



# THE AUSTIN SEVEN CLUBS' ASSOCIATION



**President:** Bob Wyatt  
Past Presidents: Donald Doughty, Stanley Edge, Bert Hadley and Freddie Henry

## MINUTES OF THE COMMITTEE MEETING

HELD AT THE HERITAGE MOTOR CENTRE, GAYDON

AT 1100 HOURS ON SUNDAY 12<sup>th</sup> OCTOBER 2014

<b>Present</b>	Andy Lowe	Chairman A7CA; MA7C
	Bob Wyatt	President
	Chris Garner	Vice Chairman A7CA; PWA7C
	Howard Annett	Magazine Distribution and Back Issues; A7OC
	Phil Baildon	Archivist A7CA
	Hazel Gore	Advertising and MA7C
	John Wyatt	Treasurer A7CA; NA7C
	Chris Heeley	Treasurer (des);
	Ed Waugh	Editor The Grey Mag; PWA7C
	Nick Beck	SA7C; BA7C
	Steve Hodgson	Worthing Gp
	Dave Martin	PWA7C
	Charlie Plain-Jones	PWA7C
	Graham Smith	Solent A7C
	John Ward	MA7C
	Bob Prophet	Secretary A7CA; MA7C; PWA7C
<b>Apologies</b>	Graham Baldock	Public Relations A7CA; EA7C; HA7C
	Jim Blacklock	Registrar A7CA; Cambridge A7 & VCC; Arrow Register
	Chris Charles	Website Co-ordinator A7CA
	Bernard Griffiths	Events & Projects Co-ordinator A7CA
	David Charles	A7 Special Register and Cornwall A7C Rep
	David Cochrane	Pram Hood Register
	Ruairidh Dunford	Gordon England Register
	Paul Maulden	Norfolk A7C
	Roger Price	On-Line A7C
	Derek Sheldon	Rosengart Register

<p><b>Welcome</b></p> <p>1. The Chairman welcomed the meeting to The Heritage Motor Centre, Gaydon, especially Bob Wyatt, the President, and John Ward, President MA7C and founder member of the Association, and Chris Heeley, who had volunteered to take over as Treasurer.</p> <p><b>Minutes of the previous Meeting</b></p> <p>2. The Secretary apologised that it appeared that the Minutes of the previous Meeting, held on 20<sup>th</sup> July 2014, had not been received by a number of people. [The Secretary has checked his computer and found that the Minutes were sent out on 20<sup>th</sup> August, were found to contain a number of errors which were corrected but the Minutes were never re-issued: the corrected version is issued with these Minutes]. However, they had been received by some and, therefore, having been previously circulated, were deemed to be a true record of proceedings, were proposed by Nick Beck, seconded by Chris Garner and were duly signed.</p> <p><b>Matters Arising</b></p> <p>3. There were no matters arising.</p> <p><b>Chairman's Report</b></p> <p>4. The Chairman mentioned:</p> <ul style="list-style-type: none"> <li>• Stan Ratcliffe who was offering not only a tracking device in case of theft but also a camera which could be used in a loop in case of accident or as a conventional camera for recording longer, special events. He encouraged members to look at the company's website.</li> <li>• Chris Dalby who had had a stroke which had affected his right side. He was quite poorly and was being cared for. Richard Edmonds had been contracted to auction Chris Dalby's spares (reputed to total some 32 tons): this would take place at Castle Coombe.</li> <li>• That he had enjoyed attending a number of Rallies and Club events around the country including Stanford 50th (MA7C), Wollaton (PWA7C), Bryngawr (SWA7C), Old Down (BA7C), Beaulieu (750MC), Brooklands Reunion, Classic Silverstone, VSCC Prescott and Goodwood Revival, where he was part of the Transport corps.</li> </ul> <p><b>Secretary's Report</b></p> <p>5. The Secretary had little to report except that a number of cars for sale had crossed his desk (including one in Provence unknown until recently, Phil Baildon pointed out). Chris Garner noted that PWA7C had received an application for membership from an owner (the only owner) in Iceland. The Chairman then asked all Clubs to notify Bernard Griffiths (by post) and Ed Waugh and Chris Charles (by e-mail) of all Club Rallies planned for 2015.</p>	<p>Secretary</p> <p>All Clubs</p> <p>All</p> <p>All Clubs</p>
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## Treasurer's Report

6. The Treasurer reported that the account stood at £32,737 in credit plus £1386 in the Lloyds Bank account for the Jack French project which brought the total to £34,123. He said that all the UK Clubs had paid their subscriptions and that he would start to encourage the overseas Clubs to pay their dues. He said that the Santander account had a zero balance and had done so since before he had taken over; also, two of the signatories were no longer in A7CA. He was trying to close the account but it was proving to be difficult. He then suggested a timetable for handover to Chris Heeley: he offered to complete the year's accounts and present them to the AGM in April. In the meantime, Chris Heeley would start to run the accounts from 1<sup>st</sup> January 2015 by which time he would be a signatory to the account. This timetable was proposed by Nick Beck and seconded by Chris Garner. All present agreed. Chris Garner then proposed a vote of thanks to John and, again, all present agreed. The financial report for 1<sup>st</sup> January to 30<sup>th</sup> September 2014 is attached.

