



NEWSLETTER

June 2019



Official Newsletter of the Austin Seven Register of Qld. Inc. (formed 1967)



A Collective Noun of Austin Sevens heading into the "Mango Paradise" Barramundi Farm on the "Bundy Bash"!!

MORE BUNDY BASH REPORTS AND PHOTOS INSIDE

VERY VERY IMPORTANT 🔔

ALL MEMBERS PLEASE NOTE membership renewals are due by the end of July otherwise you are no longer financial.

PLEASE NOTE THE REMOTE MEMBERSHIP CATEGORY has been removed.

A removable Membership Renewal Forms included at back of this newsletter.

Also a Nomination form for the next AGM on the 9th of August and a Form for attending the BBQ on the 10th of August and Static Display on the 11th of August.

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CONTACT YOUR CLUB COMMITTEE

President: Steve Davidson 0418 814 501

Vice President: Duncan Logan 0458125490

Spares/Tech: Trevor Moore (07) 3848 5575

Runs & Events Coordinator: Neil Thyer (07) 32179880

Editor: Tim Braby 0405 740 418

QHMC Rep: Steve Davidson 0418 814 501

Secretary: Robyn Clark (07) 3800 1965

Treasurer: John Que (07) 3396 0882

Webmaster: Neil Thyer (07) 32179880

Librarian: Alan Couser (07) 33499628

Second Hand Parts: Doug Clark (07) 3800 1965

Raffle " Stinger": Valda McDowell

Dating Officers: Trevor Moore (07) 3848 5575 & Tim Braby 0405 740 418

The A7RQ Inc. On Line

We have a website which you can view at. Here you can find past newsletters, rally reports and a regularly updated list of events.

All our websites have now been updated with photos and reports of our last runs.

austin7.org.au/events

& Face book Austin7 Register of Qld Inc.



AUSTIN 7 REGISTER OF QLD. CLUB EVENTS **FOR 2019 & BEYOND!!**

Run Cancellation: Please note that if there is any doubt that a Run may be cancelled due to extreme weather conditions or any other reason, please ring the particular Rally Organiser or the Run Coordinator, Neil, phone:0431 067 909, early on the morning of the Run and prior to proceeding to the Run start point.

Friday 14th June 2019: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 16th June 2019:A7 Winter Run. Run to be organized by Ian & Valda McDowell (ph. 0439 677 379) and to commence from Club Grounds, Carindale at 9.00am. Morning Tea stop then continuing to Camp Hills Bowls Club for bowling from 10.30am to 12.30pm. BYO Morning Tea & Lunch. Take away lunch, if required, will be available from the Club's Thai Restaurant for \$14 to \$18.

Friday 12th July 2019: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 14th July 2019 RACQ Motorfest. Static display from 10am to 3pm at Eagle Farm Racecourse. A7 members to meet in Hamilton Hotel Carpark for departure to Motorfest "British" entry point at ...am. Members may also independently travel to venue. Members to make own arrangements regarding registration. **Refer to Website under Events for departure Meeting Time.**

FRIDAY 9TH THRU TO THE 11TH AUGUST - A7 REGISTER CLUB WEEKEND

Friday 9th August - General Meeting & AGM commencing at 7.45pm at Clubroom, Carindale.

Saturday 10th August - Saturday BBQ Lunch. A BBQ Lunch will be provided to members at the Club Rooms, Carindale commencing at 11am. BYO drinks only – hot or cold. As this is an A7 Register Event, members are encouraged to drive their A7s. RSVP Robyn Clark (ph 3800 1965) by 10th July 2019.

Sunday 11th August - Static Display. Display to be held at Morningside School of Arts hall & grounds, corner Wynnum & Thynne Road, Morningside (in Morningside shopping village precinct – UBD p24 Q1) Entry off Wynnum Road. Ample trailer & public parking on site. The display is organised by Robyn Clark (Ph. 3800 1965). Members are to make their own way to the venue. Display to commence at 9am and conclude around 1pm. BYO Morning Tea & Lunch but there are many food shops & cafes adjoining the venue.

Friday 13th September - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 22nd September - A7 Register September Event: All British Day at Vivian Street, Tennyson from 8.30am to 2pm. No pre-booking required. Contact Robyn Clark (3800 1965) for more details. Byo Morning Tea & Lunch although food is also available at the venue. A7 members to make own arrangements re. travel, registration on arrival etc.

Saturday 12th and Sunday 13th October 2019 - A7 Register October Event: LAMA Annual Invitation Run Weekend organised by the Lockyer Antique Motor Association Inc. and commencing in Gatton. Contact Elise Pakeman, Secretary, Ph. (07) 4697 6462 for more details. Members to make their own arrangements re. travel, registration, accommodation etc.

