



# Norfolk NA7ter



January 2014

# Norfolk Austin Seven Club

## Officers and Committee

<b>Chairman</b>	John Groom	Tel: 01945 474196 email:john.groom1@sky.com
<b>Secretary</b>	Paul Maulden	Tel: 01986 872537 email:paul_liz@maulden21.plus.com
<b>Treasurer</b>	John Wyett	Tel: 01366 500165 email:jwyett@tiscali.co.uk
<b>Membership Secretary</b>	Rick Fryer	Tel: 01362 696114 email:rf.na7c@tiscali.co.uk
<b>Events Co-ordinator</b>	Dave Rix	Tel: 01508 493419 email:rixna7c@waitrose.com
<b>Librarian</b>	John Hazell	Tel: 01953 488219
<b>Committee Members</b>	Jim Hunt	Tel: 01603 868093 email:jimmy.hunt@talktalk.net
	Matt Dingle	Tel: 01603 714199 email:mckr993@talktalk.net
	Michael Spinks	Tel: 01603 737332
<b>Editor/Website</b>	Rick Fryer	38 Neatherd Road, Dereham, Norfolk NR20 4AQ Tel: 01362 696114 email:rf.na7c@tiscali.co.uk

## 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](http://www.na7c.co.uk)

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The views expressed in the articles appearing in the 'NORFOLK NA7TER' are those of the contributors and not necessarily those of the club, committee or editor.

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

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

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## On The Cover



Dave Witton's 1926 "C" Cab Van  
resplendent in its new livery

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# News

## Editorial.

Another year gone! We hope you had a Merry Christmas and wish you health, happiness and Happy Austineering in 2014.



It is not often that the Natter has a “scoop”, so imagine our surprise early in December when we received a phone call from member Jamie Roger-son with some exciting news.

Jamie, who lives at Gimmingham, has bought the Seven Workshop and is in the process of moving it, lock, stock and cylinder barrels to North Walsham. The new premises are just round the corner from Paul Beck’s Vintage Supplies. Jamie hopes to be up and running early in January and full details appear on page 20.



Also in this issue is an appeal from the Austin Seven Clubs Association Reg-

istrar, who is attempting to update the Chassis Register – see page 17.

We know there are differing opinions of the usefulness of the Register, but we have consulted it on many occasions. There is also a fear that it enables people to find out “who owns what”, but this is not the case, as only the parent club is identified in the Register and any approach for information has to come through a club official.

We would therefore urge all members to check and fill in as much information as possible when renewing their membership.



On that subject, renewal forms will be sent out towards the end of February. Prompt renewal will be appreciated by the Membership Secretary

*Rick*

**The next edition of the *Natter* will be published in April 2014  
Please let me have any contributions before 31 March  
Contact details are on the inside front cover**

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

**“Members Only” user name: \*\*\*\*\* Password: \*\*\*\*\***

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# News



## Christmas Dinner

Forty-seven members and guests attended our annual Christmas Dinner, held again at the Wensum Valley Hotel. They enjoyed a delicious meal, efficiently served by the attentive staff.

The raffle was, as ever, well stocked with prizes. Many thanks to those who donated so generously. Thanks also to the members present who unstintingly bought tickets and raised the grand total of £136, which will go towards club funds. Unfortunately Billy Bass was indisposed and unable to put in an appearance this year. However, the star

prize was won by John Lain and we look forward to seeing him in smartly-pressed trousers during 2014!

Our Chairman, John Groom, brought proceedings to a close by thanking both the membership and the committee for their support during 2013, which had resulted in another successful year for the club. He concluded by saying how strange it felt not to be hosting our late President, which we had done for so many years, a sentiment echoed by the company, who raised a glass in memory of Ken.

**..well stocked with prizes** 

## Going... Going... Gone!



### Dave Rix goes bargain-hunting

It must have been the lure of the auto-jumble and bacon sarnies that drew John Lain and myself to the car auction at the Showground on a damp morning last October, as we had no designs on buying anything.

As it turned out we spent a tenner each on our Fords: a wing mirror for me and a basket of stuff for J which included 4 new hubcaps and speedo head for a different model car from his – very useful!

A smartly presented outdoor stall caught my eye on the way in, with a sign **Austin 7 parts for sale**, which turned out to be member Ken Rivett from Wymondham who I had never met before but may be calling on in due course when Gladys the Ruby

calls for more attention. She actually calls to me every time I enter the garage but I ignore her most times.

There were several classic car clubs set up both outside and in the auction room but no prewar cars to be seen. The earliest car for auction was a 1950 Lanchester '10', a tidy machine with preselector gearbox which fetched £9500. Generally prices were pretty poor for the sellers with a top notch 1954 Ford Pop fetching only £1500. Some of the Jags & Mercs went very cheaply and an immaculate looking Porsche Boxter made £6000.

We met John Hazell who brought us up to date with his latest selling and buying adventures, after which we ventured into the land of autocrap and new



stuff where we successfully haggled for the aforementioned items. I bought two new rear lamps and other electrical bits and bobs recently from a cherished supplier and while the lamps look OK they are total tat inside and pretty expensive (I wish Father hadn't dumped a load of parts and a couple of engines down the well after we were put on the water mains at his cottage many and more years ago, – probably worth digging up now!)

