

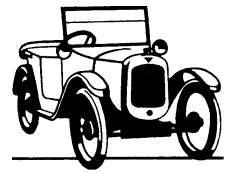
September 2024 Newsletter

MIDLANDS

*Austin
Seven*
CLUB



**1927 Top Hat Saloon known as Brigitte.
The only surviving apprentice built Austin Seven.
See page 11**



Chair Chat

Hello and welcome!

Another month passes us by and more events to go to than we can fit in!

If you've been to a good show lately how about putting a few words together with a few photos of the event and getting it off to David as I know he would be grateful to get input for the newsletter.



Club night was a great success again with over 40 members enjoying the "fish&chip" night thanks again to Brem and his good lady for organising. He is still hard at work planning the route for the Autumn Leaves Run on the 20th October. The AGM meeting is this month, please try and make it if you can, we say this every year but it is important to make your views known to us so we can try to provide the things you want from the club.

Andy Lowe is still looking for an early car or rolling chassis for the stand at the NEC show in November, don't forget to order your tickets on line quoting club discount code. We also have a visit planned to the Gaydon museum in late Sept with a guided tour as well if you're interested get in touch with David Trickett.

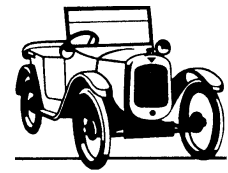
I'm out and about in the special now and the brakes are bedding in nicely, I just got to find a small leak which is causing me problems with the hand brake I'm using wheel chocks at the moment! Also working on my wife's latest transport a 1982 mini automatic, I'm fitting electric power steering as even I find it hard to steer with the 6in wide tyres.

Well that's about it for another month please try and make it to the A.G.M. it is important! Hopefully see you out and about in your cars in the near future, keep your eyes peeled to the events page in the newsletter as this is updated every month.

Regards

Rick Bishop





Please renew your membership.

It is 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, 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 on P19 if your details have changed. Alternatively, complete the form online: [membership](#)

Restoring, driving and enjoying with the MA7C.

MIDLANDS



Membership card

Expires September 30th 2025

Name: Herbert Austin

Membership number: 2025-01



New Members

We welcome Paul Schofield and David Osborn to the MA7C.

Can you help your club?

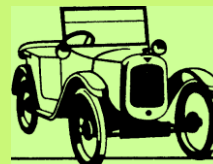
We are looking for people who are interested in organising:

Social events /improving publicity/ keeper of the trophies

Helping to develop the website

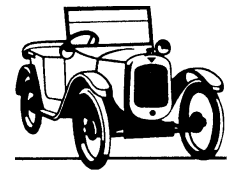
Creating digital copies of some of our precious MA7C history.

Please contact any committee member or inform us at the AGM!



Please help us to keep the club motoring!
Thank you.





Events

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

2024 (Club Events in Bold)

- 21st/22nd September Stoke Prior Steam Rally Shakespeare Rally Promotions Ltd
- 24th September Club Night : AGM**
- 29th September British Motor Museum, Gaydon. Bring your Austin 7 – see P15. The private tour of the collection is full, but reduced price admission tickets are still available.**
- 6th October 750MC Mallory Park
- 13th October Coffee & Chrome, Chateau Impney coffeandchrome@footmanjames.co.uk
- 20th October Autumn Leaves, starting from The Ranch, Honeybourne – see details and form P16**
- 29th October Club Night. Bring & Buy**
- 8th/10th November NEC Classic Car Show (see P17)**
- 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.**




Lancaster Insurance Classic Car Show

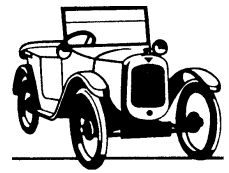
We have been accepted to display at this year’s show at the NEC. If you would like to be involved with set up, packing up, displaying your car, talking to strangers about Austin 7’s, rolling out carpets, constructing backdrops, planning to feature the “Jewels” this year on 8th,9th & 10th November; please speak to Andy Lowe 07971224002or0121 477 0547.

“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

I recently spotted this Austin 7 locomotive on the [Austin 7 Friends Forum](#).

More details: <https://avlr.org.uk/moseley-railway-trust/fleet-list/petrol-locomotives/83-2>



Out and about.

Not a great lot amount going on for us this month, others taking priority over all. Just two local events which threw up some interesting participants.

