

October 2024 Newsletter

MIDLANDS

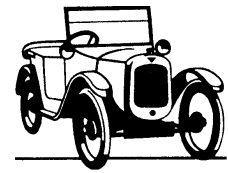
*Austin
Seven*
CLUB



**MA7C visit to Gaydon Motor Museum
September 2024**

A few more Austin Sevens arrived.





Chair Chat

Hello and welcome!

The AGM meeting was reasonably well supported thanks to those members that took the time to attend, and thanks for your support for another year.

The committee will be hard at work planning for the coming year so keep an eye on the events list in the newsletter to keep up to date with what's going on and what's planned!



We had a club visit to Gaydon Museum ably arranged by David and Pam which was a great day out. I happened across an old friend see my article later in newsletter. I'm sure there will be other accounts apart from mine! The NEC show is only a month away now so Andy and the rest of the team are hard at work dotting the "I"s and crossing the "T"s if you can help out don't forget to contact Andy it's a nice way to get involved and you get to see the show as well. Don't forget to get your Tickets at a reduced rate if you're going using the club code.

Well that's about it for another month please try and make it to the Bring and Buy. I'm sure there will be some little thing there you might need for your seven.

Regards Rick Bishop

Please renew your membership.

It was due on 1st October 2024.

We have beaten inflation as the subscription remains at just £30 with all the great benefits your MA7C club offers you!

Together we offer friendship, problem solving advice, events during the year and sharing our ideas in our newsletter AND have fun driving our Austin Sevens together.

Ways to pay: BACS (NatWest. Sort code 60-07-40. Account 81063717), cheque or cash when you come to club night. Thank for your support as we continue our journey in the MA7C together.

Please complete the form in September's newsletter if your details have changed. Alternatively, complete the form online: [membership](#)

Restoring, driving and enjoying with the MA7C.



Membership card
Expires September 30th 2025

Name: Herbert Austin
Membership number: 2025-01



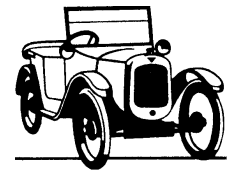
New Members

A warm welcome to all our new members this month:

David Osborn, Helen King and a special welcome to our young member Ben King.

We look forward to meeting you soon!





Events

Please let Andy Lowe know if you hear of any more events which you think members would enjoy

2024 (Club Events in Bold)

- 20th October **Autumn Leaves, starting from The Ranch, Honeybourne. There are still places available, see the entry form on P12.**
- 29th October **Club Night. Bring & Buy**
- 8th/10th November **NEC Classic Car Show (see P13)**
- 26th November **Club Night. Talk by Clive Danks**
- 10th December **Christmas Dinner at the Fleur de Lys, Lowsonford. Places are limited so please book early. Brem will circulate the Menu when it arrives.**


2025

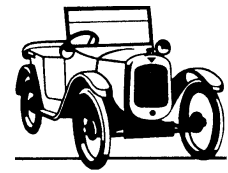
- 28th January **Club Night:**
- 5th/9th February Retromobile, Paris
- 21st/23th February Race Retro, NAC, Stoneleigh
- 25th February **Club Night:**
- 25th March **Club Night:**
- 29th April **Club Night:**
- 27th May **Club Night:**
- 24th June **Club Night:**
- 7th June SWA7C Bryngarw Rally
- 29th June Beaulieu Austin 7 Rally
- 29th June SA7C Guildtown Rally
- 29th July **Club Night:**
- 26th August **Club Night:**
- 30th September **Club Night: AGM**

“It’s only a Cup of Tea”
A tale from the Potteries.

A fascinating talk with audience participation
by Clive Danks (An MA7C member)

Come to club night on Tuesday 26th November
at 8:00pm at Beoley village Hall. Save the date!



Members Musings

MA7C visit to Gaydon Motor Museum

On the cold and blustery day, a collection of intrepid Austineers from the MA7C set off from various parts of the West Midlands to descend on Gaydon Motor Museum. Dave Trickett had arranged for us to have a private tour of the Collections Centre with a guide. This is where the reserve collections of the British Motor Industry Heritage Trust and the Jaguar Daimler Heritage Trust are housed. Our guide was very informative about a wide range of cars from the pre-war London carriage to some of the classic Land Rovers. Here is a selection of some of the cars.



