



Norfolk NA7ter



October 2011

Norfolk Austin Seven Club

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Club Meetings

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

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

Club Website – www.na7c.co.uk

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

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On The Cover



The NA7C Stand at Gala Day
(see page 27)

News

Editorial

The 2011 rally season is well and truly over now and, as the cold dark days loom ahead of us, we look forward to next year. Dave Rix, our events co-ordinator, is already working on next year's programme and would welcome suggestions from you.

2012 is, of course, the 90th Anniversary of the Austin Seven. Several events have come to our notice (see page 7), but, as yet, no-one has suggested anything for our club. Anyone fancy getting up a team to do John O'Groats to Land's End?

The end of the rally season also means less to report in the *NA7ter*. Although I have several articles already for the next issue, held over due to lack of space, I'm always looking for contributions. Now is the time to submit that article you always intended to write. Contact details opposite.

Like many people, I am sure, my interest in motoring was kindled in part by reading *Motor Sport* – in the early days borrowed copies, as my thirty-bob-a-week RAF Apprentice pay didn't run to glossy magazines! The long-standing editor at that time, and for the next 30 years, was "WB" – Bill Boddy – who died in July at the ripe old age of 98. An appreciation appears on page 4.

I was also saddened to hear of the death of Ron Houghton, a founder member of the NA7C and a long-time Austineer. An appreciation by Tony Rose is on page 3.

The user name and password to access the on-line version of the *NA7ter* are on Page 1 of the printed version, posted to members. Please do not communicate them to non-members.

Rick

The next edition of the *NA7ter* will be published in January 2012.

Please let me have any contributions before 31 December.

Contact details are on the inside front cover

New Club Venue

Those of you who have attended our meetings at The Village Inn recently will be aware that we have been having to fight for space with diners. Since we have the use of the room free-of-charge there is nothing we can do to alleviate this situation and your committee has decided that a move to a new venue is necessary

From October, the club will hold its monthly meetings at East Tuddenham Jubilee Hall. The address is:

**Mattishall Road
(also known as The Street)
East Tuddenham
Dereham
Norfolk NR20 3LR**

Access from the A47 is straightforward. The easiest route is via the “new” roundabout at the Mattishall Road junction (see map below) but it is possible to take a “short cut” via either Church Lane or Berry’s Lane.

We will have the exclusive use of the Billiards Room (the table is fitted with a cover), use of the kitchen for tea and coffee (a “catering manager” will be appointed) and access to the bar, with a good selection of drinks at very reasonable prices. Unfortunately food (other than crisps, etc) is not available. There is a cost of £10 per evening, which we hope to recoup from the sale of tea and coffee, plus, possibly, a monthly raffle of some kind.

Your committee hopes to see you at the new venue.



Ron Houghton

Ron died on 13 August, aged 80. An appreciation by Tony Rose

Ron Houghton retired to Norfolk after a successful career in the City. I first met him through the 750MC many years ago.

In his early working life he had an MG TA, which had to go as his family expanded. Ron had a 1934 RP Saloon which took him and Barbara on many an interesting adventure.

These included the steep hills of the Yorkshire Experience and the excellent flat roads of The Dutch Run to Goes.

Ron acquired a Morris Minor saloon of 1968 vintage which he rebuilt, making it into a most useful vehicle. This led him onto acquiring a very tidy 1953 MG TD.

Ron also had a MK 2 Jaguar that came with them from Ticehurst, which he was going to restore one day. But, you guessed it, he never got round to it. The Jag has gone to Arie Piemans in Goes who we hope will get the work done.

Ron also enjoyed water colour painting, at which he was very talented.

Ron was a founder member of the Norfolk Austin Seven Club. One of the Austin Seven highlights of the year was the Oily Rag Run, which went to Mulberry Tree House, the home of the Houghton family.

This event started out in the early 1990s as a gathering of people with small industrial oil engines – Ron had some very nice ones. Through his membership of the 750MC a few of us were invited to join in with the oil engines and this was how the Oily Rag Run began. One of the highlights of the afternoon was the tea that Barbara and Carol put on and which was greatly appreciated by everyone.

Ron had not been well for some time and had several stays in hospital recently. He will be sadly missed by many. Our deepest sympathies go to Barbara, Susan, Carol and Paul.



William “Bill” Boddy MBE 1913-2011

Bill Boddy died on 5 July 2011 at the age of 98

Bill’s first published article in *Motor Sport* in 1930, at the age of 17, was on the history of the Brooklands track. He became editor in 1936, a post he held until 1991. Thereafter he wrote a monthly column, the last being published only weeks before his death.

He was the longest serving working journalist in Britain and was awarded an MBE in 1997.

Bill was a founding Member of the Vintage Sports-Car Club and was a co-founder of the 750 Motor Club. He founded the Brooklands Society and his history of Brooklands is considered the authoritative work on the circuit.

In 1972, as part of the Austin Seven 50th Anniversary Celebrations, Bill edited the **Motor Sport Book of the Austin Seven**. The following is from the Introduction:

In this, the Jubilee Year of that remarkable British motor car, the Austin Seven, it gives me considerable enjoyment to introduce this MOTOR SPORT book of miscellanea about this little vehicle...

...I began with astonishingly inexpensive examples myself, and can clearly remember my first odd-looking sports special, which jammed itself across a busy London thoroughfare under the eyes of a policeman, wedged in cog when its gear-lever broke off at the roots, my 4-speed Chummy which had to wear its “knobby” tyres on its front wheels in order to be eligible for a pre-war 750 MC trial, and many later two-seaters and Rubys that took us far, if not very fast by today’s 70-m.p.h. standards, on so many memorable journeys. I used a 1934 box-like saloon almost throughout the war, this one also jamming itself across a road, because its front-axle radius arms had fallen down and acted as a very effective sprag when I tried to reverse—but, like a typical Austin Seven, it soon recovered and went on and on, bringing home from the maternity wards each of my three daughters in succession...