At one stand there were a few racing cars of different types including a 500cc Norton engined racer (Cooper?) which was a popular class in the 1950's. There was no starter motor and no obvious way of starting apart from pushing and there wasn't much to push on so it begged the question what is the 'proper' way to fire the thing up?. No-

body could supply the answer but I won't worry about it too much.

The Triumph Club had a good display including an original TR2, a car I drove a bit in my halcyon days (a young Mrs R and I also owned an Austin-Healey 100/4 briefly at that time but the insurance was a bit of a burden and the hood lifted at 60 plus so it went in exchange for a boring car).

A good variety of stands and stalls filled the auction room and a sizeable crowd gave the place a bustle and atmosphere, while the mandatory burger and coffee made it a pleasant visit.

The rain got quite serious on the way back to the car and my hat was in the car – and I was taught to BE PREPARED.!

## New Members

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

**Lydia Gumbrell** lives in Poringland and has recently become the proud owner of a 1933 RP Saloon.

**Peter and Susan Eve** come from Weybread, near Diss. They have a 1935 Ruby.

## Gearbox Repairs

John Wyett has recently had a Ruby gearbox overhauled by **Graham Boulton**, at 95 Boyd Avenue, Toftwood, Dereham. Graham is highly recommended, with a quick turn around and very reasonable rates. He only works on transmissions for "classics" and has done several gearboxes for 750 Motor Club folk. Contact him on **01362 694367**.

# Sales and Wants

## For Sale

**Ruby gearbox** for sale. Has been used in my car recently but requires attention to selector mechanism as it jumps out of reverse gear under load. Now replaced by original overhauled box. **£50. John Wyett 01366 500165** or [jwyett@tiscali.co.uk](mailto:jwyett@tiscali.co.uk).

## Wanted

**Bob Smith**, a friend of member **Richard Hart** is looking to buy a Ruby. If you know of a car for sale, please contact Bob on **01263 826335** or [bob@smith49a.fslife.co.uk](mailto:bob@smith49a.fslife.co.uk).

The Editor is looking for a **mounting bracket for a “Pyrene Junior” fire extinguisher**. Contact detail on inside front cover.

Former member and current Association Chassis Registrar **Jim Blacklock** is looking for **Austin 7 Bowdenex brake levers**. Please contact Jim with details of condition and price. **01493 750805** or [jimb.a7@tesco.net](mailto:jimb.a7@tesco.net).

## Prize Crossword Result

Many thanks to those who entered the Prize Crossword in the last edition of the *NA7ter*.

The solution is on the right. The shaded squares give the word **AUTOGYRO**.

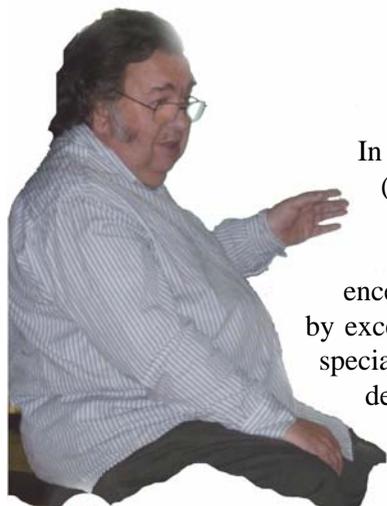
The lucky winner, drawn from the Editors flying helmet, is **Phil Sharp**.

He will receive free membership for 2014/15

M	A	G	N	E	T	O	S		C
O		A			I		I	R	A
T	A	R	M	A	C	A	D	A	M
I		A		R	K		E	N	S
V	E	G	G	I	E		C		H
A		E		A	T		A		A
T	I	D	E		E		R	A	F
I	T		R	I	D	E	S		T
O	N	I	O	N		M			S
N			S		R	U	B	Y	

## Speakers' Corner

At our October meeting we were pleased to welcome **Richard Parramint** (right), who gave an interesting talk on public speaking. Richard is an acknowledged trainer in presentation skills and is in demand as a Master of Ceremonies. His background is in selling, where first impressions really count, and joined Toastmasters International in 1990. After reaching the finals of an international speech contest, he concentrated on training others and has presented programmes for a number individual, commercial and public sector organisations, including Lotus and Aviva



In November we were entertained by **John Stavely** (left), an old friend of the club, who gave an interesting and informative talk on the history of Grand Prix racing. Drawing on a lot of his own experiences from the world of historic racing and illustrated by excellent photographs of the most significant cars – a special thank-you to Sue, the projectionist – John described the development of formula racing cars from the Panhard of 1898 to the Vanwall of the early fifties.



## **Changes at the DVLA New Rules For Old Numbers!**

As most members will be aware, the local DVLA Office, in Prince of Wales Road, Norwich, closed at the end of October, along with all other local of-

fices. Following this, Swansea have issued new guidelines for verifying documents, obtaining a tax disc and vehicle identification numbers.

## **The verification of documents for V765 applications**

Previously at Local Offices, customers could have original documents such as old log books, copied and verified and submit these verified copies with their V765 application. As a result of centralisation, DVLA has carefully considered the impacts of posting original valuable and historical documents to Swansea for processing.

From 21 October, any club listed on the V765/1 'List of vehicle owners' clubs' will be able to photocopy and verify original old documents that support a V765 application. The copies must be annotated 'authenticated copy' and be stamped, signed and dated by the V765 club signatory. These copies should be submitted with a stamped and approved V765 application.