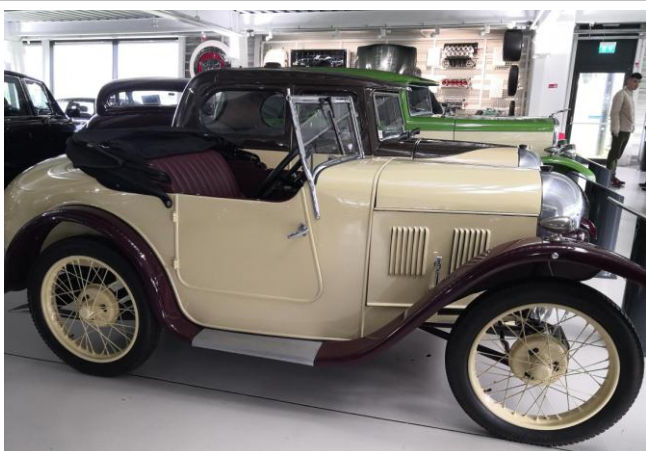
Austin 15hp Town Carriage

The only Pre-War Austin to have a monobloc engine rather than separately cast cylinders. The body style was unusual with a forward driving position above the engine which contributed to very compact dimensions recommended in 'The Austin Catalogue' ideal for ladies! Herbert Austin was driven round in one of these by his chauffeur Jack Gethins. The design however was never approved for taxi use and was later discontinued.



1914 Austin Phaeton

The engine used separately cast cylinders and side valves in a T head with inlet and exhaust valves on opposite sides. If used full elliptical spring valves. Top speed 50 mph, 4cyl, 3140cc Price new £572.



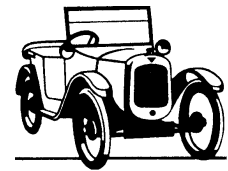
1928 Austin Seven Swallow

This Swallow is unique as it is the oldest known survivor and is thought to be only one of three cars preserved from the original Blackpool production. It was restored in 1993. Engine 747cc 4 cyl £170



1927 Austin Swallow Saloon.

This is the oldest known survivor of the Swallow Saloons. They came in a range of colour schemes. There is the distinctive 'pen nib' for the two tone colour split along the bonnet, the V-shaped windscreen with a peak and the rounded almost egg shaped rear. £187.10s Engine 747cc



Some of our members recalled personal memories with some of the cars in the collection.



Brem as a Rover man.



Rick Bishop in the van he helped to build.



After a photo stop we enjoyed some delicious fare in the cafe.

After many more cars to admire in the main museum, there was a ripple of excitement as we approached the display of Lord Austin's office. There was a hologram which brought Lord Austin alive as he tossed the famous coin to decide if the business would continue, along with him enthusiastically describing how he got his hands dirty working on the factory floor.

It was a very enjoyable day, with everyone leaving with a smile remembering a favourite car they possessed or admired. If you would like to go or read more about it go to www.britishmotormuseum.co.uk/

Club Visit to Gaydon Museum on 29th Sept

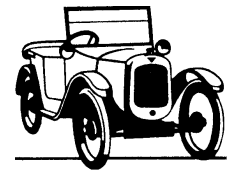
Hi all, on the club visit to the Gaydon museum I came across an old friend that I hadn't seen for over 40 yrs. It was the Royal Electric CF Limousine that I helped build back in the late 1970's early 1980's when I was working for Lucas Electric Vehicle's at the Evelyn road site next to the Forman's road Battery factory. Six of my colleagues and I were commissioned to create a state of the art Electric Limousine for the Royal Household based on the Bedford CF vehicles we had been trialling under a joint Government\Bedford\Lucas scheme.

The Royal household and especially Prince Charles (as he was then) was keen to show their green credentials even in those days, so EOV 501V was created! We had already proved the capabilities of the vehicles and they were being used by the "EMEB" "GPO," "British





Celebrating 100 years of the Austin Seven



Gas,” “Evening Standard” and the Birmingham Post to name just a few! The range was a reasonable 80 to 100 miles with speeds up to 80MPH.

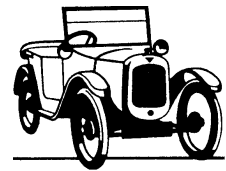
We had also managed a publicity run from John O’Groats to Lands End, using a hybrid Electric Van with a lightening Aircraft Generator powered by a 3 cyl diesel engine, running at constant speed in the back to keep the battery pack of 1 Ton of lead acid batteries which were under slung in a stainless steel Pannier between the CF Chassis rails topped up with charge. The construction took about 3 months, I think we used to get the modified CF Shells delivered from Bedford and we would then set to work transforming it into electric propulsion. The control system was state of the art using “Early computer technology” to switch Thyristors to control motor output.



