



Norfolk NA7ter



April 2013

Norfolk Austin Seven Club

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Club Meetings

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

East Tuddenham Jubilee Hall

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Club Website – www.na7c.co.uk

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The views expressed in the articles appearing in the 'NORFOLK NA7TER' are those of the contributors and not necessarily those of the club, committee or editor. It may be necessary to condense or alter some of the articles submitted for publication to suit the space available: the editor apologises in advance if this is unavoidable.

The NA7C is a member of the Austin Seven Clubs Association, the Federation of British Historic Vehicle Clubs and the Association of Norfolk Car Clubs.

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On The Cover



“Coleman's Drive”

**The late John Coleman's 1925
Chummy, spotted at the Gaydon
Museum after the 90th Anniversary
Show at Warwick**

**See page 7 for details on an attempt to
recreate Coleman's epic journey**

News

Editorial.

Our last editorial included the hope that this year would see less disruption due to bad weather. Unfortunately this was not to be and our first meeting of 2013 – a talk by Bob Dance – and the season's first rally – Daffodil Day at Langley School – were both postponed. See page 25 for the new dates for these events.

We can only hope that the weather for the rest of the season will be kinder – but with snow still lingering as we write this at the end of March, who knows?

When the requirement for MOT Testing for historic vehicles was abolished, it was our intention to have voluntary tests carried out on our Sevens. The

bad weather, combined with lethargy, has resulted in none of them being tested so far. Since RH Insurers have not introduced different fees for tested and untested cars, and bearing in mind what was actually checked during our "tests", we wonder if we will bother.

For those who do, the FBHVC has some information on page 19

Finally, wearing our Membership Secretary's hat, many thanks to all of you who have renewed so promptly. The revised list of members and breakdown register will be sent out when the stragglers make it home!

Rick

Membership renewal should have been completed by 31 March 2013
If you do not renew, *this will be your last NA7ter!*

The next edition of the *NA7ter* will be published in July 2013
Please let me have any contributions before 30 June
Contact details are on the inside front cover

www.na7c.co.uk
"Members Only" user name: * Password: *******

News

Annual General Meeting

The AGM was held on 19 March at The Jubilee Hall, East Tuddenham

The Chairman, John Groom, opened the meeting at 20.00, with 34 members present. John began by apologising to the meeting, as due to the sudden illness of the Minutes Secretary (John Hazell), neither the Minutes of the 7th AGM or the Agenda for the current AGM were available. Fortunately the Chairman had a copy of the Minutes, and they were read out, agreed and signed off as a true record. There were no matters arising from the minutes

The Chairman welcomed the members and thanked them for their support at the various club events during what had proved to be a difficult year weatherwise.

The Secretary, Paul Maulden, reported that Club Officer's Liability Insurance, discussed at the 2012 AGM, had now been arranged through the Austin Seven Clubs Association at no extra cost to individual clubs.



The Treasurer, John Wyett, began by explaining that he had taken over from Matt Dingle in January 2013, at the beginning of the club's financial year. He then reported that the club's finances were in a healthy state and that the end-of-year balance was £2005.24, a small increase over the previous year. No increase in subscriptions was thought necessary. Nicholas Meekins was re-appointed as Accounts Reviewer. The accounts were accepted.

All the club's officers having indicated that they were willing to stand for re-election, and with no other candidates, the officers were re-elected en bloc.

With no other candidates, the committee was re-elected en bloc.

The Events Co-ordinator, Dave Rix, reported on the previous years events, which were badly affected by the weather, but with a couple of exceptions had gone well... Problems were encountered at Tibbenham, where some members were charged entrance fees, and at Worstead, where the allocated parking area was totally inadequate. Dave also reported on his unsuccessful attempt to secure publicity for the 90th anniversary. He then outlined some of the events planned for the coming year.

The Membership Secretary, Rick Fryer, reported that all but four members renewed in 2012. During the year we

increased membership by 11 - 10 new members and one returnee - a net gain of seven. Our total membership now stands at 151 - 83 members and 68 joint members - with 118 A7s in various states, plus many other old and not-so-old cars.

Regarding the Natter, Rick commented that we continue to get a good deal on printing the Natter - it is produced to a very professional standard and most importantly at a reasonable and competitive price. He thanked all who have contributed articles and photographs.

Rick also reported that in 2012 he was accepted as a DVLA vehicle inspector for countersigning applications for issue of age-related and old registration numbers. He completed six inspections in the last year, which earned the club £120 in fees.

After the presentation of the Thorne Trophy (see page 4), a discussion on trophies was initiated by Charles Leven. The committee agreed to discuss the awarding of trophies.

The Chairman asked members to let the committee know if they became aware of any events not already notified.

Zeta Denmark proposed a vote of thanks to the committee for their work over the last year and the Chairman closed the meeting at 20.45



The Thorne Trophy

In 2006, Henry and Jennifer Thorne donated a trophy to the club, which is awarded, on an annual basis, for the best recent restoration of an Austin Seven or a new build of an Austin Seven Special.

For 2012, the trophy was awarded to Graham Makepeace for his replica "Imp Special".

The trophy was presented by Henry Thorne – see above.

Accepting it, Graham thanked the members and added that he had to give credit to Paul Bellison, who had done much of the mechanical work on the car.

