editor's Suffolk correspondent brings us up-to-date with goings-on in the Maulden household

Hi Everyone.

Spring has sprung, the grass is riz, I wonder where the Austins is?

Well winter was not too bad, Rosie and I both had a good run out January, on a nice warm salt-free day. When we got home we were left out to cool down a bit and a few minutes later Billy came past with his wife Ada. They had just been into town to catch the sales and Ada was well pleased with a new coat she was wearing. Billy saw me and said to her: "Look there, thas thet awd mota I wuz tellin yew about, go and have a look at har if you loike." Well down she came all smiles, had a good look, then she saw her reflection in my door. "Billy !" she shouted, "Come here, look, this coat you said was just made for me. It makes my bum look big, I feel fat old and ugly!" "Well," replied Billy, "Look on the brioght siode Ada – there int nothing wrong with yar eioye siote." She was nearly home by the time Billy got out of the flower bed.

We were put back into our room with Rosie in first, me last facing outside. I thought "Something is up – this is not the norm, I will wait and see."

That weekend there was a lot of snow. I could hear my man clearing outside. That afternoon the door opened and there, right in front of me, was snow piled two feet high minus six degrees, Herman the German came out, my man and lady jumped in and off they went. They left the door open until after dark and we were frozen. What a dipstick.

Well I soon found out why I was in front. My man had been to a club meeting and that nice Mr Martin Roper had given a talk on maintenance, so my man now thinks he can do it all. Up I went onto stands and under he went. That's where he came unstuck – he could not get up again – but he did fix my bushes. Uncle Dave came over to lend a hand. He is a nice man and he made some slight adjustments to my prop shaft. All seems to be well now, no more knocks on take off – thanks Uncle Dave. There is just an oil leak to attend to now and that should be me sorted.

I am looking forward to seeing all my friends soon on our days out. Until then, bye bye.

Ruby

How Good Is Your Glass?

Jim Hunt

The glass in your Seven is something that is often taken for granted and considering the age and unknown history of many of our cars, it is therefore worth an occasional inspection.

Apart from the more obvious faults such as cracks and bad discolouration it is a good plan where possible to check that the glass is of the correct thickness and type especially where, as often happens, replacements have been made and fitted in the past.

Although some original specifications listed plain, toughened and triplex toughened as alternatives, it would certainly be advisable to use toughened or laminated glass for windscreens and toughened for all others.

Check thickness – most Seven windscreens are 6mm and other glass 4mm or 5mm

I recently removed a windscreen from an Austin Seven that looked to be made of quite thin horticultural glass. The rounded bottom corners appeared to have been shaped with a pair of nippers. Not a very good prospect for the occupants in the event of an accident!

If anyone requires windows made for a vintage vehicle, for good service and a very reasonable price contact:

Capricorn Glass
 293a Drayton High Road
 Hellesdon, Norwich
 Tel 01603788656

They can be recommended.

AUSTIN SEVEN
Windscreens and Body Lights

*THE alterations that have occurred from time to time in the design of Austin Seven windscreens and body lights since the inception of this model are tabulated below.
 By using this table and quoting the letter references given against the illustrations the correct fitting glasses can be ordered in every instance.
 These glasses are illustrated on pages 108 to 120.*

Saloon

Description	Number per car	Part Numbers			Size in Inches.	Remarks and Approximate Dates
		Plain	Triplex	Triplex Toughened		
Windscreen, top ...	1	3A-0041	---	---	34 x 10 1/2 x 4	Narrow square door, fitted with one sliding and one fixed glass. 1906-7
Windscreen, bottom ...	1	3A-0043	---	---	34 x 7 1/2 x 1	
Door and Quarter, fixed ...	4	3A-0070	---	---	34 x 7 1/2 x 1	
Door and Quarter, sliding ...	4	3A-0071	3A-0148	---	37 1/2 x 12 1/2 x 1/2	
Rear Light ...	1	3A-0072	3A-0147	---	17 1/2 x 12 1/2 x 1/2	
Windscreen ...	1	3A-0074	3A-0146	---	17 1/2 x 7 1/2 x 1/2	
Windscreen ...	1	3A-0091	3A-0093	---	17 1/2 x 7 1/2 x 1/2	
Drop Light ...	2	3A-2220	3A-0145	---	34 x 12 1/2 x 1/2	
Sliding Light	2	3A-0094	---	---	---	
Quarter Light	2	---	---	---	---	

