



Norfolk natter



July 2013

Norfolk Austin Seven Club

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

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Club Website – www.na7c.co.uk

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It may be necessary to condense or alter some of the articles submitted for publication to suit the space available: the editor apologises in advance if this is unavoidable.

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

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Norfolk NA7ter

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On The Cover



A Rare Bird....
Hamish Alger's 1935 12/6 Newbury,
seen at Langley in May
(see page 18)

News

Editorial.

The annual membership renewals marathon is finally over and the members' contact list and breakdown register have been sent out.

Membership now stands at 76, with an additional 65 joint members, making a total of 141. We have 113 Austin Sevens between us, together with numerous other old and interesting cars

On the subject of cars, The Austin Seven Clubs Association has a new Chassis Registrar who is currently attempting to bring the Register of Surviving Austin Sevens up to date. We will be shortly be forwarding the details we currently hold to him, but in many cases the information supplied to us is less than complete!

At next April's renewal we hope to rectify this and supply the Registrar with a complete and accurate record. So, please regard this as advance warning

and start noting those chassis, engine and body numbers.

At the risk of becoming repetitive, we have to comment again on the poor weather we have suffered to date. Reports of rallies and runs attended by our members begin on page 14 and describe conditions that vary from the seasonal to the positively Arctic! Let us hope that by the time you read this summer has decided to put in an appearance!

Finally, please don't forget that our annual get-together is being held this year at the Wroxham and Hoveton Lions Charity Motor Show at the Royal Norfolk Showground on Saturday and Sunday 10/11 August (see page 29). We hope to see as many members there as possible.

Rick

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

www.na7c.co.uk

"Members Only" user name: *** Password: *******

News

Rubber Band Racing

Inaugural event a resounding success

Forty members attended what we hope will become an annual event when the first running of the “Tuddenham Trials” took place in the Jubilee Hall on 16 April.

Nine vehicles were in competition for two trophies – for the furthest distance travelled and best car. The trophies had been manufactured by Paul Maulden, who first proposed the idea of having a race night using cars powered by a Post Office rubber band.

Scrutineer for the evening was, appropriately, Halesworth postman Kevin Canham.



Race numbers were drawn and the first car took to the track. Fittingly, it was Paul’s car, but it achieved only a disappointing 6 feet. His second car, running at number three, managed a much more creditable 16 feet 11 inches and set a challenging target for the remainder of the field. Rick Fryer, Dave Rix



The
scrutineers
get down to
business



**Trevor Jenkins' car on its second – and winning – run
Inset: Trevor receives the trophy**

and Barney Barnard could not beat it, while a wheel came loose on John Wyett's creation and he managed only 2 feet 4 inches.

Trevor Jenkins raised the bar with his odd-shaped vehicle, which despite veering off course and hitting the paddock area achieved an amazing distance of 17 feet 3½ inches.

Lastly came Charles Levien's "Foulshan Flier", which took off in a flurry of wheel-spin and reached the remarkable distance of 19 feet 7 inches, going into Round Two the clear winner.

In the second round several entrants improved on their distances, but it was

Trevor Jenkins who eventually triumphed. Managing a straight run this time, he swept all opposition aside with an amazing distance of 27 feet 2 inches.

The trophies were presented – farthest distance run to Trevor and best car to your Editor for his C-cab van. The evening ended with an auction – for club funds – of two "Austin Seven Special" cakes, kindly baked and donated by Mavis Jenkins.

All present considered the event a success and our thanks go to Paul and everyone who contributed. It is hoped that next year's "Tuddenham Trials" will include an "All-comers" class, open to other clubs.

Rubber Band Cars

Jean Barnard

At last it's all over hip hip hooray
The rubber band cars have had their day
It's been quite a nightmare in the weeks while it lasted
And strong words were used and it wasn't just blasted!!
Falling over him as I came in the door
Crawling about on the kitchen floor
Muttering some sort of incantations
About engineering expectations
Out in the garage tearing his hair
He's out there so long I forget he is there
Mark one was discarded, it folded in half
Mark two had no speed, it was more of a laugh
Mark three was the closest on Sunday night
Mark four was finished on Monday so it had to be right
Tuesday evening and the contest was on
Lots of cars were brought along
Cars of every shape and size
All competing for the prize
Into the garage they had to fit,
Scrutineer Paul was doing his bit
Postman Kevin handed out rubber bands
And all were fitted with shaking hands
Every car then had two tries,
Tension now was running high
Some only made it for a few feet,
And some they really went a treat
Then away ahead went Charles's car
It looked like that one was the star
But Trevor's one outdid them all
And went halfway across the hall
His car went off just like a hare
And he scooped the trophy fair and square

So now it's all over but never fear
They'll all be doing it again next year!!!

Speaker's Corner

Bob Dance, former F1 mechanic – “Early Days at Lotus”

Our guest speaker on 21 May was Bob Dance (pictured, right), a long-serving employee of Lotus Cars in various guises.

Bob began his motor engineering career with a Rootes agency in North London in the fifties, followed by National Service in the Ordnance Corps, he started work at Lotus in 1960, where he worked on the Elite production line.

In 1963 he transferred to Lotus Cortina Racing and began his long involvement with motorsport.