Getting in the Harvest, 1930s Style

Michael Spinks aboard his 1937 Ferguson Brown tractor, coupled to a binder of the same vintage

This event was held at Skeyton and featured a variety of old tractors and binders

The tractor is part of Michael's collection of vintage memorabilia

Photo via Jim Hunt



Association News

Details of the latest Austin Seven Clubs Association meeting, courtesy of John Wyatt

Our Summer Meeting held not one, but three, pleasant surprises: firstly, the location at our Archives Centre within the impressive Triumph Sports Six Club in the beautiful village of Lubenham – see Minutes for **Phil Baidon's** piece on this; secondly, the repeat attendance of our President **Bob Wyatt**, kindly chauffeured by **Howard Annett**, and attracted by the aforesaid location where he could view of his generous gifts to the Association – hopefully now Bob's a regular attend-

ee; and finally, for a Summer do, a really good turn-out of interested and active attendees.

Chairman **Bernard Cowley** thanked **Phil Baidon** for successfully steering us through our AGM whilst he was not only dashing up and down the Hill at Gursten in his A7 but gaining first place!.

Under our standard item 'Information', the Meeting was reminded of our

agreed courtesy of obtaining originator's prior permission, and providing due acknowledgement, when items were reproduced in Club mags/news-letters and websites.

Phil Baidon, in addition to his potted history of our Archives, announced the intention to produce three more A7 Brochures for the Mk. I Ruby, Vans and the Ulster as part of our 2012 Celebrations.

A kind offer was made by **Chris Charles**, Specials Register and recent Media Graduate, to assist **Phil Baidon** in cataloguing and copying (subject to Copyright) our historic A7 Film Archive.

Bob Cross, supported by **Dave Waller**, is finalising the new Edition of the 'Red Cross Guide' of A7 Suppliers and Services – the Meeting recognised that, due to changes in commercial endeavours, entries would never be 100% accurate and urged it to be with the Clubs for the start of 2012.

Membership News

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

Mavis and Trevor Jenkins live in Shotesham St Mary, near Norwich. Mavis owns a 1937 Nippy.

The Meeting noted that, due to the noble efforts of **Gordon Phillips**, the Association Breakdown Register had now been distributed and further copies requested – including some overseas requests!

Our Association Registrar **Sandy Croall**, assisted by Registrar-elect **Hayden Morgan** is working on the 2012 Version of the Chassis Register now comprising some 10,000 entries!

It is evident that a main product of the Association is the production of a wide range of interesting and valuable publications for Members which represents a major cost to the Association. So, ALL please contact **Ian Mason-Smith** with any good printer/publisher contacts – thanks.

Vince Leek still has re-prints of excellent book 'Austins over the Andes' – at the same price of £12.95 or £16.25 with P&P: **Vince Leek: A7VCL@btinternet.com**

Roger Crozier owns RM and RN Sa-loons and lives in North Cove, near Beccles,

90 Years of the Austin Seven

Celebration Events for 90th Birthday of the A7 – 2012 – are still coming in thick and fast:

1 April	Austins to Brighton	A7OC
7 – 11 April	JOGLE	N. Herts 750 MC & Partners
22 April	Drive It Day – Birmingham	On-Line A7C
12 – 27 May	Eurotour – “Alpine Amble”	750MC N. Herts
2 – 3 June	50 th Anniversary “AutoKarna”	PWA7C
30 June – 1 July	50 th National Rally at Beaulieu	750 MC
20 – 23 July	A7 90 th Birthday Celebration Warwick	A7CA
1 – 5 October	Australian National Rally	A7C Australia

Please note – all the above are subject to change – more details to follow



Electroplating

R J Wyatt

Those of you who, like us, have had metal polishing and plating done by Wyatts in Thetford may have heard that Mr Wyatt had retired. You may also have wondered if the company would continue in business. We are pleased to be able to report that the answer is “yes”.

It has been taken over by Tony Burgess, a former employee of Mr Wyatt and now trades – at the same address –

Do It Yourself?

If you are too busy to wait for Wyatts, you might like to consider doing it yourself. John Prockter brought the following to our attention.

The American TV presenter Jay Leno is a classic car fan, with a website – Jay Leno’s Garage – devoted to restoration and including a host of interesting videos. John spotted this one:

<http://www.jaylenosgarage.com/video/spray-on-chrome/1232328/>

In it, a German, Dirk Buck, demonstrates a process he has adapted from

as Wyatt Polishing Ltd (details below). We have had a couple of items nickel-plated recently and the quality is as good as ever – although the delivery times are still slow!

Wyatt Polishing Ltd
18 Telford Way
Thetford
Norfolk IP24 3PE
01842 766770

mirror-making. It comprises a base paint coat, a spray-on water-based mirror coat and a final protective varnish.

Not sure it could cope with large external parts, but it looks as though it might be suitable for small interior items. We checked out “spray chrome “ on line and came up with a the following UK company:

Chrome Spray
01268 282662
enquiries@chromespray.co.uk

Wheel Building

John Wyett has a contact for wheel building. It is **John Hamilton**, on **01366 728020**

Our Cars

Forty Years On – and a bit....

Cecil, the editor's 1929 special, is on the road at last – but not for long

The article in the last issue ended with us waiting for the DVLA to get in touch regarding an age-related registration number.

On Saturday 2 July a letter arrived, informing us that we should present the car for inspection at the VOSA compound in Jupiter Road, Norwich, on the following Thursday.

Last time we had anything inspected by the DVLA (our RP's chassis number, which was incorrect in the log book) a nice man from Norwich came out to our garage with a clipboard and did the job there and then. So, as *Cecil* is a long way from street legal, I thought I'd organise something similar. How wrong I was...