Treasurer

Treasurer

Treasurers

## Information

7. Magazine. Ed apologised for recent proof-reading errors but hoped that normal service would now be resumed as his proof-reader was back in action. He asked for details of Club events to be sent to him and Chris Charles (by e-mail) and to Bernard Griffiths (by post). He expressed thanks to Phil Baidon for the splendid 90<sup>th</sup> anniversary photograph which he had used as the centrefold of the 2014D issue: Phil remarked that it was the culmination of a 35 year dream! The Chairman drew everyone's attention to the radiator mascot on page 27 of 2014D and suggested that it was the same as on the front cover of "The Edwardian Austin: The Survivors" compiled by Ian Dimmer and available for £10 from the Vintage Austin Register. There was some discussion about the wings and Bob Wyatt suggested that the mascot might have come from an Austin on the Western Front and that the wings had been put on backwards during repair.

All Clubs

8. Website. The Chairman reminded the meeting that the Webmaster was unable to attend so he read out his report:

"Over the last 3 months he had been quite busy with the website - mainly the new "Online Chassis Search". Launched to the public on 17<sup>th</sup> August, it seemed to have proved a great success with lots of positive feedback. The new system allows a Registration or Chassis Number to be entered into the relevant search box and, within a second, a page displaying the entry from the Chassis Register will appear. A message will appear if the entry has an error, has multiple entries matching the search criteria, is an entry from an old register or if it has been scrapped. There is also a link to the "Notification Form" to provide the Registrar with updated information.

The website analysis from the public launch in August to 3<sup>rd</sup> October showed that 1047 searches had been completed, 861 by Registration Number and 186 by Chassis Number. Interestingly, there had been 340 hits on the Notification Form page but the Registrar had not said that that he had been inundated with queries!

Chris promised to continue to monitor the new "Online Chassis Search" over the coming months and see if the Online Search affects the number of

<p>downloads of the original Chassis Register. He reported that he didn't have much data to look at yet as the system was still only some eight weeks old. Chris asked that constructive feedback on the new system be sent to him; he thought that an improved version 2 could be released in the future.</p> <p>Chris reported, also, that he was liaising with Tim Griffiths to discuss the next step with the Wonderful Warwick DVD. He promised to keep the Committee informed.</p> <p>Finally, he asked that any errors on the web-site, especially contact details and club meeting locations, be notified to himself and to the Secretary and that any other inputs to the site be sent to himself, completed and ready for posting onto the web site."</p>	<p>All</p>
<p>9. The Chairman thanked Chris for his excellent work on the website. All present agreed.</p>	
<p>10. <u>Advertising</u>. Hazel Gore reported that Advertising had produced £167.38 in August/September and a total of £1231.38 for the year.</p>	
<p><b>Association Archives</b></p>	
<p>11. Phil Baidon reminded the Committee that two projects were running for 2015:</p> <ul style="list-style-type: none"> <li>The Graham Baldock Body Styles book/let and Designated Factory Initials which would be a development from his free colour poster of last year but with added text. He had received two quotes at £395 and £895 for 1000 copies in A5 size. Ed Waugh noted that the great difference was due to cover material and paper quality. Ed offered to study the quotes and report back on the relative merits and to look at a third possibility. After a short discussion, it was agreed to go for 1000 copies, distribute one free sample to all 65 Clubs and Registers for promotional purposes and then sell the booklet at a price to be agreed. A second draft copy was with Phil and Dave Martin as the AMCo Cards had recently revealed van and 2-seater changes not previously dated.</li> </ul>	<p>Ed</p>
<p>Graham had requested some alternative photos showing cars nearer to correct colour schemes and originality: these are being sought.</p> <ul style="list-style-type: none"> <li>The Dave Martin Production Changes work on the AMCo 800 cards handed over by Bob Wyatt last year. This would be in the same style as the "Wonderful Warwick" programme as Ed had the corner-rounding facility and the impressed board cover etc; it would be black and white as the original Parts Lists with text on the left and illustrations/photos on the right. The originals were up to 60 pages and it was expected that Dave Martin's booklet would be of similar or larger content. Again, it was agreed to print 1000 copies, the first 65 to go to Clubs and Registers as above and then the remainder to be sold at a price to be announced. Bob Wyatt kindly offered generously to assist with the costs of this publication as he regarded it as a continuation of his own work leading to his 1968 <i>Motor for the Million!</i> The Chairman, on behalf of the Association, thanked the President for his generous offer. All present agreed.</li> </ul>	<p>All</p>