When Lotus moved from London to Hethel in 1966, Bob lived on the old airfield in a caravan with his wife and daughter.



In 1969 he left Lotus, working for Max Moseley and Bernie Ecclestone, before returning to Lotus in 1976.

Bob joined Classic Team Lotus in 1994 and since 2004 has been mainly responsible for the Lotus Type 25.

**To read more about Classic Team Lotus, visit
www.classicteamlotus.co.uk**

New Members

Please join us in welcoming **Robert and Christine Davison** to the club.

Robert and Christine live in Ludham and have a 1938 Ruby.



Drive It Night

Sausages on a summer's evening!

Our Club Night for June was “Drive It Night”, when members are encouraged to bring along their cars – it being close to the longest day, so even Austin Sevens can find their way home later!

There was a good turn-out of both cars and members, the latter perhaps encouraged by the excellent barbecue provided by the Jubilee Hall – those sausages were good – whilst the weather proved kind, allowing everyone to enjoy an alfresco evening.

Sevens were well represented in the car park, with Dave Witton’s 1931 RL, Michael Spinks’ 1933 RP, John and Janet Mathews in a 1934 Tourer, Phil and Tricia Sharp in their 1935 Ruby and Henry and Jennifer Thorne in their 1936 Opal.

Specials were represented by Roy and Sonia Barmby in their Cambridge and the Editor and Cherry. Leon Spriddell’s Ruby Special had broken its timing gear, so he came along with brother



Mark in Mark's 1930 Standard 9 Avon.

Three sports cars provided the “modern” contingent – Dave and Tricia Rix in the Lotus Elan, John and Christine Lain in their MGB GT and Chris Charles, also in an MGB GT.



“AS DEPENDABLE AS
AN AUSTIN”

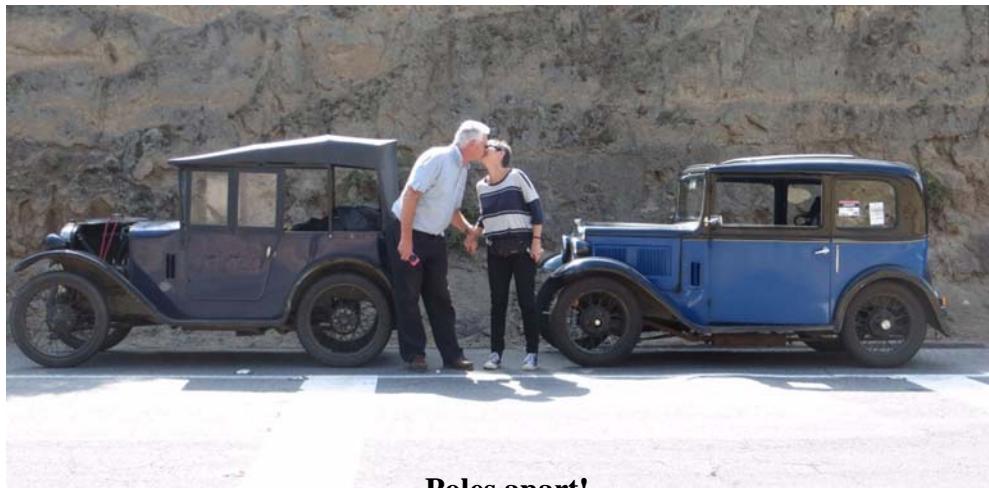
£140

A black and white illustration of an Austin Seven car from a side-front angle. A woman is shown driving the car, and a man in a top hat and tailcoat stands beside it, holding a cane. The background shows a building with several figures outside. The price £140 is displayed prominently above the car.

Think it out...and you'll buy an Austin Seven. The first small car ever designed to give the woman driver everything she wants

Austin
7

The advertisement features a central illustration of an Austin Seven car. Above the car, the slogan "AS DEPENDABLE AS AN AUSTIN" is printed in a decorative font. To the right of the car, the price "£140" is displayed. Below the illustration, a paragraph of text reads: "Think it out...and you'll buy an Austin Seven. The first small car ever designed to give the woman driver everything she wants". At the bottom, the word "Austin" is written in a stylized script, followed by a large number "7" inside a circle.



Poles apart!

The Chummy is in the northern hemisphere, the Box in the southern

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. At the end of the last instalment, all three cars had undergone repairs in Lima, Peru....

26 March. Heading north the three cars managed to loose each other, but were reunited in Ancon, Peru. The following day they made good progress to Casma, and next day drove to Pacasmayo, where they arrived in time for the Easter celebrations.

29 March. On Good Friday they reached Piura, where they found the city Plaza crowded with local people there to attend the evening's Easter procession of religious effigies from the Cathedral.

29 March. Heading north again, they have now travelled 4,000 miles since

leaving Buenos Aires – about 39% of the total distance

31 March The cars crossed the border into Ecuador. Delays with paperwork meant that they were unable to drive much further that day. Next day they made it to Cuenca, where they took a day off from driving

3 April. Leaving Cuenca at 07.30 they were soon back on the Pan American Highway. Steep climbs stopped the chummy in its tracks and after a few attempts to restart they had to turn the car round and reverse up. The 162-mile



Backwards up a mountain!

day took over 11 hours and they climbed a total of nearly 15,000 ft

6th April. Today they crossed the Equator

7th April. The cars crossed the border from Ecuador to Colombia, and travelled to Ipiales, where they bought a SOAT (basic road insurance required by law in Colombia) at a supermarkets!