The interior was fitted out by a specialist upholstery firm in green leather but we did all the rest of the work. The glass was specially made sundym glass, extra thick but not bullet proof and the heating was by an “Eberspacher” diesel heater in the back, we didn’t have aircon in those days! It was still in amazing condition having only covered some 5580 miles as it was mainly used around the estate. It was last taxed in 1995 which is unusual as the Royal vehicles were usually exempt of tax! I could not lift the carpet up in the passenger’s footwell as it had been stuck down so couldn’t see my colleagues and our signatures which we had put there for prosperity. Really nice to see it again after all these years!

“View of the battery pack all 1Ton of it”





What's that Clunk – Part 2 - Ed

Success! After fitting a new silentblok bush from one of our cherished suppliers, the torque tube was much more secure and in better alignment with the propshaft. A test drive around the lanes near home proved that the clunk was no longer present, which was quite a relief as the next likely candidate would be a loose half shaft, or worse a differential problem! Now, where's that rattle coming from????????

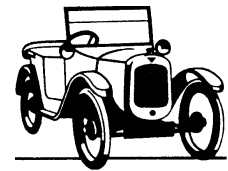


Seen on Holiday –Andy Lowe

Arriving in Lisbon we were greeted by the usual selection of tourist tours and attraction. There were coach tour, open topped bus tours, TucTuc tours and “vintage” car tours.



The vintage cars were modern reproduction but very good in appearance based on modern components including spoked wheels. Makes me wonder what the islands restoration companies could do!



The Ironbridge Gorge Museum – Jim Pike

To mark the 50th anniversary of the death of the writer and biographer LTC Rolt, one of the pioneers of industrial archaeology and heritage, the Ironbridge Gorge Museum Trust had partnered with academics from Keele University to organise a conference to celebrate his life and the continuing legacy of his work. Over a period of three days, each day would be dedicated to a different interest of Toms and the Saturday would be the day of the Vintage Sports Car Club.

LTC Rolt, also known as Tom, was a renowned practical engineer and a prolific author. He wrote books and articles on subjects including industrial history, canals, railways, and cars as well as fiction. Regarded as one of the founders of the 20th-century waterways and railway preservation movements, he actively participated in the foundation of numerous organisations including the Tallylyn Railway, the Inland Waterways Association and the Vintage Sports-Car Club, to name just a few.

Alfie is a junior member of the VSCC and was asked if he would like to display the Austin 7 with some other cars for the day at the Enginuity Museum at Ironbridge, talking to visitors about the cars and the VSCC.



The day arrived and we left early in the morning to get to the museum for 9am. What we hadn't thought about was that at that time of day it was cold, very cold and we were totally inappropriately dressed! The drive seemed to last for an eternity, people waving at us from their lovely warm cars, marvelling at how brave we were at that time of day driving an open car in t shirts! By the time we got there we were more than ready for coffee and croissants.



About 15 cars joined us. Riley, Alvis, Vauxhall and Frazer Nash were all well represented as well as a beautiful Lagonda.

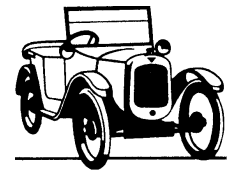
The museum opened and soon there were lots of visitors enjoying the cars and learning about the various models on show and the VSCC. Alfie was more than happy to tell people about the fun he was having with the car and how practical such a little pre war car could be even nowadays.

We'd been given tickets to the museum, but to visit the whole site would need the full day, so we decided to visit Enginuity first. The first floor houses some unusual exhibits such as a 2000 litre pot as tall as Alfie, steam and beam engines and the importance of water for the Industrial Revolution.





Celebrating 100 years of the Austin Seven



The second floor houses the most incredible collection of cast iron objects that you could ever imagine, including John Bulls seat!



We decided to walk into town, which was not too far, but by this time, the sun was high in the cloudless blue sky, burning and hot, so we were more than happy to arrive at the Tontine Hotel just next to the bridge and conveniently next to Eleys of Ironbridge world famous hand raised pork pies! The town was very busy and we sat and watched the motorbikes and classic cars come and go and the various people crossing the Ironbridge.

We worked our way back to the museum and then ventured over to the site of Abraham Darby's first blast furnace. Darby leased the furnace in September 1708 and set to work preparing to get it into blast on 10 January 1709. That year Darby sold 81 tons of iron goods.

The furnace is still very well preserved and you can see where it was made bigger and improved over the years. It was quite a strange feeling to stand on the site where the Industrial Revolution began.

By this time we'd seen and done everything that we could in a day and before we all left, it was decided to cruise through the town. The temperature was now bearable and it was great fun to be in a convoy of fifteen other vintage cars driving through town.

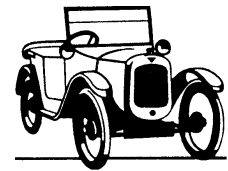
We waved goodbye to the others and then headed back towards home, although this time the traffic was much heavier and going through Dudley in an Austin 7 is not the most fun thing that we did that day.