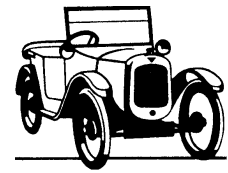


Seen at Brinklow scarecrow event this Hillman reminds me of when I owned such a model. A solid form of transport.



Also keeping company, this Riley convertible exhibiting all its pedigree. Unfortunately a cold overcast day prompted some owners to vacate early.





The next day improved considerably. The A47 was overflowing. Anglia in the sunshine showing great lines it commanded attention. Also seen at church end Brewery, it is for sale.



Not to be out shone this T grabbed all your attention, looking as it should every inch a pre war icon.



Now for something completely different. An aeronautical impossibility so they say. Large body small wings, but no one has told the bumble bee so it keeps on flying very well indeed.

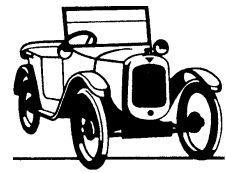
Rikk Harrison.



What is that clunk? –Ed

On a recent trip to a canal side pub for a leisurely lunch, a friend asked me “What is that clunk?” Ever since acquiring the Opal I have lived with a clunk which occurs when changing gear, specifically when the clutch is released. I didn’t think too much of it as it didn’t seem to get any worse during our European tour covering 1500 miles, but decided to take a look at the drive train in the hope of tracing the cause. So, up on four axle stands and underneath I went. I first checked the prop shaft for excessive play before removing it for a closer inspection.





No problem there, both universal joints are fine, with no excessive free play. I checked the rotational free play at the splined end (front). Woodrow allows 0.004", difficult to measure, but as it was barely detectable, I deemed it satisfactory.



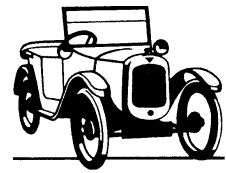
So on to the torque tube, which I felt might be the culprit as the torque tub anchor was sitting at a slight angle. On removing the locking bolts from the large adjusting nut it was clear that the nut was screwed in as far as it could go. Needing to investigate further I removed the pinion shaft flange (which was suspiciously easy), then the torque tube socket could be removed.

Visually the ball at the end of the torque tube did not look excessively worn and neither did the socket (below).

Once cleaned up (I knew all of that grease must have gone somewhere!), I reassembled the socket and ball, supporting the torque tube on yet another stand (by this point I was wishing I had a 4 post lift).

With the adjusting nut screwed almost fully home, all seemed well with no detectable free play, but with the socket able to move in all three axes.





However the Silentbloc bush seemed to be ready to disintegrate and was sitting at a jaunty angle. Sure enough, a quick squeeze in the vice revealed a homemade rubber bush which appeared to have been cut from a length of rubber tube.



I don't think that this is the source of the clunk, but it is time to source a new bush, available from A7 Components.

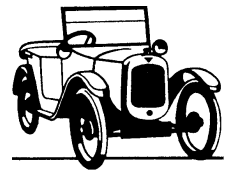
At September's club night one of our more experienced members suggested that a loose hub may be the problem. If the hub is not correctly lapped on to its taper it may rotate slightly on the half shaft. I plan to check that the hub nuts are fully tightened before any further dismantling.

Now, I think there is a tool to prevent rotation of the hub while the nut is tightened. I seem to remember angle iron and a scaffold pole are involved. Perhaps we should have one in the club toolbox.....

Retro Festival, Newbury – Andy Lowe

This is one of two Retro Festivals by the same organiser. There is a fee to enter and camp but is a very good saving on the general admission prices. There is a huge variety of vehicles and displays. American, Classic, Vintage, commercial and military vehicles of every sort. There are over 120 stalls selling all sorts of items. Each night there is a choice of three halls of entertainment one with all sorts of music and entertainers, one with northern soul and one with rock bands. Just off the A34 access is easy and the camping inside the show ground, if a little cramped.





I did notice the fuel tank on this, and it was duplicated on the other side. Wonder what it does to the gallon? It was used on the road as I saw it leaving towing a caravan.

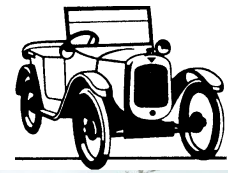


There are a lot of different vehicles all jumbled together, which is part of the interest and charm.

Scooters and bikes featured, even "Choppers" for sale on one stall.



The unexpected to see among the period Caravan display, and the extremes of custom building amongst the hot rod and customs.



All in all, an interesting show with plenty of variety to see.



