

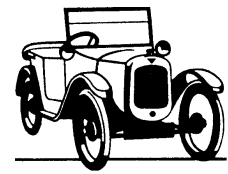
March 2021  
Newsletter

Midlands

*Austin*  
*Seven*  
club



We are all looking forward to a summer holiday!



## Chair Chat

Hi all and welcome to another Chair Chat,  
I hope you are all keeping well and safe during these difficult times.  
Well I'm glad to report that the team set up to work on the Centenary event next year have now got a firm contract with the Fire Service College at Morton in March set up so it's all system Go!



Your Committee had a meeting last week and a further discussion on the idea of a "Virtual Club Night" were held and it's been decided to give it a go on the March club night Tuesday 30<sup>th</sup> March at 7:30 pm or 19:30 to you who work on 24Hr clock. The format has yet to be finalised but it's hoped to have a few videos to watch plus a Quiz and other talks by members. If you have any ideas on what you would like to see in the meeting please let me know as the more Idea's the better. I will host the meeting and I will send out to all those of you that are interested a link via email closer to the date. You obviously have to have the "ZOOM" app set upon your PC, IPad or other device to take part. Those of you who haven't used zoom before it is very straight forward but the first time always takes a little while to get set up making sure the video camera and mike are working OK!

I know David Trickett has emailed out to all of you on our list asking if you would like to take part in the virtual club night if you're interested please email me in the next few weeks so I can put you on the list Email: [rickbishop1950@gmail.com](mailto:rickbishop1950@gmail.com)

We also had long discussion on whether the club should continue holding a spares stock. After much deliberation it was decided that the time had come to finish, as over the last few years the amount of spares sold was minimal, and there are companies out there that can send the part you require next day in most cases. We will be disposing of what stock we do have left at the next real club meeting "Bring and Buy" whenever that happens.

Well that's all this month hopefully I will catch up with some of you on the Virtual meeting in the meantime, keep safe, and get your Jab had mine last week!

Regards

Rick Bishop

New member

A warm welcome to Marcus Smart.

Many thanks to those members who have contributed articles for the newsletter, without your efforts the newsletter would be much less interesting.

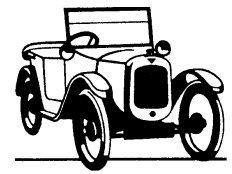
Email and postal contributions are always welcome! Email [dtrickett331@btinternet.com](mailto:dtrickett331@btinternet.com)

or by post to Dave Trickett (editor)

2 Dunchurch Close, Balsall Common, Coventry, CV7 7PN

Please keep up the good work – Ed.





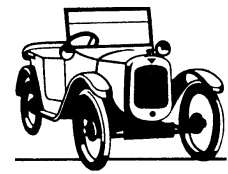
## EVENTS

Note: Although these events are listed, members should check that they are as advertised and not subject to postponement, alteration or cancellation.

- 17<sup>th</sup> April VSCC Silverstone, listed but whether spectators are admitted is unknown
- 2<sup>nd</sup> May VSCC Curborough sprint meeting, as above
- 15<sup>th</sup> /16<sup>th</sup> May Bidford Vintage Gathering and Steam, not cancelled yet, but the catering concession is being offered. I have also seen 8<sup>th</sup>/9<sup>th</sup> May mentioned
- 15<sup>th</sup> May Shelsley Walsh Autojumble; their first one
- 5<sup>th</sup>/6<sup>th</sup> June Wollaton Park CANCELLED
- 12<sup>th</sup>/13<sup>th</sup> June South Wales Austin 7 club rally at Bryngarw country park. I have an entry form for this. E-mail me if you want a copy
- 11<sup>th</sup>/13<sup>th</sup> NEC Restoration Show still ~~Cancelled~~ contact Ian Devey/Rick Bishop
- 3<sup>rd</sup>/4<sup>th</sup> July 750MC Beaulieu Rally, forms on their website during March  
<https://www.750mc.co.uk/>
- 17<sup>th</sup>/18<sup>th</sup> Shelsley Walsh Nostalgia Meeting, <https://www.shelsleywalsh.com/>
- 30<sup>th</sup> July/1<sup>st</sup> Aug 50<sup>th</sup> Scottish Austin 7 Club rally
- 7<sup>th</sup>/8<sup>th</sup> Aug VSCC Prescott Hillclimb
- 14<sup>th</sup>/15<sup>th</sup> Aug Retro festival, Newbury, <https://www.retrofestival.co.uk/newbury/>
- 22<sup>nd</sup> Aug VSCC Mallory Park race meeting
- 28<sup>th</sup> Aug Gloucester Retro festival, not confirmed yet
- 18<sup>th</sup>/19<sup>th</sup> Sept Stoke Prior Steam Rally
- 2<sup>nd</sup> Oct Castle Coombe Autumn Classic Race meeting
- 14<sup>th</sup>/17<sup>th</sup> Midlands Model Engineering Exhibition, Warwick Exhibition Centre
- 23<sup>rd</sup>/24<sup>th</sup> Oct 750MC Donnington Park race meeting <https://www.750mc.co.uk/>
- 12<sup>th</sup>/14<sup>th</sup> Nov NEC Classic Car Show, listed but entries not confirmed yet

Please let Andy Lowe know if you hear of any more events.





## Members Musings

### BUO 14 a Jewel.

Herbert Austin produced three cars he referred to as his jewels RUBY, OPAL and PEARL. During the last forty years I have owned a number of Austin cars but never a Pearl. The reason I decided to buy a pearl was that our pearl anniversary was in three years time. Buo 14 was offered to me from a deceased estate via the A7 club. Others I saw had a lot of problems which to varying degrees would require major work sooner rather than later if not a total rebuild, were not complete or correct, the asking price was expensive. Another was even more expensive and I didn't bother to view, these were the only ones available to me at the time.