AutoKarna Adventure

Richard Crozier plans to drive his Nottingham-registered RN Saloon to this year's AutoKarna, to celebrate 50 years of the Pre-War Austin Seven Club and the car's 80th birthday. He wonders if any other members will be driving their Sevens to this event and if so, might like to travel in convoy?

He plans to drive up to Southwell on Saturday 2 June, stay overnight, drive to Nottingham on Sunday and return home on Monday. He is also interested in hearing from anyone willing to act as emergency assistance in the event of a major breakdown en route.

Richard can be contacted on **01502 476373**.

MoT Testing Stations

The following MoT Testing Stations are sympathetic to old cars. Please let the Editor know of any that you think should be added to the list

This list is for information only and the individual garages are not recommended or endorsed by NA7C

Jacksons	Market Street, Shipdam IP25 7LZ	01362 820700
Nigel Farrow Cars Ltd	Salhouse Road, Norwich	01603 705050
PC & AT Hudson	West Dereham (NOT EAST)	01366 500351
Norwich Road Garage	Strumpshaw, Norwich NR13 4AG	01603 712010
North Tuddenham Garage	Old A47, Nr Dereham NR20 3DE	01362 637564

DVLA Authentication

Rick Fryer
38 Neatherd Road
Dereham NR20 4AQ

01362 696114

rf.na7c@tiscali.co.uk

Sales and Wants

Offset Pivot Brake Shoes

One axle set of **four offset pivot brake shoes**, complete with linings. According to R. J. Wyatt, were originally fitted to these Austins.

- Mk.1 Ruby saloons from 11 July 1935. chassis No 226847.
- Mk.1 Ruby Two seaters from 16th July 1935. chassis No 226873.
- Mk.1 Ruby Tourers from 16th July 1935. chassis No 227005.
- Mk.1 Ruby Vans from 20th September 1935. chassis No 232004.

Until 14th May 1936. Chassis No 246176.



£40.00 – Contact **John Matthews 01603 743090**.

Photo Key Rings



The Editor has acquired a number of new, blank, double-sided photo key rings. Having made some up for himself (see left) he will produce similar for club members. The ones he has made show a photo of a car on one side and the NA7C badge on the other, but any photo(s) could be used. Images are 35mm x 25mm.

Price is £1.

E-mail your details and photos to **rf.na7c@tiscali.co.uk**

EWART WHEEL DISCS

DE LUXE

for the AUSTIN SEVEN



For the "Austin Seven" Owner who takes a pride in his car the EWART Wheel-Discs are of real value.

PRICE PER WHEEL.
Aluminium throughout, highly polished or enamelled black, with bright centres.

£1 10 0

Black enamelled steel with polished aluminium centres.

£1 4 0



Easy to fit and easy to clean.

EWART WHEEL-DISCS DE LUXE

EWART & SON, LTD., 346-350 EUSTON RD., LONDON

Established 1834

Ruby For Sale

1937 Ruby in very good running order. Blue body, black mudguards, white coach line.

Fully working and ready for the road with year's MOT certificate.

£5500 ono. Contact **Willie Hendry** (Bonnyrigg) on **0131 663785** for full details.

Austin Seven trailer in very good condition available separately.

Wanted

Early Coil Engine: Geoffrey Hunter is *still* looking for an engine for his special. He's after 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 **07980695385** or **galfredus@yahoo.com**.

Pre-1930 Handbrake Lever: Richard Crozier needs a handbrake lever for a pre-1930 car with uncoupled brakes. Contact him on **01502 476373** if you can help.