However, on the way there in the morning we passed what we thought was a small classic car show in a field and we happened to pass it on the way back. This time though, things were in full swing with many more interesting cars and tractors and a BBQ. We turned around and drove through the temporary hole in the fence and onto a beautifully manicured lawn! We carefully drove down towards everyone and found a place to park. We were then told that we'd actually just gate crashed someone's birthday party, but we went and had a word with him and he was more than happy for us to stay, have a drink and a burger and a look around at some of the amazing vehicles his friends had.



All in all, we would highly recommend a trip to the town and one of the many museums there as there's just so much to see and do.





Electricity.

Having taken almost 10 years to restore our pearl and everything having been carefully attended to we were looking forward to enjoying many trips out. So it was. First venture was to Wollaton Hall a very wet cold Sunday which persisted all day, ran like a dream and dry inside. Over the following years many local and distant rally's were attended. Hollowell, Shackerstone, Stanford, Stoneleigh golf club, Heart of England, and regular trips out with the TSSC on DALOS runs. It was on one of the return trips from Hollowell that a problem suddenly manifested itself.



The Sunday was glorious all day, cloudless sky with hood down at a steady 35mph without effort we ate up the ground arriving early. By afternoon the temperature had risen and most other members had sought shade. Came time to depart the sun still beating down we made our way home onto the A5. Running as good as ever about half way power dropped off and slowed. This persisted and continued worsening. Next day she started ok but problem persisted.

Advice sought various problems were stated as the culprit. In turn all these received repeated attention without any good result. Numerous condenser changes, points changed, HT and plug leads changed, valve timing checked, electric timing checked, fuel line blown out, carburettor stripped, in line fuel filter removed, fuel pump serviced again, distributor serviced, distributor cap, coil changed, new set of plugs. Over the years and before lockdown all the above received regular attention. Still hesitant becoming harsher more like a vibration. Just would not thrive but would start and run when stationary. Test lamps, jury rigs every conceivable possibility exhausted problem remained. Throughout this a number of condensers failed replacing every time with new.

Charlecote rally I concluded her deterioration was so severe only small local events were attempted. Enthusiasm waning and at a loss one season we used only the Triumph. In desperation my thoughts turned to an engine out and inspection of everything, this I dismissed. Last throw of the dice I explained the situation to a friend and ask if he would cast his experienced eye over all. Arriving a few days later satisfied all other items checked were ok starting point was the battery. Voltage 6.3 V, I had charged the battery in anticipation. Next the supply to the switch marginally less at 6.2V. Next step required instrument panel out, control cables and ignition switch released to gain access. Ignition on supply from switch to the coil dropped to 4.2 V fluctuating. Multiple checks proved this correct. Having discovered this a plan of action was formulated.

A few weeks later work completed time to start the engine and with anticipation connected everything. Immediately recognising the ignition light was a lot brighter than it had been for a long time. Engine racing over smell of fuel evident, nothing. A simple test diagnosed condenser failure we called it a day, once replaced I would report result.

A new condenser fitted other things requiring my attention I left the start to the following day. Which was a good thing as that evening a shock thought suddenly came to me, was the oil pressure pipe connected, it was not. Imagine the consequences, damage and mess, this would have caused. This was immediately remedied. Over the next few days other issues reared their ugly head but eventually instrument panel and control cables secured the time had arrived.

Initial start was a little difficult, with prudent adjustments she soon settled down to a steady beat. On the test run she was a different car. Several laps of the test circuit acceleration was palpable and much smoother although timing adjustments remained unaltered.

Over the last couple of runs I am by degrees correcting the timing and the next small adjustments to the optimum position hopefully will complete the task.

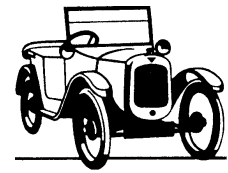
40 + years ago a similar experience now springs to mind. A7 services Kirby Wiske were ask for a coil for my Ruby, when fitted on every occasion it travelled about 100 yards and stopped. While investigating by sheer accident I discovered they had sent a 12 volt.

Knowledge is a wonderful thing and I wish I had more of it. Rikk Harrison.

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Club Awards

After much deliberation among the committee prior to the AGM, the a number of awards were presented at the AGM: Matt Brough (Chairman's Award), Alfie Pike (Enthusiasts Awards) and Ian Brough (Editor's award).