As you are probably aware there are many considerations to think about when undertaking the restoration of a vehicle of any description. What is totally shot and requires replacing, what is sound serviceable and can be reconditioned, what can be left to retain character. This was a totally dismantled jigsaw puzzle in many boxes with many parts and fixtures missing devoid of any wood for the hood, doors or body tub with battery boxes removed the forgoing considerations did not seem relevant. It was a challenge and I was hoping it could be restored to its former glory using correct fittings.

When first viewed the body was on a pallet type trolley with other panels and boxes scattered around. Chassis had had some work but required a complete overhaul. Some engine parts were discovered in several boxes as were some instruments. David Sparrow a valued friend had accompanied me, discussions followed and after a few weeks David gave me the green light to purchase as he thought it viable.

Work began on the body. It was soon found the floor required replacing. A new panel made to the correct pattern, swaged and fitted, so too was the rear seat pan and boot floor. The A, B and C post were cut out and renewed where they meet the floor. Rear wheel arches repaired in the same manner, battery boxes fitted. Both side rails had rotted out these were also made new by shrinking and stretching then welded into position. Some lead loading done and the body sand blasted a filler primer applied it began once more to resemble a car.

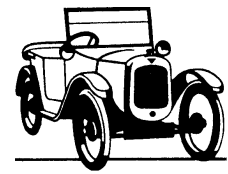
During this two year period I had fully reconditioned and painted the chassis. I continued chasing any leads for the many parts that were essential to continue the restoration. A top hood bracket and fittings were found at Wollaton Hall, a matching one I had cast. A call into A7 services Bradford on Avon on my way to Dorset produced the bottom pair. I was donated a scrap door for its wood as a pattern. Work ceased for a period.

The estimate of three years had proved to be far too ambitious. Serious consideration was given to selling as is, but the work that had been done and realizing it would not be a saleable item in its present state I decided to continue.

Hood timbers were traced to a contact that had replaced them in his pearl and still had them for patterns. They arrived a few months later. Nearly all major body parts had now been sourced or cast. Practically all timbers for the car had now been sculptured and required fitting, this took longer than you could imagine. Restoration progressed slowly.

All panels were hung loosely to check the fits then painted separately. The body was painted in cherry red with black wings. The painting was carried out in David's garage on a warm day. We swept out then sprayed the floor with water to reduce dust and just began. A few weeks of me cutting back and polishing by hand followed. All panels were bolted in place, again checking the fit. Engine had been totally reconditioned by David and having fitted three new bearings onto the crank to check end float the most expensive main bearing became stuck on a burr and had to be ground off so the shims required could be fitted. The radiator also had been rebuilt.





Five years had passed and I was heavily committed and the only course was to continue. Most missing small fittings, electrical items, lamps, ancillaries, trim pieces etc had been found.

A dormant period now followed as a good friend had the car at his home to make and fit a new hood and head lining. This required all his attention to detail as the loaned hood pattern was very fragile and out of shape. The door casings, rear squab and cushion, rear wheel arch covers and boards had been made and trimmed some years before, as were the original front seats requiring only minor adjustments before fitting. Many photographs of any Mk 1 pearl were taken to collate invaluable information we may require.

On its return all stops were pulled out to get it finished. Assistance was gratefully accepted from a friend on labelling the wiring harness which I laid in the manner prescribed. Connected to a new battery all components were tested for a circuit by trial and error. Eventually all were proved and fixed permanently.

Head lamps had twin bulbs fitted this enabled the side lamps to be used for flashing indicators, rear indicators are of the motor cycle type and fitted to the bumper. I agonized for weeks before drilling the virgin rear wings to fit stop and tail lamps which gives three lamps at the rear.

Everything fitted I began to test the ignition system, lots of fun and games here. What worked one occasion didn't the next. It would charge then would not charge, ignition then no ignition, lights then none. Petrol pump gave intermittent trouble although it had been reconditioned. Months went by but by persevering I eventually got there. At last I nervously phoned the testing station and booked a mot, it failed, I was devastated. A fitting which had stood up to vigorous testing by myself and my son over a few weeks was at fault. Once removed, repaired and fitted with all new parts again the mot was granted after eight and a half years of work.

An appointment at Garrets Green was made and duly attended. Taking Log book, m o t, Proof of body number and chassis register number. I ask when the car would be wanted for inspection, the answerer was not. All the documentation was in order, it already existed on their computer and having informed them I was restoring it with a letter from the ma7c representative they issued a tax disc then and there.

After over 40 years off the road BUO 14 was back once more. Teething problems may still occur from time to time but the more driving she gets the more she improves.

Problems encountered doing simple jobs such as fitting an exhaust system bought from an Austin supplier, or turning a helical gear through 180 degrees in the steering box, playing around with a reconditioned gear box, tuning the cable brakes etc would require more time than can be given here.

The very first rally attended was Wollaton Hall Nottingham; she gained a number of awards. The weather was extremely unseasonal for this venue, it rained going while there and on our return. But we remained snug and dry inside.

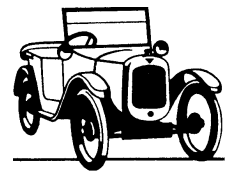
This is to give just a flavour of what was experienced and although I will not be seeking another project the salutary lesson here is always buy complete. The only occasion B U O was taken anywhere else was for the hood and head lining to be fitted everything else was done at home.

My thanks go to Bill Robinson for help in labelling the harness Cliff Ventriss - Field for the trim and Tony Noble for timber. Phill Baildon archivist.

A special thank you goes to David Sparrow who was the major contributor throughout this difficult project using his considerable metal working and mechanical skills, not forgetting his son Mathew who is also qualified in the art.

A spread sheet shows that in hindsight it would have been cheaper to purchase the expensive Pearl mentioned at the beginning. However, I console myself in the fact that although it cost more and took considerably longer, everything done was thorough and as correct as possible.





I have included a few Photos for the record.



These two photos are as first viewed at Arthur Davies just prior to purchase in 2003. Devoid of any timber, all panels stripped from main tub.