## **Obtaining a tax disc following a V765 application**

Previously, when making an application under the V765 scheme, the application was processed and the tax class showed 'not licensed'. On receipt of the V5C, the keeper then had to make an application for a tax disc at the DVLA Local Office.

From 21st October, applicants will be unable to make an application for a tax disc in conjunction with a V765 application. In addition, for applications made via the V765 scheme, vehicles will no longer be put into the 'not licensed' tax class.

When a V765 application is received and successfully processed, the keeper will be issued with a Vehicle Registration Certificate (V5C) showing the tax class as 'historic' or 'private light goods' (whichever is applicable). When the applicant wishes to tax the vehicle, this can be done at a tax disc issuing Post Office in the usual way using this V5C.

The vehicle will only fall within the scope of Continuous Registration (CR), Continuous Insurance Enforcement (CIE) penalties, or Statutory Off Road Notification (SORN), after the first tax disc has been issued at the Post Office.

## New DVLA VIN format

From 1 October, as part of the centralisation process the current format for DVLA vehicle identification numbers (VIN) changed to reflect that they are issued centrally rather than by an individual local office.

The new VIN will be in the format DVLASWA 397 13(year) 146(Julian date) 02(issue number)

- The first 7 characters SABTVRO have been replaced with DVLASWA.

- The Local Office number will be fixed as 397 (Swansea Local Office Code)
- The next two digits will indicate the year of registration i.e.13.
- Followed by the current date on the Julian calendar i.e.146
- The final two digits will be the issue number for that day and will start at 01.

Any SABTVRO VINs already issued will continue to be accepted for registration purposes.

**The V765 signatory for NA7C is Rick Fryer  
(01362 696114 or email [rf.na7c@tiscali.co.uk](mailto:rf.na7c@tiscali.co.uk))**



**At Colon Docks**

## Coleman's Drive

**Inspired by the late John Coleman's drive in 1959, five crews are driving three Austin 7s from Buenos Aires to New York City. In this instalment, the cars have finally arrived in North America...**

**30 April.** The cars were unpacked from their container at Colon Docks and readied for the journey north (see opposite). The following morning they set off, only to have the Chummy struggle with any incline. On reaching the town of David, it was found to have little or no compression on two of the cylinders.

The engine was removed and dismantled, to reveal broken rings on pistons one and four. Fortunately spares were carried and the engine was reassembled and refitted.

**4 May** Crossing the border into Costa Rica the change was startling – another country and immediately the architecture, road signs and landscape had a different appearance. From the dry, tropical north Panama they passed into the lush green humid tropics of Costa Rica.

**6 May** Beyond Puntarenas the landscape changed to tree lined roads as they turned north along the coastal road before turning inland for the border with Nicaragua. Once over the border, the differences between Costa Rica and Nicaragua were obvious. In what is a poor country, the house style changed to deeply overhanging roofs

and little more than palm leaf lattice walls. The surroundings were clean and tidy however and there were lots of horse-drawn vehicles in use for agriculture and town deliveries.

**7th May.** Granada, Nicaragua. The Chummy, having completed nearly 500 miles since replacing the rings, today had the head tightened down and a local garage changed the oil.

**8th May** Managua. Skilful map reading allowed them to skirt the capital and avoid the worst of the morning rush hour. Managua has an appalling reputation for manic traffic problems.

**12 May** Heading north again, they crossed the border into Honduras. The route through Honduras was only 78 miles but they could not complete it in one day, so they arrived at the border to El Salvador the following morning.

Right-hand drive cars are not legal in El Salvador. A special dispensation or license may be granted at the border but is usually for a 24-hour period and the substantial deposit may be forfeited if the time is exceeded. The team had been in touch with the Car Club in San Salvador and were now armed with some particular advice and the possi-

bility of a special license to allow them a longer stay with our right-hand drive cars.

They had been advised by the car club, to be at the border at 07.00 and they had confidently predicted that the cars would be in the country within two hours. Now at 11.15 they looked like missing the arranged meeting outside San Salvador to be led into the city to a booked hotel. Finally at about 12.15 the paperwork, typed and printed, emerged and to their absolute astonishment it gave a them a clear 60 days to stay in the country! They later noticed that, where one driver had conscientiously written 'Right' in answer to the question: 'Location of steering wheel?', this had been transcribed on the printed form as 'Left' and on the other two, it appeared as 'No applica' (Does not apply).

**14th May.** Having reached San Salvador and after a morning of visits, press and TV interviews, the team headed towards the border with Guatemala. For the first time at a border crossing there were no hustlers at all. The process was simple and straightforward, however it took an age to complete.

**15th May.** Heading north they reached Guatemala City at lunchtime, where they enjoyed a meal with members of the Guatemalan Antique Car Club, before pressing on to Antigua

**17th May.** After a days R&R in Antigua, an early start saw the team heading for Huehuetenango, their jumping-off point for the Mexican border.

**18th May.** Following a short drive the team crossed into Mexico at the border town of La Mesilla. Crossing the border was fraught with problems, the road from the border was pretty poor and they arrived in San Cristobal de las Casas, short of where they had intended and rather later than they had planned.

**19th May.** They had decided to have an early breakfast and get away as soon as they could, to tackle a rather long day.