Time to Consider and Act – Ian Brough

We are undoubtedly living in rapidly changing times. The demography of old car ownership, the drop in attendance at meetings/events inflicting a variety of pressures on clubs together with the declining market value of vehicles, is impacting in a manner more quickly than most people could have ever imagined.

The consequences of this situation are a cause for concern in several areas. It is becoming clear that it is not just the general failure of recognising the need to be bringing in younger people some while ago but their current dramatic life style changes with new pressures which are absorbing their interests and creating outcomes that are difficult for the older generation to appreciate. With very few hands-on activities, lack of awareness (you don't buy something you haven't seen or know anything about), the lack of storage space (houses built without garages) and the declining number of repair facilities, they are unlikely to suddenly become fascinated with old cars.

All of these are mitigating factors against the efforts of those endeavouring to stimulate interest to preserve the status quo! However, it is another consequential issue that I wish to bring into discussion that is generally being ignored as are other uncomfortable subjects.

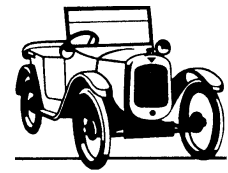
I feel it important to highlight a growing issue that I am sure members will recognise. As time moves on and the inevitable consequence of old age means that many individuals are no longer able to drive their cars and in the worst scenario of course pass away. Inevitably, someone has to deal with the resulting problem. It would be nice to think that everyone has contemplated the future and the likely situation that will develop having therefore made adequate provision for the future. Sadly, as will be recognised this is all too often rarely the case and poor outcomes are generally the result.

The problem is exacerbated when there is just a single individual living alone with no close relatives, possibly owning multiple vehicles and lots of spares. Unless they have taken time and effort to make appropriate arrangements a positive outcome is difficult to achieve. Recent events have seen problems





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when cars and spares have been stored in lock-ups where the location has not been known or even its existence. Often a situation arises when time pressure is exerted to clear premises ready for sale or redevelopment and cars and spares have been scrapped!

Even when attention has been given to this subject there are issues that can arise. I know from personal experience, having been joint executor for a friend's estate which took nine years to complete, that numerous problems can arise with significant time and effort necessary to satisfactorily conclude matters for all concerned.

In situations without planning and necessary arrangements being made then it is likely that any remaining relatives or associates may turn to a Club to help, as has been the case on occasion with our own Club. The time and effort required, the costs and the need to have space to store, sift and eventually shift an eclectic hoard of spares should not be under-estimated.

A recent sale by auction of an individual's collection, who has dementia, of 10 Austins, including an early 1912 Edwardian, a rare Austin 20Hp, an early 12/4, a 1927 A7 and the rest all 1930s cars resulted in incredibly low prices creating new bench marks and potential criticism of the decision to bundle all the cars together.

However, I am also aware of a similar, recent case where a life-long Bachelor died leaving five cars (not A 7s but impressive 6-cylinder vehicles) and a huge collection of spares and literature. The vehicles until quite recently would have sold for between £35-45 thousand pounds each. A friend, a member of the appropriate club, saddled with the task of dealing with it and clearing the house for sale decided that they should be put into auction together. The saloons sold for £5-6 thousand pounds each and a desirable tourer sold for only £12 thousand pounds. Obviously, questions have arisen with various standpoints being taken.

Yet another relevant situation has arisen where on the demise of the owner of a large collection of rare vintage cars, even though there is a will in place, a problem has arisen because a disaffected relative has decided to contest it. Causing delays and problems for the executor friend!

A question that emerges that we should consider, is whether or not individuals are clearly acting in their own capacity, or when as they are club officials it could be claimed that they are acting as representatives of their club? In this situation would there be a need to report and engage with members because of what may be deemed to be an implied liability for the Club. Do they or their Club need protection or appropriate insurance? Often simple matters become horribly complicated but hopefully with correct forward planning with clear guide lines, potential problems and issues can be avoided.

Perhaps, given the growing number of similar situations, it is necessary for Clubs to have a clear policy that states that individuals acting to assist individuals or deceased estates do so entirely as independents with no inferred liability on the Club. Likewise, any individuals acting in good faith to assist in similar situations may be best advised to set up a formal agreement so that there can be no potential liability issues or fall back that could come back on them if difficulties arise.

The history of Brigitte the Austin Seven Saloon.