Friday 11th October - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Friday 8th November - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 10th November - A7 November Run. Run to be organised by Peter & Sue Waller (Ph 0410 456 616) (to be confirmed) and will commence from Centenary Pool Carpark at 9am. Run details TBA. BYO Morning Tea & Lunch.

Friday 13th December - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale. Members are requested to bring a plate of Christmas Food to share.

Sunday 15th December - A7 Club Christmas Lunch to be held at (Venue to be confirmed) Members are to meet at the venue at 11.30am. (meal cost to be confirmed) Members are requested to bring along a wrapped unisex Christmas gift per person to the value of \$3 to be shared over lunch. As this is an A7 Register event, members are encouraged to drive their A7s. Rsvp Robyn Clark by 1 December – Ph. 3800 1965

19th, 20th, 21st June 2020 - A7 Register May event: Country Run (S.W. of Brisbane?). Run to be organised by Jo & Margaret McCormack (ph 0438 192 788). No details of venue/runs or accommodation are yet available.

Neil Thyer - A7 Qld Runs & Events Coordinator. ph 0431 067 909

INVITATION TOURS AND SWAP MEETS **(AND OTHER EVENTS OF INTEREST)**

Sunday 23th June - VCCQ Annual Concourse

Our A7 Club has personally been invited by VCCQ President Ronnie Brown to attend

"Once again, we are holding this event at beautiful Ormiston House. As you are aware, it has long been our pleasure to invite the members of your club and their beautiful cars to this event, and I write to you now to issue this invitation again.

The spacious grounds and spectacular bay views of Ormiston House are on offer again as will be their famous Devonshire teas. Ormiston House has advised that their entry fee is \$7.00 per adult, \$5.00 for concessions and \$2.00 for children under twelve.

A Visitors' Prize will be awarded to best pre-war car belonging to a non VCCQ member. As always though, the awarding of all trophies and prizes remains a relaxed and low key event.

We have also decided to invite people to come in period dress, ideally in the style of the era of their car. Many people wear period dress at our event and we thought it really added to the ambiance of the day so we are again going to encourage this at this year's event.

Of course and as usual, our Concours day is also an opportunity to bump into old friends.

The day will start at around 10 a.m. You will recall from last year there is ample space for the parking, and loading and unloading of trailers. We will have VCCQ people there to assist.

Any enquiries regarding the day can be addressed to Ronnie Brown. Contact details are:

Ronnie Brown. Phone: 3202 7462 or 0419 702 329. Email: alvisronnie@bigpond.com

We hope to see many of your club members and their cars, for this great occasion.

Kind regards, Ronnie Brown, VCCQ President"

Friday 19th to Sunday 21st July 2019: (Date to be confirmed) 8th Biennial Queensland Heritage Rally.

Rally is to be held in Biloela, Central Queensland. Members are to make own arrangements for Travel,

Registration & Accommodation. For information contact Cindy Cooper, Rally Coordinator. Phone (07)4992 2400 or 0429 383 296.

Sunday 21st July - Gold Coast Swap Mudgeeraba Showgrounds

Sunday 28th July - Classic Car and Motorbike Show Ambrose Treacy College, Kate Street, Indooroopilly. The show runs from 7am to 10am. Members wishing to participate are requested to contact our President, Steve on 0418 814 501 for more information.

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For information contact Cindy Cooper, Rally Coordinator. Phone (07)4992 2400 or 0429 383 296.

Saturday August 17th – Veteran Swap at the Veteran Car Club Hall, Carindale - Vintage and Veteran parts.- starts early.

23rd, 24th and 25th August 2019 BVAC 50th Anniversary - www.bvac.com.au

Monday 23rd September - Friday 27th September - Austins over Australia- Barossa Valley. - see details December Newsletter

Sunday 29th September 2019: (Date to be confirmed) Noosa Beach Classic Car Show 2019. This static display event is to be held at Noosa Heads Lions Park. This is an all models car show and features British vehicles this year. For more information log onto www.noosacarclub.com.au or contact Duncan Logan. Members who wish to attend are to make their own arrangements re. registration, travel, accommodation etc.

2020 28th March to Friday 3rd April 2020 - AHMF Motoring Festival - Albury Wodonga, open to all vehicles over 25 years old - see flyer in December newsletter

2nd, 3rd and 4th May 2020 Darling Downs Vehicle Restorers 50th anniversary more details as they come to hand

2022 - Saturday 9th April to Thursday, 14 April 2022- Austin 7 100 Years - Warrnambool National Rally Any queries Rally Committee at 2022rallyinfo@gmail.com

MINUTES OF PAST A7RQ MEETINGS

Austin Seven Register of Queensland Inc.