All the way through the planning for the trip the team knew that Mexico would represent the biggest risk from a security point of view. The widely-reported drug-fuelled killings and kidnappings had caused concern.

They had hoped they might be able to cross from the Pacific side to the Caribbean coast and travel to Monterrey without having to climb back onto the Mexican altiplano. The general advice seemed to be that toll roads and the altiplano were the safe way.

They made reasonable time during the day, descending from nearly 6,000 feet to sea level with an increase in temperature and humidity that made the last



**In Queretaro, Mexico**

fifty miles rather hard going, but they reached Minatitlan at 19.00.

**20th May.** The team were able to make a rather more leisurely start today having only 180 miles to cover to Cordoba

**21st May.** Rising early the team were on the road before breakfast. The road was good and very straightforward and rose towards Puebla for many miles but the gradients were not too severe and although the climb was long they reached cooler air and that made the climb less distressing for the cars.

They reached 8,592 feet above sea level, the highest point they would climb in Mexico. Their guide arrived and lead them into the city.

By one of those extraordinary coincidences their guide had discovered the day before meeting them that his late father-in-law, who was the Austin

agent in Puebla in the 1950s, had left some photographs of himself with a UK-registered Austin 7, taken in 1959 when the English owner had stayed with him in Puebla. The Englishman was, of course, John Coleman. Later the team passed the workshop where this photo was taken.

**22nd May.** Today's destination was Teotihuacan, to the north-east of Mexico City. The Arco Norte, a new motorway which bypasses the city provided a speedy and simple route to their overnight stop.

**23rd May** Continuing north, the team reached Queretaro, making good progress on the fast dual carriageway.

**24th May.** Queretaro, Mexico. Today they had a tour of their hosts restoration workshop saw several projects under restoration and some of his collection of classic cars. However

they had, reluctantly, to decline further kind offers to stay and sample more of the city.

Back on the road, they crossed the Tropic of Cancer. The land was beginning to be barren and scrubby and they reached San Luis Potosi at 17:00.

The team had been trying to arrange insurance for Mexico and the States since September 2012, but all the usual sources had negative responses. Eventually a broker in Texas said he could help. Although he got insurance for all three cars for Mexico, he had failed to get it for one of them in the US. In desperation they got in touch with anyone who might have a lead and finally managed to contact an insurance company in North America who had previously said they would not insure them, but now agreed to do, at a price which was

eye-watering but, pushed into a corner, they had no option but to accept.

**25th May.** An early start today to miss the heat later in the day on the altiplano road to Matehuala. In fact they were spared the worst of the desert heat due to the overcast sky. Although not a long day, they were happy to roll into town in the mid afternoon.

**26th May.** Matehuala, Mexico.

Still on the altiplano, the road surface was good and the team made fast progress on the dual carriageway towards the day's goal of Monterrey, where they had been invited to join Juan Manuel Escareno, Director of the Museo de Autos y del Transporte de Monterrey, who had kindly offered to meet them outside the city and lead them to the Museum, which is run in conjunction with the City authorities.

## The Museo de Autos y del Transporte de Monterrey,



They followed Juan Manuel to the museum. Amongst those who were waiting was Gracia Beronda Mastretta and her family, the sister-in-law of Luis Arguelles whom they had met in Puebla when he had shown us the photographs of John Coleman's car and Gracia's late father.

They gave demonstration rides to many of the club members, were interviewed by a TV crew and spent time looking through the museum's collection of cars, some owned by members and some owned by the club. They were allowed to leave the cars in the museum buildings overnight for safe-keeping.

**27th May.** On the road and heading for the US border, this was reputedly the most dangerous part of the trip, according to many sources. In this 100-mile corridor, drug cartels and gang warfare

constitute the biggest hazard to otherwise uninvolved travellers. For this reason they had been travelling mostly on toll roads, well patrolled by both the army and the police. Indeed, 20 miles out from Monterrey, they noticed a large group of army personnel in a dozen or so vehicles, inconspicuously watching the road from a vantage point. This presence amongst others had made them feel secure all the way through Mexico and they bowled along towards Nuevo Laredo and the border crossing.

They had their passports stamped on the Mexican side and surrendered the windscreen stickers which were part of the bond they had paid. Then they drove a short distance and joined the mass of cars and pick-ups crossing the International Bridge #2 across the Rio Grande to the USA

**John Coleman's  
Chummy and Gracia  
Beronda Mastretta's  
late father.**

**In 1960 he was head of  
the Austin Agency in  
Puebla.**



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# *Our Cars*

## **My First Time (In an Austin 7)**

### **Dave Rix remembers his first car**

Father said: “There’s a bloke in Hethersett who’s got a nice little old Austin Seven for sale but he want thatty quid for it and it used to be Colman’s shoofers car”.

Well, in 1957 “thatty quid” was a good price for a 1931 Seven, so we caught the bus to Norwich then double-decked from Surrey Street to a cottage opposite the pub on the A11 in Hethersett to look at the car. While jogging along on the top deck of the bus Father was explaining how he would negotiate and drive down the price, as it was a bit steep.

Little Nellie (affectionately named after an Aunt who regularly fell off her bike for some – or maybe no – reason) was in really tip-top condition and even had a spare wheel cover with AUSTIN emblazoned across it. This

put it in a class apart from the four other 7s in which my mates clattered around the village. Being untaught in the ways of Sevens I never did find out what model she was, but looking back I think she must have been an RN Box Saloon.