The first problem is how to contact the DVLA Office in Prince of Wales Road. The phone number on the appointment letter didn't look like a Norwich one, but I dialled it anyway and a Welshman started going through a long list of "Press One to..." menus. So I rang off and went on line.

Having negotiated the DVLA website and eventually found the section listing

local offices, I found that the phone numbers for all the offices throughout the country are the same – yes, you've guessed it, it's Head Office in Swansea!

So on Monday morning I rang and worked my way through the Welshman's "Press One to..." menus. Eventually, after listening to about six different lists, I got to speak to a human. I asked for Norwich's phone number. No chance – they don't accept incoming calls. If you want to speak to them you have to give your number to Head Office and they pass it on to Norwich who will ring you back. No time-scale was indicated.

I explained the situation and said I wanted to arrange for the inspection to take place at home. No chance again – they stopped doing that a couple of years ago. I would have to take *Cecil* to Norwich on a trailer.

"Would you like to rearrange the appointment?"

"Not unless I can't fix up a trailer. If this happens I'll ring back. Do you have a direct line?"



...a truck drew up outside and we loaded *Cecil* on...

“No, there is only one number.”

“So I have to go through all the “Press One...” rigmarole to speak to you so you can ask Norwich to phone me to make another appointment, while I wait by the phone all day to make sure I don’t miss the call?”

“Yes.”.

“Thank you and goodbye!” I consoled myself by comparing his future public service pension prospects with my existing one.

Now to arrange a trailer. I made a few calls and soon concluded that at such short notice the “old boy network” was not going to deliver the goods – or the car – so I decided that the only sensible thing to do was to hire one. A friend recommended Terry Skipper, at North

Tuddenham Garage, which is quite close to us.

He agreed to do the job and at nine o’clock on Thursday a truck drew up outside and we loaded *Cecil* on just as the rain started! Luckily, I had a tarpaulin ready for such an emergency and we quickly sheeted over the cockpit and started off to Norwich.

The DVLA are very much the poor relations at the VOSA site and their “inspection area” consists of two parking slots just outside the gates. The “office” is the inspector’s car and she was sat in it sheltering from the rain when we arrived. The actual inspection consisted of checking the chassis and engine numbers and having a very cursory look round the vehicle – it took longer to winch it on and off the truck than it did to inspect – and we were back on the road to Dereham within 20

minutes. The job was done, but it was an expensive exercise – £78 – which could have been better spent.

A couple of weeks later we were away on holiday. On our return, a message was waiting for us from the DVLA. Our historic Austin could now be registered and taxed. Please report to DVLA Norwich, with proof of identity, proof of residence, an insurance certificate and £55 – but no mention of an age-related number.

Monday morning found us in Prince of Wales Road. It was the first of August, the busiest day of the month for the DVLA, with standing room only and a waiting time of 28 minutes on the screen. Eventually we were called and I explained why I was there. The clerk went out the back and returned with my case file – all the letters and receipts I had left, the MOT certificate and several DVLA forms. As she went through them, I spotted one headed “Number Plate Authorisation Certificate”. Reading it (upside down) I saw for the first time that we had been successful – our age-related registration number was BF 5831!

The rest of the process was a formality. There was a bit of a problem with the insurance, as the chassis was listed on an endorsement to the policy and not on the certificate, but the clerk generously accepted this, made out a tax

disc, relieved me of £55 and handed everything over.

We had a celebratory beer in the “Compleat Angler” and headed home to purchase some vinyl letters for the number plate. We were officially on the road, 39 years and 11 months to the day after buying the car!

A couple of short road tests followed. All went well and we decided that our first “official” outing would be “RAFA Day” at the Norfolk & Suffolk Aviation Museum.

A bright, sunny Sunday morning saw us bowling along the Norwich Southern Bypass en route to Flixton, very satisfied with Cecil’s performance. Satisfied, that is, until he began to lose power and misfire and we coasted to a halt on the A146 slip road.

So, out with the tool kit and under the bonnet. Nothing hanging off or broken, so probably lack of fuel or spark – or both. At this point Phil and Tricia Sharpe pulled up behind us in their Ruby and with Phil’s help we came to the conclusion that the carburettor jets were blocked. The petrol filter bowl, which was full of muck, showed why. We dismantled, cleaned and replaced both the carb and the filter, but were still unable to restart. A phone call to the RH Insurance Breakdown Helpline saw a pickup truck there within 20

Phil and Tricia Sharpe pulled up behind us....



minutes and, once again we returned home on the back of a lorry.

Fortunately we were in time to leap into the modern and still arrive at Flixton in time for lunch.

Next day, I removed the tank, which was about three-quarters full, swilled it round and poured the petrol out through an old sheet. The resulting pile of grit, rust, scale and other debris was frightening. When I removed the tap, the outlet connector was almost solid with muck. I'm sure our problems began when I filled the tank – until then I had only been putting in a few pints at

a time. Now the petrol had a chance to attack those parts of the tank that had not seen fuel for over 40 years.

I thought about sealant, but in the light of the ethanol problem (see page 29) I decided that the only sensible solution was to replace the tank – and the only way to ensure that the problem did not recur was to fit a brand new one.

I rang around and eventually spoke to Keith Mariner, of Metalwork Developments up in Leicestershire, who had done work for me previously. He agreed to build me a new tank, but needed to use the filler neck and outlet connection from the old one.

We delivered the tank to him, parted with some money and went home to wait. Would we ever be back on the road?

Two weeks later a phone call from Keith told me my new tank was ready. I drove up to Leicestershire, parted with yet more money and brought the tank home.

A spray with “Hammerite” and it was ready to be fitted. Once reconnected, and following a few successful test runs *Cecil* finally was ready for his first public appearance. So on 11 September, 40 years on, he attended his first rally - Gala Day.