15th April. The ‘Darien Gap’, between Colombia and Panama still has no road through, so the cars were to be transported from Cartagena, Colombia to Colon, Panama, by sea. They arrived in the loading area by 09.00 and then waited for an hour for the customs officer to make a first examination and check vehicle and chassis numbers. Another wait then the drugs searches, at first a search by two officers, includ-

ing removal of all contents, with suitcases opened on the dusty ground, then the under back-seat storage turned over rather roughly, engines run and revved-up. Another wait for the sniffer dog and a search that lasted more than ten minutes, was very thorough, and included every part from radiator to interior, engine compartment, tyres and underside.

Now the container could be loaded. The cars were lashed down, the dock workers then nailed in chocks at each wheel and did a final tighten-down on the ratchet straps. Then a wait for the police to attend and close and seal the container. Then back to the customs office. Now the progress was fast, and by 15.30 the paperwork was complete.

The drivers left Cartagena by plane. But on Friday when the ship should have loaded and taken away the container, it was reported by the shipping company as having a technical fault and would be replaced by another. Then the second ship had a technical problem and was delayed.

30th April. Panama City, The container with the three cars was finally retrieved from the dock and the journey north recommenced.

To be continued...

This article is abridged from the team's website.

Visit www.austinsinamericas.co.uk for more information

Our Cars

Ruby Writes

Hi Uncle Rick,

This year I have seen the light, well many lights actually, as I have been fitted with LED side, tail and stop lights with tungsten head lights. There will be those amongst us who will not approve of this, but I can now see for miles and people can see me, so that can not be all bad.

I have had a few runs this year. I was on the Ipswich to Felixstowe run, where I met up with friends from the Essex Club and some of our members with dual membership.

I also had three generations of my man's family there. There was myself, nephew Neil with *Susie* – a Standard Super Eight – and great nephew Eddy with his rebuilt MG Midget.



... darned
cold on that hill

Very sadly, on her way back home to Croydon, pulling up the Queen Elizabeth bridge, *Susie* felt sick and over heated. She pulled over and cooled down then set off again, but still felt ill. Neil had to call a breakdown man and asked for a loader lorry, but he turned up with a van and a two-wheeled trolley. Neil said to the man "That's no good", but the man replied "That will be fine, Sir." As they headed home the straps broke, *Susie* took off on her own, just missed a bus stop with people queuing for a bus and crashed head-first into a brick wall! The poor girl is a write off. Now the claims begin.

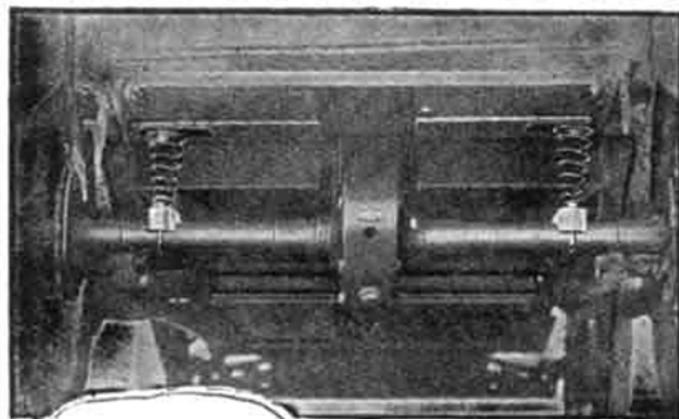
I also had a nice run round the villages called the Saints. It was a home run for me, but I took some friends along for company. It was a lovely sunny day and we enjoyed our time together. Most of us met up again at Euston. A sunny day too, but darned cold on that hill.

I hope you all keep well, dear friends and that we can meet up again on some more sunny weekends before winter starts again.

Ruby

Norfolk Natter

AUSTIN "7" OWNERS!



Now you can load your old type car with 4 adults or equivalent weight, without fear of strained body or flattened springs to cause body to hit back axle.

The NOBBY ANTI-BUMP SPRINGS

Prov. Pat. No. 19806

are easily fitted and anchored firmly between body and back axle. They definitely improve riding comfort and steering, stop rolling on corners, and allow of much greater speed over bad roads.

Suitable for practically any type of standard or sports Austin "7". Ideal for Austin "7" Vans. Fit a set to-day and enjoy big car comfort.

Order from your local dealer or direct from—

Wm. Clark (Spare Parts) Ltd.
5 Marshalsea Road, London, S.E.1

PRICE
19'6
PER SET
COMPLETE



Sevens to the Sea 2013

Dave and Karen Witton go to the seaside

We had decided to take Karen's Chummy *Matilda* on a more adventurous and longish trip and this seemed to fit the bill. The event is organised by the Lincolnshire group of the Pre War Austin Seven Club and is a one day run on Sunday from Lincoln to Cleethorpes with a group dinner in the evening.