Thank you all for your continued support and enthusiasm for the Club and our beloved Austin 7s. - Ed

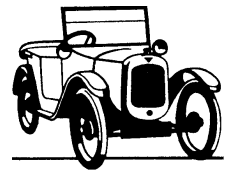


Technical Tips

Fuses

Classic car parts available nowadays are not always of the highest quality. A classic example is the humble fuse. You can buy new glass fuses that fit the traditional Lucas control box or fuse box. The new type is slightly longer but still fit. You will see that the main difference is that the fusible link in the fuse is a flat blade rather than a wire that the original one s had. This flat blade is resistance welded to the caps of the fuse whereas the old wire type was soldered. Therein lies the problem. The constant heating and cooling and vibration causes the resistance welding to fail and the fuse no longer works. It will look perfectly OK because the bit you can see through the glass is fine.

If it is the main fuse that has failed the symptoms may not be obvious that it is the fuse because if you are driving as it fails, the engine will keep running until the revs drop to a level where the generator output is below the cutout threshold and at that point there is not enough voltage to operate the coil and the engine will stop. . This usually happens at junctions or traffic lights – not ideal. If you are observant you will have noticed that the ammeter has stopped working so can stop and change the fuse at a more convenient spot. There is no solution to this problem except to not use these fuses. I always trawl through the stalls at autojumbles and buy all of the old fuses I can find. CJ



Events

MA7C AUTUMN LEAVES RUN 2024

A picturesque run around the Cotswolds to enjoy the Autumn colours with a lunch stop at Ye Olde Hobnails Inn, Little Washbourne. There is a limit of 24 cars, so do register early to ensure your place.

On Sunday, 20th October 2024 At 10:00 hrs prompt

Start: at the Ranch Caravan Park, Station Road, Honeybourne, WR11 7PR

By kind permission of the Attridge Family, Owners and Managers of the Ranch.

Finish: at Blackwell Village Hall at about 15.30 hrs

By kind permission of Mr & Mrs S Kerry on behalf of the Blackwell V.H.Committee

There will be a £4.00 entry fee per car at the Ranch to defray Club expenses. Sunset (B'ham) will be at 18:06 hrs. British Summer Time ends the following weekend, so there is plenty of time to get home without taxing your 6v dynamos.

MA7C AUTUMN LEAVES RUN 2024

To book your place: Please complete and return this form to Brem, his details in the Committee List. First come; first served.

Name:.....

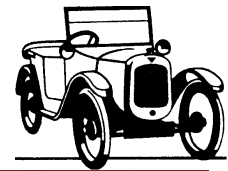
Email:.....

Mobile:..... A7 Model:.....

Reg #:.....

When you arrive at the Ranch Caravan Park on the Sunday morning, you will need to sign that your motor car is taxed, insured and fit for purpose on the King's Highway.





8-10 NOVEMBER | NEC, BIRMINGHAM

LANCASTER INSURANCE
CLASSIC MOTOR SHOW
2024
40 YEARS & COUNTING

THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS | LARGEST INDOOR AUTOJUMBLE | 300+ CLUBS

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£4 DISCOUNT ON ADULT DAY TICKETS WITH OUR CLUB CODE*:

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*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to Advance Ticket Prices before midnight on Thurs 7 Nov and Show Open Ticket Prices thereafter. Full ticket information: www.necclassicmotorshow.com/tickets. Book by 17 Oct to help your club earn extra benefits.

Interesting Inventions

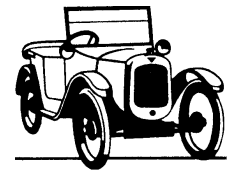
La borne du kilometre zero (kilometre zero marker) - Ed

On our spring 2024 tour of France I chanced across a walking tour of Bordeaux, the starting point for which was this weather worn kilometre zero stone.

The marker claims to be the first such marker and was placed in the spot which originally marked the geographic centre of the city from which distances to and from other places were measured.

Today, as is now customary in all French cities and towns, the Bordeaux "kilometre zero" is in the Hotel de Ville (Town Hall).





Garages and Austin Seven Services

The following are suggestions from MA7C members. If you know of others in the Midlands area please let the Editor know.

Avon Motors, Fleet Farm, Fleet Lane, Twyning, Gloucester GL20 6DQ (tel: 01684 290441 or 07891 919895). Also a one-man band but excellent work. He is also an MOT Inspector in Newport. Services and repairs my Morris. About 3 miles south of Upton upon Severn.

A.U.B. (Classic and Vintage). Formerly Auto Units (Birmingham). 23 Solihull road, Shirley, Solihull B90 3HB.

Tel: 0121 744 4348 or mobile 07973 471560.

Auto electrical specialists, repair, rebuild or refurbish starter motors, dynamos, wiper motors, cut-outs etc.

W Pym & Son, 113 St Peters Rd, Netherton, Dudley, DY2 9HN. Tel: 01384 257841.

