



Dear Members

The issue which undoubtedly shocked and saddened us all during the last month was the announcement of the passing of Colin (Greig), in hospital, after what seemed such a very short time since he had performed his traditional task as 'porter' at the November Club Night Auction.

Many of us will be well aware that Colin had been the Club's Chairman for a decade and a half or so, from the early 2000s, although he had, of course, been a member of the NHAEG for many years prior to taking up that position. He took the role very seriously and served the Club with distinction, rarely missing a Club Night or any other activity or event held. He always had the Club's interest at heart and did his very best to promote its continued growth and success.

There is little doubt that his passing will be greatly missed and we extend our sincere sympathy and condolences to Ann and her family at this time of bereavement.

On more pedestrian matters please remember that the much-delayed AGM will go ahead on Monday 14th February. It will be an *actual* rather than virtual meeting and although Covid-related restrictions and constraints have been largely removed, those planning to attend are strongly encouraged to carry out a lateral flow test before doing so. We must be all aware that the virus is still very much alive and active amongst us and we should take whatever sensible and practical measures are possible to avoid its spread.

A reminder also should be made that two Committee members (myself included) will be standing down at the AGM and although two names have been put forward to join the Committee, which is excellent news, further nominations are strongly urged and are essential if the Club is to be able to move forward and thrive with confidence and certainty, having the support of a strong body of individuals ready to keep it fit, healthy and above all, viable. *If you wish to see the Club survive PLEASE do give this issue your most serious consideration.*

After the business of the AGM has been concluded some time will be allotted for judging of the photographic competition to take place, when those attending will be able to express their opinion on which image, in each of the four categories (*People, Animals, Landscape/Scenery and Auto-related*) impresses them most.

The remainder of the evening will then be given over to a '*Feely Bags*' competition kindly organised by Don (Breakspear) and Val (Woolls).

Please do come along on the 14th and lend your support to efforts being made to get the Club rolling along smoothly once again after such a long period of relative dormancy.

Trevor E



Morris Minor for sale

1961 Morris Minor Convertible. 1098 cc. engine. Maroon. Total restoration by Charles Ware Ltd in autumn 2019. Little used since. Superb condition. Asking price £13,500.

In first instance contact Trevor E for further details and/or viewing: 01344 775012,

Or 07518 043663 trevorcedwards@icloud.com



What nobody tells you when you buy an electric car

Electric car sales are surging. And I am one of the drivers to take the plug-in plunge. Out went a petrol-powered Mini Clubman Cooper and in came a BMW i3 as the family's daily run-around. My wife almost shed a tear at the loss of her beloved Clubman, but the moment she stepped from the i3 after her first drive, she was an electric car convert.

You'll hear similar stories wherever you go, from the school gates to family get-togethers, drinks with friends to small talk at work. The 'carbon configuration' of the market is changing. In Britain, one in four new cars sold in October was plug-in-hybrid or electric, while sales of diesels fell by 60 per cent to a little over 10 per cent of the market. Petrol car sales, which still account for more than half the market, fell 26 per cent.

Month by month, the product choice in the electrified part of the car market is improving greatly. The charging infrastructure is expanding. And word is spreading that, guess what, barely anyone that's made the switch misses their old petrol or diesel burner.

We still own an old, Euro 5 diesel estate car. It steps in as the family bus when all five of us are aboard and we need to travel further afield, and with a lot more luggage, than the BMW i3 can accommodate. And my modern-classic toys are safely tucked away in the garage. But the i3 is here to stay, with four years of monthly payments ahead of me.

From a technical perspective, not to mention from an efficiency and environmental standpoint, it's an interesting car that satisfied the selection criteria floating around in my head – criteria many car enthusiasts will share, namely 'It must not be boring'. But the journey I have been on highlighted some frustrations that nobody seems to tell you about before you make the switch.

So here's what I wished I'd known before taking the plunge.

You won't save any money, unless...

Think you'll save money? Think again, friend. There are costs lurking in the shadows, waiting to spring out at you like Cato coming at Clouseau from the wardrobe, with an iron.

The biggest one of these is the cost of installing a charging point for your car at home. I ended up with a bill for nearly £950. That's the same as a year's worth of petrol costs for our old Mini Clubman Cooper.