I think Fathers negotiating skills were somewhat wanting, as we sped off in the car having paid – you’ve guessed it – “thatty quid”, although being treated to a couple of pints in the pub helped to offset the cost.

The drinks in the pub must have had a part in his relating the tale of how, years ago this party-loving cockney girl he knew in London liked to have a knees up round the old Kings Head on a Friday night. You don’t seem to get pubs like that nowadays!



Chugging along the Newmarket Road Nellie spluttered and popped and eventually came to rest by the kerb, at which point Father used language he must have picked up in the RAF, as up to then they were words I had never heard. Being semi-mechanical he pushed and pulled various cables and wires and then discovered the carburettor float chamber was empty, which was disconcerting as he had paid for a couple of gallons only a few miles previously.

After a while he discovered the petrol tap was off and we came to the conclusion that my left foot was the culprit. By now his language was moderating and walkers had stopped giving us a wide berth. All that beer meant a quick visit to the shrubbery of the posh garden next to where the car stood, then we were on our way.

All went well until the bottom of Long John Hill, when the spluttering returned, but my first lesson on the wiles of the Austin 7 was well learned and a tug on the tap returned us to full power and we surged on homewards with my left foot kept well out of harms way.

VG3800 served us well for quite a while. Father taught me to drive in her and the one-day-to-be Mrs R also learned the art in the old bus. In fact her first sally out on the road was a memorable experience as we set out at the top of Bracondale Hill and careered over

Trowse bridge at the bottom, doing a fair rate of knots in spite of my panicked pleas about lack of brakes.

We travelled far and wide in that car, being once stopped by the Old Bill when the substitute radiator cap (a potato), blew out and over the car roof to land on their bonnet. They were intrigued to learn what had bombarded them and no charges were brought.

My youthful enthusiasm for not leaving well alone led to deciding a rebore was necessary, so Reynolds & Hostler (ah, these long-gone names!) did the job. Come the road test and after about a mile steam and rusty water erupted over the bonnet. Nothing obvious could be found until prodding some spots in one of the bores revealed pin-holes in the cylinder wall. This led to an extra cost of seven shillings and six pence for a new liner and boring in that one cylinder! This was the only time *Little Nellie* stopped on the road and I can only recall one puncture when two guys leaned the car onto two wheels while I quickly fitted the spare.

She was sold to a young chap and the last time I saw her was in Aylsham town square and she had been painted yellow. There is no trace of VG3800 in the records so I guess she went to the great Scrapyard in the Sky. RIP (Rust in Peace).



Charles Levien's Paxton Special at the Kop Hill Climb, near Princes Risborough, Buckinghamshire, earlier this year. Charles reports the car is going well after a recent rebore to plus 80thou, and had about 300 miles on the clock by the time he got to Kop Hill, which was climbed in 1 minute 7 seconds.

In the car with Charles is Jack Peppiatt, who did the Coleman's Drive from Buenos Aires to New York recently (see page 7).

### **Brighton Speed Trials Threatened**

**Brighton & Hove City Council are seeking to ban the Brighton Speed Trials from 2014.**

The council meets in late January to determine the issue. An ePetition to the council has been opened by Brighton & Hove Motor Club and has already attracted over 7500 signatures. If you would like to add your name to this list, go to:

[www.savebrightonspeedtrials.com/](http://www.savebrightonspeedtrials.com/)

and click on

**Sign ePetition NOW!**

## **A7CA Surviving Austin 7 Register**

### **.An appeal from the Registrar**

The information contained in the A7CA Surviving Austin 7 Register is useful to Austin 7 owners (current and previous) and enthusiasts.

It provides a “One-Stop” source about all the surviving Austin 7s, worldwide, which is continually being updated and is available to anyone on the A7CA website ([www.a7ca.org](http://www.a7ca.org)). Many previous owners want to pass on photos and information about the car when they owned it, so it is beneficial to current owners, as a means of obtaining this type of information.

If the particular Austin 7 does still exist, then the A7CA Register provides the first step in locating the current owner, without divulging the current owner's whereabouts (so respecting their confidentiality and security) by providing the name of the A7 Club that the current owner belongs to. The previous owner then has to contact that club, who will hopefully be able to pass on the request. It is then up to the current owner whether they want to contact the previous owner.

For Austin 7 Enthusiasts doing research into particular Austin 7 Models, the A7CA Register gives a means of identifying when that particular model was produced and how many actually remain.

The A7CA Register also provides information as to changes that have taken place with particular Austin 7s during their existence. For example data with respect to changes in registration numbers, colours, engines, the original donor car for an Austin 7 Special, previous A7 Clubs, when it was sold by auction, and even which country it is in.

There are so many Austin 7 Specials in the A7CA Register, each of which is “special” in their build, that I have tried to included the name of the car's builder or the manufacturer of the body, in the model name of these cars. Therefore if an A7 Special is made by Joe Bloggs, then it will be listed as the “Bloggs Special”, and so becomes a unique car in the A7CA Register. So if you own an A7 Special, please provide that sort of information. Please remember that all this information in the A7CA Register, about your Austin 7 has been provided by you, or the previous owners. The information as to where the car is kept or the owner is totally confidential because I as the A7CA Registrar do not know the actual details of the ownership of these Austin 7s. That information is only available via the Austin 7 Club that you belong to.