A short history of the 1927 Top Hat Saloon known as Brigitte (by our late brother Paul Hatch)

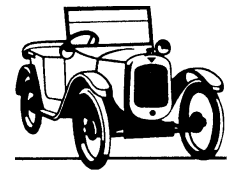
**This car was handcrafted hand fettled, hand built, hand painted by Paul,
who was an artist, historian, author and Austin Seven Enthusiast.**

Unlike most vintage cars, the history of Brigitte is almost complete from the time of her construction in 1927 to the present day. A journal was kept of her construction and this document is still in existence. An update was added in 1946, but from that time there is only a five year gap in the story. In 1951, *Brigitte* was in the ownership of a lady driver and in 1957, the car passed into the hands of a travelling salesman who used *Brigitte* for his business. Early in 1961, the salesman put her in storage and then she remained for five





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years, after which time she was sold to a man who was rebuilding an old property in Gloucestershire. It was from this person that I bought the car and she has remained in my possession ever since.

Brigitte was 'apprentice built' in May and June 1927 and finished in yellow and black. One of the apprentices who built her was George Gill who kept a journal of the car's construction, which he left under the backseat when he sold it. He says that the car was originally used as a runabout at Longbridge, but was purchased by him for £75 in June 1928. This car is unique in as much as it is the **only** surviving example of an 'apprentice built' Austin Seven and was the only Austin Seven saloon constructed specifically for the purpose of being used as a runabout at the Austin works.

She was also used as a runabout at Desford aerodrome in Leicestershire during the Second World War. Sadly, in 1944 she was part destroyed when an American B-17 crash landed on the runway! In 1951, she featured in a street party held to celebrate the Festival Britain, carrying a beauty queen in a fundraising procession. Two years later, she was used again for the same purpose, this time to celebrate the coronation of Queen Elizabeth II.

From 1957 until 1965, she was owned by a travelling salesman, who was also a bit of a conman and was once used by him as a getaway car to escape from the police in South Wales!

Then she was dismantled and left to rot in a barn in Gloucestershire in the late 1960s. Brigitte was



eventually rebuilt by me (close to her original appearance) between 2011 and 2019.

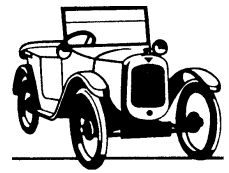


Please tell us a few sentences about the history of your Austin Seven with a picture for the newsletter. We look forward to sharing your Austin Seven's adventures. Thank you, Ed.

These show Bridget as she was following the incident at Desford aerodrome in 1944 with her badly damage roof cut off and her body painted in camouflage green and as she is today (August 2019) with a new roof and back to original colour scheme of yellow and black.

This car was on display at the 2022 centenary rally.





An Appeal to Members

Newsletter contributions needed

I hope that the newsletter is valued by our members. It does take a considerable effort to produce newsletters with interesting and varied content. Although the club has several regular contributors, we always welcome new contributions.

Please send your letters, articles, photos, comments, sales and wants to dtrickett331@btinternet.com or by post to David Trickett, 2 Dunchurch Close Balsall Common, CV7 7PN.

Copy for inclusion in the following month's newsletter is required by the 12th of each month.

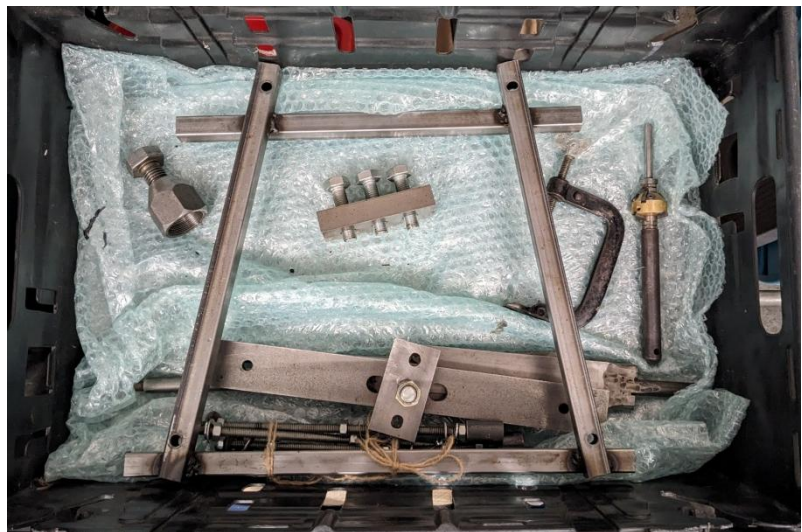
Keeping in touch

As well as the newsletter you can keep in touch and up to date via our Facebook Group: Midlands Austin 7 Club and the Website: www.ma7c.co.uk

