



AUSTIN 7 CLUBS' ASSOCIATION

MINUTES OF A COMMITTEE MEETING
HELD AT THE AUSTIN 7 CLUBS' ASSOCIATION ARCHIVES, LUBENHAM
AT 1100 HOURS ON SUNDAY 14th JULY 2013

Present	Andy Lowe	Chairman A7CA; MA7C
	Chris Garner	Vice Chairman; PWA7C
	Phil Baildon	A7CA Archivist
	Hazel Gore	Advertising and MA7C
	Howard Annett	Magazine Distribution and Back Issues; A7OC
	Brem Bremner-Smith	MA7C
	Arthur Davies	MA7C
	Nick Beck	Bristol A7C and Scottish A7C
	David Charles	A7 Special Register
	David Cochrane	Pram Hood Register
	Gill Davis	750 MC; Cambridge A7 & VCC
	Alan Billington	Online A7C
	Roger Price	Online A7C
	Bob Prophet	Secretary; MA7C; PWA7C

Apologies

John Wyett (Treasurer), Robin Boyce (Editor), Bernard Griffiths (Events & Projects Co-ordinator) Ilke Cochrane (Website), Graham Baldock (Public Relations), Jim Blacklock (Registrar), Ian Mason Smith (Dorset A7C), Mike Ward (Hereford A7C), Paul Maulden (Norfolk A7C), David Charles, Chris Charles (Specials Register), Peter Relph (Sports Register), Stuart Phillips, John Williams (SWA7C), Graham Smith (Solent A7C), Mike Tebbett (Mulliner Register), Chris Wood (VAR NZ), Martin van der Zwan (Dutch Pre-War Austin Seven Owners).

Action

<p>Welcome</p> <p>1. The Chairman welcomed the meeting and thanked the Triumph Register for allowing A7CA to use their excellent facilities and Phil Baildon for organising everything.</p> <p>Minutes of the previous Meeting (AGM)</p> <p>3. The Chairman asked for comments on the content of the Minutes of the previous meeting.</p> <ul style="list-style-type: none"> • It was noted that para 8 indicated that PD tourers were built from 1934. It was agreed after some discussion that they were built from 1932. • Howard Annett asked that A7OC be added after his name in the attendance list. • The Secretary was asked to amend Andy Stoner to read Andy Storer in the attendance list. <p style="padding-left: 40px;">[The Secretary apologises for these two typographic errors: the amendments have been made].</p> <p>Matters Arising</p> <p>4. Phil Baildon reported:</p> <ul style="list-style-type: none"> • that he had sent a copy of the Twincam engine drawing to the Spollen family • that he had sent a letter of thanks to Mrs Jean Stoneham for the Ben Nevis programme and that he had thanked Mr and Mrs Yarney • that he had thanked Alan Harris for the two pictures 	<p></p> <p>Secretary</p> <p>Secretary</p> <p>Secretary</p>
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Chairman's Report

5. The Chairman told the meeting that he had sent a card to Chris Dalby and asked all present to sign another which he would send.

All present

6. The Chairman told the meeting that Damian Gardner-Thorpe had tendered his resignation as Gordon England Registrar and that Ruairidh Dunford (who owns a Gordon England) had volunteered to take over the post. He then proposed and Chris Garner seconded that Ruairidh be elected to the post. The Committee agreed unanimously. The Chairman then expressed his thanks and those of the Committee to Damian for his hard work in maintaining the Gordon England Register so well over the years.

7. The Chairman announced that he had delivered the correct Ken Warren Trophy to Beatrice Brown who had been unable to attend the AGM. He had taken a photo which he has sent to the Editor for The Grey Mag.

Editor

8. The Chairman told the Meeting that Dorset Austin 7 Club had produced a checklist of points worth observing in lieu of a compulsory MoT Test. This checklist is attached to these Minutes. Dave Cochrane mentioned that the FBHVC website contained a list of MoT Stations sympathetic to classic and vintage vehicles; they were always happy to add new Stations recommended by members.