When the A7CA Register was passed over to me in July 2012, it contained

10,626 Austin 7 cars and chassis. Some of those entries were duplications because of multiple registration numbers for the same car or other inaccuracies being provided to previous Registrars. It has taken me a great deal of time and effort to try to resolve these problems for your benefit. Recently I have separated out entries for Rosengart and Dixi/BMW-made "Austin 7s", so currently the A7CA Surviving Austin 7 Register contains 10,231 entries.

Please help your club to help the A7CA Surviving Austin 7 Register, by providing ALL THE DATA ASKED FOR when you renew your club membership. Please note that just entering "Same as last years" is not what is being asked for, because the data that you supplied last year may have been de-

stroyed for some reason or other, including your security. The A7CA Surviving Austin 7 Register and your Austin 7 Club are only trying to provide you and all A7 enthusiasts with an up-to-date source of information about ALL Surviving Austin 7s. BUT the current A7CA Surviving Austin 7 Register CANNOT BE UP-TO-DATE WITHOUT UP-TO-DATE INFORMATION ABOUT YOUR AUSTIN 7(s)!

Thank you for taking to time to read this. Most of all, please remember that the most important thing is that all surviving Austin 7s are being used, enjoyed and putting smiles on people's faces. Surely that cannot be a bad thing, however you look at it?

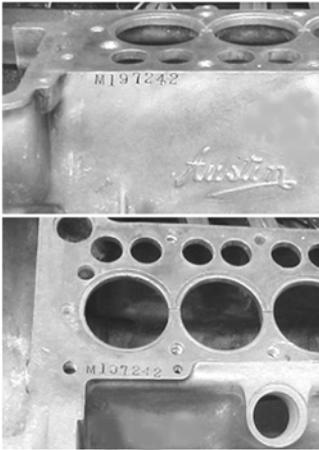
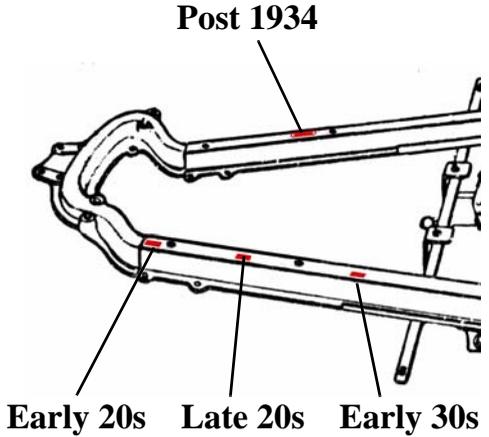
**Please help keep the A7CA Surviving Austin 7 Register up-to-date by checking the details on your forms thoroughly when next renewing your membership.**

**Renewal forms will be sent out in early February**

**The page opposite shows where to find those elusive numbers**

## Chassis Number

At first, this was stamped on the nearside rail, forward of the front engine mounting. Then sometime in the late 20s the works moved the numbering along the rail to just forward of the rear engine mounting, adding the engine number. In the early 30s only the chassis number was marked and located behind the rear engine mounting (this position is normally covered by the side/splash plate). Finally, following the introduction of the Ruby in 1934, a plate was attached by rivets to the offside rail below the starter.



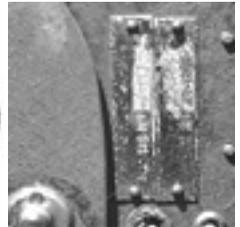
## Engine Number

Always easily found. Stamped into the crankcase at the front nearside (to read conveniently with the early chassis number) and later duplicated near the rear offside oil pipe union.

Always prefixed M (for motor) except possibly on marine or stationary adaptations

## Car Number

A service plate was screwed to the early cars, as a numbered zinc disc, up to about April 1927. It continued next as two plates (Car No and Chassis No) vertically near the petrol tap on the bulkhead. In the thirties the two plates moved to the inclined lip on the nearside scuttle. Following the introduction of the Ruby, the Chassis No moved to the offside rail below the starter.



## Dear Customers and Friends

After more than 45 years behind the wheel, I have now moved into the passenger seat and handed over control of The Seven Workshop to a new owner, Jamie Rogerson. It has been a joy and a privilege to provide a spares service to the Austin Seven community for such a long time, and I thank you all for your loyal support. I would also like to express my appreciation to the colleagues who have worked alongside me over this time – Dave Williams, Ian Dunford and Mick Kirkland. It's a sobering thought that we have clocked up around 200 years of Austin experience between us!

Jamie has written some words of introduction below, and I am confident that in his capable hands The Seven Workshop will go from strength to strength over the coming years.

Dave Phillips

# THE SEVEN WORKSHOP

# UNDER NEW OWNERSHIP!

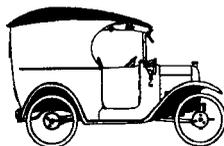
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Email: [sales@sevenworkshop.com](mailto:sales@sevenworkshop.com)  
Website: [www.sevenworkshop.com](http://www.sevenworkshop.com)

As the new proprietor of The Seven Workshop I would like to take this opportunity to briefly introduce myself. My involvement with Austin Sevens stretches back to childhood, helping my father dismantle cheaply-bought examples, often rebuilding them into Specials for trialling.