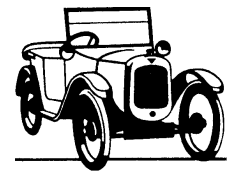
Chassis and remaining components elsewhere.



Approximately 3 years we had achieved this. In primer and side timber for rails fitted.

More years down the road. MOT'D and ready for the next adventure - Rikk Harrison





### The Austin 7 Water Branch Blockage Problem.

I read with great interest the article by Ian Brough, in the PWA7C December Newsletter, about the blocking up of Austin 7 water jackets, by a build-up of white powder, especially in the area of the side water manifold. The photos of Ian's blocked water jacket were truly horrific – made more so by the colourful antifreeze and rust staining of the aluminium oxide. However, it did prompt me to write about my thinking about this problem, which I hope fellow Austineers will find of some interest and possibly useful.

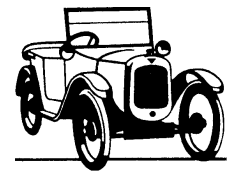
For many years, I worked in the oil and gas drilling industry, around the world, and spent quite a bit of my time on various types of offshore platforms, in various oceans. One thing that all of these structures had in common were big blocks of aluminium fixed to the steel legs - either jacking up the drilling platforms or hammered into the seabed to support the production platforms. These aluminium blocks prevent rusting of the steel structures, by providing **Cathodic Protection**, which is a technique used to control the corrosion of steel and iron surfaces in contact with the sea, by making it the cathode of an electrochemical cell. This *simple* method of protection connects the metal to be protected (i.e. the ferrous steel structure) to a more easily corrodible sacrificial metal (i.e. the blocks of aluminium, as can be seen in the photo), to act as the anode and the sea acts as the electrolyte, thus making a simple electrical cell (just like a car battery). The sacrificial metal then corrodes instead of the protected ferrous metals. When aluminium corrodes (or oxidises), as a result of this electrical action, **it forms a white powder that will not dissolve in water** – in the offshore platform scenario that is not a problem, as the aluminium oxide powder is washed away by the sea.



In the Austin 7 engine cooling system, this same situation has been created, in that we have the aluminium water inlet and outlet branches (anodes) bolted to the side of the cast iron engine block and the cast iron cylinder head (cathodes), plus the water in the cooling jacket (which acts as a simple electrolyte solution, bearing in mind that even rain water these days tends to be acidic), so we have a simple electric cell. Again the white insoluble aluminium oxide is formed in the engine cooling system water, but as there is no way of flushing it away (because the Austin 7 cooling system works on the thermo-siphon cycle – i.e. there is no water pump), so it builds up over time in the engine water-jacket and clogs it up. At the same time, the inside surfaces of the water branches corrode away. (Here are a couple of photos of an example engine, which were taken in October 2020 – in the upper photo you can see that the side inlet water branch was so badly affected by aluminium oxidisation, which has eaten its way through to the outer surface and it just crumbled away as it was removed! The lower photo shows the build-up of aluminium oxide powder, in the cylinder block water jacket, stained with rust and antifreeze.) Thus we end up with overheating Austin 7 engines, which will have to be stripped down, the aluminium oxide powder removed chemically (such as by a hot caustic acid bath, as mentioned in the Austin 7 article in the December 2020 issue of Practical Classics), and the engine rebuilt with new water branches and all the other costs and time that are involved.



I had been thinking about how to resolve this problem, for a number of years. Then when my Austin 7 Arrow engine needed rebuilding (after the front main bearing lip broke), it rather prompted me to get serious about considering the problem. The solution that I came to in the end



was to realise that in order to stop the electrolytic action happening, all we need to do would be to “break” the electrical circuit. My initial idea was to just paint the aluminium water branches all over, with some heavy duty enamel paint.

But when I was discussing my thinking about this problem with Ian Tillman, of Oxfordshire Sevens, he immediately suggested using powder coating on the aluminium water branches. Apparently, Ian has years of experience with powder coating (is there no end to his talents when it comes to



**1923-39 Inlet Water branch**

improving our humble Austin 7?) and he told me that as well as providing an electrical insulator, it is the longest lasting, and most colour-durable quality of finishes available on virtually any type of metal; that powder coated surfaces are more resistant to chipping, scratching, fading, and wearing than other finishes; that it can withstand temperatures up to 550°C, so the Austin 7 engine environment would not be a problem. So we think that we have

found the solution to stop the Austin 7 engine water jacket becoming blocked up with aluminium oxide, leading to overheating, which can result in further expensive repair bills.



Ian and Oxfordshire Sevens is now producing kits of powder coated water branches, in a matt aluminium colour, as shown in these photos, (though you can order

them in any colour you want – for instance yellow!!!!!!).



**1923-36**



**1923-36 Outlet**

For the earlier engine (1923-36) it is the JBIT-001 Kit

For the later engine (1936-39) it is the JBIT-002 Kit.

You can find the contact details for Oxfordshire Sevens on the web.

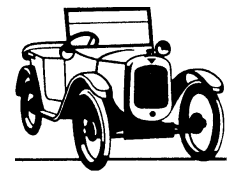
Jim Blacklock. Austin 7 Arrow Register. Jan 2021.

### **Part 24 of the Restoration of FAE 588 by Bob Smith**

The months of January and February are always difficult ones to manage any work in a cold Garage, and so it proved for me. My apathy was not improved by the restrictions imposed by the Government lock down and whilst I was not unaware of how improvements to the control of the Pandemic were gradually taking place it still required a major effort to get motivated and to do things. It’s a feeling that many people who live alone can empathize with and the lack of normal social contact is a major problem in these troubled times. However, the purpose of this blog is to tell you what I have been doing and so here it is.

Because the Garage was too cold to work in safely and comfortably, I resorted to moving things I could work on into the Laundry Room again, much as I had done before, and this time I have been retrimming part of the car internals, namely the seats.





Picture 1 being an example of what the originals looked like. The pieces are taped into position to remind me of the sequence of refinishing

Picture 2 showing the rear seat sections

The first picture 1 is of the original seats and their dilapidated condition and the remaining pictures 2 and 3 are of the finished articles carried out by me during the cold weather.