Previous winners of the trophy are:

- 2006 – Michael Spinks
- 2007 – Roy Clarke
- 2008 – George Crummet
- 2009 – Nigel Hamlin-Wright
- 2010 – John Hazel
- 2011 – Rick Fryer

Speaker's Corner

East Anglian Air Ambulance

On 19 February we enjoyed a talk by Amy Greenwood (pictured right) on the subject of the East Anglian Air Ambulance.

£143.50 was raised on the night, £75 from NA7C, £25 via Paul's "tea fund" and £43.50 from sales of merchandise.

It takes £6million a year to keep the helicopters flying and the service receives no government or Lottery funding. Any members wishing to make further donations can contact Amy on

01603 489406

or

amy.greenwood@eaaa.org.uk



The talk by Bob Dance, former F1 mechanic – "Early Days at Lotus" – which was postponed from 15 January, will now be held on 21 May

New Members

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

- **Terry and Andree Newel** live in Watton and have an RL Saloon.
- **Leon Spriddell** comes from Eye and owns a 1935 Ruby Special.
- **Mark Tingle** lives in Cantley and has just purchased a 1937 Ruby.
- **Paul Bellison** works on Graham Makepeace's Austins and lives in Potter Heigham.
- **John and Christine Lain** live in Yelverton, near Norwich, and have finally joined the club after many years of attending as guests of the Rixes.

Quiz Night - 26 March

A change of fortune

After losing the annual Jaguar Drivers Club v Norfolk Austin Seven Club quiz two years in a row, a strong turn-out of club members succeeded in reversing this trend at last.

The quiz was held at the Parson Woodforde at Weston Longville, which was a good opportunity for us to see what changes had been made to our old venue.

The challenge was issued by the JDC and NA7C responded well, with

enough members attending to field four teams, considerably outnumbering the opposition.

Our teams suffered mixed fortunes, but eventually took the first and second places, with “The Coconuts” (see below) worthy winners.

Our thanks go to John Stavely and his helpers for setting up this evening, together with our commiserations on their defeat. There’s always next year, John!



The victorious team pose with the trophy

L to R – Martin Jones, Cherry Fryer, Rick Fryer and Andree Newell



Coleman's Drive

Inspired by the late John Coleman's drive in 1959, five crews will drive three Austin 7s from Buenos Aires to New York City. Arrival in Times Square is planned for noon on 31 May 2013

The three Sevens are a 1929 Chummy, a 1932 RN Saloon and a 1933 RP De Luxe Saloon.

The route will be mostly as driven by Coleman, although he shipped his car from Ecuador to Panama, missing Colombia, along the Pan-American Highway. The Highway now has all the bridges in place, which in 1959 were not all built, however the 'Darién Gap' between Colombia and Panama still has no road through.

When Coleman shipped his car to Buenos Aires, he travelled with it. The current crews travelled ahead of their cars and when unloaded and collected from the docks, all three cars were found to have had tools, spares, or camping equipment stolen during transit.

20 February. The cars set off from Plaza del Congreso, Buenos Aires, the same starting point as Coleman (see above). Crossing Argentina east to west, they entered Chile and reached the Pacific coast on 6 March.

2nd March. Heading north on Highway 5, the Sevens met up with Guy and Eunice Butcher, travelling south from Alaska in their Chummy (see below). They had made a remarkable journey and despite difficulties with wheel spokes and battling the language barrier they had covered nearly 18,000 miles in aid of their chosen charity. www.bespk.com.

The Sevens continued north. The RP suffered two blown head gaskets and after the second the cylinder head was skimmed at a local engine ring works.

8th March The cars crossed the border into Peru. The RP was still giving trou-

ble and it was decided to send it to Lima on a truck. Meanwhile the remaining two Sevens drove to Nasca, where the drivers enjoyed a flight over the famous Nasca “Lines”.

18 March The Sevens reached Lima, where, at the workshops, they were reunited with the RP. The engines and gearboxes of the RP and Chummy were removed and dismantled. Broken rings were found in the RP’s engine and it was decided to replace the Chummy’s gearbox. While the repairs were being carried out, the drivers paid a four-day visit to Cuzco and Machu Picchu. On their return, all three cars were ready to continue north.

To be continued ...

This article is abridged from the team’s website.

Visit www.austinsinamericas.co.uk for more information



Historic Vehicles – New Cut-Off Date

Our thanks to Dave Witton for bringing this to our attention

A surprise announcement in the Budget 2013 document issued by HM Treasury alongside the Chancellor of Exchequer's Budget statement to the House of Commons on Wednesday 20 March 2013 was the Government will extend the cut-off date from which classic vehicles are exempt from Vehicle Excise Duty by one year. From 1 April 2014 a vehicle manufactured before **1 January 1974** will be exempt from paying VED. (Para 2.148, page 84)

Just a Tap on the Shoulder...

We have Martin Jones to blame for this ...

A passenger in a taxi leaned over to ask the driver a question and gently tapped him on the shoulder to get his attention. The driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb and stopped just inches from a large plate glass window.

For a few moments everything was silent in the cab. Then the still shaking driver said, "Are you OK? I'm so sorry, but you scared the daylights out of me."

The badly shaken passenger apologized to the driver and said, "I didn't realize that a mere tap on the shoulder would startle you so badly."

The driver replied, 'No, no, I'm the one who is sorry, it's entirely my fault. Today is my very first day driving a cab. For the past 25 years I've been driving a hearse ..