MoT Testing

Member John Wyett has suggested that the club compiles a list of local MoT Test Stations that are known to be sympathetic to the peculiarities and weaknesses of our cars.

We intend to publish this list each quarter in the *NA7er* – hopefully it

will build up into a useful resource over time.

Please let the Editor know of any garage which you think is suitable for inclusion – name, address and phone number, please. To start the ball rolling, we have included our favourite.

MoT Testing Stations

The following MoT Testing Stations are sympathetic to old cars. This list is for information only and the individual garages are not recommended or endorsed by NA7C

Jacksons **Market Street, Shipdam IP25 7LZ** **01362 820700**

Chalk It Up

John Wyett poses a question

Doing some repair work recently on his RN Saloon, John noticed some chalk marks written on the rear of the seat back. He also found similar marks on the inside of the rear body panel. He would be interested to know what they were for: paint colour or trim colour perhaps?



Runs & Rallies

Sloughbottom Park, Norwich – 2 July

The second Mile Cross Community Festival Classic Vehicle Show

The Classic Vehicle Show element of the Festival was again organised by club member Nick Walmsley and attracted nearly 40 cars and motorbikes.

Six pre-war cars were on display, including three from the NA7C: Nick's Heavy 12/4 Fabric Saloon, the Editorial RP and Phil Sharpe's Ruby – Patricia brought along her Triumph Spitfire.

There was an autojumble stall – not much on offer, though – and a host of charity stalls selling second-hand books and car boot stuff, together with tombolas, raffles and the like. Mr Punch put in an appearance, as did Chloe Smith, the local MP. A good selection of food was also available and the excellent weather ensured everyone had a good time.

Holkham Country Fair – 17 July

A showery day in North Norfolk ends with a bang!

This biennial event was a first for your Editor and Cherry, although several members are regular attendees. We went only on Sunday, although it is a two-day event.

The Editorial RP travelled from Dereham in company with our neighbours in their 1935 Austin 16/6 Tickford cabriolet. On arrival we took up position in front of the Hall, with an excellent view down the slope to the Grand Ring. We were joined later by Charles and Judy Levien in their 1937 Opal and Michael Spinks and Jim, Sue and Jonathan Hunt in a pair of RPs. Other members seen at the show were Chairman John Groom (with the Lions),

Richard Hart (with his Morris Minor Traveller) and Tim Hollings (Mk 1 Land Rover).

There was a higher proportion of pre-war cars among the vehicles on display, including several bull- and flat-nose Morris Oxfords, Rolls Royces, and the Gressenhall Panhard.

A full programme of events in the Grand Ring included inter-County mounted games (which resulted in a win for Norfolk), scurry driving, an Army free-fall parachute display, a military band and displays by gun dogs, falcons and fox-hounds.



Jim Hunt's 1934 RP Saloon receives a final polish at Holkham, while Michael Spinks checks his engine

There was a vast array of trader – some in huge marquees – selling a vast selection of items at quite high prices: just adding “country” to an item’s description seems to automatically add 20%!

The weather remained showery all afternoon, in contrast to the previous day which had, literally, been a washout. However, a tremendous thunderstorm late in the day saw both guests and exhibitors heading home.

Topcroft – 17 July

Dave Rix suffers from wind!

A large number of cars and people had already arrived at this little grass airstrip a few miles from Long Stratton when I buzzed in soon after ten in the morning.

I met up with Liz and Paul Maulden in *Ruby* and parked in a roped off area beside the runway along with some great old WW2 trucks and jeeps. We were soon joined by a dozen or so Hotrods of all shapes and sizes from all over the country. These boys had visited Seething control tower on Saturday and had

scoffed 50 shortcakes that Trisha had made for the occasion!

The only pre-war car apart from the two 7s was a Rolls Royce 20/25 which turned up later (not only the poor attend Topcroft, you know). There was also a good turnout of older motorcycles to be seen and an trailer of model aircraft which could not fly due to the high wind.

The aircraft at the field are owned by a great guy by the name of Maurice

Runs & Rallies

Hammond who has an engineering company in Suffolk and has (along with his team) restored many old aircraft. His present stable consists of two P51D Mustang Fighters, an AT-6-Harvard trainer, a Stearman biplane, a Cessna and an Auster, which was the first plane I flew in at a very early age. It is an ancient Auster!

Mustang “Janie” came off the production line in July 1945 and ended up in pieces in a New Zealand farmhouse. The remains came to Maurice’s workshop in 1997, where restoration began, which included Maurice overhauling the 27 litre Packard Merlin engine to a zero-hour timed unit. After 25000 rivets had been hammered home and some fuel added “Janie” took to the air

on 13 July 2000, piloted by the guy who pranged another Mustang, “Big Beautiful Doll”, at Duxford, in July this year!

The other Mustang, “Marinell” was built in early 1944 and entered service at Fowlmere near Duxford on 30 June, but on the 13 August was shot down over France. The pilot, Lt Winkleman, was sadly killed. Somehow the remains escaped the French scrap metal merchants for over 50 years and eventually ended up with Maurice. A Merlin was found in Suffolk and another rebuild started in the late 1990s. She took to air on 26 July 2008.

Both aircraft now give displays countrywide and the fuel tanks behind the



pilot have been removed and fitted out with a passenger seat. They are over the radiator and it does get a trifle warm after a while! Flights are available to those who like a bit of noise.

There was a stiff crosswind and only the Mustangs flew for a short while. No visiting aircraft could get in so it was disappointing from that point of view but the airfield museum was open and the ex Biggin Hill hangar and workshop on show. When the planes

Snetterton – 17 July **Colin Aldridge takes to the track**

The 750 Motor Club had kindly invited members of the NA7C to bring their cars along to the newly reopened Snetterton race track and drive a couple of demonstration laps.