12. Bob Wyatt recounted tales of a visit to Longbridge 50 years ago when he had copied details from the early production register. He then handed over (on loan) to Phil some factory production documents which he had salvaged some time ago. John Ward dug deep into his briefcase and produced two Austin factory publicity photographs. Phil reported that Ian Bancroft had sent photos of an original 696cc head that will not fit a 747cc block –the centre 3 studs are offset and the water outlet is different.

**Association Register**

13. The Chairman reminded the meeting that Jim Blacklock had sent his apologies; he then read out Jim's report:

"The A7CA Online Surviving Austin 7 Register was updated as at 1<sup>st</sup> October (thanks to Chris) and the basic facts are as follows:-

	Total as at 1 <sup>st</sup> Oct 14	New Entries Since 1 <sup>st</sup> Jan 14
<b>Total Entries in All Registers</b>	11,465	
<b>Total in Austin 7 Register</b>	10,509	201
<b>Total in Big 7 Register</b>	557	3
<b>Total in Rosengart, Dixi &amp; Bantam Registers</b>	399	3
<b>Entries in all Registers with <u>no Chassis Number</u></b>	1,060	(9.25%)
<b>Entries in all Registers with <u>no Registration Number</u></b>	1,646	(14.36%)
<b>Austin 7 entries not updated since 2000</b>	3,230	(30.74%)

He thought that Chris Charles' latest improvement to the A7CA Online Register was fantastic and he recommended that the Association should give him a great "Thank you" on behalf of all Austin 7 enthusiasts. This was agreed by all present.

He thanked, also, those A7 Club Membership Secretaries and A7CA Register Registrars who had sent in their 2014 Austin 7 Registers but he asked that those to whom he had returned some 440 queries would respond to those queries sooner rather than later."

**All Clubs**

**Support**

14. Spares and Suppliers. Nothing to report.

15. Breakdown Scheme. The Committee discussed the need for a breakdown register on paper and it was agreed that an app would be more appropriate these days. It was agreed that Chris be asked to make the register available on the Association website.

Chris

**Any Other Business**

16. Insurance. John Wyett noted that the Insurance policies negotiated through Routen Chaplin would be due for renewal in the not-too-distant future. He noted, also, that no volunteer had come forward to advise the Association and that it was most important for the Association to ensure that it had the right insurance. He offered to produce a Statement of Requirement to outline A7CA's insurance requirements: the committee accepted his offer gratefully. Howard Annett said that he