What's On

The Events Calendar for 2012 is on page 27. The latest version is available on the website at

www.na7c.co.uk

The Club's Events Co-ordinator is Dave Rix, who can be contacted on 01508 493419 or rixna7c@waitrose.com.

Here are some of the events over the next few months:

Sunday 15 April – Halesworth to Snape Run

Depart Halesworth (White Lion car park) 10:30am. More details from Paul Maulden 01986 872537 or paul_liz@maulden21.plus.com

Tuesday 17 April – NA7C Meeting

A talk by Trevor Jenkins on Welding. Jubilee Hall, East Tuddenham – 7:30 pm.

Sunday 22 April – Drive It Day

This year NA7C will be celebrating DID by meeting at the **Whitwell and Reepham Railway**. The station is situated on Whitwell Road, between Reopham and the A1067 and is signposted from both. More information at <http://www.whitwellstation.com> or from Dave Rix.

We aim to meet at 2:00 pm. This will give you time to have lunch – maybe a picnic or pub lunch, or something from the station. There will be train rides in the afternoon.

Sunday 6 May – Wymondham Old Timers Rally

Wroxham Barns. Contact Dave Rix

Sunday 13 May – Skepton Goat Classic Car & Bike Rally

Sunday 13 May – Wheels and Wings

Henham Park. Contact Dave Rix or www.wingsandwheels-online.co.uk

Tuesday 17 April – NA7C Meeting

Rivers-Fletcher – a talk by Peter Rivers-Fletcher. Jubilee Hall, East Tuddenham – 7:30 pm.

Sunday 10 June – Euston Rural Pastimes

Euston Park, nr Thetford contact Anne Greenfield 01638 711237

Saturday/Sunday 16/17 June – East Tuddenham Garden Fete at Alston's Farm. Details from Martin Roper on 01603 889695

Saturday/Sunday 16/17 June – Swanton Morley Tractor & Bygones Rally

Village Hall, Swanton Morley.

Contact Ian Spooner 01362692365 ian.spooner@btinternet.com

Tuesday 19 June – NA7C Meeting – Drive It Night

Jubilee Hall, East Tuddenham – 7:30 pm.

Sunday 24 June – 750MC Austin Allsorts Rally

Old Buckenham Air Show, Old Buckenham Airfield Contact Dave Rix or Roger Harnor 01359 230359

Sunday 24 June – Yaxham Vintage Day

Village Hall, Yaxham

Contact Ian Spooner 01362 692365 ian.spooner@btinternet.com



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/>

Historic Vehicles MoT Exemption Review

The Department for Transport issued a consultation paper in November 2011 proposing as its preferred option a complete exemption from testing requirements for all pre-1960 vehicles, a far wider proposal than had been considered within FBHVC. Other options being considered by DfT were complete exemptions for all pre-1945 vehicles and all pre-1920 vehicles, or do nothing. The background to the discussions on the MoT test consultations has been well reported in previous newsletters.

The three month consultation period was inadequate for FBHVC to employ its usual method to gain feedback on these wider proposals. Consequently, it was decided to gauge the views of enthusiasts by means of an on-line survey and full details were given in the last newsletter, on the website, and to the press.

Over 4000 responses were gathered on-line. The survey enabled comment on the choice of cut-off date and at the

time of going to press these comments are still being analysed, although it has been possible to broadly categorise these opinions. Those taking part were asked to indicate the age of vehicle they owned, and this piece of information will also be taken into account when the final analysis of the results has been made.

Summary of Results

- 74% of respondents wish to see testing requirements for historic vehicles relaxed.
- 59% support the government's preferred option of exempting all pre-1960 vehicles.
- 71% believe historic vehicles in commercial use should be subject to testing even if other pre-1960 vehicles are exempted; 14% said commercial use should make no difference to testing requirements.

- 53% of respondents said they would take their vehicles for test if this could be done on a voluntary basis; 33% said they would not seek a voluntary test.

The opinions and reasons for them were qualified in many of the responses with conditional statements that the choice only applied if various conditions were met. Most common conditions were that there should be:

- no risk of restriction on use;
- no risk of increased insurance premiums for untested vehicles;
- no risk of insurers demanding (expensive) engineer's reports;
- some facility for a formal standardised test to demonstrate road-worthiness.