From the Aude Flyer – an electronic English language newspaper,
published regularly in the Aude, France

Our Cars

Raleigh Memories

Our President, Ken Wallis, has his memory stirred by Dave Rix's article in the last *NA7ter*

My father had started a motorcycle and cycle business at Ely in 1912 and when I left school early in the thirties I naturally went into the business.

It was a Raleigh agency and about that time the Raleigh Safety Seven was introduced. I had to demonstrate these rather racy-looking three-wheelers to

potential customers. I seem to remember that the price was about £120, but I may be wrong on that.

As a “keen” teenager I used to give what I would now regard as potentially risky demonstrations of speed and cornering capability – but they did handle quite well.



However, when at speed it was not at all unusual for the engine to suddenly seize up. It was then necessary to quickly apply the clutch and coast on for a few hundred yards while the seized engine cooled down a bit. One then let the clutch in, the engine restarted and continued normally.

Father's business also involved agencies with BSA and Morgan, so I had other three-wheelers to demonstrate, but they had two wheels at the front. Father had driven a Morgan three-wheeler in the International Speed Trials in Holland in 1912, so the family vice goes back several years.

I occasionally went to the Raleigh factory in connection with the Safety Seven.

I have been surprised never to have seen a Safety Seven at the various events I attend – often demonstrating one of my “flying three-wheelers” – so it was a pleasure to read about the “barn find”. It will be well worth restoring as it is now a very rare vehicle. I think the original was a bit ahead of its time. Of

course the Reliant was a follow-on, with one front wheel, but the Safety Seven was a more ambitious “sporty” vehicle.

I see the engine is given as a Sturmev Archer and that could well be correct. Sturmev Archer was part of the Raleigh company at Nottingham and they made the three-speed rear hubs for bicycles. Despite seizing when hot, it always restarted once it had cooled down and never resulted in any damage or need to work on the engine.

However, in spite of being involved with the new Safety Sevens, I was quite pleased to acquire a two-seat sporty Austin Seven and I was soon hooked on them. My most well-known Austin Seven was the long, low one I made in 1938 from two overlapping chassis. It was subsequently bought by Ken Cotterel, who had some success with it in 750cc racing.

So many memories – and some new ones stirred by your story of the Safety Seven.





GO3448 when owned by Michael Cunliffe in the mid 1950s – note the trendy exhaust modification!

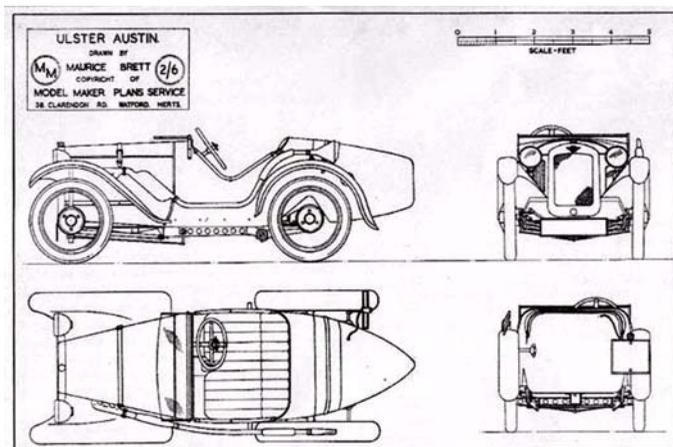
GO3448

David Wall tells the story of his 1931 Ulster

I had been building model aircraft, boats and cars since junior school and on acquiring an RP saloon at the age of 14 looked around for a kit of some sort from which to build a model of an Austin Seven. There was nothing other than line drawings of an Ulster, so I sent off my half-crown postal order.

When the single sheet arrived, it showed an attractive sports car. At 14 I had not known of their existence or their status in the Austin Seven world.

I made a wooden blank and built the body from gummed paper strip – quite a popular method for model boats at



The start of it all...

the time. It was, I fear, quite a poor effort, but has somehow managed to survive to the present day! It has an RP-type instrument panel drawn on the dash, as that's what I thought it should have.

Enquiries as to who was who in the Austin Seven world led me to David Rogerson, a highly skilled and respected engineer and a dyed-in-the-wool Austin Seven man who had built a number of specials and had sheds full of parts and cars – I recognised a Nippy. David pointed to the corner of a shed piled high with parts and said, "There's an Ulster under that lot." That would have been in 1966.

Although he was into specials and thought cars in standard trim were awful, and I was into preservation, we got on well and laughed at the same things. He would often call into our workshops and take an interest in our efforts, especially the new sports/racer bodies we were building, mostly on Lagonda chassis.

In about 1986 a significant conversation took place. I had asked after the Ulster's wellbeing a number of times but this time asked if there was a long list of people wanting to buy it. "There is no list," he replied, so I asked if I could go to the top of the list he didn't have. He laughed, but I don't remember a reply.