Meeting No 583, 10th May 2019

Held at the Veteran Car Club Hall, Carindale.

Meeting opened at 7.45pm by President Steve Davidson with a welcome to everyone especially Lindsay.

Present: 27 members signed the attendance book.

Apologies: J Wilson, R & R Guthrie, S Jordan.

Previous Minutes: Robyn read the minutes of the April meeting and moved it be accepted as a true and correct record. Seconded by Peter Baker. Carried.

Business arising from Minutes: Nil

Correspondence: IN Newsletters from other Clubs

21st July Jumpers & Jazz Festival, Warwick

Advertising Material

OUT: Newsletters

Membership Cards etc. to Ken Henderson & Matthew & Carolyn Noble



Robyn moved the inward correspondence be accepted as read & the outward endorsed. Seconded by Alan Couser. Carried

Business arising from Correspondence: Nil

Treasurer's Report: John gave his report on the clubs finances. Asked if there were any questions. Then moved it be accepted & all bills be passed for payment. Seconded by Trevor Moore. Carried.

QHMC Report: Steve gave a outline of the meeting, stating Tom Lewis is now President.

Spare Parts Report: Trevor has been busy with sales & another order will be sent to Melbourne in June to replace parts sold.

Second Hand Parts Report: Doug has received parts from Cliff Stockley.

Editors Report: Nil

Dating Officers Report: Tim sent form to K Henderson

Web Masters Report: Neil has included photos from Justin McCarthy & everything is up to date.

Club Events:

15th-21st May Bundy Bash

16th June Ian & Valda McDowell, meet clubrooms 9am, BYO M/T & Lunch

23rd June Invited to ACCQ Annual Concourse, Ormiston House, 10 am

14th July RACQ Motorfest

10th Aug A7 BBQ at clubrooms (numbers required) BYO Drinks

11th Aug A7 Static Display, Morningside School of Arts Hall

Other Events:

25th May Biggest Morning Tea, organised by Bayside Club, 10am Ormiston School

26th May Brisbane Swap, Carina State School

26th May Sports & Classic Festival, Qld Rifle Range, Belmont

28th July Classic Car Show, Indooroopilly, 7am to 10am

11th Aug Chevy Club Swap, Rocklea Showgrounds

23rd-27th Sept Austins Over Australia, Barossa Valley, SA

Past Events:

14th April Presidents Run, excellent, on website

Library Report: Alan reported a book has been taken out.

General Business: Steve asked about the colour of our Club Logo

Welcome to Lindsay & asked to speak about his time away.

Neil Thyer has made a Lead Light image of an Austin 7 to be raffled at our Annual Weekend.

Congratulated Peter & Gail Cahalane on their 50th Wedding Anniversary today.

Duncan Logan reminded members to shake their fire ext

Doug reported on a visit to Brett & Amanda Wilson.

Discussion on removing remote membership fees causing problems with accounting. Passed

Report on Cars &/or Car Troubles: Justin McKeering & Alan Couser have both has trouble.

Birthdays: Members having a Birthday in May were wished Many Happy Returns.

Raffle: Valda was selling tickets in tonight's raffle.

Sick members wished a speedy return to good health.

Supper Organiser: Elaine Moore was thanked for organising tonight's supper

June organiser: Rhonda Guthrie

Committee Meeting: TBA

Next Meeting: 14th June 2019

Meeting Closed: As there was no further business to discuss the meeting as closed at 8.25pm wishing everyone a safe trip home.

Robyn



(Please note April Minutes have had to be omitted due to ongoing Computer and NBN Problems }

CLUB SHIRTS!



Rhonda Guthrie is arranging to have more club shirts made. If we order a minimum of 10 the price will be about \$58 or less. Men's shirts are short sleeve easy care drip dry micro fibre, the ladies 3/4 sleeve cotton/poly blend type. The colour is light blue and the A7 Register insignia is embroidered in yellow and black on the shirt.

Rhonda says it may be a good idea to get some for the Warrnambool National Rally in 2022. These shirts ARE long lasting as they are well made.

Please contact Rhonda direct at guthrie45@bigpond.com or phone 0427 175 099.