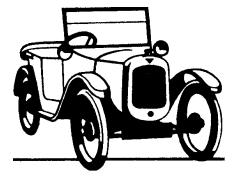
Picture 4 showing the horizontal trim strip over the side window and the same around the rear window

Picture 3 showing all the seat elements together, Esmeralda should feel quite fine when I put these into her.



Those of you who have been following my progress on the restoration of Esmeralda will recall that back in 2020 I had the car's interior trimming prepared professionally as parts, for fitting myself, largely to save money, (always an issue when refurbishing a car), and also to have the personal satisfaction of doing the work. The picture 5 is of the interior of the car with various parts of the trim jointing strips tacked into place ready for me to finally shape and fit them before covering them in leather cloth. The more observant of you will notice the unusual shape of the rear window trim piece. This has been done this way by me because a) there were no patterns to work from when I bought the car and b) because it's what I wanted it to look like. As I said earlier it is still too cold to work in the Garage and I will complete them hopefully before I produce my next report.

And here I have a confession to make; there is another reason for my slow down in the restoration work of Esmeralda. When I was but a callow youth, my mode of transport was a Vespa scooter, 125 cc's. Her name, (we always give or cars and bikes names, don't we?), was Daisy. The name was chosen because with two up the scooter struggled up long hills and my then Wife and I would shout ups-a-Daisy to encourage the bike to make it. All very nice I hear you cry, but what's this got do with anything? Well, a little patience and I'll tell you. For some many years I have hankered



after acquiring a scooter of the original vintage as Daisy and to restore it, just because I fancied doing it. To this end I have had feelers out for some time to locate one, (they're as rare as hen's teeth let me tell you), and lo and behold in February a dealer in Nottingham contacted me to say he had one coming in. Don't tell anyone but it was even the same colour as Daisy! The mechanical condition was pretty fair, albeit lots of work is needed to bring it up to a usable standard. More than that, I was once again enthused to see and touch, and to own this wonderful piece of mechanical transport. A bit of research confirmed that it was originally registered in Slovakia and exported from Islamabad? The pictures 5 shows me on Daisy and 6 the scooter as purchased and I have to confess to having tinkered with it a little bit since then. However, having digressed slightly from the original purpose of this monthly report let me say that I am committed to completing Esmeralda first and my plan, subject always to unforeseen difficulties, is to do this by May of this year.

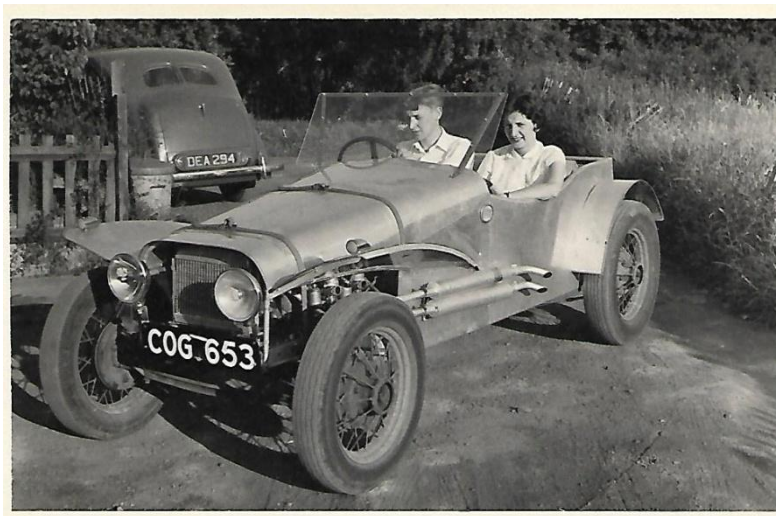


Picture 5, me on Daisy in 1960 ish

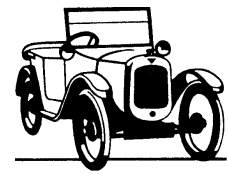


Picture 6 Daisy 2 in it's as bought condition

## Caption Corner



One of our members in his first trials car (sorry not Austin based). Find out who in the next newsletter!



Reproduced from an article by the Friends of the Cotswold Motoring Museum,  
supplied by John Roberts

## MOTORING MILESTONES

The restrictive “Red Flag” Road Acts of 1861 and 1865 killed off any development of engine propelled road vehicles in Britain, allowing development on the Continent and in the USA to surge ahead. This was exacerbated by British engineers who having lead the world for over a century were reluctant to accept that there was an alternative to the steam engine. Hence many of the following references are for developments from Europe and the USA.

1769 Vicholas Cugnot built a steam powered artillery tractor. This has survived and is in the Conservatoire des Arts et Metiers in Paris.



1801 Richard Trevithick built and ran a steam carriage in Cornwall.

1807 Patent issued in Britain for a gas-driven road vehicle.

1831 William Hancock operated a steam omnibus route in London,

1840 Francis Hill covered 100 miles in his steam coach from Marlborough to London.

1864 Nicholas Otto opened a factory to make internal combustion gas engines in Cologne.

1861 & 1865 Road Traffic Acts severely restricted the use of mechanically propelled vehicles on public roads. They had to be proceeded by a man walking in front carrying a red flag, hence the name Red Flag Act.

1875 The French Academy devised a new word; automobile.

1876 Nicholas Otto patented the four stroke internal combustion gas engine in Germany, Karl Benz responded by developing the two stroke gas engine.

1886 German courts ruled that Otto's patent for four stroke engines was invalid. \* Benz patented the worlds fire internal combustion engine powered motorcar. Purpose built, not a modified horse carriage. \*

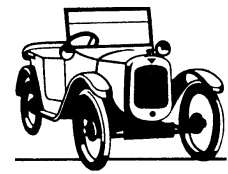
1888 Englishman Edward Butler constructed a petrol powered motor tricycle.