The report will be published in full on the FBHVC website, www.fbhvc.co.uk, when the analysis has been completed.

In the last issue we indicated that we are seeking clarification from the DfT on aspects of the consultation, in particular on the ability to submit vehicles that fall inside the scope of any exemption to a voluntary test. The necessity for an MoT test is enshrined in other regulations: first registration on import; as part of the V765 procedure; ob-

taining an age related mark; transfer of marks; re-licensing from unlicensed etc. In all these circumstances a test is necessary for safety reasons and the prevention of fraud, and in the case of the import of vehicles never registered in the UK, conformity with Construction and Use regulations where the current Individual Vehicle Approval test would not be appropriate. We will be asking the Department for Transport to seriously consider this.

We are very grateful to all those who took part in the survey and also to Jim Whyman who did the analysis and administration while working to a very tight deadline.

By the time this newsletter is published, the analysis will have been completed and the board will have considered all feedback received before finalising FBHVC's response to the consultation.

There is a similar consultation taking place in Northern Ireland called: Proposal on Possible Exemption of Certain Categories of Historic Vehicles from MoT Testing. We will be sending a response to the Department of the Environment Road Safety and Vehicle Regulation Division to this consultation as well.

Transforming DVLA Services

This consultation issued on 13 December was a Christmas present we could have done without – so could staff of DVLA Local Offices throughout the UK, who that morning were told that all LOs would close during 2013. This action will remove all face to face contact by the user public with DVLA staff.

Briefly, the DVLA stance is that the progress of computerisation needs to continue. To quote: 'This means driving forward existing services such as increasing take up of driver services on-line. It also means making other transactions available electronically where this is cost effective and maximising uptake by making them as user friendly as possible'.

The consultation majors on increasing use of their existing vehicle licence transactions on-line (and telephone) services, but their (loaded) figures actually show that more than 50% of private users do not avail themselves of these facilities. Their so-called customer survey was based on on-line users only, ignoring the majority who do not, or cannot, use this facility for their transaction. There are vague promises to engage with 'intermediaries' but whether this is to provide computer access only, or a genuine replacement for end users with queries is also unclear. For individuals who are not computer

literate are unlikely to use a DVLA provided facility.

The document then promises at some unspecified time in the future, to simplify other processes to enable additional transactions to be added to on-line facilities, no doubt on a cost effective basis. What they don't mention are various transactions where we all, as old vehicle owners, necessarily have to go to our Local Office.

Examples include:

- Taxing an historic vehicle for the first time;
- Authentication of copy documentation for transmission to Swansea in lieu of valuable originals;
- Same day receipt of replacement tax discs for lost or stolen discs;
- Same day receipt of tax discs for taxing at short notice (including paper MoT and insurance cover notes);
- Taxing vehicles where there is also a change of taxation class e.g. unlicensed to historic, PSV to PLG;
- Taxing a vehicle exempt from MoT (I wonder how long Post Offices will be able to do this?);

- Reinstatement of an original registration number where this had been replaced at some time in the past but has remained dormant;
- Inspection of vehicles which require an age related number or a chassis number;
- Inspection of imported vehicles requiring UK registration.

Fuel News

Fuel Stability Additive Testing

Unfortunately the testing on the fuel stability additives suffered another setback at the end of last year. Delays resulted initially because of unexpected contamination in the corrosion testing process, which forced the abandonment of the test programme about half-way through the 13 week test cycle. The cycle was started again in the late summer/early autumn, but difficulties were then experienced in making the test severe enough to ensure that candidate additives were adequately put through their paces. This unfortunately led to further delays while the test protocol was refined to ensure that the method would select only those candidate additives offering real protection against potential corrosion from petrol containing ethanol. The Federation recognises that these delays are unfortunate, but wishes owners of historic

The FBHVC will be responding appropriately and remind all clubs and individuals that they may also send their own responses to this very important consultation. Hard copies of the consultation are available by writing to Corporate Affairs Directorate, D16, DVLA, Swansea, SA6 7JL. (The consultation did not provide a contact name or phone number.) Or www.dft.gov.uk/dvla then click on consultation. The consultation closes 6 March 2012.

vehicles to be reassured that any endorsement given for a protective fuel additive will be of real value. This important objective is regarded as overriding the pressing need to issue endorsements at the earliest opportunity.