Then there's the cost of the car itself. The i3 is a more expensive car than the more practical Clubman Cooper we used to run – hey, that's the price you pay for a carbon fibre concept car turned production reality – so the monthly finance sum is more. At the time of writing, Mini was offering a new Clubman Cooper for £320 a month and a £2000 deposit, over 48 months and 8000 miles a year, through a Personal Contract Purchase. An i3, on the other hand, needs a £4559 deposit and costs £349 per month.

So, by going electric like me you could be out of pocket to the tune of almost £5000, assuming you pay for the car in the same way using finance, the way most people now buy cars. I'm not alone in drawing such conclusions; Auto Trader recently sounded a warning to the government about the situation.

Unless... unless you're a company car driver looking to pay as little Benefit-in-Kind tax as possible, in which case the one per cent rate currently in place (two per cent from April 2022) makes it most attractive.

The moral? You've really got to be emotionally invested to justify such a switch.

You missed the best grants

Sorry chum, the best grants were withdrawn from the market years ago, doubtless after one too many headlines in the press about how they were being handed out to buyers of expensive, luxury and sports-type cars.

There used to be a government grant of £4500 (up to 20 per cent of the purchase price) but in early 2019 it was reduced, falling to £3500, then £3000 then £2500 and now (Dec 2021) £1500 . It's was only eligible for cars that cost under £35,000 but now reduced to £32,000 and no longer applies to plug in hybrids.

Meanwhile, the grant that contributes to the cost of installing an electric car charger at home has been slashed. It was £500, a significant sum that could almost cover all the costs. It's now £350, (but due to end in March 2022) which won't go all that far when ordering a 7kW or 22kW fast charger for home use, in my case leaving me with a chunky £943 (including VAT) to settle for a Zappi 7kW smart charger. Ouch.

You can't have the options you want

Ah, the thrill of 'specing' a new car. Comparing paint colours; being bold with the interior theme; switching the alloy wheels; upgrading the audio system; adding a bunch of driver aids to keep all aboard safe. As if!

You'll do all this using the fancy online configurator, send the link to the sales person, await their reaction and compliments about the tasteful spec you've chosen, only to be told you can't have any of that stuff if you want the government grant. That's because the grant threshold of £32,000 is applied to the price of the car *including* options. And let's face it, when the government offers to hand *you* £1500 after a lifetime of taking your money away, you bite its hand off.

The only options I could have, then, were a 'parking pack', blue seat belts and tinted rear windows. The blue belts and tints don't do it for me, so I was able to have just a single option I'd originally wanted.

Choosing a wallbox supplier is a minefield

There are myriad manufacturers and installers of electric charging stations for your home. Picking one is a minefield. The big-name providers get mixed reviews on platforms such as Trustpilot and Google Reviews. The smaller-name providers well, that's the thing, you've never heard of them and they're indistinguishable in amongst the sea of Google ads and search results.

In the end I went with word of mouth, after an uncle also living in the same county had a good experience, and the company's Trustpilot reviews were impressive. When searching, make sure any installer is certified and registered to handle the Office for Zero Emission Vehicles (OZEV) wallbox grant process.

You can't just put a wallbox where you please

If your fuse board is at one end of the house and your parking area or garage is at the extreme opposite, you could face the situation where you'd have to lift the floor throughout the property to route the power supply cable, which isn't economical. I encountered that exact problem at our last house. That's why you'd be well advised to begin by having a free site survey conducted, by a reputable and approved wallbox installer. And remember to think about the position of any EV's charging port and how this may have a bearing on the position of the wallbox.

Read the handbook or charge at glacial speeds

Because I am vaguely in tune with the i3, having reviewed several in the past, at the end of the first charging session I spotted that it was only juicing at half the speed it was supposed to when using our 7kW wallbox. Can you imagine how many other motorists wouldn't notice? That's because the car's default setting is 3.6kW, when first charged. This, presumably, is BMW's way of preventing homeowners from overloading the home's wiring and burning their home to the ground. You have to dive into the vehicle menus, using the car's iDrive system, to change the default setting so that the onboard, 11kW charger accepts 7kW.