1890 Herbert Ackroyd-Stuart patented a heavy oil engine using a separate combustion chamber linked to the cylinder.

1892 Dr. Rudolf Diesel patented the heavy oil engine using fuel injected directly into a charge of compressed air in the combustion chamber.

1893 Wilhelm Maybach invented the modern carburetter and DeDion-Bouton introduced shaft drive with universal joints and differential gears. Karl Benz used electric ignition. Registration





plates and driving licences introduced in Paris.

1894 Englishman Colonel HCL Holden constructed a 4 cylinder water cooled motorcycle.

1895 Hon.Evelyn Ellis MP imported a French Panhard et Levassor, the first commercially available petrol engine motor car to run in Britain. This car is currently in the Science Museum, London.

1896 Repeal of the infamous "Red Flag Act", speed limit raised to 12mph. Celebrated by an Emancipation Run from London to Brighton, repeated every year by veteran vehicles. Prior to this on 28th January the first motorist was prosecuted for speeding. Walter Arnold of East Peckham, Kent was fined one shilling (5p) for driving at 8 mph.

Wolseley commenced manufacturing cars to Herbert Austin's designs. The first British motor magazine *The Autocar* was published. Daimler commenced production of cars in Coventry and the first Lanchesters appeared. Excelsior motor cycle production began Britain's first commercial motorcycle. Mrs. Bridget Driscoll was run over by a Benz car in London, the first pedestrian to be killed by a car. Henry Ford built his first car after seeing a Benz in New York. Dunlop Rubber Co. formed to produce pneumatic tyres.

1897 Automobile Club of Great Britain formed, became the RAC.

1898 Production of Riley, Arrol Johnston and Star cars commenced, Humber introduced a tricycle with Royal Enfield and Ariel building quadricycles. Marius Rossillion sketched Bibendum, Michelin's corporate symbol, a cartoon person shaped like a pile of tyres.

1899 The production of Albion and Dennis vehicles also Matchless and Raleigh motorcycles started. Daimler test driver E.R.Sewell was killed when the rear axle of the car collapsed. The first fatal road traffic accident (RTA). Wakefield Oil Co. founded.

1900 Napier cars and Rex motorcycles commenced production New York Herald proprietor James Gordon-Bennett an enthusiastic follower of motor sport inaugurated the Gordon-Bennett Trophy series. The Prince of Wales bought a 6 hp Daimler, the first of the royal fleet.

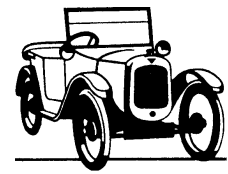
1901 Production of Sunbeam cars, Coventry Eagle and Singer motorcycles started. German Daimler named their car after Mercedes Jellinek, daughter of their agent in France. It was the first car to have the engine at the front under a bonnet and an all steel chassis. TarMacadam invented, it transformed road making.

1902 Humber and Maudslay cars, Norton, Triumph, Ariel, BAT, James and Brough motorcycles commenced production. S.F.Edge in a Vapier won the Gordon-Bennett Trophy, the first international race victory for a British car. Dr.Lanchester produced the first disk brake.

1903 First Motor Car Act was passed on August 14h to become effective from January 1st 1904. It introduced compulsory vehicle registration, driving licences (without a test) and the speed limit was raised to 20 mph. Production of Vauxhall and Standard cars, Chater-Lea, Abingdon and DOT motorcycles started. J A Prestwich (JAP) began production of motorcycle engines. Mercedes produced the first pedal accelerator. Vauxhall built the first all steel bodied cars. French authorities stopped the Paris-Madrid race at Bordeaux after ten are killed, including Marcel Renault, leading to a French ban on road races. The Auto Cycle Club, later to become the Auto Cycle Union was founded by the Automobile Club (later RAC).

To be continued.....





## National News

# PRESS RELEASE

26 February 2021

### **FBHVC clarifies the introduction of E10 petrol for historic vehicle owners.**



After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol> It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing **up to** 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

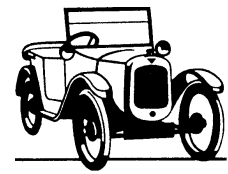
For media enquiries, please contact:

- Wayne Scott at Classic Heritage PR, 07759 260899. [wayne@classicheritagepr.co.uk](mailto:wayne@classicheritagepr.co.uk)

#### **About the FBHVC:**

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through the Federation Internationale des Vehicules Anciens) in Europe. There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. All our directors operate in a voluntary capacity supported by our secretary. Website: [www.fbhvc.co.uk](http://www.fbhvc.co.uk)





## Sales and Wants

### For Sale

2x side plate, supports radiator. Ruby type. Steering column and box complete. Ruby type.  
Spare wheel cover. Ruby type. Rear wooden hood spar. Pearl Mk1.  
Front wooden hood spar. Pearl Mk1. Hinge mechanism and locking bar complete. Pearl Mk1.  
Centre stabiliser bar. Pearl Mk1. Gear box 4 speed. Ruby type.  
Starter motor. Ruby. Commutator looks rough but spins freely.  
Drivers side wooden rail. Pearl Mk1. Side scissor hinges. Pearl M1.  
Window screen frame clean undamaged with side connecting blocks. Ruby type.  
Clutch release. **Other items for sale.**

**If you require anything please ring. Rikk Harrison. 02476 348991.**

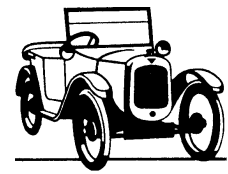
**Books for sale** from the collections of Dave Adams and Doug Adams (head of Longbridge Experimental body shop) offers are invited. Some are now very rare. Proceeds to Cancer research.