I worked for a time in the 1980's at Paul Beck's Vintage Supplies, and then formed Rogerson Engineering, manufacturing mainly for the vintage and classic industry. I have now returned to my Austin Seven roots, and my stable currently includes an RL saloon, a pressure fed Nippy and the Special which was my father's pride and joy.

Over the coming months I intend to get the shelves fully stocked, including reintroducing several items that have not been available for some time and I will also be looking to expand the range further – your suggestions welcomed! I will be updating the website and catalogue and attending as many rallies and autojumbles as possible, including our regular stands at the Beaulieu events.

Dave Phillips will continue to be available at Bradford on Avon to ensure the smooth transition of the Business.

I look forward to meeting customers old and new, and building on the excellent reputation established by The Seven Workshop over so many years. Callers will be very welcome and Karen (Mrs R) makes a good brew!

Best regards to all, and a very Happy and Prosperous 2014.

Jamie Rogerson

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## *What's On*

The Events Calendar for 2014 is on page 23. At this time, of course, some details are a little sketchy and there will be changes and many more events to be added during the year. The latest version is available on the website at

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

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

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

**Tuesday 28 January – NA7C Meeting** – Guest Speaker Kevin Shortis – “Early Days in Burma”. Jubilee Hall, East Tuddenham – 7:30 pm.

**Please note that this is the FOURTH Tuesday in Jan**

**Tuesday 18 February – NA7C Meeting** Jubilee Hall, East Tuddenham – 7:30 pm.

**A Sunday in March – Daffodil Day** – Langley School, near Loddon – details when available.

**Tuesday 18 March – NA7C Annual General Meeting** – All members are invited to attend. Jubilee Hall, East Tuddenham – 7:30 for 8.0 pm.

**Tuesday 15 April – NA7C Meeting – Rubber Band Racing Night.** Jubilee Hall, East Tuddenham – 7:30 pm. See next page for details.

**Sunday 27 April – Drive It Day** – Drive from Coltishall to North Walsham Motorcycle Museum. Meet in Coltishall (near river) between 11.30 and 2pm. More details from Dave Rix.

## **Rubber Band Race Night Rules**

1. Each car must be no bigger than 10.5 inches long, 4.5 inches wide and 5 inches high (266mm x 114mm x 177mm). **THE CARS MUST BE ABLE TO FIT IN THE SCRUTINEERS "GARAGE"**.
2. All cars must be fitted with a body - saloon, sports, van, open tourer or special. Rolling chassis are not permitted.
3. All cars shall be powered by **ONE** Number 34 rubber band. A regulation band will be supplied and fitted on the night by the scrutineer.
4. The rubber band shall be complete and intact. No cut bands or catapult starts are allowed.
5. Cars may be made from wood, card, plastic, adhesive tape and glue. No metal parts are allowed **EXCEPT** for the road wheels. Any gears and axles must be non-metallic.
6. The car that travels the greatest distance in a straight line shall be the winner. There will also be a "Concours" prize for the the car judged the best-looking model on the night.

**The scrutineer's decision is final**

**Great Prizes at Stake**  
**Side Bets, Winner Takes All, Will Be Allowed**

**All enquiries to the Race Marshal**  
**Paul Maulden**  
**01986 872537 or paul\_liz@maulden21.plus.com**

# NA7C Events Calendar 2014

**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
Jan	<b><u>28 Tue</u></b>	<b><u>NA7C Meeting – Guest Speaker Kevin Shortis – “Early Days in Burma”</u></b>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix 01508 493419 rixna7c@waitrose.com
Feb	<b><u>18 Tue</u></b>	<b><u>NA7C Meeting</u></b>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
Mar	TBD Sun	Daffodil Day	Langley School, Loddon	07717 716505
	<b><u>18 Tue</u></b>	<b><u>NA7C Annual General Meeting</u></b>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
Apr	<b><u>15 Tue</u></b>	<b><u>NA7C Meeting - Rubber Band Racing</u></b>	Jubilee Hall, East Tuddenham - 7:30pm	Paul Maulden 01986 872537 paul_liz@maulden21.plus.com
	<b><u>27 Sun</u></b>	<b><u>Drive It Day – Drive from Coltishall to North Walsham Motorcycle Museum</u></b>	Meet in Coltishall (near river) between 11.30 and 2pm	Dave Rix www.mc-museum.freereserve.co.uk
	27 Sun	NNCVC St Georges Day Run		01263 826042 www.nncvc.org.uk
May	4 Sun	Wymonham Old Timers	Wroxham Barns	01953 605311
	18 Sun	Molentocht Rally	Dutch Windmill Run	Dave Rix
	18 Sun	Classic Car & Bike Rally	Skeyton Goat	01692 538600
	<b><u>20 Tue</u></b>	<b><u>NA7C Meeting</u></b>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	24 Sat 25 Sun 26 Mon	Strumpshaw Steam Rally	Strumpshaw, nr Norwich	Paul Worbey 07850 195622
Jun	8 Sun	Euston Rural Pastimes	Euston Park, nr Thetford	07880 797891 kevin.burton.cfb@btinternet.com
	14 Sat 15 Sun	Swanton Morley Tractor & Bygones Rally	Village Hall, Swanton Morley	Ian Spooner 01362 692365 ian.spooner@btinternet.com
	<b><u>17 Tue</u></b>	<b><u>NA7C Meeting Drive It Night</u></b>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
Jul	5 Sa 6 Sun	Vintage Transport Festival	North Norfolk Railway	01263 820800
	12 Sat 13 Sun	Wings & Wheels	Heveningham Hall	01728 832363 mike.rolf@talktalk.net
	13 Sun	Buxton Bash	Buxton Recreation Ground	Just turn up!
	<b><u>15 Tue</u></b>	<b><u>NA7C Meeting</u></b>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	<b><u>19 Sat</u></b> <b><u>20 Sun</u></b>	<b><u>NA7C Rally at Norwich Motor Show</u></b>	Royal Norfolk Showground	Dave Rix