Testing began again just before Christmas and currently shows that additives are providing good corrosion protection. We continue to monitor performance and will be able to make a definitive statement on the completion of the 13 week test programme. The Federation respectfully requests the forbearance of everyone who is waiting for definitive test results.

DVLA Local Office Closures

Further to David Hurley's article on the actual consultation here is a bit more detail on the work of the Local Offices and the possible consequences of their closure.

Original document certification: The whole purpose of having a certified copy is that there is then no chance of the original documents being lost in the post. If DVLA Local Offices are to disappear, then there needs to be a system whereby certified copies can be made of original documents which are still acceptable to DVLA Swansea, at a location which is no further away than the DVLA Local Office.

Checking of Insurance and MOT:

The common feature of the many transactions is the need to check the MoT and insurance. If a registration number is not yet allocated to the vehicle, the MoT and insurance is recorded under the chassis number, and it is difficult to see how this could be checked electronically. The other option for DVLA is to assume that the vehicle has an MoT and is insured. The onus would then be on the owner to get the MoT and insurance changed to reflect the new registration number before the next Continuous Insurance comparison is done between taxed vehicles and insured vehicles.

V55/5 Vehicle details form: Where a vehicle is not actually registered the way of conveying this information to DVLA for historic vehicles is via a

V55/5 form: a 'catch all' complicated carbonised three page form, not available for download, where only around a third of the information requested on the front of the form is applicable to an historic vehicle. It is difficult to see how this could be done electronically. Would the substitute be either a walk-in service, or using the post?

Proof of ID: Currently when a vehicle is being registered for the first time with DVLA (except for a V765 application), proof of ID is required. Would an electronic check of the proposed keepers driving licence now be sufficient, if a check is still deemed required?

Application documents: With some types of applications there will be a dating letter and photographs. Unless there is some form of 'walk in' service where these items can be scanned and sent to DVLA Swansea, it looks as if it would need to be a postal application, causing an extra delay.

Vehicle Inspection: DVLA have the option to inspect a vehicle before it is registered. Often this is done at the DVLA Local Office. If an inspection is required, there needs to be some form of 'drive-in' service, which is no further

away than the DVLA normal inspection location.

Applications for non-computer users: The assumption of DVLA appears to be that if an applicant has no access to the internet at home they can adequately use the on-line facilities of a 'walk-in' service. On the DVLA's V765 list of clubs, around 25% of club signatories don't declare an email address. In one historic vehicle club, only just over 50% of members declare an email address. It is likely that if someone is not familiar with using email, they would struggle with using a keyboard and mouse for an on-line application.

A £4 Billion Hobby

That is the title of the report into the findings of our recent survey – and that is the economic value of our historic vehicle movement.

The work underpinning this result was undertaken in conjunction with the Historic Vehicle Research Institute over the summer of last year. Information was actually collected in four different surveys – clubs, museums, traders and individuals. The first three groups were asked about what they did, their annual turnover, their hopes and concerns for the future. Individuals were asked about the vehicles they owned, what they did with them, how much they spent and a little about themselves. This gave researchers information about both sides of the equation – what people spend, and what businesses receive.

DVLA appear to be suggesting that electronic transactions should be used instead of a paper based transaction. Although a high proportion of transactions will be electronic, seeing that a significant minority of individuals are unfamiliar with the technology it is suggested that some kind of paper based transaction needs to remain as a plan B option.

From a DVLA standpoint the number of registration or taxation class changes which relate to historic vehicle is comparatively low. It would not be surprising if some, or all, of these transactions remain paper based.