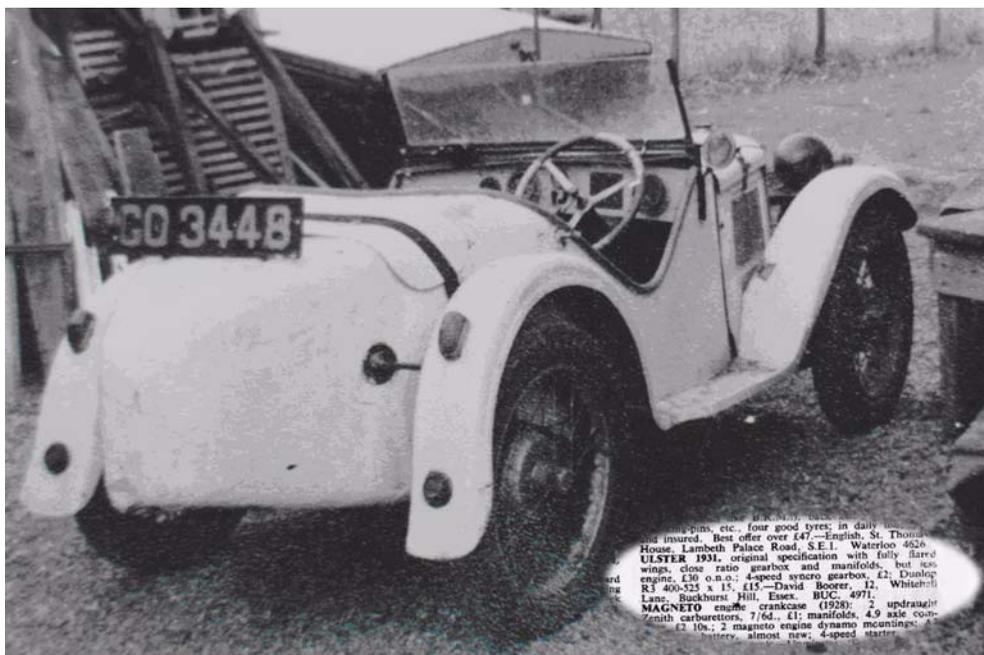
About two years later he came into the workshop and said, "I have decided to sell the Ulster. Would you like it?"

I paid what I thought was much more than anyone would pay for an unrestored Seven, especially one they had not even seen. I didn't care – I knew I could trust David.

The car was complete apart from the engine. A chap by the name of David Booker, who had bought the car, "pinched" its engine and then advertised the car for £30 in the 750MC magazine (see opposite). David Rogerson bought it, dismantled it and then left it for another project. It had a rolling chassis with a very delicate body but quite good wings and bonnet.

David was photographed with it on collection. I can remember the Ulster and the Nippy in our lorry. Paul Beck had bought the Nippy, which we restored for him. He kindly sold it back to Jamie, David's son, after enjoying it for a few years.

All the parts for the Ulster were dragged into the garage at Oak Cottage. I was determined to have it assembled, albeit in a temporary fashion, that night. I worked for several hours and at about midnight a sleeping bag, pyjamas and a hot water bottle were thrown into the garage so that I could bed down with my new love!



As purchased by David Rogerson in 1959



"Don't paint it green, David" The skilled and respected David Rogerson says goodbye to GO3448



The body was fractured and battered but not beyond retrieval

The restoration was quite straightforward. The body was brought back from beyond the grave – it was damaged and fractured rather than corroded. The minimum of metal was cut out and new alloy or steel welded into place. Then followed many hours of shrinking and planishing. The evidence of this work was left unpainted inside the back half of the body to prove its originality. The radiator shell was silver soldered and carefully dressed before plating and all other panels were carefully restored. The running boards are the only new items – all other parts are original to the car.

One of the conditions of the sale was that it must not be painted green. When new, it was black with red wings and trim, a very popular colour scheme at

the time, although possibly questioned now. Red with red trim seems to work well and cellulose paint was chosen to give the correct look. I had an aversion to two-pack paint then (1989) as now, but sometimes use it.

A hotted-up engine was fitted and gives the same performance figures as “The Autocar” achieved in 1930. After much searching I have acquired two original Ulster engines – one eight- and one ten-stud. I may install one at some time, but possession is enough.

The dashboard still retains some of the original crackle finish under the patent plate. Bob Thrower, after many experiments, managed to achieve the correct finish on his 1930 saloon and, following his instructions, I did the same.

Our Cars

Chris Gould's book "Building Reproduction Ulsters" was a great help and took a lot of guesswork out of the job. I phoned and thanked him for his efforts.

Both I and my son Stuart get lots of fun out of the little car. It often spends time in Lincoln these days with him. It's one of those cars that will put a smile on our faces as it is driven down the driveway for another "spin". She has a good turn of speed for an Austin Seven; roadholding is very good indeed and she sits well at speed. With the screen folded flat she is taut at 70mph.

She appeared on the cover of "The Automobile" and a previous owner got in touch. I was very pleased to receive photographs of her in an earlier life and make another friend.

The car and I attended David Rogerson's funeral. It was a cold day and poured with rain as I drove home, sitting in a puddle, with rain beating down, splashing over the screen and forcing its way through the gap between the gearbox and floor. I could almost hear David laughing. I was frozen and drenched but enjoyed every minute – and that's what it's all about, isn't it?



Just the running boards and exhaust are new, the body and wings restored.

I have driven many interesting and fine cars, dating from 1899 to the present day. I can tell you, pound for pound, an

Ulster takes some beating. And if imitation is the sincerest form of flattery, all those repros must say something!

Tail piece

As far as I know GO3448's only claim to fame is that Archie Frazer Nash once sat in her during one of his visits to David Rogerson.



Yes, that's me in 1990! Scruffy, but happy

Where are They Now?



Sandy Croall, long-time Austineer, former A7CA Chassis Registrar and member of the Cornwall A7 Club writes:

During the late 60s I worked in Norwich and my daily car was a RP Saloon, CG7241. I lived initially in Albert Terrace, Newmarket Road, before moving over to Earlham. I worked at the (Old?) County Buildings on Thorpe Road. I was also a Barman at the Trowel & Hammer and was involved with the Folk Club.