We arrived at the track at 12.15 on Sunday feeling a bit under the weather, due to attending a family party in Southend the previous night. We had got to bed at 1.45am, got up at 7.45am for a cup of tea and bacon sandwiches, then off to home at 8.30, where we ar-

aren't flying it is possible to view them close up and such details as the ammo racks and guns can be inspected and the Stearman engine can be drooled over! If anybody wants any details of this place contact me.

I followed a thunderstorm all the way home but never got rained on. Little Nell had a grizzle on and kept spitting and puttering, but she was as right as ninepence on Monday.

rived at 11 courtesy of the VW Golf. A quick change of clothes, replenish the sandwich box and recharge the flask with tea – yes, tea – and it's back on the road in the Heavy 12/4, as our A7, "Little Darlin", has an expired MOT- The run down to Snetterton went well, apart from when the throttle pedal decided to start rubbing on the floor board, so I had to hook my foot under the pedal to slow down. Another challenge – together with the crash gear



...a gaggle of Austin Sevens of various sorts...

**We've never
been round
a track so
slowly...**



box, advance and retard lever, hand signals and moderns flying by.

We made it to the race control tower at 12.15. After signing the disclaimer we were sent to the paddock, where we found a gaggle of Austin Sevens of various sorts ready to start the three laps we were allowed. Among them were David Charles' Box Saloon. David was a little concerned with his head gasket, so had trailed the car to the venue but gave it all he could when unleashed on the tarmac . Also present was Hamish Alger's very pretty van, looking as splendid as ever, together with a single-seater, Rubies and a Big Seven .

We've never been round a track so slowly but it was a very nice experience following the 7s in the 12 .

The rest of the afternoon was spent enjoying the racing: hot hatches, Formula 4 and Catterham lookalikes. We watched the last race – BMW touring cars – around 6pm and then headed home, after bending the accelerator pedal a bit to the right.

A superb day, we really enjoyed it and Mossy and I would like to thank Chris Norman, 750MC competitions secretary and Roger Harnor, 750MC Norfolk Section, for their hospitality and friendship.



**...but it was
a very nice
experience
following
the 7s in
the 12**

Worstead Festival – 31 July

Dave Rix visits a new-look festival

Sunday morning, and a beeline through the City centre saw us as the third arrival in the field after a surprisingly quick run. It is an easy and convenient parking area on a small hill giving a fine view of proceedings and an easy exit.

The Festival has been completely revamped and the commercial side has gone. It is much more like a large fete now and family orientated, with a laid-back feel about it. There are still the horse shows and demonstrations, tractors and craft and food stalls, with spin-

ning, weaving and suchlike pastimes taking place in the Church.

One thing that always takes my eye in the church is the enormous ladder that leans against the wall. That thing is *high*: whoever went up it was certainly nearer to God. Have a look if you ever go.

There seemed to be something for everyone this year. The show no longer takes in the village but keeps within the parkland area although it is not overcrowded and, being free entry for old



**Michael Spinks' 1933
Vauxhall Cadet Coupe**

'uns, couldn't be better value. Sharing in this good fortune were Jim, Sue, and Jonathan Hunt in their RP and Michael Spinks in his Vauxhall. Mrs R's "car to take home" this time was a 47-ish Armstrong Siddeley Typhoon – she's not a lady of simple needs.!

Another bunch of folk enjoying themselves were those in the historical re-

enactment area but boy, were they overdressed on such a hot and sunny day!

Driving home my foot hurt every time I braked. Then I found the pedal had unscrewed and fallen off and I was pressing down on the thread of the lever...

Norfolk & Suffolk Aviation Museum, Flixton – 14 August **RAFA Day sees a good turnout**

Following the impromptu display of Sevens at this event in 2010, the organisers promised us a dedicated parking area this year and in the end six A7s were on parade: Dave and Tricia Rix's 1926 Chummy, Will Dudman's 1933 RP saloon; two Rubies (Paul and Liz

Maulden, Phil and Tricia Sharpe); Mavis Jenkins' 1937 Nippy; and Charles Levien in his Paxton Special. The Sevens were kept in order by two "big boys" – Mavis' husband Trevor in a 1924 3/4½litre Bentley tourer and David Lobb's 1928 Vauxhall Bedford



**Six A7s were on parade...
...kept in order by two "big boys"**

saloon. The Editor and Cherry arrived late and annoyed in a modern (see page 11). Opposite the line of Sevens was a group of mostly US WWII vehicles.

Entry to the museum is free – although donations are requested – and with over 60 complete or partial aircraft on display it is well worth a visit. Full details can be seen on the museum’s website at www.aviationmuseum.net.

As this was a “special day”, dedicated to the Royal Air Force Association, there were a number of related charity stalls, tombolas and WWII-themed ex-

hibits in addition to the museum’s usual attractions.

A swing dance was in progress in the hangar and there was a flying display. This comprised fly-pasts by a Sea King Search and Rescue helicopter, a Spitfire and a Mustang. I have to say I thought the Spitfire’s engine didn’t sound like the familiar roar of the Merlin, but the Mustang made up for it.

Seven of us took advantage of the carvery on offer at the “Buck Inn” (the museum is in a field behind the pub). The food was excellent and made a nice change from the usual picnic.

Ken Wallis – 24 July

Dave Rix pays a flying visit

I had stopped to lower Nelly’s hood and nip behind the hedge to attend to a call of nature when I heard the unmistakable sound of an approaching Seven. It turned out to be Jim and Jonathan Hunt in their Top Hat, who pulled in to check out the lone and apparently deserted Chummy in the lane. They were relieved when my appearance back through the fence told them all was well and we carried on to Reymerton.

We arrived as Ken was concluding a visit from the North Norfolk Classic Car Club by giving a flying display after their tour of the hangars.