We planned on driving to Lincoln on Saturday with an overnight stop at the Holiday Inn to allow time for a little sightseeing, sampling of local ale, and

to allow Karen to go in search for yet more handbags!

From past experience, the A17 and A15 can sometimes be nerve racking in an Austin Seven with fast traffic itching to get past but we escaped with a good run and with Matilda holding her own at a steady 45, the journey to Lincoln from Bardwell of 106 miles took little more than 3 hours.

Sunday morning in Hartsholme Park we were all waved off by the Mayor of

Lincoln and looked forward to a pleasant drive in glorious weather through the Lincolnshire Wolds. – who said Lincolnshire is flat!

Unfortunately, the day was marred when Ron Low's RP saloon was hit by a pick-up truck. He had been thrown out of the car and was found lying in the road. Such was the force of the impact that the spare wheel, complete with carrier on which it is mounted, was found in a field about 100 yards away. It seemed an eternity before the emergency services arrived but Ron was eventually airlifted to Hull Royal Infirmary, whilst his wife Jo was taken by road to Grimsby. Happily he is now at home and both are recovering well.

With the police being shorthanded, I was tasked with stopping traffic until a proper police roadblock could be set up. This proved the wisdom of always carrying a hi-viz jacket in the car.

We were on the scene some while and when we eventually left, we took some



short cuts along the route to Cleethorpes in order to try and catch up with the other participants. It was getting warmer as the sun appeared and the nearer we got to Cleethorpes the more I realised that the thermal vest and long johns were perhaps no longer required!

We were allowed to park right on the promenade and were greeted by the Deputy Mayor and a reporter from the local newspaper. Although a beautifully warm sunny day, the wind was brisk and making a fairly effective job of filling up the open cars and engine compartments with sand! All I ever knew about Cleethorpes was that it was often the subject of Les Dawson's humour but I was pleasantly surprised. It was what I would describe as a traditional English seaside town with an endearing hint of yesteryear.

A group dinner was organised in a restaurant by the pier and was an ideal opportunity to meet many of the folk from Lincoln as well as those who had travelled from Lancashire and Yorkshire. Like the Pennine Run, we found that attending these events in the North and Midlands gives us an opportunity to meet other Austineers that one would not ordinarily meet at the more southerly events. It is not a particularly taxing event on cars or drivers and we were struck by the camaraderie and friendliness of all the participants. We have already reserved our place for next year. Why not come and join us?

Runs & Rallies

Drive It Day – 22 April

Drive It Day, promoted by the FBHVC, is held on the Sunday nearest St George's Day, as an annual commemoration of the first Thousand-Mile Trial in 1900.

For this year's Drive It Day, Events Co-ordinator Dave Rix had arranged a visit to Triking Sports Cars at Hingham. Due to cancellations of earlier events, for most of us this was the first opportunity for a "run out" in our cars.

The weather was good and the somewhat flexible arrangements – "meet in the centre of Hingham, between 12 and 2pm" – saw the Editorial RP arriving outside the White Hart, where we found Dave Rix and John Lain in Dave's 1926 Chummy, Tricia Rix and Christine Lain in the Ford 100E, John

Wyett in his 1932 RN (now up for sale – see page 27) and Mavis and Trevor Jenkins in a modern.

Lunch seemed like a good idea at this point, during which Phil and Trica Sharp arrived in their 1935 Ruby and John Hazell turned up in a modern following battery failure in his Ulster replica.

Suitably fortified, we then headed in convoy to Triking, where we received a cordial welcome from the Layzell family. Tricia and Christine got lost on





the way and somehow managed to end up in the Romba shoe shop (?) but eventually joined us, Final arrivals were John and Janet Mathews in their 1934 AJ Tourer.

Triking is literally a “cottage industry” as the premises consist of Alan and



Go on, Mavis – you know you want one...

Nicki's home and adjacent barns and workshops. The first Triking was designed and built at Marlingford in 1977 by company founder, draftsman and technical artist Tony Divey. Tony's enthusiasm for three-wheelers and his time spent working closely with Colin Chapman at Lotus Cars culminated in his design for the Triking. The three-wheeler rapidly earned a reputation as a unique combination of precision engineering, attractive design and a highly capable sporting car. As well as a successful road-going sports tourer, Trikings firmly established themselves in competition. Purpose-built competition cars were regularly campaigned in motor sport events such as rallies, hill climbs and sprints.

Alan Layzell joined Triking in 1989 and now runs the company following Tony's retirement.

We were given a comprehensive tour by Alan, who's enthusiasm for his creation was obvious. He explained that Trikings were available in various forms, from basic kits to complete

ready-to-drive cars. All are powered by a V-twin Moto Guzzi engine of between 900 – 1200cc. They also utilise the bike's gearbox and transmission.

We had a very enjoyable day out at Triking and thank Alan and his family for their hospitality. For more information, go to www.trikingsportscars.co.uk

The Long Haul



Dave Witton poses in front of Wollaton Hall, Nottingham, after he and Karen had collected the ***Long Haul Trophy*** for the furthest distance travelled to the Pre-War A7 Club's Autokarna Rally.