MOT, general garage repairs.

Dave's Engine Centre Unit 3, Royal Victoria Works, Birmingham Road, Studley B80 7AS. Tel 01527 854968.

Website: <http://engine-centre.co.uk/>.

Engine rebuilding including white metalling.

Baldwins Garage, 17a Stoke Road, Bromsgrove B60 3EQ. Tel: 01527 874663.

MOT, general garage repairs.

Midland Brakes, Unit 4 Station Rd Industrial Estate, Station Rd, Rowley Regis B65 0JY. Tel 0121 561 2212.

Website: <https://www.midlandbrakes.com/>

Relining brakes and clutches.

Kings Norton Garage, unit 4 Eckersall road, Kings Norton Birmingham B38 8SS tel no 0121 433 3166 or 07867 525039 who have been maintainers/repairers of many historic vehicles including A10's and A7's.

MBTRIM, Unit 6 Royal Enfield Business Park, Redditch B97 6DL. Tel 01527 68141

Vehicle upholstery.

Sales and Wants

For Sale 1937 Austin Opal

Blue body black wings and radiator.

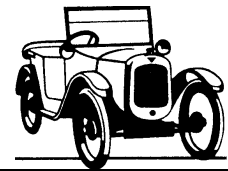
Good condition throughout.

Re-sprayed in 2021

£6900 All offers considered.

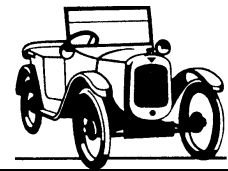
Contact Trevor Smith home 01386 860823 Or 07840 062043





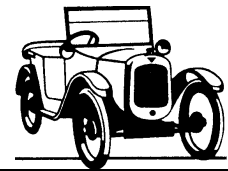
<p>Pam, who was having to start again for the new membership year. The website had continued to evolve thanks to the skill of David Trickett, who was looking at having a 'members only' section sometime in the future; he reiterated that he would like to see more members' cars on the website and asked members to take a photograph, add a few words about the car(s) and send the result by e-mail to the Editor. The Facebook site was still growing and some of the 1300+ followers had become full Club members. The Cotswold and the Autumn Leaves Runs were well supported and enjoyable as ever thanks to the organisational skills of Brem and Jenny; he thanked, also, the Attridges for their continuing support with welcome hospitality at many a start or finish.</p>	<p>Membership Sec Webmaster All Road Runs Attridges</p>
<p>6. He was pleased that the committee as a whole was prepared to stand for re-election which was just as well as no offers had been received to replace them. The committee had decided that it would be a good idea to resurrect the post of Social events co-ordinator/keeper of club Trophies; this wouldn't be a committee role which would minimise the necessary commitment but could be an interesting and fulfilling task for someone.</p>	<p>All</p>
<p>7. The Chairman ended by thanking again all members for their support; he hoped for a good year ahead in which to get out and enjoy the cars.</p>	
<p>Secretary's Report</p>	
<p>8. The Secretary said that, since Covid, the committee had held its monthly meetings on Zoom (thus saving personal expense and travelling time late at night) and that the most regular of his tasks was to take (or, rather, make up) the Minutes (not an easy job with this lot), type them up and keep them on file. He helped to persuade committee members and their long-suffering spouses to organise the raffles at Club evenings. The committee had hoped for a slack handful of non-committee volunteers to take on this simple task occasionally but with little success. Financially, the Club was healthy, membership was creeping up slowly, club spares had been reduced to zero because the likes of Seven Workshop could supply most items very rapidly; regalia was also down to next to nothing. It seemed that the Club was on a good footing.</p>	<p>All</p>
<p>9. The Secretary's main task was to be the point of contact for the Club but, not being a user of social media, that lightened the load. He filtered e-mails, phone calls and letters etc and sent them, hopefully, to the right committee member. Also, he co-ordinated requests for car valuation, sending out the committee's decision by letter. He reminded members that insurance companies sometimes require such valuations which allowed the owner, to specify the agreed pay-out in the event of an accident. He noted that certain companies had increased premiums dramatically recently whereas others are reputed to be up to 50% cheaper for the same cover; he recommended shopping around.</p>	<p>All</p>
<p>10. The Secretary went on to say that another task was to bring various notices and warnings to members' attention. Last year, he mentioned DVLA's apparent reluctance to send out paper reminders that car tax was due; since then, he had received them on paper with monotonous regularity. He told members that the Club's DVLA Secretary, Ron Rudge, had not been well of late although he was on the mend: this was fortunate as his knowledge of re-gaining original VRNs was second to none. He wasn't invited to give a report to the AGM (just as well because it would take all night to list his many activities) but the Secretary offered to cover a couple of points on his behalf. Ron had forewarned the committee recently that the friendly anti-motoring lobby had developed a camera which could spot whether or not the occupants of a vehicle were wearing a seat belt. Unfortunately, the system could not differentiate between modern and classic cars. He assumed that offenders would receive a letter and a fine which members would have to contest every time: very boring but, perhaps, the committee could develop a standard letter once more information had appeared. It was rumoured, also, through the</p>	<p>All</p>