John and Margaret Groom then whisked Ken off to lunch as the rest of us settled down to our picnics on the lawn and awaited their return while enjoying the sun and relaxation, as did the NNCCC members, many of whom left shortly after for some other adventure.

When Ken returned he did his hangar tour and it always gives me a great sense of anticipation to see the faces of unsuspecting newcomers when Ken fires up the motor on the apron although the young Brierley sisters, Florence and Briony were pretty cool about it all. The flying display was as usual most entertaining and every year



Sevens lined up on Ken's lawn

I feel is a privilege to be in the company of such a unique and interesting man.

Such characters are few and far between nowadays I fear — maybe “elf and safe tea” breeds out such people.

Holiday arrangements prevented several regulars from attending this year and ten cars attended. They were: James and Tracey Brierley with the above mentioned little ones; Jim and Jonathan Hunt; David and Karen Winton; John Wyett; and Phil and Trisha Sharpe (with dog). George Crummett also made the long trip and it was great to see Zita Denmark with Linda Watts

in their “new on the road” and very smart maroon Ruby.

A Suffolk contingent of Mel Grainger, Bryn Piuy, and Nick Gray with their lady folk were welcomed and, as at Topcroft, there was a Rolls Royce in attendance!

John and Janet Mathews came in a modern as Emily is not quite fit yet but will hopefully take to the road soon (see the article in the April Natter.)

I don't know how it happened but Little Nell took me on an unintended tour of Hingham on the way home.

750MC Treasure Hunt – 21 August

A convivial day in North Norfolk

Charles and Judy Levien had organised this event on behalf of the 750MC and kindly invited NA7C members along.

Sunday lunchtime found a convivial gathering at the “Nelson” in Burnham Market enjoying a delicious lunch prior to the rigours of the afternoon. Along with Charles and Judy in their Opal, the “Sevens” included John and Anne Prockter (also in an Opal), Richard and Val Hart in their Roach Special and the Editor and Cherry in the RP. A very vintage-looking 1933 Talbot was driven by Christine Adams, Dick Aplin and Val brought their MX-5 and Keith and Karin Ashby came in an A35. Hamish and Anne Alger had also planned to drive their A35, but were

unable to get it going, so came in their modern.

Following lunch Charles distributed the instruction sheets and we all set off.

Your Editor, together with the majority, soon found himself off course, having encountered what Charles later described as “my deliberate mistake”! However, we were all soon back on track and meandering through the North Norfolk countryside, looking for Lord Nelson’s local, scarecrows wearing gloves and numbered railway bridges.

Eventually we reached Little Walsingham, where we added to the usual traf-



Under Starter’s Orders

fic chaos by stopping in the Market Place and at the Village Pump to answer questions – did *you* know that the top of the pump was knocked off during the celebrations following the relief of Mafeking in 1900? Vandalism is nothing new! The corners around the Market Place also tested the turning circles of the Sevens and the Talbot.

Then it was on to Binham Priory, Brinton, Stody, Briston and Foulsham. Somewhere between the last two we went totally astray and were unable to

answer the last two questions, but managed to find our way back to Charles and Judy's in time for tea and cakes.

When all the contestants had arrived – we were not the last – Charles gave us the answers to the questions. There was no doubt about the winners: Richard and Val Hart had full marks. Well done to them. Well done and full marks also to Charles and Judy, who devised an interesting and entertaining treasure hunt and provided a delicious tea to round off a perfect and convivial day.



The Winners: Richard and Val Hart in their Roach Special

Austin



Village at War – 29 August A good turnout of cars and visitors

This annual two-day event, held at Gressenhall Farm and Workhouse tries to recreate life on the Home Front during World War Two. Cars are invited to join the military vehicles on day two and this year over 30 cars – all pre-war – attended.

There were 11 Sevens: the Chummies of Dave and Tricia Rix, Phil and Tricia Jepson and the Brierly family; George Crummet's Gordon England; the Box Saloons of Jim, Sue and Jonathan Hunt, John Wyett and the Editor; and the Rubies of Paul and Liz Maulden, Martin Roper, Phil Sharpe and Mel Grainger from the Suffolk club. Michael Spinks brought along his Vauxhall Cadet Coupe, while "Meals On Wheels" – AKA David Lobb – was camping out in his 1929 Eccles

caravan, which he had towed to the show behind his 1928 Vauxhall Bedford saloon. As on previous occasions, David generously provided club members with delicious bacon rolls. He was unwilling to accept any pay-

ment, but suggested that we donate to club funds. The club is now £9 better off. Thanks, David.





...”dressed up” for the event...

Many of the club members had “dressed up” for the event – indeed, there appeared to be a lot more people generally in period costume.

All the usual attractions were there again this year. The Panhard was on

display, there was Forties music, the Home Guard patrolled the area and the Girl Guides and Boy Scouts had set up camps. A new feature this year were several stall selling period clothing and miscellanea.

There was an impressive fly-past by the Lancaster, Spitfire and Hurricane of the Battle of Britain Memorial Flight. The Editor also noted that RAF promotion in the Forties was much better than it was in hid day – two years ago Phil Sharpe was only a Corporal. Now he’s a Flying Officer

The weather was good and more than 3,700 visitors turned up over the two days.



Our stand at Gala Day

NA7C Rally at the Norfolk Gala Day – 11 September

A better-than-expected day – but still thin on the ground

Our Events Co-ordinator, Dave Rix told us he had misgivings about this event. Problems began when the organisers were forced to put it back a week to accommodate a pop festival at the showground. This change unfortunately clashed with the plans of several members who would normally support us. It also meant that Gala Day was competing with several other events – such as Yarmouth Maritime Festival, Sandrinham Game Fair and Norwich City at home to West Bromwich Albion. It also took the event outside the school holidays. Oh, and the weather looked bad, too.