Dave reports that *Molly*, their 1932 tourer, held her own well on the 165 mile journey from Farnham, Surrey, managing 50+ mph on the M1!



Wymondham Old Timers – 5 May

A sunny day at Wroxham Barns

Cherry and I arrived at a sunny Wroxham Barns in our 1929 Special to find members Dave Rix (in his 1926 Chummy) and Michael Spinks (in his 1933 Vauxhall Cadet coupe) already in position. Next to join the NA7C line-up was Colin Aldridge in his replica C-cab van. Also there were John White in his 1938 Austin Ten and John Clark in his 1952 Bristol 401. David Wall made a brief appearance during the afternoon in his Ulster and Nick Walmsley arrived post-church-duties in his Austin 12 Fabric Saloon.

Around 70 vehicles turned out, of which about 15 were pre-war cars. These included a nice 1939 Austin Eight and a stunning 1937 Packard 115 Roadster. The fine weather ensured a good number of visitors, with a steady flow throughout the afternoon.

The proceeds of the rally were donated to Macmillan Cancer Support. The trophy for the best car was won by a Bedford Dormobile.





Daffodil Craft and Country Fayre – 12 May

Dave Rix reports on this popular event,

“Dead Daffodil Day” would be a more appropriate heading, as the original March date had been postponed to May, although one thing that hadn’t changed was the temperature and the cold wind which afflicts this event every year.

Club attendees this year were Ann and Hamish Alger in a splendid Austin Newbury 12/6 Tourer, this being their furthest venture from home so far in this really lovely car. John (Chalky) White had brought his immaculate Austin10 along, and John Clarke his Bristol 401 – *Norwich did survive after all John!* To complete a trio of “Johns” were new members John and Christine Lain with their MGB GT. The well wrapped and be-goggled Rick and Cherry had enjoyed a bracing (I presume) run from Dereham in their Special and were setting up the picnic chairs for a new take on the meaning of “cold collation”. Finally Phil and Tri-

sha Jepson’s Chummy, our Little Nell and Mrs R in the faithful family retainer 100E made up the happy few.

A couple of items that took my eye among the various craft and food stalls were the water Zorbing pool and the Segways. To go Zorbing means climbing into a transparent circular plastiky ball, being launched into a pool of water and then trying to stand up. As the queue consisted entirely of children I thought it best not...

The Segways looked good fun too - it involves standing on a single wheel thing, gripping a handlebar, leaning forwards and off you go! (I suspect Cherry cast an envious look at this but dignity prevailed in the end... but if she had been on her own?)

There was a good turnout of stationary engines, model boats and a flying display of model aircraft. There were



... large and small traction engines and a miniature railway...

large and small traction engines and a miniature railway. The woodland walk to the church, where there was a book sale, was very popular.

An Eastern Coachworks 1950's double decker bus, reminded me of when the bare chassis were driven down from the factory to the coachworks with the driver sitting completely in the open, and then thumbing a lift back using his tradeplates as his "passport".

The school Dixie Band are pretty good but were difficult to hear properly above the PA system, their position on the balcony not helping. Quad biking and trampolining were kept busy and a

marching band, dog agility and fire fighting displays added to the fun of the fair, while it was good to see the Norwich School of Dance youngsters doing their routines. Julie Reinger with The Radio Norfolk "Treasure Quest" team called in to find a clue as part of their Sunday broadcast.

More cars than previously had entered this year, but with only a scattering of pre-war motors among the 'classics' meaning we had a lot of interest shown. Hopefully there maybe a couple of new members signing up.

If only the weather had been as good as the previous Sunday!

A Saunter Through the Saints – 26 May

Dave Rix ventures into the wilds of Suffolk

It was not so much a case of *When The Saints Go Marching In* as when we went marching through the Saints on Paul's run around North Suffolk. A better-than-expected gathering of members turned up at Mettingham Old Victorian Tea Rooms (previously the Tally Ho! pub where we used to go on jazz evenings), parking on the grass area at the side of the building.

The refreshments were served by young ladies dressed in full period dresses and very elegant too although whether the undergarments were authentic as well was hard to tell and one couldn't ask on a Sunday!

We set off in welcome sunshine led by Paul and Liz in the article-writing Ruby followed by Phil and Trisha Jepson's Chummy, Roy and Sonia Barnaby in their Cambridge and Phil and Trisha Sharpe with daughter and Winston the dog tucked into their Ruby.

Mrs R and myself brought along short-cakes in Little Nell, while completing the prewar contingent were non-members John and Beryl Rooke in a super '10' Clifton with dickey and Brian and Lynn Cole in a top condition '32 Box.

Also very welcome in their classics were John and Christine Lain, with the





MGB, Hamish and Anne Alger giving the 'hot' little A35 a gallop, while Barney and Jean Barnard had hitched a lift with their friends Basil and Chrissie Chenerey in a Morris Minor. Barney and Jean's car repairs had been completed too late for them to pick up their Box and bring it along.

A brief run into Bungay and we climbed into the Saints territory, taking the (almost) deserted lanes and byways to Wissett Church. Often it was hard to see a house anywhere, so remote is this area and the rape crop in full flower and pungent pong added to the scenery and scents. I won't praise this off-the-

beaten-track place any more for fear of it being overrun by people in modern cars!