All

All

9. The Chairman reported that Martin Packer had done sterling work looking after the graves at Lickey Hill. He recommended looking at www.findagrave.com and then adding Lord Austin. He expressed the Committee's thanks for his excellent work.

Secretary's Report

10. The Secretary mentioned the barn find Ruby in the Marlow area, reporting that the initial response had been good but that he had heard nothing since.

11. The Secretary reminded the Committee of the search by Jane and Martin Blick for a Ruby which had gone well initially but had then – apparently – turned sour when they were gazumped by the vendor a couple of times, the price of the car having risen from £1500 to £6000. The Secretary suggested that owners be encouraged to keep their valuations up to date. The Chairman agreed, saying that many owners were not aware of the increasing value of classic and vintage cars. Discussion ensued about the insurance threshold now being £10,000, putting classic and modern cars on the same policy and the fact that RH seemed to offer a good deal; their cover included breakdown in UK and abroad and many tales were related of their good service.

All Clubs

12. The Secretary the put out a plea for Clubs to ensure that their committee details were correct. It was then suggested that each Club send to the Secretary either a paper or electronic copy of its newsletter or an up-to-date list of Committee members and their contact details. These details would not be promulgated but would be kept as a database so that the A7CA Committee could contact Clubs. Each Club is asked, also, to ensure that the Secretary is kept informed of the Club details shown at the back of The Grey Mag.

All Clubs

13. The Secretary explained that a couple of (mainly overseas) Clubs had expressed concern over the cost of postage of the Grey Mag: invariably, postage cost much more than the Mag itself. After some lengthy discussion, it was agreed that the Committee's officers would investigate the options for distributing the Grey Mag: these could include CD and some form of electronic distribution. It was suggested that some UK members may prefer an electronic version whilst many were known to prefer a paper version and it was felt that a combination of delivery methods could be possible for all members world-wide.

Committee

Treasurer's Report

14. In the absence (for which he apologised) of the Treasurer, the Chairman read out his report:

"The liquid funds held by the Association increased from £23,745 reported at the

<p>previous meeting to £35,722 at the end of June. The increase is due to receipt of subscriptions and magazine income from UK full member and associate clubs. The only significant payment during the quarter ended 30 June was for the printing of "The Grey Mag" 2013B.</p> <p>Money due from member clubs for subscriptions and supply of magazines was generally received promptly but, in a few cases, several chasing emails and telephone calls were necessary. In the majority of these cases, the reason for late payment was as a result of a change of club officers. Clubs are reminded that, as e-mail is used to send requests for payment, it would be helpful if those changes of Treasurers' details could also be notified to A7CA Treasurer (see paragraph 12 above).</p> <p>All invoices sent to UK full member clubs, associates and those registers which take the magazine have now been paid. Overseas clubs will be invoiced at the end of the year, as normal.</p> <p>As reported to the previous meeting, the interest rate on A7CA deposited funds continues to fall; the latest reduced rate of 0.4% will apply from July 2013. The great UK banking savers rip-off continues. In real terms, this means, of course, that the purchasing power of A7CA funds is further eroded."</p>	<p>All Clubs</p>
<p>15. The Chairman thanked the Treasurer for his report. The accounts are attached to these Minutes.</p>	
<p>Information</p>	
<p>16. <u>Magazine</u>. The Chairman reminded the Committee that Ed Waugh was taking over as Editor of The Grey Mag at the end of the year.</p>	<p>Editor and Editor (des)</p>
<p>17. <u>Webmistress's Report</u>. In the absence of Ilke Cochrane, David Cochrane spoke for her, announcing that Chris Charles had volunteered to take over the website; Ilke had written to encourage him but said that the Committee must make the decision. The Chairman said that Tim Griffiths had offered to re-vamp our website and thought that the changeover would be a good time to do it. This provoked a great deal of discussion including comment from Ilke via David that Tim's system, whilst sound and smart, was somewhat fussy. Roger Price noted that Tim Griffiths was prepared to offer technical help but not to put events (such as the 90th Anniversary video) on CD/DVD. David Cochrane then proposed and the Chairman seconded that Chris Charles be appointed Webmaster and that he liaise with Ilke. It was further suggested that Chris Charles liaise with Tim Griffiths about a possible re-vamp of the website and also about putting events on CD/DVD. This was agreed unanimously.</p>	<p>Webmistress and Webmaster (des)</p>
<p>18. <u>Advertising</u>. Hazel Gore reported that advertising space taken in issue 2013C amounted to 8½ pages: the income was £115. She explained that most monies were paid pro-forma (ie before adverts were displayed in the magazine). The income for January to June 2013 had been £1507.90: including July's £115, this brought the total to £1622.90. Hazel continued that a sum of £500 appeared in the financial report as a donation from The Willis Group. This had been for a particular project which had not worked out. This sum was being held in the account under sponsorship while the Committee decided what to do with it. Hazel reported that she had thanked R H Willis.</p>	<p>Committee</p>
<p>19. Hazel concluded by saying that Sandra Francis had decided to sell her late husband's (Pete) half-finished van project. The details, which will appear in The Grey Mag in due course, are attached to these Minutes.</p>	<p>All</p>
<p>Archivist</p> <p>19. Phil Baildon told the Committee that he had been invited to visit Bob Wyatt on Wednesday 19th May to collect a filing drawer of reference cards which Bob had used to record details for his books. Some cards referred to Austin 8 but it was agreed to keep these as the Austin 8 Secretary lived in Guernsey. Discussion followed about what to do with the cards; the Committee decided that, as the cards were delicate,</p>	