The four sets of data were analysed during the autumn (this involved four large Excel work books, each with multiple worksheets, the largest of which had over 11,000 rows and 170 columns). The initial plan had been to announce the results in November, but finding that the River Room in the House of Lords would be available for a reception on 6 December, publication was delayed slightly to take advantage of this rather special venue, which is only available for such purposes by courtesy of the Lord Speaker.

Our president, Lord Montagu of Beaulieu, hosted the reception and Baroness

D'Souza, the Lord Speaker, kindly welcomed our guests who came from both Houses of Parliament (many being members of the All Party Parliamentary Historic Vehicle Group, of which Lord Montagu is also president), the press, trade and academic contacts.

FBHVC vice president, Lord Steel of Aikwood, introduced proceedings. The headline research results were presented by the research project leader, Geoff Smith. These showed an encouraging situation:

Economic Value: £4.3 billion with nearly £1 billion from exports.

Average owners spend £2,900 on their hobby excluding vehicle purchase and restoration.

Employment: 28,000 working for some 3,800 businesses.

57% of specialist traders have been in business for over 20 years.

Vehicle Use: 0.24% of total vehicle miles with over 80% used no more than once a month.

There are over 850,000 pre-1981 vehicles in Britain.

Cultural Issues: Nearly 70% of vehicles are worth less than £10,000.

Over 30% of owners have a household income below £25,000.

59% of vehicle owners are in employment and 38% are retired.

Public Interest: 4.5 million attendances at FBHVC club events.

35% of historic vehicle owners perform voluntary work.

The Next Five Years: Over half of traders expect their turnover to grow.

Over 40% expect to recruit new or additional staff - approx.

66% of traders have concerns about business regulations.

68% of traders are concerned about regulations affecting vehicle usage.

This was followed by a question and answer session chaired by Greg Knight, chairman of APPHVG, with the research team of Dr Paul Frost, Dr Chris Hart, Dr Jaime Kaminski and Geoff Smith. Mike Penning, Parliamentary Secretary of State for Transport commented: 'We have no plans whatsoever to restrict the use of classic and vintage vehicles – not as long as I am in my position. I see them as an important part of our national heritage'.

The research findings (which can be found in full at www.fbhvc.co.uk)

show that the economic and employment record for the past five years and confidence for the future both buck the national trend, with the economic value of the movement having been at least been maintained in real terms despite the recent difficult trading conditions. It is excellent news that the number of people earning some of their living from the movement has increased by 1000 since 2006, and reassuring that traders are generally optimistic for the future, with many predicting growth, leading to more

jobs. On the downside, many traders are concerned that the burden of regulations faced by small businesses may stifle this potential.

We are grateful to all the enthusiasts who completed the online survey, the traders, museums and clubs who returned the questionnaires. Additionally we owe our thanks to the research team without which this valuable information could not be obtained and to Jim Whyman who tirelessly did the analysis and administration.



Drive It Day Birmingham 2012

Drive It Day Birmingham
2012

Drive It Day Birmingham
Sunday 22 April 2012
Victoria Square
10:00 - 4:00

Join us in Birmingham to mark the 90th anniversary of the Austin Seven in the city that produced it.

For more information and to register free call 0121 244 6178 or go to www.didbrum.com