As it turned out, the weather was kind to us – at least until it was time to go

home; a respectable number of cars graced our stand and, although the visitors seemed thin on the ground, it is reported that over 14,000 came through the gates. However, our impression was that stalls, car clubs and other attractions were all down on previous years.

Our stand was in a similar position to last year and, as usual, we set up the gazebos and marked out a parking plan on Saturday afternoon. Cherry drove the Editorial RP while I took “Cecil The Special” on his first public outing. We were the first to arrive and quickly erected the club banners to guide the members we hoped would join us. We did not have to wait long.



...we attracted a lot of attention

Our stand eventually housed 16 cars – 15 Sevens and David Lobb's 1928 Vauxhall Bedford saloon.

The Sevens, in order of seniority, were: Dave Rix's 1926 Chummy; the Editor's 1929 Special; the Brierly family in their 1930 AF Tourer; and John Groom's 1931 RL Saloon. John Wyett and David and Christopher Charles came in 1932 RN Saloons, while RPs included Michael Spinks (1933), Cherry (1933) and Jim, Sue and Jonathan Hunt (1934). John and Janet Matthews brought their 1934 AJ Tourer for its first outing with a new hood.

Four Rubies were on parade: Claude Solomons (1934); Zita Denmark (1934); Phil and Tricia Sharpe (1935); and Chris Makepeace and family, who had borrowed one of Graham's many cars. Unfortunately, I didn't make a note of the number, so cannot tell you its age.

We also had a "guest car". Bob and Helene Elves, from Tunbridge Wells were on a camping holiday in Thetford Forest when they heard about Gala Day. Being sensible campers, they never go anywhere without their 1931 RL Saloon, so they got in touch with Dave, obtained a pass and joined us on our stand.

The day passed off well enough and we attracted a lot of attention, despite the apparent low turn-out. The consensus of opinion was that this was principally due to the change of date and several people wondered if the event would be held next year. Dave Rix, the club's Events Co-ordinator, is now looking at an alternative venue for our annual get-together, which will combine an interesting event with free entry. Watch this space!

Sales and Wants

Wheels for Sale Two 350 x 19 Avon SM tyres, plenty of tread. offers!. Also two 19 inch A7 wheels, realistically only suitable as spares as the rims are rusty, or for rebuild? again open to offers (could bring to NA7C meeting).

Contact **John Wyett** on **01366 500165** or **jwyett@tiscali.co.uk**

Ruby Back Axle Required Graham Makepeace is currently undertaking complete restoration of a 1938 Austin 7 Ruby, which is urgently in need of a serviceable back axle. Can any club member help?

Contact Graham on **01692 580424** or **claudiaandgraham@btinternet.com**

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/>

Fuel News

Ethanol: Corrosion, Compatibility, and Combustion

There is still a great deal of misinformation being printed about ethanol in spite of some very detailed facts being freely available on our website. In response to members' concerns we have distilled this information into three more easily digested paragraphs: Corrosion, Compatibility and Combustion.

Corrosion in fuel tanks and failure of traditional materials used in fuel systems due to incompatibility with ethanol may cause fuel leaks. Because fuel leaks create a high risk of fire or explosion, these matters have been given priority in extensive articles in the newsletter since October 2008. The articles show how the problems associated with corrosion and compatibility have been identified. As a consequence the FBHVC commissioned a test programme for commercial additives designed to overcome corrosion problems. Testing began in the second week of July 2011 and will take 13 weeks to complete in order to assess how well each additive responded to ethanol which will be progressively aged over the test period. Those products that pass the test will be entitled to carry the Federation's endorsement.

Some of the products are sold as corrosion inhibitors but contain other additives as well. This endorsement will be purely for the properties limiting corrosion, there will be no endorsement for valve seat recession or octane boosting properties which will not have formed part of the test.

There are no additives which can protect against other **compatibility** issues with seals and gaskets etc – there is a compatibility chart on our website where the details of suitable ethanol-resistant products can be found. Previously applied tank sealants, unless specifically designed for use with ethanol, are also likely to cause problems. Motorcycles with fibreglass tanks must check that the type of GRP used is compatible with ethanol.

Combustion, on the other hand, affects only the driveability of a vehicle and poses no significant risk to life or limb. Ethanol has long been recognised as a fuel supplement that improves performance and the FBHVC considers it unlikely that the modest proportions of ethanol in modern fuel will have anything other than a positive effect on the combustion process. Others, who take a different view, have criticised the

FBHVC for not doing more to investigate the assertion that the presence of ethanol leads to slow combustion in low-compression engines resulting in poor performance, overheating and damage to exhaust valves. The Federation continues to investigate aspects of combustion with the aid of an independent consultant and the findings will be reported as soon as available.

DVLA News

Nigel Harrison

Continuous Insurance (CI)

The introduction of CI was explained in Newsletter 6-2010 and has now become a reality. If, as the registered keeper, your vehicle insurance expires (or is cancelled) whilst the vehicle is taxed, you will fall foul of the continuous insurance requirements. DVLA have now produced a fact sheet, '**Seasonal Vehicle Users**'. This is either downloadable from www.fbhvc.co.uk under the Continuous Insurance tab, or if you don't have access to the internet, available from the Secretary and the DVLA.

The Motor Insurance Bureau is now sending out 'Insurance Advisory Let-

ters' to the registered keepers of uninsured vehicles advising them to either:

- Insure the vehicle immediately.
- Contact their insurance provider if they believe that their vehicle is already insured.
- SORN the vehicle.
- Notify DVLA that they are no longer the keeper of the vehicle.

The fact sheet explains the penalties if the letter is not responded to. Essentially if the vehicle is taxed, it now also needs to be insured.