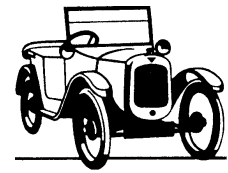
<p>apparently unreliable pages of The Birmingham Post, that DVLA was planning to compel all drivers to carry in the car driving licence, proof of insurance, proof of registration and, possibly, proof of MoT. He noted that UK was somewhat behind Europe as this had been compulsory the other side of the channel for 60 or more years (as had the carrying of a warning triangle, a First Aid kit and a five litre can of fuel).</p>	Committee
<p>11. He noted that the outgoing committee had agreed to stand for re-election if necessary but he encouraged all members to consider offering their services as fresh ideas were always welcome. In particular, the committee wished to appoint someone to take on responsibility for accounting for Club trophies and for organising Club social events.</p>	
<p>12. Finally, he noted that Autumn Leaves and the Christmas meal were not far away and that Santa Brem, who was organising both, was keen that members should book in whilst he still had vacancies. He wished all members and families a Happy Christmas and an Austin Seven New Year in which members could, once again, crowd the lanes with our historic and brilliant cars before the anti-motoring lobby gained the upper hand.</p>	All
<p>Treasurer's Report</p>	All
<p>13. The Treasurer explained the accounts [copy attached to these Minutes] noting that the Club had made a loss of £330, greater than last year's loss (which would have been a profit but for the Club's contributions to the Centenary and the Club's 50th Anniversary). However, despite this year's loss, the committee had decided not to alter the subscription although it would be reviewed periodically. He noted that the end of the fiscal year was 31st January whilst the end of the membership year was 30th September: sometimes, this led to confusion.</p>	
<p>Editor's Report</p>	
<p>14. The Editor said that the editorial team, consisting of himself and his wife, Pam, had produced 10 newsletters in the year; these included fifty one original contributions from sixteen different members. He suggested that this sounded quite impressive until one realised that fifteen were from a single contributor, Pam... He expressed his thanks to those who had written for the newsletter, in particular Ian and Matt Brough, Rikk Harrison, William Waddilove, Andy Lowe, Robin Boyce and David Offer who had all contributed multiple articles. He had found that, as the year progressed, it had become harder to fill 20 pages with varied and (he hoped) interesting content, although a recent appeal for contributions had created a pile large enough for October's edition.</p>	
<p>15. He emphasised that the newsletter was important for those members unable to get to club nights and events and that it would be a shame to see it reduced to a list of events and advertisements. Technology now enabled him to scan documents and convert them easily to text (thanks to Google and Apple), so that printed, photocopied or hand-written items of interest could be accepted for inclusion (subject to Copyright...) and he encouraged members to dig into their personal archives for items of interest. He expressed a wish to include more articles with technical content but, either members were not working on their cars or they did not wish to write about it. He found that a few photographs taken whilst working on the car could provide an outline for an article as well as a help when putting it back together again.</p>	All
<p>Election of Officers</p>	All
<p>16. The Chairman handed over the meeting to the President who reminded members that the entire Committee was obliged to stand down in accordance with the Constitution and that volunteers were sought to replace them. The President then recounted how, in</p>	All





<p>1965, he had opened in the name of the 750 Motor Club, Midlands Centre, a bank account at his bank in Coventry thereafter having a dispute with the 750 MC Treasurer about a conflict of interest over the running of the account. Eventually, Midlands Austin Seven Club became independent. He was delighted that MA7C was looking much healthier than heretofore. The Committee then stood aside and the President sought volunteers to fill the various posts. None appeared and the President reminded the AGM that, fortunately, the old committee had expressed a willingness to be re-elected to their posts. The President added his thanks to the committee for their hard work. Rikk Harrison proposed and Ian Brough seconded Rick Bishop as Chairman: a show of members' hands displayed no dissenters. The President then proposed and Matt Brough seconded the outgoing committee members to fill the committee posts en bloc; a show of hands showed full agreement for the nominations.</p>	
<p>17. The Chairman thanked members for re-electing himself and the old Committee and promised that they would continue to do the best for members; he looked forward to a good year with plenty of reasons to drive Austin Sevens.</p>	
<p>Awards</p>	
<p>18. The Chairman then made the following awards:</p> <ul style="list-style-type: none"> • Chairman's award to Matt Brough for his continued support for the Club and for keeping members up-to-date via the newsletter with the many events which he attended • Enthusiast's award to Alfie Pike for all his hard work at the NEC; he observed that it was gratifying that a younger member of the club had so much enthusiasm and was willing to get his hands dirty • Editor's award to Ian Brough for his many contributions to the newsletter. 	<p>All Committee</p>
<p>Any Other Business</p>	
<p>19. There was no Other Business.</p>	
<p>Date of next Annual General Meeting</p>	
<p>20. The next Annual General Meeting will be held in Beoley Village Hall at 8 pm on Tuesday 30th September 2025.</p>	
<p>21. There being no further business, the meeting concluded at 8.45 pm.</p>	
	<p>All</p>