I had a friend who lived in New Costessey, he worked for Lotus and had an Austin 6, CG7226, and in fact this was my wedding car in March '69 at Cley-Next-The-Sea (The week before a part of the church roof had fallen down on

the aisle - My Mother-in-Law thought this was a sign!).

I have lost contact with CG7226 since the early 70s. Does anybody know if it's still around the Norwich area? Or what may have happened to it. There's nothing on the DVLA database.

I have regained ownership of 'CG7241'. It spent many years under a roof at Ray Walker's place, then sold following his death, but regrettably a new owner sold on the registration number.

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/>

EU Proposals on Roadworthiness Testing - A Curate's Egg FBHVC's objections to the proposal to replace the current Roadworthiness Testing Directive with a Regulation have been well covered. There have now been several developments, some of which are clearly beneficial to the historic vehicle movement, others less so.

First, the European Presidency acknowledged the misgivings of many Member States whose governments objected to the loss of national flexibility that would result from the change from a Directive to a Regulation and on 16 November put forward a revised draft in the form of a Directive. This draft dropped the proposal to require mandatory testing for trailers of less than 750kg, changed the definition of vehicles that may be considered 'of historic interest' and, crucially, dropped the proposal that roadworthiness tests should include an element of checking for conformity with original standards. The table on page 21 shows the relevant changes.

Please note that neither version of the text says that historic vehicles should be exempt from testing, but both say that Member States may set their own

requirements for historic vehicles that fall within Article 3(7).

On 26 November, the Department for Transport hosted a meeting for stakeholders to discuss and review the EU Presidency's amendments. The historic vehicle movement was represented by David Hurley and Bob Owen, the FBHVC's director and deputy director of legislation, as well as Andrew Turner, FIVA's legislation consultant, Mike Stripe from the Vintage Sports Car Club and Colin Billington from the National Association of Road Transport Museums.

DfT officials fully supported the proposed change to Article 3(9) as it would enable Member States to test vehicles for roadworthiness without having to verify compliance with specifications and standards that may

no longer exist. It was clear that the officials were very much on 'our' side as far as testing for historic vehicles is concerned and wished very much to be able to maintain the status quo - in other words they were keen that the government should be able to maintain the recently introduced exemption from testing for all pre-1960 vehicles. The officials clearly believed that the changes shown in the table on page 21 would achieve this end, but were unable to explain how they would be able to transpose the requirements of the Directive in to UK law without also including the limiting conditions included in the revised Article 3(7).

The matter was discussed at a meeting of the All Party Parliamentary Historic Vehicle Group that took place late in November at which the chairman, Greg Knight MP, agreed to seek a meeting with Stephen Hammond, Minister of State for Transport, so that FBHVC's concerns could be set out in detail before the proposed Directive went through the next stage in the EU legislative process - a Transport Council meeting on 20 December.

A meeting with Mr Hammond took place on 13 December where a delegation from FBHVC and APPHVG explained the concerns. These were reinforced with a short, but detailed, briefing paper. Mr Hammond said that great progress had already been made and that he was confident that there

will be sufficient latitude in the Directive to allow the UK government to adopt a reasonable and wide interpretation of the rules.

By the time the Transport Council meeting took place on 20 December, further amendments to the Presidency text of 16 November had been proposed (including one to remove trailers under 3.5 tonnes from the scope of the Directive), but none were relevant to historic vehicles. The official press release and webcast of the meeting show the Council agreeing to this revised text. Historic vehicles were mentioned only once, in passing, by Sweden. Nonetheless, late on 20 December, the DfT press office issued a release to selected motoring journalists that began as follows:

Transport Minister Stephen Hammond has helped secure a crucial deal protecting British motorists and businesses from controversial, economy-damaging European Commission proposals for road vehicle testing.

Under the original plans, millions of British caravan and trailer owners would have been forced to put their vehicles through MoT tests, while classic and historic vehicle owners faced having their vehicles taken off the road if they had been modified - even if only slightly - with components such as new indicators.

Original text from 13 Jul 2012	Revised text from EU Presidency 16 Nov 2012
Article 2 - Scope	Article 2 - Scope
2. This Regulation shall not apply to:	2. Member States may exempt the following vehicles registered in their territory from the application of this Directive:
vehicles of historic interest	vehicles of historic interest
3. Member States may introduce national requirements concerning roadworthiness tests for vehicles listed in paragraph 2 registered in their territory.	3. Member States may introduce national requirements concerning roadworthiness tests for vehicles not covered by the scope of this Directive or vehicles listed in paragraph 2
Article 3 - Definitions	Article 3 - Definitions
(7) 'vehicle of historic interest' means any vehicle which fulfils all the following conditions: <ul style="list-style-type: none"> • It was manufactured at least 30 years ago, • It is maintained by use of replacement parts which reproduce the historic components of the vehicle; • It has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension and • It has not been changed in its appearance; 	(7) 'vehicle of historic interest' means any vehicle which has been declared as historical by a Member State or one of its appointed authorising body (sic) and fulfils all the following conditions: <ul style="list-style-type: none"> • It was manufactured or registered for the first time at least 30 years ago, • Its type is no longer in production, • It is in its original state and has not sustained substantial changes in the technical characteristic of its main components such as engine, brakes, steering, suspension or body.
(9) 'roadworthiness test' means a verification that the parts and components of a vehicle comply with its safety and environmental characteristics in force at the time of approval, first registration or entry in to service, as well as at the time of retrofitting;	(9) 'roadworthiness test' means an inspection to ensure that a vehicle is safe to be used on public roads and complies with required environmental characteristics;