minimal handling was required; therefore, it was decided to investigate putting the cards on the website for all to see and use. He reported that David Martin had been through all of the cards and that he will write an article for The Grey Mag.

Archivist

20. Phil mentioned that Graham Baldock had produced a new poster of Austin 7 models in A2 size; Phil had suggested that A3 would be better; Graham had said that he could produce 1000 copies in colour for £175 + VAT. Discussion followed about the colouring and style of the poster and who should receive this poster or who would want a copy. It was decided to order 1000 copies, to send one free copy to each Club and to see how many copies each Club wanted to order. The Committee asked Phil to thank Graham.

Archivist

21. Howard Annett demonstrated two posters which Essex Austin 7 Club had produced – a wiring diagram and vehicle data – which all agreed could be useful and popular. It was agreed that Phil should speak to Essex Austin 7 Club with a view to possibly producing them under the A7CA banner. The Chairman suggested that the £500 Wills donation could be used for these poster projects.

Archivist

Registrar

22. In the absence of the Registrar, the Chairman read his report and thanked him for his continued hard work:

"The Registrar apologised for not being at the meeting. The Surviving Austin 7 Register was updated and uploaded onto the A7CA Website in early June – thanks are due to Ilke. Following his requests to all the Austin 7 Clubs and Registers around the world, he had received updated Austin 7 Registers as follows:

	Received	Waiting for
A7CA UK Full Member A7 Clubs	9	10
A7CA Overseas Associate Member Clubs	2	18
A7CA Austin 7 Registers	6	10
A7CA Associate Member Clubs	0	9
Non A7CA Member Clubs	0	5
Totals	17	52

All Clubs

He regretted that he had not used the Austin 7 Registers received so far to update the A7CA Surviving Austin 7 Register because he was trying to finish his covered trailer project (now completed) and because he had had to spend quite a bit of time trying to translate some of the A7 Registers into a usable format.

However, Jim wished to thank all those Austin 7 Clubs and Registers which had taken the time and trouble to update their registers and e-mail them to him and to encourage those who were still working on them.