Toolbox Tools

The Club has a box of tools available for members to borrow. Hopefully this will avoid having to purchase tools which may only be used once or twice. Currently we have the following:

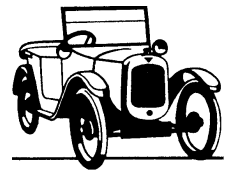
- Hub Puller
- Valve spring compressor
- Engine stand
- Crankcase front bearing removal tool
- Flywheel puller
- Valve seat cutter



In addition, we are looking for Brake shoe riveting tool, Starting nut spanner, Clutch alignment tool, Piston ring sleeve, Thin Spanner (2H101), Bevel pinion hook spanner (XLX 1979, Swivel pin puller, Bottom bush extractor & tap, Torque tube C spanner and Rear crankcase foot nut spanner

We would welcome contributions from members. If you have duplicates, or are prepared to loan a tool to the club, please contact Dave Trickett.

The box of tools will be brought along to most club nights.



Interesting Inventions

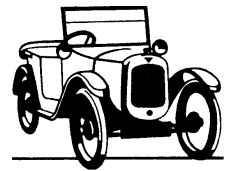


This pedal car was made in 1906 in England. It was given as a Christmas present to a child of the Braquilenges family who still own [Le Chateau De Cenvieres](#), France.

Technical Tips

The crop of classic car spares available on line today is impressive but sadly not always of the quality that we might wish. This is particularly pertinent for ignition items. The exact item that is failing in the ignition system is not always obvious. Symptoms for failure of condenser, coil, points, distributor cap, ignition leads, rotor arm or coil can often be similar and difficult to diagnose. So the only way to find the culprit is to systematically, item by item, swap it with a new one. But what if the new one is duff? Then the task becomes much more tricky. So the tip is, when all is running well and you are sure that all the bits are in good fettle, take them out, one by one and replace them with new bits. Check that each item is working and then place all the bits that you have taken off in a bag suitably labelled. Then you have a stash of bits that you know are in full working order. If you are fortunate enough to have a spare distributor you can use that as your store of parts and can be a quick fix if you carry it with you. By the way Ford side valve distributors can and will seize in the cylinder head. Before replacing it give it a good smear of copper grease and from time to time check that it is free (marking the ignition setting first).

Chris Johns



Events



British Motor Museum – Gaydon

Sunday 29th September 2024

Join us for a private tour of the collections centre with an experienced guide who will provide a unique insight into some of the oldest British cars and one-off prototypes. Some of the cars have rarely been on display to the public before!

£12 / person (payable in advance) covering museum entry, plus approx £3 / person for the 45 minute tour, payable on the day (exact cost depends on numbers).

Meet in the car park (under the club flag) at 11:00am for the tour at 11:30am. Enjoy a run out in your Austin Seven or your 'Modern'.