We spent some time at the round towered St Andrews church at Wissett, in a lovely setting with the adjacent village hall offering drinks, cakes and bacon sarnies – no chance of starvation on this run.!

Back on the road for a few more miles took us to the Holton Air Museum near Halesworth which was built in 1942/3 and used as an American fighter base before taking B24 (Liberator) bombers in April 1944.

The 56th fighter group, famously known as ‘Zemke’s Wolfpack’, was based here under the command of Hubert (Hub) Zemke flying P47 Thunderbolts. His family had emigrated from Germany to America in about 1920. The group were credited with 500 ‘kills’ during their ops including 34 in a ten day period (4 – 14 Oct 1943). There are books on his life and exploits and a lot of info on line available for those who may be interested.

We had our picnics in the sunshine on the grass beside the museum before

taking a stroll around the various rooms, each containing many artefacts of the day-to-day working of an operational wartime base, including engines, undercarriage and other bits and pieces from crashed aircraft.

After goodbyes we went our separate ways, with the two Chummies taking in our own ‘Saint-like’ run through the backroads from Bungay, Thwaite and Mundham to Alpington for a final cuppa. A bewtiful day out!

Out and About in *Cecil the Special*

The Editor reports on some smaller events

Swanton Morley Tractor and By-gones Rally – As usual, the second day of this two-day event was the one attended by most of the classic car owners. We took both our Sevens along and were joined by Michael Spinks in his Vauxhall, John White in his Austin Ten and John Clarke in the Bristol.

Yaxham Vintage Day – Another day out for both cars, but we were the only club members in attendance.

We spoke to Ian Spooner, organiser the of the classic cars at both Swanton Morley and Yaxham, who expressed his disappointment at the low turnout

of cars and traders at these events this year.

East Tuddenham Village Fete – As usual we turned out to support this event and spent a pleasant afternoon - albeit a chilly one - in the gardens of Alston's Farm.

Mile Cross Community Fair – Held at Sloughbottom Park in Norwich, the “Classic Car” element is organised by member Nick Walmsley and usually attracts some interesting cars – although only five pre-war cars turned out this time.



Euston Rural Pastimes – 9 June

A case of mistaken identity...

There were very few cars on “the hill” at Euston as we arrived, only slightly frost-bitten, in the Editorial Special and found our peg number – appropriately “7”. We soon realised we had made the wrong decision and should have brought the car we had originally entered – the RP saloon, which comes with a roof and would have provided shelter from the weather and the fierce wind sweeping over the site.

Other club members eventually joined us, despite the stewards’ efforts to prevent anyone getting on site!

Michael Spinks was first to arrive, in his 1933 Box, followed by Paul and

Liz Maulden in their 1937 Ruby and John Wyett’s 1932 RN. Two Chummies were next – Dave and Tricia Rix (1926) and Philip and Tricia Jepson (1927).

Other club members on parade, though not in “Sevens”, included David Lobb with his vintage Eccles caravan towed, as usual, by his 1929 Vauxhall saloon, John Clarke in the 1952 Bristol 401 and John and Christine Lain in a 1974 MGB GT. Also encountered during the day were old friends Mel Grainger and wife and a couple of other Essex Austineers.

There were over 200 cars and a few lorries lined up on the hill. A huge collection of tractors, motorcycles and steam-driven vehicles – both full-size and model – gave the non-car enthusiast something to look at.

Tractors I can take or leave, but I am a fan of military history, so I was intrigued by one exhibit – a 1918 Holt 75 Tractor. This huge American beast is the sole surviving example of over one thousand operated by the British Army in World War One.

There was a full programme of ring events, including a display by the “Devil’s Horsemen” a troupe of Cossacks from Buckinghamshire! During the afternoon a Douglas C-47 Dakota from the Battle of Britain Memorial Flight did a fly-past

All the usual sideshows, trade and charity stalls were there, together with ample food and drink outlets.

Euston Rural Pastimes was, as usual, an excellent day out and despite the disappointing weather, everyone seemed to be having a good time. As we were preparing to leave, we were approached by the stewards and told that our 1929 Special had won a prize and we were asked to stay behind for the presentation.

Eventually we made it into the main ring and were announced as a 1934 RP Saloon and winner of the “Best Classic Car”! Nobody queried the judge’s decision, so we collected our trophy and beat a hasty retreat. Nought out of ten for observation and car knowledge, but nice to be appreciated.



The 1918 Holt 75 Tractor



The Dakota

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/>

DVLA

MoT exemption letters

The DVLA criteria for dating vehicles in order to claim exemption from the MoT is that requests to correct the year of manufacture on the DVLA database will only be considered when accompanied by either an extract from the manufacturer/factory records or an extract from the appropriate Glass's Check Book. General dating letters will not be accepted in these cases, but will be accepted for other purposes such as the V765 scheme, and requests for age-related numbers. This was all explained in FBHVC Newsletter 6-2012.

A dating letter produced by the holder of original manufacturer records has recently been rejected by DVLA. The letter failed to meet the DVLA criteria on two counts.

1. It was not obvious either from the letter header, or the contents of the letter, that the organisation was the custo-

dian of the original manufacturer's records.