The Austin 7. A pictorial tribute. 1st Edition. R J Wyatt. Signed by author.  
Austin Seven cars. 1939 - 1935 Brooklands. Signs of wear.  
Original Austin Seven. Rinsey Mills (mint. 2 copies) The Indianapolis records. Hess & George Eyrton  
The Austin Seven Manual. Doug Woodrow. Mint.  
The Austin Seven Source book. Purges. Mint. Signed by author.  
Austin Seven. Chris Harvey. Mint.  
Making cars at Longbridge. Gillian Bardsley and Colin Corke History of the Grasshopper. Hornby and Hanna. Mint.  
The Austin Seven. R J Wyatt. 1st edition.  
Men and Motors of the Austin. Sherratt. Mint.  
Austin. The old man. December 1983. Freddie Henry. Booklet for apprentices.  
The coming of age. 1905-1926. Original Mint. Austin motor company.  
Austin 50 years of progress. Published 1955. Austin motor company.  
How Longbridge spanned the years. 1945. Mint. Austin motor company.  
The Austin Seven. Jonathon Wood. Mint.  
Early vehicle lighting. Peter Card. Mint.  
The Austin seven. Anita Jackson. Mint. (Fiction).  
The Austin seven. Ed. Bill Boddy. Mint.  
The Austin seven. A pictorial tribute. 1922-39. R J Wyatt.  
The last real Austin's. 1946-59. Collin Peck. Mint.  
The car body work repair manual. (Haynes) Lindsay Porter.

**Enquires to Ron Rudge. 07973 367781.**

Dave Adams, a member for many years sadly died recently. He drove his type 65 with much enthusiasm, participating in all the Curborough Austin 7 track days  
His type 65 was much admired.





## CLUB REGALIA SPRING CLEARANCE SALE

PLEASE CONTACT BREM AND JENNY ON 01789 509236 IF YOU WISH TO MAKE A PURCHASE AND TO DISCUSS AVAILABILITY, COLOUR AND SIZES ETC. GRAB YOUR BARGAIN NOW. LIMITED STOCK OF SOME ITEMS.

*All prices include postage unless stated. \*Please note colours may vary from the colours shown on the photographs due to reproduction (and a very old Samsung!)\*.*



A random selection of 6 cards with envelopes - £2.00  
Your selection may not be the same as these shown.



Navy sun hat (limited stock) - £2.50  
It isn't faded it's the sun in Brem's conservatory.



Woollen Beany Hats, all with wings logo, some with MA7C logo - £3.00 each.



Thinsulate Black Beany Hat NO LOGOS - £2.50  
(Excellent for those cooler days in the car)



Baseball caps in various colours and various logos.  
Call Brem and Jenny to discuss your choice. - £5.00



Gardening Gloves - £3.00



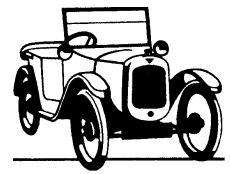
Sweat Shirts. Various sizes and Colours - £7.00



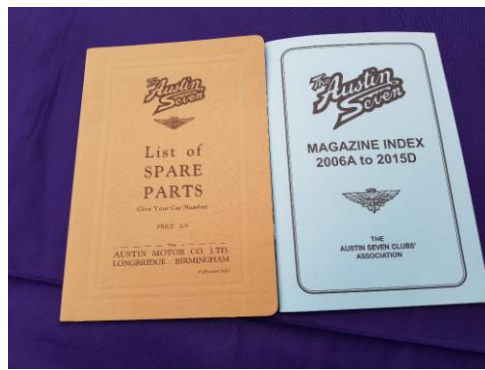
Ladies T Shirts in Navy or Beige. XL and L but they come up small - £3.00



Small Swiss Army Knife. The box measures 6cm to give you an idea of size - £1.00 - Bargain!!



**Key Ring – Limited Number – Just £1.00**



**List of Spare Parts from the Programme of the 90<sup>th</sup> Anniversary of Austin 7s and Magazine Index as shown - £1.00 each**

**Beany Hats with Lights - £5.00 Orange or Black Limited Stock**



**Mugs and Half Pint Beer Glass – Collection Only – Just 50p each**

## Superb Bargains in Fleece Coats and Jackets

(They need trying on for size).

**Two Warm Lined Fleece Coats with No Logo in Navy  
One XL and One 2XL - £10 each**



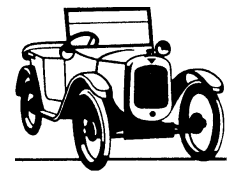
**2 Unlined Fleece Jackets (No photo)  
XL in Green and a medium in Navy. - £6.00 each**

**3 Lighter Lined Fleece Jackets with Logo 2 XL and 1 Medium (see below) – All in Navy £8.00 each.**

Please support your Club and grab yourself a bargain. Give Brem and Jenny a call to discuss items available and whether you can pop along for a ride in your Seven (or modern) to collect. A covid safe pick up will be arranged, or if you would like your purchase posted. Negotiations on price may be available for multiple purchases!