All Clubs

He added some Food for Thought about the number of surviving Austin 7s. He had attended the 750MC Rally at Beaulieu last weekend, for the first time since 1990, and it was a really enjoyable event. Having decided to take the opportunity to check the Austin 7s entered against the Surviving Austin 7 Register, he was

somewhat surprised to find that, of the 129 cars entered officially for the rally, 24 (or 19%) were not actually included in the Register! Currently, the Register contains 10,280 Austin 7s (cars or chassis); if we use this figure of 19% not registered at the 750 MC Rally as being a representative figure of the number of Austin 7s not included in the Surviving Austin 7 Register, we could be looking at nearly another 2,000 Austin 7s not in the Register, which would bring the figure of surviving Austin 7s world-wide to some 12,300 cars. According to "The Austin 7 Source Book", 291,000 Austin 7s were produced by 1939. Therefore, against this total production figure, we currently have an estimated survival rate of approximately 4.23%. He thought that the A7CA Clubs might appreciate that thought.

Finally, Jim said that Bryan Purves noted in his Source Book (mentioned above) that Herbert Austin was granted a royalty payment by the Austin Motor Co of two guineas per Austin 7 produced, which means that he made £611,100 by 1939 (in today's terms about £30 million) from the little Austin 7 alone. Could this be another reason why the Austin 7 is often described as "**The Motor for The Millions**"?"

Support

23. Spares and Suppliers. The Chairman updated the meeting on the health of Chris Dalby, saying that he had sent a card; he then invited all present to sign another card. Arthur Davies gave an update on John Barlow who seems to be progressing well.

24. Breakdown. The Chairman noted that only the Scottish Club had responded about a breakdown register: they deemed it to be a good idea and discussion followed about producing it on paper or electronically and who should collate it. The Committee agreed to look into this.

Any Other Business

25. The Chairman reported that Jim Blacklock had suggested that A7CA produce a sticker for members' cars showing details of the A7CA website and contact details. This was thought to be a good idea.

26. The Chairman mentioned Chip 'n Trac which the supplier was prepared to offer to members at £99 (incl VAT and delivery) instead of the retail price of £149: it worked on 6 – 24 volt, was transferable to any vehicle, required a sim card and would send a text message to the owner's mobile if the car were to be moved. In exchange, RBS Ltd sought free advertising in The Grey Mag for a time. Purchase of the device would be done through the website. Some discussion followed and Gill Davis suggested spreading the word about thefts around the Austin 7 network. Phil Baidon suggested that all thefts of Austin 7s be reported to the Secretary who would then circulate the details around all the Clubs. This was agreed.

27. The Secretary drew the Committee's attention to a recent article in Classic and Sports Car about the trip from Buenos Aires of three Austin 7s.

28. The Secretary then drew the Committee's attention to a recently-completed fundraising trip from north to south America; the vehicles in this venture had been on display at Beaulieu a week ago. Details are attached to these Minutes.

29. The Chairman told the meeting that Dorset A7C had asked for clarification of the MSA/FBHVC/Government rulings on Rallies etc. After much discussion – including legitimate ways of circumventing the rules, it was generally agreed that neither MSA nor the Police were interested in the ordinary "Rally" or "Road Run" as the emphasis was on the words "Motor Sports" which was not the aim of either a "Rally" or "Road Run". There was no harm in informing the Police who would always be grateful for knowing that a collection of cars would be on a particular route at a certain time. However, this answer was not definitive as FBHVC were investigating this question and it was felt that A7CA should hold back until FBHVC concluded their investigations. Alan Billington pointed out that members of MSA had to comply with MSA rules; non-members didn't. It was pointed out, also, that MSA provided Public Liability for their members and that both FBHVC and A7CA provided the same for their members.