Off-peak electricity is off-limits

Have you heard about 'time of use tariffs'? These are the Holy Grail of living with an electric car, because they offer a regular peak rate charge during the day, and a discounted rate overnight when demand is typically low ('For how much longer with all these EVs?' I hear you say...). In the case of my supplier, it's 20.27 p/kWh at peak, and 4.67p/kWh off-peak.

I wish I'd known about the intricacies of this before taking the plunge, because my energy provider says I'm not eligible for its EV Tariff, either because I don't have the latest generation smart meter at the property, or they won't install one for me. Other suppliers say the same. So I'm stuck at peak prices.

There are free charging points. FREE!

Yes, it's true. Some of my local villages, in Kent, have Tesla 'destination' chargers at public car parks. I plugged in the i3 and it started charging, free of, er, charge. Some supermarkets also offer free charging locations. Seek them out and suck every last drop of juice out of them.

There's an app, or ten, for that

Apps will be your new best friend should you need to plan a journey or charge on the hoof. However, these will consume space on the smartphone that is far more basic than your children's because you paid it off ages ago and don't want a cost-upgrade thank you very much. Before you know it you'll be sorting through years of stored videos, photos, music, voice memos, apps and more to free up space, only to fill it with apps that fill up the memory again. All in the name of driving an electric car.

You will be swamped with jargon

You already knew this, right? If you read any brochure for an electric car you will have been flattened by the jargon juggernaut. So I'll do you a favour and steer clear here - just don't say I didn't warn you.

cc Hagerty.co.uk

Isle of Wight trip

A day trip is being planned in early May to the Isle of Wight, in a classic OB Bedford coach. This will be an early start and the meeting point will be near Micheldever Station. Parking for our cars will kindly be provided by the coach owner. Currently there are just 6 seats available, so if you would like to join the adventure, which will include a tour of the Island and a visit to a local attraction, please contact Trevor Mulford on trevormulford1942@gmail.com or (01252) 620435

Drive it Day

The Federation of British Historic Vehicle Clubs (FBHVC) Federation is delighted to confirm that Drive It Day/Ride it Day will be on 24 April 2022, and once again be in support of Childline. Following the success of DID 2021 in comfortably exceeding the £30,000 necessary to fund Childline for 'One Unforgettable Day' FBHVC hope they, and you, can do even better in 2022! We have formally registered 'Ride It Day' with the Intellectual Property Office so motorcycle enthusiasts can now participate using motorcycle sized RID plates.

Buy your Childline plates now at <https://www.driveitday.co.uk>



Club Events

Virtual Navigational Rally – 6th February

The NHAEG, on behalf of the Austin Ten Drivers Club, hosted by Richard Long & Peter Christie, will stage a Virtual Table Top Navigational Rally as part of the Inter Register Club Championship series 2022.

Club Night – 14th February

AGM

Photographic competition - entries by 31st January

Team game of 'Feely' bags

Club Night – 14th March

Guest speaker

Club Night – 11th April

Spring airing

Stay safe

NHAEG Committee

Other (non-club) events - 2022

Southern Engineering Show, Farnborough - 8th-10th Feb. Details contact Trevor Mulford

Blackbush Car Meet – last Sunday of each month

Brooklands, Surrey, 16th Apr - Easter Classic Gathering

Originally scheduled for New Year's Day and postponed due to Covid, Brooklands' Classic Gathering has been rescheduled for Easter Sunday, and is sure to attract a diverse range of classics.

Drive It Day - 24th April

Basingstoke Festival of Transport – Sunday 8th May

Trip to the Isle of Wight early May- (contact Trevor Mulford)

Beaulieu Auto jumble - 14th & 15th May

Rural life Tilford - 22nd May

Hartley Witney show - 11th June

Beaulieu, Hampshire, 3 July - National Austin Seven Rally

One of the biggest events for anything Seven or Seven-based, and you can bring along other Austins or pre-1975 classics if you register in advance. Also autojumble and driving skills tests.

Hook Fete - TBA

Old Basing Fete - TBA

Upton Grey - TBA

Fleet Carnival – 2nd July

Thames traditional boat Fest 15th to 17th July

Austin 7 Centenary – 19th-24th July

Entry by pre-booked ticket only : www.a7centenary.com

The British Motor Show, Farnborough 18-21 Aug

Swallowfield show – 29th Aug

Beaulieu Auto jumble - 10th & 11th September