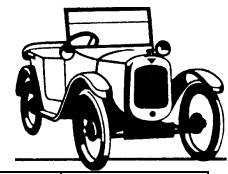


## Committee Corner

MINUTES OF THE ANNUAL GENERAL MEETING  
HELD VIRTUALLY  
AT 8 PM ON TUESDAY 17<sup>th</sup> NOVEMBER 2020

<b>Present</b>	The AGM papers were sent to all Members by e-mail or by post	<b>Action</b>
<b>Apologies</b>	None	
<b>Welcome</b>		
<p>1. The 2020 Annual General Meeting was held virtually by e-mail/post. The reports of the Chairman, Secretary and Treasurer were sent with a questionnaire to every member; those reports are included in these Minutes. Members were asked to return these questionnaires before 15<sup>th</sup> December 2021. Disappointingly, only seven did so.</p>		
<b>Minutes of last Meeting</b>		
<p>2. The Minutes of the last AGM held on 24<sup>th</sup> September 2019, having been previously distributed after the AGM, were agreed by all respondents to be a true record of proceedings and were duly signed.</p>		
<b>Matters Arising</b>		
<p>3. The following points were raised in the questionnaire:</p> <ul style="list-style-type: none"> <li>• A new member suggested that photographs of committee members could appear in the Newsletter. This had been tried but the new Editor was looking for work...</li> <li>• One member reported that he had not seen last year's AGM Minutes. The Secretary understood that this failure had been sorted out.</li> <li>• One member sought an explanation of the Accounts. The Treasurer was tasked with sorting this out.</li> <li>• Another member noted that MA7C was no longer a Limited Company and yet was organising the Centenary Rally. Correct that MA7C was no longer a Limited Company but incorrect that MA7C was organising the Centenary: A7CA was responsible and would bear responsibility.</li> </ul>		
<b>Chairman's Report</b>		
<p>4. The Chairman wondered what he could say in the circumstances. He had taken over the role as Chairman after the AGM in 2019 and, since then, he had done his best to guide the Committee towards looking at how to bring more interesting and different events for members to attend and also try to get younger people involved in the A7 movement.</p>		
<p>5. In November 2019, members had a really interesting talk from the RNLI followed in December by the Christmas Meal which was well attended. The New Year saw the usual Alternative Bring and Buy and this was followed in February by another fascinating Talk about Shelsley Walsh by Max Hunt: interesting because it went right back in History about the village and not just about the Hill Climb.</p>		
<p>6. And there it stopped. All events including the Cotswold run were cancelled due to Covid although the Club managed a single, brief meeting at Beoley - the Fish &amp; Chips evening with social distancing. And that was the highlight of the year. It had The Committee had planned to hold the AGM under social distancing rules but even that was cancelled when stricter restrictions had been imposed. Hence the present situation. His report was part of the "Virtual" AGM devised for members to have their say.</p>		
<p>7. He continued that it was with great sadness that he noted the sudden death of Arthur Davies in October. Arthur would be greatly missed by all in the Austin 7 world. 30 mourners attended his funeral enjoying a lovely service but a number of others turned up with their Austin's to show respect. The Club had since advertised for someone to take over the role of Spares person and David Bowlas had been good enough to take on the job. Lesley had resigned as Editor and Dave Trickett had been good enough to take on the role in the absence of other volunteers. Dave's wife, Pam, had agreed to take on the membership Secretary role. He did not need to remind members that Sheila Turner had been struggling with her health over many years and had had to relinquish the job as Regalia</p>		





Salesperson; Jenny Bremner-Smith and Jill Philips had agreed to share the role. He thanked the outgoing committee members and welcomed the new additions.

8. The Chairman concluded by hoping that, next year, we would all be able to get out and enjoy our cars to the full. The committee was meeting on a regular basis through the facilities offered by Zoom. He encouraged all to stay well and to look forward to proper meetings in the New Year.

**Secretary's Report**

9. The Secretary reminded members that the composition of the committee had changed considerably in the past couple of months and pointed out that these changes could take effect only when the members had given their approval at the AGM. He said that, to that end, members had received a questionnaire with the Reports in lieu of a physical show of hands at the AGM. He asked members to complete the questionnaire and return it to the Secretary by e-mail or by post before 15<sup>th</sup> December 2020, giving him time to collate the results and confirm or otherwise the committee composition before the New Year.

10. The Secretary reminded members that the current draft committee composition was shown at the beginning of the November Newsletter. Dave Trickett, Membership Secretary and Webmaster, had briefed the committee that, in September, the club had 112 members; in October, the club had 80 members and, in November, 93. The Secretary put out a plea to members who had not re-joined to do so that the club could continue to flourish. He reminded members that each had received the club membership list at the end of the 2020 membership year. It was hoped to issue this list every year or so. Also, the Webmaster had updated the website including the removal of the Limited status.

11. The sudden death of Arthur Davies had caused sadness throughout the Austin Seven movement. He made friends everywhere with his cheerfulness, his willingness to help anyone and his supreme knowledge of our little baby. He would be missed by so many. Andy Lowe had volunteered to sort out the neat piles of spares in Arthur's garage and had contacted all whose spares he could identify. He had separated the club spares and would hand these over to David Bowlas. Sheila, having looked after the club regalia for many years, had decided that she could not continue without further detriment to her health. The Club saluted her and thanked her for her determined management and sales of Club regalia, making much money for club funds in the process. The Club welcomed Jenny Bremner-Smith and Jill Philips to the post. Lesley Mariner, after wearing her fingers to the bone typing the Newsletter for many editions, had decided that someone else should be responsible for entertaining and informing members each month and had sat back in her comfortable chair for a well-earned rest. The Secretary thanked Lesley for doing so well what was a thankless task. In her place, the Club welcomed Dave Trickett to the keyboard. Dave had persuaded his wife, Pam, to become Membership Secretary. What a busy household that promised to be.

All

All

12. The Secretary drew Members' attention to the proposed week in July 2022 to commemorate the Centenary of the Austin Seven. He noted, however, that a proverbial spanner had been thrown into the works with the Fire Service Centre (FSC) increasing the advertised prices for accommodation. Discussions were being held between the Centenary Committee of A7CA and the management of FSC and it was hoped that all would be well [Secretary's Note. An agreement has now been reached and a contract is awaited]. MA7C was still committed to organising 8 Road Runs. The MA7C Committee hoped that as many MA7C members as possible would attend this prestigious event.

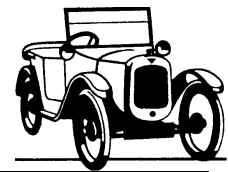
13. The Secretary concluded by wishing all members and their families a Happy Christmas and a Joyful New Year in which we could, once again, fill the roads with our historic and brilliant cars before the internal combustion engine was banned.

**Treasurer's Report**

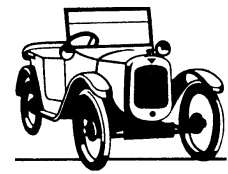
14. The Treasurer reminded members that these strange times did not preclude the necessity of an AGM or his production of a statement of accounts for members. He had published the accounts earlier in the year but attached below the Balance Sheet as at 31<sup>st</sup> January 2020.