Treasurer

<p>and Bob Cross (Secretary A7OC (London)) had attended the FBHVC AGM the previous evening and that Bob Cross had contacted Routen Chaplin to verify that their Club's proposed London to Brighton run in April 2015 would be covered. He was assured that the event was covered but he had his doubts that Routen Chaplin knew what A7CA and its component Clubs did. He recommended that A7CA revert to Aston Scott who were the Brokers for FBHVC and a number of A7 Clubs. The Chairman directed the Secretary to note in the Minutes that an insurance adviser was sought; Chris Garner suggested that the Editor put a note to this effect in the Grey Mag and Ed Waugh suggested asking Angus Forsyth to advise A7CA. It was then suggested that Rosy Pugh (Secretary FBHVC) be asked to explain why they used Aston Scott [<u>Secretary's note</u>. Done: the response was that they were prevented by the Financial Services legislation from giving out too much information but the main reason for choosing Aston Scott was that they were able to provide cover for all sizes of member clubs. Plenty of insurance companies would insure the bigger clubs but could not provide the service for small clubs. Their policy covered the basics and also had some bolt-on options so it was flexible enough to suit just about everyone. She recommended that A7CA contact Aston Scott for more information [the Secretary will do this when the Statement of Requirement has been produced]. She went on to say, however, that they reviewed their broker every three years and were in the process of doing so at the moment!].</p>	Secretary Editor
<p>17. <u>Jack French's Garage</u>. Charlie Plain-Jones outlined the present situation. He reminded the Committee that the proposed terms and conditions imposed by the management of Avoncroft were unacceptable to A7CA and that A7CA had decided to look elsewhere. An obvious location was The Motor Heritage Museum at Gaydon but, although enthusiastic and sympathetic, the Curator was unable to consider accepting the garage for at least two years; he couldn't offer space indoors and would find it difficult and expensive to guarantee its security outdoors as it would require dedicated policing. Chris then reported that he had contacted Coventry Transport Museum which is undergoing a £1.8m refurbishment with 8 new Halls. Whilst primarily for bicycles and cars with Coventry connections, Thrust 1 and 2 will be on display and Charlie had suggested to the Collections Manager (Chris Kirby) that the A7 chassis could be used as a racing simulator. He had been very interested and helpful and had offered to find a site for Jack French's garage if his own Museum was unable to accept it.</p>	Secretary
<p>18. Phil Baildon suggested Donington and the Haynes Motor Museum as possible sites but Charlie, whilst not rejecting them, still believed that Avoncroft was the best site in view of its geographic location in relation to Longbridge and Lickey Grange. Also, Avoncroft already attracted a wider range of visitors rather than just motor enthusiasts. Hazel Gore suggested that mounting the garage on a trailer would enable A7CA to move it from venue to venue as required: this could also attract sponsorship from haulage companies. After some discussion, it was agreed that this idea was feasible and Charlie thought that mounting the (suitably strengthened) garage on a refurbished mobile home chassis would make moving it very simple. He offered to investigate this possibility.</p>	Secretary
<p>19. <u>Track Days</u>. Charlie Plain-Jones reminded the Committee that he and a group of A7 enthusiasts had formed "A7 Back to the Track", a group for Austin 7 only. A race licence and race overalls were not required but an ordinary (rather than race) helmet was obligatory. Passengers were permitted and sessions were held on otherwise empty tracks. The group had spent a day this year at each of Curborough and</p>	Charlie
	Charlie
	All

Llandow and were looking for someone to organise a similar day in SE England.	
<p>20. "<u>Quicksilver</u>". Phil Baidon mentioned a talk on "Quicksilver", Britain's World Water Speed Challenger: see <a href="http://quicksilver-wsr.com">quicksilver-wsr.com</a>. A free talk is to be given by Nigel MacKnight from 10.30 am to 2.00 pm on Saturday <b>18<sup>th</sup></b> October (not 11<sup>th</sup> as shown in PWA7C Newsletter) in the Donington Suite, Radisson Boulevard, near East Midlands Airport. Phil reported that a Rolls Royce "Spey" had been tested to 95% power at Bruntingthorpe.</p>	All
<p>21. <u>FBHVC</u>. Howard Annett told the Committee that he had attended the FBHVC AGM the day before and that FBHVC had just celebrated its 25<sup>th</sup> Anniversary. He reported that the organisation had made a loss last year as a result of re-branding but was in profit this year. It encompassed 26 Museums, 529 Member Clubs and 230 Trade Supporters. It is thought that the Classic Car movement employed 23,000 people with a turnover of £4.3bn each year. FBHVC had been recognised in Westminster as a result of an early Day Motion and FBHVC represented the UK Classic Vehicle movement in Europe. Howard reported that, after lunch, three short lectures had been given: one on the Apprentice Scheme using Banbury and Bicester, a second lecture by the Triumph Stag Club who recommended the use of Twitter and Facebook to increase membership and a third by a Policeman who gave a very interesting talk on the theft of Classic Cars. Howard recommended that all Clubs should join FBHVC.</p>	All Clubs
<p>22. <u>Grasshoppers</u>. Chris Garner mentioned that PWA7C were producing a book entitled "The Comprehensive History of the Grasshopper" which should be available at the NEC Classic Car Show in November for £18.50.</p>	All
<p><b>Date of Next Meeting</b></p>	
<p>23. The next Committee Meeting will be held at 1100 hours on Sunday 11<sup>th</sup> January 2015 in Syndicate Room 3 at The Heritage Motor Centre, Gaydon.</p>	All
<p>24. The AGM will be held on Sunday 12<sup>th</sup> April 2015 in Lecture Room 2 at The Heritage Motor Centre, Gaydon.</p>	All
<p>25. A Committee Meeting will be held in Syndicate Room 4 at The Heritage Motor Centre, Gaydon, on 12<sup>th</sup> July 2015. The venue for the Committee Meeting on Sunday 11<sup>th</sup> October 2015 is in doubt as the Great Electronic Train Event organisers have booked every room.</p>	All
<p>26. There being no further business, the Meeting closed at 1305 hours.</p>	

Chairman: .....

January 2015

Secretary: .....