Date			Event	Venue	Contact
<b>Jul</b>	26	Sat	Old Buckenham Air Show	Old Buckenham Airfield	Dave Rix <a href="http://www.oldbuckenhamairshow.co.uk">www.oldbuckenhamairshow.co.uk</a>
	27	Sun			
	26	Sat	Holkham Country Fair	Holkham Hall	01328 821821 <a href="http://www.holkhamcountryfair.com">www.holkhamcountryfair.com</a>
	27	Sun			
<b>Aug</b>	10	Sun	RAFA Day - Norfolk & Suffolk Aviation Museum	Flixton	Dave Rix <a href="http://www.aviationmuseum.net">www.aviationmuseum.net</a>
	<u>19</u>	<u>Tue</u>	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	24	Sun	Village at War	Gressenhall Farm & Workhouse, Dereham	01362 869259 more info to follow
	25	Mon			
<b>Sep</b>	<u>16</u>	<u>Tues</u>	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
	20	Sat	Henham Grand Steam Rally	Henham Park	01502 714083 <a href="http://www.henhamsteamrally.com">www.henhamsteamrally.com</a>
	21	Sun			
	28	Sun	VSCC Race Meeting	Snetterton Circuit	<a href="http://www.vsc.co.uk/page/events">www.vsc.co.uk/page/events</a>
<b>Oct</b>	<u>21</u>	<u>Tues</u>	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
<b>Nov</b>	<u>18</u>	<u>Tues</u>	<u>NA7C Meeting</u>	Jubilee Hall, East Tuddenham - 7:30pm	Dave Rix
<b>Dec</b>	<u>9</u>	<u>Tues</u>	<u>NA7C Christmas Dinner</u>	Wensum Valley Hotel, Golf and Country Club, Beech Avenue, Taverham, Norwich	Paul Maulden 01986 872537 <a href="mailto:paul_liz@maulden21.plus.com">paul_liz@maulden21.plus.com</a>

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

## *And Finally...*

A reminder of the days when you could buy a GRP body for less than it costs today to fill the tank of your “modern”...

**BODY SHELLS FOR AUSTIN 7 SPECIALS**

Made specifically to fit the long-chassis (1932 onwards) Austin 7.

These bodies are fitted with an eight-point mounting frame for simple fitting. The two doors, boot and bonnet lid are fitted with hidden hinges and are flanged to fit body. All body edges are flanged, strengthened and trimmed.

Price **£30**

Price **£78** ex works

**COME AND INSPECT THESE SHELLS**  
or write for literature to :-

**ASHLEY LAMINATES LTD.**  
ROBIN HOOD ROUNDABOUT, LOUGHTON, ESSEX

Hours of business 8.30 a.m.—5.30 p.m. 8.30 a.m.—1.00 p.m. Saturday.

### *The Ashley 750*

*Based on the short-wheelbase (6-foot 3 inch) Austin Seven chassis. Later a long-wheelbase (6-foot 9 inch) version was offered. The price of both was the same: £78 for the shell and £30 for the hard top. The early hardtops had gull wing doors but it is believed that none have survived.*

Ashley Laminates was founded in 1955 by Peter Pellandine and Keith Waddington. The name “Ashley” was chosen as it was the name of Peter Pellandine's house in Woodford Green. They designed and built their first car using GRP for the bodyshell. The two set up a small factory in a garage next to the Robin Hood Inn at Loughton, Essex to produce shells. The garage has now made way for the pub car park.

In late 1956 Pellandine left the company to found Falcon Shells and took with him the rights and tooling to manufacture the short-wheelbase bodyshell for the Ashley 750 and the Sports Racer which he continued in production as the Falcon Mark 1 and Mark 2 respectively.

In 1958 Ashley Laminates moved to the Potteries in Upshire, whilst retaining the Loughton premises as a showroom. They introduced a new bodyshell, the 1172, and the Regent chassis. 1960 saw the introduction of the Sportiva.

In 1961 the company moved again, to Harlow, but the following year production of body shells ceased when the specials market waned, due to a change in Sales Tax rules. The company, however, continued to manufacture GRP hardtops and bonnets for sports cars.

Adverts from 1963 onwards indicate that the company changed names to Ashley Auto Improvements and moved yet again, this time to Bishops Stortford in Hertfordshire.

Although Keith Waddington died in the mid-1960s, the company continued until 1972.

## 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!

Will not be reprinted

90<sup>th</sup> 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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colours and sizes  
Details from Paul

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