NA7C Events Calendar 2012

Bold type Underlined = NA7C Organised Event

Bold type = NA7C Supported Event

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

Grey shaded – a new or amended event

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

	Date	Event	Venue	Contact
Apr	15	Sun	Halesworth to Snape Run	Halesworth Paul Maulden 01986 872537 paul_liz@maulden21.plus.com
	17	Tue	<u>NA7C Meeting – Welding – a talk by Trevor Jenkins</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
	22	Sun	<u>Drive It Day – meet at Whitwell Station 2:00pm</u>	Whitwell & Reepham Railway Dave Rix www.whitwellstation.com
May	6	Sun	Seething Tower 70th Anniversary	Seething Tower Dave Rix
	6	Sun	Wymonham Old Timers	Wroxham Barns Dave Rix
	13	Sun	Classic Car & Bike Rally	Skeyton Goat Dave Rix
	15	Tue	<u>NA7C Meeting – Rivers-Fletcher – a talk by Peter Rivers-Fletcher</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
Jun	2	Sat	Strumpshaw Steam Rally	Strumpshaw, nr Norwich Paul Worbey 07850 195622
	3	Sun		
	4	Mon		
	4	Mon	Costessey Fair and Fete	Longwater Lane Recreation Ground Nick Walmsley austinick@btinternet.com
	10	Sun	Euston Rural Pastimes	Euston Park, nr Thetford Anne Greenfield 01638 711237
	16	Sat	East Tuddenham Garden Fete	Alston's Farm Martin Roper 01603 889695
	16	Sat	Swanton Morley Tractor & Bygones Rally	Village Hall, Swanton Morley Ian Spooner 01362 692365 ian.spooner@btinternet.com
	17	Sun	Vintage Power Day No application form – just turn up!	Pakenham Water Mill, Nr Bury St Edmunds www.pakenhamwatermill.org.uk/vintage-power-day-2/
	19	Tue	<u>NA7C Meeting Drive It Night</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
	24	Sun	750MC Austin Allsorts Rally at Old Buckenham Air Show	Old Buckenham Airfield Dave Rix Roger Hamor 01359 230359
	24	Sun	Yaxham Vintage Day	Village Hall, Yaxham Ian Spooner 01362 692365 ian.spooner@btinternet.com
30	Sat	Mile Cross Community Festival & Classic Vehicle Show	Sloughbottom Park Norwich Nick Walmsley austinick@btinternet.com	

Date		Event	Venue	Contact	
Jul	8	Sun	Heritage Air Festival	Tibbenham Airfield	Dave Rix
	17	Tue	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	22	Sun	<u>Visit to Ken Wallis</u>	Reymerstone Hall	Dave Rix
	22	Sun	Classic, Custom Car & Motorbike Show	St John's School Playing Field, Hoveton	Nick Walmsley austinick@btinternet.com
	29	Sun	<u>NA7C RALLY Worstead Festival</u>	Worstead	Dave Rix www.worsteadfestival.org
Aug	18	Sat	Norwich Motor Show	Norwich Rugby Club Ground	Mike Clipston 01603 429380 www.norwichmotorshow.co.uk
	19	Sun			
	21	Tue	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	26	Sun	Village at War	Gressenhall Farm & Workhouse, Dereham	01362 869259 more info to follow
	27	Mon			
Sep	9	Sun	Charity Air Day	Seething Airfield	Dave Rix
	15	Sat	Henham Grand Steam Rally	Henham Park	www.henhamsteamrally.com
	16	Sun			
	18	Tues	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	30	Sun	VSCC Race Meeting	Snetterton Circuit	www.vscce.co.uk/vscceweb/ events/event.jsp?id=748
Oct	16	Tues	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
Nov	20	Tues	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
Dec	11	Tues	<u>NA7C Christmas Dinner</u>	TBD	

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

And Finally...

**“But at my back I always hear
Time's winged chariot hurrying near”**

Andrew Marvell

...And what better “winged chariot” could you imagine than this?



Surely the “Austin Seven” of the invalid carriage world, this is a 1922 Carter

J & A Carter, builders of invalid carriages, wheelchairs and rehabilitation equipment, were established in London in the 1860s. This 1922 electric four-wheeler is powered by three lorry batteries driving an electric motor mounted over the rear axle and connected by chain to the differential. Fitted with tiller steering and brakes on the rear wheels only, this beautifully-restored rarity was spotted at the Bawdswell Extravaganza last September

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

from

MARGARET MOTORS BOOKSHOP

Bessingham, North Norfolk

Currently have the following Austin 7 books in stock

The Austin Seven Manual – Doug Woodrow – £45

Austin Seven Handbooks (Reprints) – various years – £5

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

Original Austin Seven Handbooks and Parts Books (Used)

Plus many other books on old cars and related subjects

Contact Henry and Jennifer Thorne

01263 577366