There is no doubt that the revised text approved by the Council has answered the most serious concerns that FBHVC has identified in the past and does most of what the Minister has claimed, but the specific concerns discussed at the meeting on 13 December (as detailed in the briefing paper that can be found under the news item posted in December at www.fbhvc.co.uk) remain. The qualifications in the text of Article 3(7) are unchanged, and it is difficult to see how the current exemption from testing for all pre-1960 vehicles could continue when the Directive allows exemption only for those in their original state and without substantial change to the technical characteristics of any major components, including body.

Voluntary MoT Tests

At the NEC show last November several members raised queries regarding the operation of voluntary MoT tests.

All testing stations were notified by Special Notice from VOSA that as and from the date of exemption for pre-1960 vehicles, these owners can apply for a voluntary test. These can be booked in the normal way and charged the normal fee (or lower if the garage is giving special offers) and garages cannot refuse to test them. Please notify the secretary if any garages are refusing to conduct a voluntary test.

Those few vehicles that have always been exempt from MoT, mainly spe-

cialised vehicles for which no manuals exist and fall outside testing protocols, are not eligible for voluntary testing. (These vehicles are listed on the V112 form, the Declaration of Exemption from MoT Testing.) However DfT have been under pressure from the EU and are starting to consider reducing the approximately 30 types of exempt vehicles (most of which are now built on modern truck/bus chassis) down to only those machines with specially tailor made layouts i.e. extremely low volume production.

FBHVC has argued consistently that the only practical definition of an historic vehicle for the purposes of this type of legislation is one based on date of manufacture alone. It will now seek to persuade MPs and MEPs of this position before the proposed Directive is considered by the European Parliament later in the year.

A meeting in Brussels between FIVA legislation chairman, Tidde Bresters, and Andrew Turner, Malcolm Harbour and other MEPs has been arranged with the Raconteur on this topic on 23 January 2013. Andrew, Malcolm and Tidde will all have the FBHVC submission paper we gave to our Minister in December

Any voluntary test should be conducted as previously practiced and the normal pass or failure notification will be issued together with 'advisories' if appropriate. It therefore follows that an electronic record will be held on the VOSA database, which the enforcement teams of VOSA and the Police

may interrogate. It is plainly not acceptable for owners to ignore a failure and continue to use a vehicle without correcting a known fault and use an excuse of: "Well, I need not have had it tested anyway". Good practice is to re-submit for a retest after the rectification of a failure fault.

Post Office® Wins Contract to Provide DVLA Services

On 13 November the Secretary of State for Transport announced the intention to let the contract for the Front of Office Counter Services (FOCS) to the Post Office.

The current arrangement between DVLA and Post Office expires on 31 March 2013. A new seven year contract will run from 1 April 2013 until 31 March 2020, with the option to extend by up to three additional years.

The Post Office has provided face-to-face counter services for Vehicle Excise Duty (VED) collection since 1972 under a series of contracts with DVLA, mainly for VED collection. In 2010 the contract was extended and the Post Office was able to check details and collect a customer's photograph for the 'Ten Year Renewal' photocard licence transaction.

The scope of the contract is for existing and new FOCS, including applying for tax discs and driving licences. The Post Office will also provide some services currently available through DVLA local offices, such as, the provision of duplicate licences and licensing of

heavy goods vehicles. These additional services will become available through designated branches of the Post Office network giving greater accessibility to motorists.

DVLA also provides for a further extension of services through this contract. For example, further driver transactions and, possibly in future, road tax refunds and other vehicle transactions. The contract also gives scope for the winning bidder to provide FOCS for other government departments, an expressed intent of Government for some time.

Savings to DVLA are expected to be in the region of £13 to £15 million per annum and wider savings are possible through economies of scale for similar services across Government in the future.

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What's On

The Events Calendar for 2013 is on page 26. Don't forget to check the latest version on the website at **www.na7c.co.uk**. The Club's Events Coordinator is Dave Rix, who can be contacted on 01508 493419 or rixna7c@waitrose.com.

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

Tuesday 16 April – NA7C Meeting – Rubber Band Racing Night. Jubilee Hall, East Tuddenham – 7:30 pm. Details from Paul Maulden (01986 872537 or paul_liz@maulden21.plus.com)

Sunday 21 April – Drive It Day – A visit to Triking Sports Cars. Meet in Hingham (near White Hart Hotel) between 12 and 2pm. Chance for lunch. Then drive in convoy to Triking Sports Cars

Sunday 21 April – Halesworth to Snape Run – Details from Paul Maulden (01986 872537 or paul_liz@maulden21.plus.com)

Sunday 5 May – Wymondham Old Timers – Wroxham Barns 01953 605311

Sunday 12 May – Daffodil Day – Langley School, near Loddon. Postponed from 17 March. 07717 716505 or www.langleypta.co.uk for details.

Tuesday 21 May – NA7C Meeting – Guest Speaker Bob Dance, former F1 mechanic – "Early Days at Lotus". Jubilee Hall, East Tuddenham – 7:30 pm.