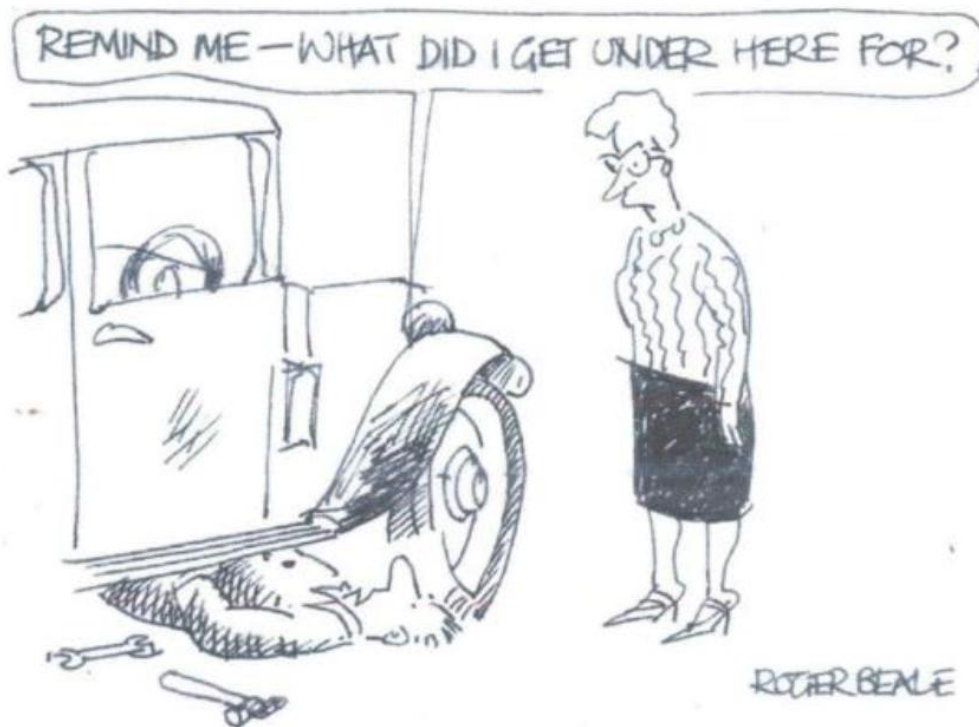


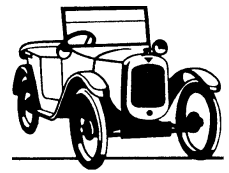
Austin A90 Atlantic

Contact Dave Trickett (01676 535554 or email dtrickett331@btinternet.com). Cheques payable to Midlands Austin 7 Club or pay by BACS, include BMM in the reference. Sort Code: 60 07 40, account 81063717.



Caption Corner





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:.....

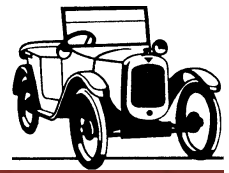
Reg #:.....

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.





Celebrating 100 years of the Austin Seven



8-10 NOVEMBER | NEC, BIRMINGHAM



THE UK'S PREMIER CLASSIC MOTOR EVENT

3000 CLASSIC CARS

LARGEST INDOOR AUTOJUMBLE

300+ CLUBS

ICONIC AUCTIONEERS & CAR DEALERS

350+ TRADERS



SCAN ME TO BOOK TICKETS
NECLASSICMOTORSHOW.COM



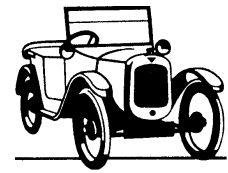
£4 DISCOUNT
ON ADULT DAY
TICKETS WITH
OUR CLUB CODE*:

CCCN0V828



*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.





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.

Shippo Garage, 22 New Street, Upton upon Severn, Worcester WR8 0HR, tel: 01684 591020 (Servicing) and 01684 592656 (MOT). It matters not which number you phone - it's a one-man band although his MOT inspector is off sick. I know that Stuart is good and honest as he services my A Class and he has replaced the A7 front axle and adjusted the A7 brakes (I had to teach him how to do it!). He has also failed my A Class and both my A7 and Morris Minor!

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.

Daves 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.

Giveaways

Gordon Taylor wishes to dispose of the following free of charge:

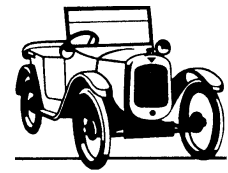
1. Large framed picture of A7 Saloon in Section signed by Stanley Edge
2. Large framed picture of All A7 Cars 1922-1939 - Published by A7A 1985
3. Grey Mags: 1980s to 1990s, most in A7CA Folders
4. Automobile Mags: 1980s to 1990s, most in the Automobile 12 month covers

All items are in excellent condition and it would be a shame to bin the lot... If you are interested, please contact Gordon direct on 01684 562276.

Wanted

Bottom fan pulley for mag. engine. Robin, 07734059235 or robin.boyce@btopenworld.com





Membership Application

Please print clearly and sign form below. If you are a new member please tick the Box

Member's Details:

Name:

Address:

.....

Post code: Year of birth (optional):

Tel Nos (home) (mobile).....

Email address:

Where did you hear about the club?

Car details:	Make	Model	Year	Chassis no	Registration
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I understand that by completing this form I give my consent for my details to be used solely by the MA7C Committee. No data will be shared with any third party.

Signed:

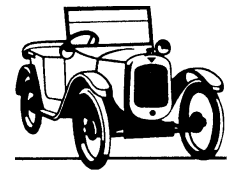
Date:

Please send your fully completed form (with cheques made payable to "Midlands Austin Seven Club") to: Pam Trickett, 2 Dunchurch Close, Balsall Common, Coventry, CV7 7PN.

Phone: - 01676 535554 (before 9pm please)

or pay by BACS - Bank details – NatWest. Sort code 60-07-40. Account 81063717.





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)

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