Committee

Registrar

All Clubs

All

All

All

<p>30. The Chairman told the Meeting that the Bedfordshire and Hertfordshire Classic Car Club had once been full members of A7CA for a short time in 2008/9 but that this membership had dropped off. They are now seeking renewal of that membership. After much discussion about Insurance cover through FBHVC and A7CA, it was agreed to defer this decision whilst the Committee investigated whether or not the Bedfordshire and Hertfordshire Classic Car Club belonged to FBHVC and, therefore, benefitted from their Public Liability Insurance.</p>	Committee
<p>31. Chris Garner told the Meeting that the Bert Hadley biography would be published by PWA7C before the NEC Show.</p>	PWA7C
<p>32. Phil Baidon reiterated that A7CA would not become a Limited Company as it was not worth the effort for an organisation which was not in itself a Club.</p>	All
<p>33. Since the Meeting, the Chairman has added as a postscript that Roger Mallinson had been awarded a prestigious Lifetime Achievement award by the Transport Trust for his work with historic steam vessels; this had been presented by HRH Prince Michael of Kent at the Brooklands Museum. Roger had driven there, of course, in his Austin 7 Boat-tailed tourer with Whoppet for company/navigator.</p>	All
<p>Date of Next Meeting</p>	
<p>33. The next Committee Meeting will be held at 1100 hrs on 13th October 2013 at the Heritage Motor Centre, Gaydon.</p>	All
<p>37. There being no further business, the Meeting closed at 1350 hours.</p>	

Chairman:

October 2014

Secretary:

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Austin 7 Clubs' Association
Financial report January to June 2013

	£	£
Balance 1 January 2013		26581.65

Receipts January-June

Magazine sales	13266.50	
Magazine distribution recharged to clubs	356.08	
Subscriptions for 2013	425.00	
Subscriptions for 2012 in arrears	5.00	
Advertising	1507.90	
Archive sales	392.00	
Interest received	130.81	
Sale of binders	20.00	
Donation from Willis Group	500.00	
Sundry income	<u>123.24</u>	
Total receipts		16726.53

Payments January-June

Room hire and meetings	352.68	
Printing magazines	4280.00	
Magazine distribution	575.57	
Insurance	1722.50	
Archive costs	271.85	
Archive purchase	37.29	
Website cost	50.00	
Officers' expenses	245.39	
Sundry payment	50.00	
Total payments		<u>7585.28</u>
Balance 30 June 2013		<u>35722.90</u>

Analysis of Account balances at the end of June:

Lloyds	16019.36	
Santander	0.00	
Scottish Widows	<u>19703.54</u>	
		<u>35722.90</u>

John Wyett
A7CA Treasurer

jwyett@tiscali.co.uk
tel: 01366 500165

June 2013

All invoices for magazines, post and subscriptions sent to UK clubs have been paid.

Our Story – Eunice Kratky and Guy Butcher

The amazing Austin 7 has yet again shown its incredible potential 91 years after being released to the public in 1922.

Our adventure across and down the length of the Americas was our 'Starter for Ten' in an endeavour to raise £1m for children with special needs and their families. Our crazy achievement was to drive a 1930 Austin Seven, rebuilt and specially prepared in just 18 months. As with John Coleman, we chose it for its remarkable abilities and for the ready availability of spares; in addition, it had the advantage of being both small and light and was capable of going anywhere.

We left Baltimore for Alaska before turning south to Tierra del Fuego. The total distance was some 20,000 miles (32,000 kms) and we thought it very appropriate that the run celebrated the 90th Anniversary of the Austin 7.

The trip was possible only because of the generosity and kindness of many, many people and you, too, can be part of the adventure by contributing to our fund. Every penny, cent and peso goes to the charities and we have set up a non-profit organisation for this purpose: www.bespk.com (Bringing Extra to SPecial Kids).

Please do consider supporting this worthwhile cause and celebrate the achievement of the Austin 7.

Guy Butcher: guy.butcher@gmail.com

July 2013

DORSET AUSTIN 7 CLUB TECHNICAL FORUM

A REPLACEMENT ANNUAL SAFETY CHECK

Section 1: Lamps, Reflectors and Electrical Equipment.

Things to check:

- Headlights—dip and main. (Single dippers not legal)
- Sidelights, tail lights & reflectors
- Stop lamps (>1936 only)
- Indicators (>1936 only) (semaphores must illuminate)

Comments:

- Fit additional earth wires for each bulb direct to chassis or good earthing point
- Halogen bulbs not necessarily better and heavy on amps (esp. 6v). More success using a relay instead of the master light switch. See Gary Fatt for parts and wiring.