Monday 27 May – Costessey Fair and Classic Vehicle Show – "The 50s and 60s Revived". Longwater Lane Recreation Ground, Costessey – Nick Walmsley 01603 782758 (7pm - 9pm only) austinick@btinternet.com

Sunday 2 June – Classic Car & Bike Rally – Skeyton Goat 01692 538600

Sunday 9 June – Euston Rural Pastimes – Euston Park, nr Thetford 07880 797891 kevin.burton.cfb@btinternet.com

Sunday 9 June – Classic Car and Bike Show – Sheringham High Street Graham Deans 01263822716 enquiries@the-lobster.com

Saturday 15/Sunday 16 June – Swanton Morley Tractor & Bygones Rally
Village Hall, Swanton Morley Ian Spooner 01362 692365 ian.spooner@btinternet.com

Tuesday 18 June – NA7C Meeting – Drive It Night. Jubilee Hall, East Tuddenham - 7:30pm

Friday 21 June – Jaguar Drivers Club Barbecue – Felthorpe Airfield 7:00pm –
Just turn up!

Sunday 23 June – Yaxham Vintage Day – Yaxham Village Hall – Ian Spooner
01362 692365 ian.spooner@btinternet.com

Sunday 23 June – Old Buckenham Air Show – Old Buckenham Airfield – Dave
Rix

Sunday 23 June – Watton Peoples Choice Car Show – Watton High Street – Chris
Edwards 01953 881234 chris@edwardsnews.co.uk

Saturday 29 June – Sloughbottom Park Classic Vehicle Show – Sloughbottom
Park, Sweetbriar Lane, Mile Cross, Norwich – Nick Walmsley 01603 782758 (7pm
- 9pm only) austinick@btinternet.com

NA7C Events Calendar 2013

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	16	Tue	<u>NA7C Meeting - Rubber Band Racing</u>	Jubilee Hall, East Tuddenham - 7:30pm	Paul Maulden 01986 872537 paul_liz@maulden21.plus.com
	21	Sun	<u>Drive It Day</u> <u>Visit to Triking Sports Cars, Hingham</u>	Meet in Hingham (near White Hart Hotel) between 12 and 2pm	Dave Rix 01508 493419 rixna7c@waitrose.com www.trikingsportscars.co.uk/
	21	Sun	NNCVC St Georges Day Run		01263 860676
	21	Sun	Halesworth to Snape Run		Paul Maulden 01986 872537 paul_liz@maulden21.plus.com
	28	Sun	History in Motion	East Anglia Transport Museum, Carlton Colville	www.eatm.org.uk 01502 518459

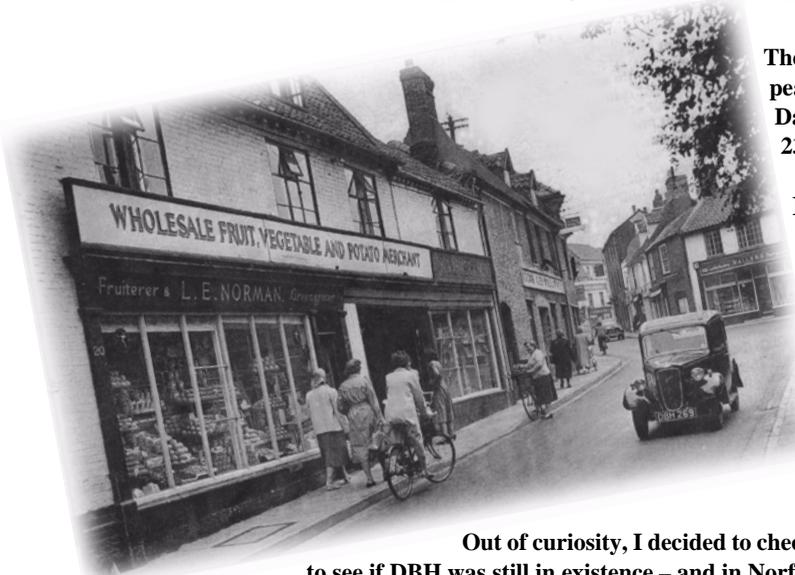
	Date	Event	Venue	Contact	
May	5	Sun	Wymodnham Old Timers	Wroxham Barns	01953 605311
	5	Sun	1980s Weekend	Mid Norfolk Railway, Dereham	info@mnr.org.uk 01362 690633
	5	Sun	Waveny Beekeepers Open Day	Grange Farm, Hall Road, Barsham, Beccles NR34 8JN	Will Dudman 01502 714001
	12	Sun	Daffodil Day - postponed from 17 March	Langley School, Loddon	07717 716505
	19	Sun	1940s day	Bressingham Steam & Gardens	
	21	Tue	<u>NA7C Meeting – Guest Speaker Bob Dance, former FI mechanic – "Early Days at Lotus"</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix 01508 493419 rixna7c@waitrose.com
	25 26 27	Sat Sun Mon	Strumpshaw Steam Rally	Strumpshaw, nr Norwich	Paul Worbey 07850 195622
	27	Mon	Costessey Fair and Classic Vehicle Show "The 50s and 60s Revived"	Longwater Lane Recreation Ground, Costessey	Nick Walmsley 01603 782758 (7pm - 9pm only) austinick@btinternet.com
Jun	2	Sun	Classic Car & Bike Rally	Skeyton Goat	01692 538600
	9	Sun	Euston Rural Pastimes	Euston Park, nr Thetford	07880 797891, kevin.burton.cfb@btinternet.com
	9	Sun	Classic Car and Bike Show	Sheringham High Street	Graham Deans 01263822716 enquiries@the-lobster.com
	15 16	Sat Sun	Swanton Morley Tractor & Bygones Rally	Village Hall, Swanton Morley	Ian Spooner 01362 692365 ian.spooner@btinternet.com
	18	Tue	<u>NA7C Meeting Drive It Night</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	21	Fri	Jaguar Drivers Club Barbecue	Felthorpe Airfield 7:00pm	Just turn up!
	23	Sun	Yaxham Vintage Day	Yaxham Village hall	Ian Spooner 01362 692365 ian.spooner@btinternet.com
	23	Sun	Old Buckenham Air Show	Old Buckenham Airfield	Dave Rix
	23	Sun	Ludham Garden Day	Ludham	Dave Rix
	23	Sun	Watton Peoples Choice Car Show	Watton High Street	Chris Edwards 01953 881234
	29	Sat	Sloughbottom Park Classic Vehicle Show	Sloughbottom Park, Sweetbriar Lane, Mile Cross, Norwich	Nick Walmsley 01603 782758 (7pm - 9pm only) austinick@btinternet.com
Jul	6 7	Sat Sun	Wings & Wheels	Heveningham Hall	Dave Rix www.wingsandwheels-online.co.uk
	7	Sun	Vintage Transport Festival	North Norfolk Railway	01263 820800
	14	Sun	Buxton Bash	Buxton Recreation Ground	Just turn up!
	16	Tue	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	21	Sun	Classic, Custom Car & Motorbike Show - Tenth Anniversary Show	St John's School Playing Field, Hoveton	Nick Walmsley 01603 782758 (7pm - 9pm only) austinick@btinternet.com