2. The letter did not include an extract from the actual manufacturer's records.

The dating letter was produced before the DVLA requirements were published, so it is understandable that the writer did not know the new requirements.

The holders of original manufacturer records may wish to take into account the new DVLA requirements when producing MoT exemption letters.

The alternative avenue for owners is to obtain an extract from the appropriate Glass's Check Book. If the appropriate specialist club does not have its own copy of the Glass's Guide, the Federation should be able to provide an appropriate extract.

Fuel News

At the beginning of March the FBHVC sent representatives to the latest fuel stakeholder meeting, held at the DfT and chaired by the Managing Director of the Low Carbon Vehicle Partnership. This meeting was mainly concerned with the best way to launch E10 fuel in the UK and was attended by representatives from the DfT, Low CVP, fuel companies, the AA, RAC and the Society of Motor Manufacturers and Traders. The FBHVC was the sole voice representing the historic vehicle movement

Right at the start of the meeting the DfT expressed the opinion that 'the time is not right' to introduce E10 and 'the government preference is that E10 will not be introduced soon'. However the introduction will be a purely commercial decision by the suppliers, who DfT hope 'would be cognisant of the impact on consumers'. The British Standard for the labelling of the fuel on the forecourt has now been agreed and in theory the fuel could now be available at the pumps, albeit with very clear warnings on the label about possible compatibility problems.

Looking back at case histories of the introduction of E10 in Europe there are lessons which have been learned about advance publicity and the amount of information that needs to be available to the public before the launch. Retailers have been told not to answer compatibility questions - the idea is to get consumers educated before they get to the E10 pump. SMMT and the LowCVP do have concerns about the lack of information they have on compatibility with historic vehicles and expressed a desire to deal with the Federation. We will of course assist in any way we can. A rough rule of thumb would seem to be that if a vehicle uses carburettors then it is unlikely to be compatible with E10 petrol.

Until the end of 2013 protection grade fuel will definitely be available: this will be guaranteed to contain a significantly lower proportion of ethanol. At the end of the year the agreement to supply this fuel officially ends but the Federation will campaign to ensure its continued availability.

For Sale

1932 Austin 7 RN saloon, owned for 4 + years and in regular use. Lots of work done during my ownership (list can be supplied on request as can photos of the car).

Paintwork is best described as “scruffy but original”. Recent engine repairs, a reliable, honest and usable car. Original registration number which is non transferable. Used regularly on NA7C events.

If you are looking for a concours shiny car this is not the car for you. Viewing is advised and welcome by appointment.(tea and a test drive can be arranged) Price is open to negotiation but

we all know the likely value of a usable box saloon, so no silly offers please.

Also available by separate negotiation, a spare dismantled, 2-bearing engine—details on request but I would like this engine to stay with this car as it is the original engine.

Reason for sale: just acquired a Ruby and no room for two cars in the shed. This car is not advertised anywhere else at this stage.

Also other various spares for a box saloon (again by negotiation) including a rare starter motor (which needs a re-build). This the type which is inside the car but not the “bacon slicer type”

Please call **John Wyett** (NA7C Treasurer) on **01366500165** or email **jwyett@tiscali.co.uk**

Wanted

The Editor is on the look-out for two Box Saloon-type front seats. Condition not important, but would rather they were not falling apart!

Please contact him on **01362 696114** or **rf.na7c@tiscali.co.uk**

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What's On

The Events Calendar for the remainder of 2013 is on page 31. 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.

NA7C Rally at Norwich Motor Show - 10/11 August

We are holding our main annual get-together in conjunction with the Wroxham and Hoveton Lions Charity Motor Show at the Royal Norfolk Showground (Red Car Park) on Saturday and Sunday 10/11 August. We hope to see as many members there as possible.

We will have a dedicated "pitch" with space for 24 cars, although we are not yet sure where it will be. However, it

should be easy to find, as our banners will be flying and the new club gazebo will be erected.

If you are attending, please ensure your entry form is clearly marked "Norfolk Austin 7 Club" and make sure you are directed to our area on arrival.

Also, please let Dave Rix know if you are coming (01508-493419 or rixna7c@waitrose.com).

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

Sunday 7 July – Vintage Transport Festival – North Norfolk Railway – 01263 820800

Sunday 14 July – Buxton Bash – Buxton Recreation Ground – Just turn up!

Sunday 14 July – Classic Car Run & Show – Scenic Tour through Norfolk Countryside from Caister Lifeboat car park. to Marine Parade Gt Yarmouth – www.centre81.co.uk 01493 852573

Tuesday 16 July – NA7C Meeting – Jubilee Hall, East Tuddenham, 7.30pm

Sunday 21 July – Classic, Custom Car & Motorbike Show - Hoveton

Saturday/Sunday 27/28 July –Holkham Country Fair

Sunday 4 August – Caister Castle to Burlingham Run – David Charles
mail@a7special.co.uk 07940917588