MIDLANDS AUSTIN 7 CLUB

REPORT AND ACCOUNTS

FOR YEAR ENDED 31ST JANUARY 2024

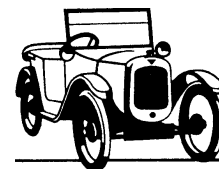
**BALANCE SHEET
31ST JANUARY 2024**

	2024	
	£	£
FIXED ASSETS		
Tangible assets		-
CURRENT ASSETS		
Stocks	-	
Cash at bank and in hand	6,501	
	<u>6,501</u>	
CREDITORS		
Amounts falling due within one year	-	
	<u>-</u>	
NET CURRENT LIABILITIES		<u>-</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		<u>6,501</u>
CAPITAL AND RESERVES		
Opening Balance		6,831
Profit / (Loss)		<u>(330)</u>
SHAREHOLDERS' FUNDS		6,501

**TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31ST JANUARY 2024**

	Year Ended 31.01.2024	
	£	£
Income		4,943
Expenditure		
A7 Car Magazine and Newsletter	1,822	
Room Hire	476	
Subscriptions	62	
Accountancy	300	
Sundry Expenses	1067	
Events (Rallies)	394	
Spares	780	
Website costs	<u>372</u>	
		5,273
NET PROFIT/(LOSS)		(330)





Committee Corner

Midlands Austin 7 Club (MA7C)

President: John Ward (Well House , Milcote Road, Weston on Avon CV37 8JX). Tel 01789 751175				
Chairman	Rick Bishop	4 Reynard Close Webheath Redditch Birmingham B97 6PY	rickbishop1950@gmail.com	01527 404946 (h) 07470 696694 (m)
Distribution Team	John and Jill Philips	4 Old School Lane Wilmcote Stratford upon Avon Warwick CV37 9UZ	john.philps@btinternet.com	01789 290525 (h) 07775 748225 (m)
DVLA Rep	Ron Rudge	1 Everitt Drive Knowle Solihull. B93 9EP		01564 730188 (h) (before 9.30 pm)
Editor	Dave Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	dtrickett331@btinternet.com	01676 535554 (h)
Events Secretary	Andy Lowe	38 Kingswood Road West Heath Birmingham B31 4RP	lowespeed07@gmail.com	0121 477 0547 (h)
Auctioneer	John Roberts	18 Oaktree Lane Cookhill Warwick B49 5LH	alisonroberts2003@yahoo.co.uk	01789 765349 (h)
Membership Secretary	Pam Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	dtrickett331@btinternet.com	01676 535554 (h)
Regalia Secretaries	Jenny Bremner-Smith	Tanglewood Cleeve Prior Evesham Worcester WR11 8JY	brem.bremnersmith@talktalk.net	01789 509236
	Jill Philips	4 Old School Lane Wilmcote Stratford upon Avon Warwick CV37 9UZ	jill.philps@btinternet.com	01789 290525
Road Events Organiser	Brem Bremner-Smith	Tanglewood Cleeve Prior Evesham Worcester WR11 8JY	brem.bremnersmith@talktalk.net	01789 509236 (h) 07712 928711 (m)
Treasurer	Ian Devey	25 Robin Hood Crescent Hall Green Birmingham B28 0BN	devey777@gmail.com	0121 777 9655 (h) 07971 511454 (m)
Webmaster	Dave Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	dtrickett331@btinternet.com	01676 535554 (h)
Secretary	Bob Prophet	Soley's Orchard Rectory Road Upton upon Severn Worcester WR8 0LX	rsprophet26@gmail.com	01684 592509 (h) 07713 742777 (m)

Note that the views expressed in this newsletter are those of the writers and not necessarily those of the Editor or the MA7C. Whilst every effort is made to ensure the accuracy of technical advice and information, the Club and its officers accept no liability for loss, damage or injury from persons acting upon the advice or information given in this publication.