NEWS OF MEMBERS AND CARS

Please note we have a new email address as follows for Jo and Peter Baker: lordbaker449@gmail.com.auR

WELCOME to NEW MEMBERs

Member #353 Ken Henderson of the Glasshouse Mountains has a 1938 Big 7, in fact it is a very well known car as it has been on the original Longreach Leap tour in 1989 when it belonged to Trevor and Donna Hebblewhite, but I can take its history back further than that. It was restored by Harry Strange, then it was owned by Leon Aitkin, then sold it to your Editor in 1985. I took the car on a run from Brisbane to Armidale in 1986 and had a new hood and side curtains fitted and the wheels were powder coated black and sold the car to Trevor and Donna Hebblewhite in July 1987. Ken hopes to put the car back on the road again after it was retired with a cracked head.

Member #354 Matt and Carolyn Noble of Cooroy own a 1936 Special which is in pieces and need of restoration .

Welcome

CATCHING UP WITH TOM "THE POM" NEWSOME

Many Queensland members will remember Tom Newsome, AKA "Tom The Pom". when he was living in Brisbane about 30 years ago

The following correspondence passed between Brian McMillan, Editor of the Vintage Car Club of Qld. and Tom "A TANGLED WEB"

Brian: It all started with this A7 pic sent in by my man in Scotland, Roger Martin. He had sold it to a man who later sent Roger a pic of the A7 parked in front of the pyramids. I immediately



thought of the arrival at our club about 30 years ago of a gent in an A7 he had driven half way round the world to get to Brisbane. He gave us a movie show of the trip including scenes from near the pyramids. Hence my comment "Tom the Pom?"

A few days after the Feb VCCQ mag went out I received the following email.

Tom: My friend, Clive Ball, sent me a link to the articles on pages 15/16 of your magazine. A subsequent owner who drove the car to Egypt and gave him a photo of the car by the pyramids (this car is pictured previous page.). No it wasn't me, though I do of course have a picture of my car, Egbert, there.

However the curious thing is that the next article is about the first car (a 1920s Citroen 5CV) around Australia, driven by Neville Westwood in 1925. I know both Neville Westwood's son, Ron and Greg Davies son, Graeme-in fact the whole family. I have worked on the car "Bubsy" and my wife Lois and I replicated the trip in 2001/2 in our 1923 5CV called Matilda. The trip is on the net.

See www.castlewoodorgans.com/Matilda (make sure capital M for Matilda). It was a very different trip to the England-Australia in Egbert, but in many ways a tougher assignment.

Kindest regards to you all. I see familiar Queensland friends are there like Peter Baker etc. Tom (and Lois) Newsome Aka "Tom the Pom"

Brian: Amazing. I remember you showing your film in our clubhouse and commenting on a veiled middle eastern woman crossing in front of the A7. "You will see why these women wear a veil" as it dropped from her face. Could u send me a pic of your A7

Regards Brian Mc

Tom: Sure, Brian

I'll see if I can dig one out.

Did you have a peek at the Matilda web pages.

Some good stuff there. Like losing the carby bowl forever and rigging up a drip feed. See leg 7

If you Google 5CV Citroen Matilda it will come up. Then choose "The Trip. "

I found a couple of photos on my computer. Egbert is

looking a bit sad. (photo above right) The light blue top hat A7 is Clive Ball's Samantha (photo above left). And Clive is looking dapper talking to Hugh Fryer. I'll email them in a moment from my other computer.

Kindest regards, Tom the Pom

Brian: I cannot believe this coincidence. You were the bloke that came to our club all those years ago and showed us films of your trip??? I remember you came to a hill climb at Esk and frightened the --- out of someone by saying your brakes had failed coming back down the FB hill.

AND in the same mag I had the story about the first car around Oz. That was you replicating the journey 60 years later???

I did not realise at the time that it was you when I heard of the accident. I heard that a Kingswood came over a hill behind the Citroen and slammed into the back of you. Was it on the road Brisbane to



Beaudesert. Did you have seat belts fitted. I used this in letters to get the laws changed. I thought that someone in an accident like that would be cut in half by the seatbelt.

Where do you live these days?

Regards Brian Mc

Tom: *It was a Mercedes (on the way out of Sydney?)*

Pictures are on website leg 11

Lois and I shouldn't be here.

We live in Northam WA 6401

Brian: *This is the back of the Citroen (picture bottom of previous page). I did not want to fit seat belts to my Aston. Imagine if you had your children strapped into the back seats with seat belts securely anchored to the frame. The car coming from behind, mounts the chassis and travels through the crumple zone and ends up at the back of the engine.*

It's hard to see how Tom and Lois survived this event.

Everyone should have a look at Lois' travel diary. It's a great read and a piece of Oz history.

<http://www.castlewoodorgans.com/Matilda/> And this news clip.