Sunday 11 August – RAFA Day - Norfolk & Suffolk Aviation Museum – Flixton

Sunday 18 August – Grand Classic Vehicle Show – Stonham Barns

Tuesday 20 August – NA7C Meeting – Jubilee Hall, East Tuddenham, 7.30pm

Sunday/Monday 25/26 August – Village at War – Gressenhall Farm & Workhouse

Sunday 1 September – Visit to Ken Wallis at Reymerston Hall

Sunday 1 September – NNCVC Summer Show – Beeston

Sunday 1 September – Bawdeswell Extravaganza – Bawdeswell Recreation Ground

Sunday 1 September – “Dad’s Army” Street Party – Thetford

Sunday 8 September – Charity Air Day – Seething Airfield

Tuesday 17 September – NA7C Meeting – Jubilee Hall, East Tuddenham, 7.30pm

Saturday/Sunday 21/22 September – Henham Grand Steam Rally

Sunday 22 September – Magnificent Machinery Show – Hickling

Sunday 29 September – VSCC Race Meeting – Snetterton Circuit

Saturday/Sunday 5/6 October – Vintage Fair – Pensthorpe Nature Reserve

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
Jul	6 7	Sat Sun	Wings & Wheels	Heveningham Hall Dave Rix www.wingsandwheels-online.co.uk
	7	Sun	Tractor Fun & Run Day – in aid of BigC	Foxley Tony Hood 01362 688 218 tony.hood3524@btinternet.com
	7	Sun	Vintage Transport Festival	North Norfolk Railway 01263 820800
	14	Sun	Buxton Bash	Buxton Recreation Ground Just turn up!
	14	Sun	Classic Car Run & Show – Scenic Tour through Norfolk Countryside	Starts Caister Lifeboat car park. Ends Marine Parade Gt Yarmouth www.centre81.co.uk 01493 852573
	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
	21	Sun	Narborough Village Fair	11am – 4pm Roy Helmsley 07944 018973. ron@hemsleysubs.wanadoo.co.uk
	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	<u>Caister Castle to Burlingham Run</u>	Caister Castle (10 - 16.30) Beighton House, North Burlingham (12 onwards) David Charles mail@7special.co.uk 07940 917 588
	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.stonhambars.com
	21	Tue	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm Dave Rix
	25	Sun	Village at War	Gressenhall Farm & Workhouse, Dereham 01362 869259 more info to follow
	26	Mon		

What's On

Date		Event	Venue	Contact
Sep	1 Sun	Visit to Ken Wallis	Reymerston Hall	TBA
	1 Sun	NNCVC Summer Show	Beeston	TBA
	1 Sun	Bawdeswell Extravaganza	Bawdeswell Recreation Cround 11am - Free entry	Tony Hood 01362 688218
	1 Sun	Claxton "Fair on the Yare"	Claxton Manor	TBA
	1 Sun	"Dad's Army" Street Party	Thetford	Dave Rix
	8 Sun	Charity Air Day	Seething Airfield	Dave Rix
	17 Tues	NA7C Meeting	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	21 Sat 22 Sun	Henham Grand Steam Rally	Henham Park	01502 714083 www.henhamsteamrally.com
	22 Sun	Magnificent Machinery Show	Hickling 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 Sat 6 Sun	Vintage Fair	Pensthorpe Nature Reserve Fakenham	01692 671793
	15 Tues	NA7C Meeting	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
Nov	19 Tues	NA7C Meeting	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
Dec	10 Tues	NA7C Christmas Dinner	Wensum Valley Hotel, Golf and Country Club, Beech Avenue, Taverham, Norwich	Paul Maulden 01986 872537 paul_liz@maulden21.plus.com

**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 stern warning to "speed merchants" from the Austin Motor Company

The *Austin Service Journal*

CONFIDENTIAL
TO OUR AGENTS AND SERVICE DEPOTS
Austin Motor Co., Ltd.  Longbridge, Birmingham

Vol. 3. No. 2.

July—August, 1929.

IGNITION SETTING *of the SEVEN*

WHETHER all owners of "Sevens" are desirous of becoming speed merchants, or whether many of our agents are labouring under some erroneous impression in regard to the ignition of the "Seven," the fact remains that it is becoming far too common for advances to be made to the standard setting.

The practice cannot be too strongly deprecated, and agents are recommended—if approached on the subject—to inform their clients that there is nothing to be gained and much to be lost from interference with the timing. On no account should an agent recommend advance. The result is usually very rough running, for which the average owner is at a loss to account.

Very often a client will communicate with us regarding some fault in the running of his car, and if we are not acquainted with the alteration carried out to the ignition setting of the car in question, we find it difficult to diagnose the trouble. The practice is causing all-round annoyance and dissatisfaction.

It should not be necessary to reiterate for the benefit of our agents the method of timing the "Seven" in order to remind them that only the very smallest movement of the distributor casing is required to alter the timing. We hope that this reminder will cause our agents to pay more careful attention to this important matter in the future.

Club Sales

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



Posters – £5 90th Anniversary Tea Towel

Only a few left!

£4

Will not be reprinted



Club Clothing



Fleeces – £29.50

Polo Shirts – £12.50

Baseball Caps – £8.50

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colours and sizes
Details from Paul

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or “Natter”

holds 12 copies – £5

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Radiator Badges – £9.95

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One large and one small badge – £1.50 per set



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