Section 2: Steering and Suspension

Things to check:

- Free play at steering wheel less than 3 inches (wheels on ground)
- Tightness in lock-to-lock steering (wheels off the ground)
- Track rod ends
- Broken, missing or misaligned leaf springs; worn spring eyes; wheel bearings (sideways movement); King pins (vertical movement)

Comments:

- Check all split pins
- Tighten king pin cotter pin
- The new double front shock absorbers are a good thing (a cheaper fix is to bolt one end of shock absorber directly to axle)
- Check radius arms bracket and cups
- Essential to check for a cracked steering arm (or replace new from D Cochrane just to be sure)
- Check steering arm ball joint (see website for mod)
- Check torque tube anchoring point (large star nut)

Section 3: Brakes

Things to check:

- Handbrake, general brake efficiency, pulling to the side under braking
- Rubber cover on pedal
- Brake linings > 1.5mm (above rivets)
- Cables and clevis joints. (Only 1 adjuster allowed per cable)
- Loose back plate

Comments:

- Check for front cables locking-up wheels on turn
- Give a slight rear-brake bias
- Check brake levers are perpendicular to cables
- Get someone else to drive the car for comparison
- Tapley Meter house brick test: if a house brick (frog rearwards) on its side falls over when the brakes are applied at 20 mph, that's about 50%, (foot brake) and if it falls over when stood on end it's about 25% efficient (handbrake) and these are within test limits.

Section 4: Tyres and Road Wheels

Things to check:

- Spokes loose, bent or corroded
- Missing wheel studs
- Tyres for lumps, bulges, cracking, cuts, exposed cords & poor seating on the rim
- Tread depth (1.0mm <1933; 1.6mm >1933) & a complete pattern across the whole tread width.

Comments:

- Check the tracking with a home-made frame or a "Gunson Trakrite" tracking plate (see YouTube for demo!) still available - about £45 on E-bay
- Tyre pressures officially 22-24 psi but some members use 26 psi or even higher to counter soft-walled (elderly?) tyres
- Don't ignore the spare - it might have to be used and then you could be breaking the law.

Section 5 covers seatbelts

Section 6: Body, Structure and General Items

Things to check:

- All body to chassis fixings for corrosion, damage, fracture or inadequate repair including suspension units within 30 cms
- Body for sharp edges
- Seats for secure fittings
- Speedometers are required after October 1937 and must be capable of illumination (and are working)

Section 7: Exhaust, Fuel and Emissions

Things to check:

- all fuel lines, fuel tank, carburettor etc for fuel leaks
- Fuel filler cap must have rubber seal

Comments:

- Front tank seals are extremely important
- Use Ethanolmate (through the club) or Ethanolmix (Frost's)
- Check exhaust pipes/silencer for leaks as these reduce power

Section 8: Driver's View of the Road

Things to check:

- Damage to windscreen must be contained in a 10 mm circle

Comments:

- Pre-1978 need only have 1 rear-view mirror (external or internal)
- There must be no stickers within the swept area
- Wipers & washers are not required in cars with opening windcreens

Conclusions:

Whilst members were split roughly 50-50 on whether to use a garage for either a full MOT or new Annual Safety Check, or do their own servicing, in case of an accident, insurers will be checking the vehicle very carefully and its service record. Clearly, a professional check will carry more weight. You can download a copy of the MOT Tester's Manual from: www.transportoffice.gov.uk

1936 PART-BUILT AUSTIN 7 VAN

Most of you will know that my husband, Pete, lost his battle with Pancreatic Cancer in December and I have now decided to sell his part-built Austin 7 Van.



£5750 ono

If you are interested in taking on this nearly finished project, please contact me, Sandra Francis. I would be delighted to give you its history and more information on 01386 47840 or 07967 345899 or e-mail:

sandrafrancis@btinternet.com

Arthur Davies has kindly offered to take calls regarding technical information about the van for me; he can be contacted on 01527 872908.