Date		Event	Venue	Contact
Jul	27 28	Sat Sun	Holkham Country Fair	Holkham Hall 01328 821821 www.holkhamcountryfair.com
	27 28	Sat Sun	Worstead Festival	Worstead Dave Rix www.worsteadfestival.org
Aug	4	Sun	Festival of Classic & Sports Cars	Helmingham Hall 01473 890799
	10 11	Sat Sun	<u>NA7C Rally at Norwich Motor Show</u>	Royal Norfolk showground Dave Rix
	11	Sun	RAFA Day - Norfolk & Suffolk Aviation Museum	Flixton Dave Rix www.aviationmuseum.net
	18	Sun	Grand Classic Vehicle Show	Stonham Barns, Suffolk www.stonhambarns.com
	21	Tue	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
	25 26	Sun Mon	Village at War	Gressenhall Farm & Workhouse, Dereham 01362 869259 more info to follow
	Sep	8	Sun	Charity Air Day
17		Tues	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
21 22		Sat Sun	Henham Grand Steam Rally	Henham Park 01502 714083 www.henhamsteamrally.com
22		Sun	Magnificent Machinery Show	Hicklig Barn, NR12 0YU 01692 598150 magnificentmachinery@hicklingbarn.com
29		Sun	VSCC Race Meeting	Snetterton Circuit www.vsc.co.uk/vscweb/ events/event.jsp?id=748
Oct	5 6	Sat Sun	Vintage Fair	Pensthorpe Nature Reserve Fakenham 01692 671793
	15	Tues	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
Nov	19	Tues	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
Dec	10	Tues	<u>NA7C Christmas Dinner</u>	Wensum Valley Hotel, Golf and Country Club, Beech Avenue, Taverham, Norwich TBA

**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...

A DETECTIVE STORY



The picture on the left appeared in the Eastern Daily Press on Saturday 23 February 2013

It was taken in Blythburgate, Beccles, in December 1959

Clearly visible is a Ruby, registration number DBH269

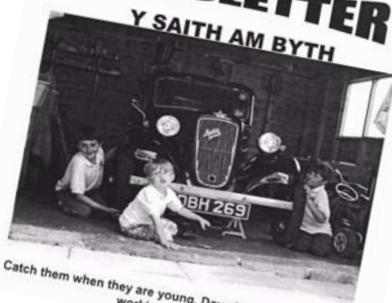
Out of curiosity, I decided to check the Chassis Register to see if DBH was still in existence – and in Norfolk.

I discovered that she belonged to a member of the Pre-War Austin Seven Club. Contacting their Registrar, I was put in touch with Simon Watson, in Ambergate, Derbyshire. He told me that he had sold the car five years ago - back to Nigel Snow, from whom he had originally bought it.

As I know Nigel, I got in touch with him. He had sold the car on to David Morgan, from Swansea.

Eventually I spoke to David, a member of the South Wales Austin 7 Club. He has now sold the car on – but not before it appeared on the cover of their newsletter.

DBH269 now resides with an enthusiast who lives in the Bradford-upon-Avon area – very handy for The Seven Workshop!



Catch them when they are young, Dave Morgan's Grandson's working on his Ruby.

Club Sales

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



Posters – £5
Only a few left!

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90th Anniversary Tea Towel
£4



Binder for "Grey Mags"
or "Natter"
holds 12 copies – £5

Stainless Steel
Radiator Badges – £9.95



Also available
Vinyl Windscreen badges
One large and one small badge – £1.50 per set

Club Clothing



Fleeces – £29.50
Polo Shirts – £12.50
Baseball Caps – £8.50

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