What's On

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

Here are some of the events between now and the New Year:

Sunday 16 October The 5th Norfolk Living History Fayre

Mannington Hall & Gardens, Saxthorpe, Norfolk, NR11 7BB. Contact Dave Rix or visit www.blackknighthistorical.co.uk

Club Nights

Tuesday 18 October - Jubilee Hall

Our first night at the new venue

Tuesday 15 November - Jubilee Hall

An illustrated talk by glass engraver Lesley Pyke - 8.00 pm

Tuesday 12 December Christmas Dinner - Village Inn

Our annual Christmas Dinner will be held at the Village Inn, Little Melton on Tuesday 14 December (7.00 for 7.30pm). Dave Rix will be in charge this year. As usual, donations to the raffle will be welcome. A booking form is overleaf.



NATC Christmas Dinner

*The Village Inn, Little Melton, Tuesday 13 December 7.30 for 8pm
Please complete and return to Dave Rix, at the club night on Tuesday 18
October or 15 November, or by post, by 30 November at the latest, to:*

“Arlberg”, Church Road, Alington, Norwich, Norfolk NR14 7NU

*with the appropriate remittance (Cash, or Cheques made payable to Norfolk
Austin Seven Club)*

*Three Courses **£10** Per Person*



Name(s): _____

**Please make your choice from the menu below and indicate in the boxes
the number required**

		Number Required
Starter	Soup of the Day	
	Ham and Cheese Melt	
Main	Choice from the Carvery: Roast Turkey, Roast Beef or Gammon with all the Trimmings	
	Quorn Lasagne (Vegetarian)	
Dessert	Traditional Christmas Pudding with Brandy Sauce	
	Profiteroles	
	Bottomless Ice Cream with Choice of Sauce	

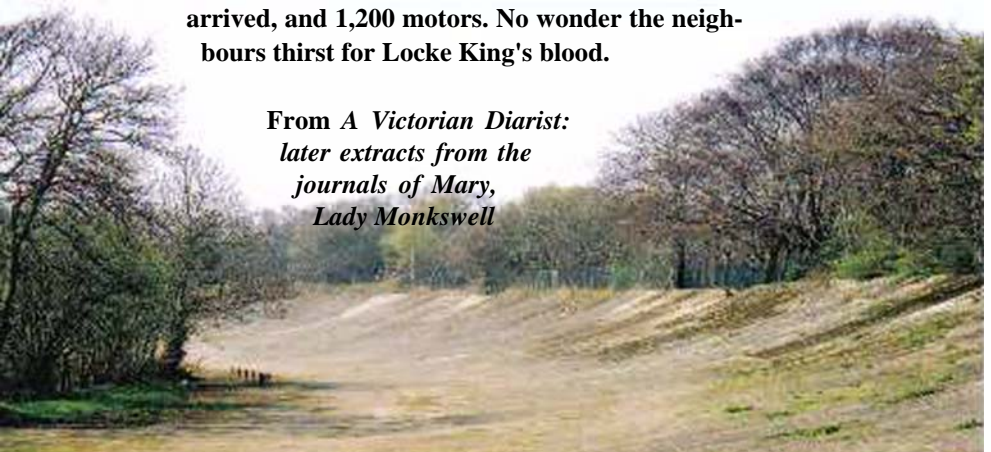
And Finally...

Returning to Bill Boddy and Brooklands, not everyone was a fan of the track, or of motorcars...

Saturday, July 13th 1907. We went down to the Barnes's at Fox Holm near Weybridge. Mr and Mrs Locke King came to dinner. They have been building this awful motor track and are so hated by their neighbours, many of whose houses they have simply ruined, that hardly anyone will speak to them. I was rather uncertain whether I had better go and see this horrid motor track, but as they offered to take me in the Fox Warren motor I thought it would be stupid of me not to go.

The motor track is a perfect nightmare. It has cost more than £150,000 to construct; a great oval of cement 60-100 yards wide and more than 2½ miles round. It is for motor races. Within it stands a ruined farm and cut down trees, mere desolation. A more unenjoyable place to come to on a hot Sunday afternoon I cannot imagine. The beautiful Surrey landscape looks down into this purgatory of motor stables and everything that motors require, seats for thousands of spectators cut in the side of the hill. There were some twenty of these snorting beasts, and Mr and Mrs Locke King were there looking most depressed. But as she offered to drive me round in her motor I got boldly in and sat by her on the 'box'. She put it to 43 miles an hour—I felt my eyes pressed in by the air at that terrific speed, and I could hardly breathe. I went round again in the Fox Warren motor, much slower. I find I don't care to 'go round'—what I like are the lanes and roads and views, and the getting to one's destination so quickly and easily. The enormous size of the arena, almost like a great Roman work, and the controlled strength of the motors, prevents this great horrid place from being vulgar. I might have felt differently last week when 20,000 spectators arrived, and 1,200 motors. No wonder the neighbours thirst for Locke King's blood.

*From A Victorian Diarist:
later extracts from the
journals of Mary,
Lady Monkswell*



Club Sales

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



Posters – £5

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

Fridge Magnets– 50p



Club Clothing

Fleeces – £22.50
Polo Shirts – £12.50
Baseball Caps – £8.50

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

Stainless Steel

Radiator Badges – £9.95

Also available

Vinyl Windscreen badges

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



Binder for “Grey Mags”

holds 12 copies – **£5**

AUSTIN SEVEN BOOKS

from

MARGARET MOTORS BOOKSHOP

Bessingham, North Norfolk

Currently have the following Austin 7 books in stock

The Austin Seven Manual – Doug Woodrow – £45
Austin Seven Handbooks (Reprints) – various years – £5
Austin Seven Parts Books (Reprints) various years – £5

Original Austin Seven Handbooks and Parts Books (Used)

Plus many other books on old cars and related subjects

Contact Henry and Jennifer Thorne
01263 577366