**Income:** Income was down from last year by 30%; this could have been caused by natural wastage because members had not renewed their membership and because new members had





<p>not joined. Income from other areas had dropped: regalia sales, not helped by Sheila's illness, had been minimal and sales of spares had been very poor, perhaps a sign of the times with members using the internet more.</p> <p><b>Expenditure:</b> When the subscription went up, it was to offset the rise in postage, printing and the cost of the Grey Mag; this was now manifesting itself in our costs: the Treasurer promised to monitor expenses and income. Since changing the club meetings to Beoley, costs have become more manageable with the raffle usually covering the hire of the hall. All other costs had kept level with previous years and the Treasurer said that he was keeping an eye on all expenses.</p> <p>15. The Treasurer said that the Club's profits had halved compared to last year but, provided that this trend did not continue for the present year, the Club could sustain its services.</p> <p>16. Finally, he reminded members that, at last year's AGM, he had presented a case for ceasing to be a limited company. This had been agreed by members and the Club had now been released to be a stand-alone club with some saving in costs.</p> <p><b>Other Reports</b></p> <p>17. No reports were submitted by the DVLA Secretary, the Editor, the membership Secretary, the Regalia Secretary, the Spares Secretary or by the Webmaster.</p> <p><b>Awards</b></p> <p>18. No awards were made.</p> <p><b>Election of Officers</b></p> <p>19. The Chairman told members that the entire Committee had stood down in accordance with the Constitution and that volunteers were sought to replace them. They were conspicuous by their absence. Fortunately, the old committee had expressed an unanimous willingness to be re-elected. The Committee as shown below was elected by those members who submitted the questionnaire:</p> <ul style="list-style-type: none"><li>• Chairman: Rick Bishop</li><li>• Auctioneer: John Roberts</li><li>• DVLA Secretary: Ron Rudge</li><li>• Editor: Dave Trickett</li><li>• Events Organiser: Andy Lowe</li><li>• Membership Secretary: Pam Trickett</li><li>• Newsletter Distribution: John and Jill Philps</li><li>• Regalia Secretaries: Jenny Bremner-Smith and Jill Philps</li><li>• Road Events Organiser: Brem Bremner-Smith</li><li>• Spares Secretary: David Bowlas</li><li>• Treasurer: Ian Devey</li><li>• Webmaster: Dave Trickett</li><li>• Secretary: Bob Prophet</li></ul> <p><b>Any Other Business</b></p> <p>20. There was no Other Business.</p> <p><b>Forthcoming Events</b></p> <p>21. No Diary of Events was produced.</p> <p><b>Date of next Annual General Meeting</b></p> <p>22. The next Annual General Meeting will be held in Beoley Village Hall at 8 pm on Tuesday 28<sup>th</sup> September 2021.</p>	<p>All</p> <p>All</p> <p>All</p>
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<b>President: John Ward</b>				
<b>Chairman</b>	Rick Bishop	4 Reynard Close Webheath Redditch Birmingham B97 6PY	<a href="mailto:rickbishop1950@gmail.com">rickbishop1950@gmail.com</a>	01527 404946 (h) 07470 696694 (m)
<b>Distribution Team</b>	John and Jill Philips	4 Old School Lane Wilmcote Stratford upon Avon Warwick CV37 9UZ	<a href="mailto:john.philps@btinternet.com">john.philps@btinternet.com</a>	01789 290525 (h) 07775 748225 (m)
<b>DVLA Rep</b>	Ron Rudge	1 Everitt Drive Knowle Solihull West Midlands B93 9EP	<a href="mailto:rdrudge@blueyonder.co.uk">rdrudge@blueyonder.co.uk</a>	01564 730188 (h) (before 9.30 pm)
<b>Editor</b>	Dave Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	<a href="mailto:dtrickett331@btinternet.com">dtrickett331@btinternet.com</a>	01676 535554 (h)
<b>Events Secretary</b>	Andy Lowe	38 Kingswood Road West Heath Birmingham B31 4RP	<a href="mailto:lowespeed07@gmail.com">lowespeed07@gmail.com</a>	0121 477 0547 (h)
<b>Auctioneer</b>	John Roberts	18 Oaktree Lane Cookhill Warwick B49 5LH	<a href="mailto:alisonroberts2003@yahoo.co.uk">alisonroberts2003@yahoo.co.uk</a>	01789 765349 (h)
<b>Membership Secretary</b>	Pam Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	<a href="mailto:dtrickett331@btinternet.com">dtrickett331@btinternet.com</a>	01676 535554 (h)
<b>Regalia Secretaries</b>	Jenny Bremner-Smith  and Jill Philips	Tanglewood Cleeve Prior Evesham Worcester WR11 8JY and 4 Old School Lane Wilmcote Stratford upon Avon Warwick CV37 9UZ	<a href="mailto:brem.bremnersmith@talktalk.net">brem.bremnersmith@talktalk.net</a>  and <a href="mailto:john.philps@btinternet.com">john.philps@btinternet.com</a>	01789 509236  01789 290525
<b>Road Events Organiser</b>	Brem Bremner-Smith	Tanglewood Cleeve Prior Evesham Worcester WR11 8JY	<a href="mailto:brem.bremnersmith@talktalk.net">brem.bremnersmith@talktalk.net</a>	01789 509236 (h) 07712 928711 (m)
<b>Treasurer</b>	Ian Devey	25 Robin Hood Crescent Hall Green Birmingham B28 0BN	<a href="mailto:devey777@gmail.com">devey777@gmail.com</a>	0121 777 9655 (h) 07971 511454 (m)
<b>Webmaster</b>	Dave Trickett	2 Dunchurch Close Balsall Common Coventry CV7 7PN	<a href="mailto:dtrickett331@btinternet.com">dtrickett331@btinternet.com</a>	01676 535554 (h)
<b>Secretary</b>	Bob Prophet	Soley's Orchard Rectory Road Upton upon Severn Worcester WR8 0LX	<a href="mailto:rsprophet@tiscali.co.uk">rsprophet@tiscali.co.uk</a>	01684 592509 (h) 07713 742777 (m)