<https://www.youtube.com/watch?v=KqzBnhXGbDc>

SEEN AT THE "WHEELS AT WANAKA RALLY IN NZ." (One way to get all your cars to one meet!)



VALE - BOB WYATT

R.J. "Bob" Wyatt, President of the Austin Seven Clubs' Association and also the Vintage Austin Register, died on Wednesday 27th March at the age of 88. A man who led life to the full, he joined REME after WW11 and then took a life time career with the Automobile Association (AA). Bob bought his first Austin, a 1922 Austin 12, in 1958 and which was instrumental in him forming the Vintage Austin Register. One of his responsibilities at the AA entailed him ordering around 2000 of the new Minivans to replace the existing motorcycle combinations used by their patrol men, bringing him into contact with many of the personnel at Longbridge. This proved invaluable when Lord Stokes of British Leyland authorized the scrapping of all old Company records and historic vehicles. Over several trips Bob rescued much valuable archive material and several vehicles. This material assisted Bob in the writing of several books on Austins and the Austin Seven. Bob became an unofficial historian for the marque and this enthusiasm endured up to the end of his life. He supported the Association both by his presence at meetings and events, together his many kind donations of rare material to our Archives and funding projects. It is hard to overstate what Bob did for the Association and the Austin movement. His memory will live on in the minds and on the bookshelves of enthusiasts everywhere. Very sadly missed, we send our condolences to his family and friends. Chris Garner - Chairman, A7CA.



PAST RALLY REPORTS

AUSTIN 7 REGISTER OF QUEENSLAND'S 2019 PRESIDENT'S RUN - SUNDAY 14 APRIL 2019

The 2019 President's Run was held under a beautiful sunny Autumn sky. Four A7s (President Steve & Tate; Trevor & Elaine; Alan; Matthew, Martin & Trent) and one modern (Neil & Karyn) met at the Centenary Pool



carpark. Members exchanged stories of the routes they had had to take to get to the starting point, given the road closures due to the Tour de Brisbane cycle event, and those who arrived late due to the closures were duly forgiven.

Following President Steve's briefing, members prepared to depart on the interesting route, which would take them over many of Brisbane's iconic bridges. However, there was a slight delay when Alan announced that he may not make it all the way due to an erratically running engine. Heads were soon buried under his A7's hood to investigate the issue, with Trevor and Steve administering some TLC to Alan's plugs. *(picture left)*

After driving through Roma Street Parklands, the cars soon hit the gridlocked traffic on

Roma Street, caused by the Tour de Brisbane. The A7s inched their way forward, with their small size being a distinct advantage when squeezing through the left-hand turn onto the William Jolly Bridge.

The run route took the cars through South Brisbane, West End and Highgate Hill. After passing under the Eleanor Schonell Bridge, we drove alongside the Brisbane River on The Corso. We passed by the home of our hard-



working Spare Parts CEO and his lady, through the Brisbane Tennis Centre and to a lovely park by the river in Graceville for morning tea. Here we were met by a number of other members – in modern was

John and in their A7s were Doug & Robyn; Joe & Margaret; and Ian & Valda. *(photo above)*

After we had all enjoyed our morning tea and much social chatter, the cars headed along the river through Chelmer, across the Indooroopilly Bridge through Indooroopilly, around leafy Fig Tree Pocket passing Lone Pine Koala Sanctuary, before arriving at President Steve's beautiful home.

Here First Lady Helen, with the assistance of their children, provided the hungry Austineers with a delicious lunch. On arrival we feasted on a plentiful cheese platter. This was followed by sausages wrapped in bacon, quiche, bread, salad and fruit. Finally, we enjoyed a range of delicious sweets – brownies, cupcakes and chocolates.

Everyone was not only enjoying the delicious food, but also each other's company, as well as the company of the two resident terriers, Alice and Gennie. It was therefore a later than usual end to the run, with most members departing at around 2pm.

The run home took a little longer for Alan when, only a kilometre or so from his residence, his A7 suffered clutch failure. A quick call to the RACQ resulted in his Austin being given a lift the rest of the way home on the tray of



the rescue vehicle.

A big thank you to President Steve, First Lady Helen and their children for their warm hospitality. Further, thank you to President Steve (and Tate) for the well-organised run and excellent instructions. The President has set a new precedent for run instructions, with maps, graphics and interesting historical information about the various bridges along the route.

Karyn

21 AUSTIN 7S GATHER FOR "BUNDY BASH"

In the last few years the Austin 7 Register began to have a get together for members at a spot away from the busy roads of South East Queensland. This grew after our club held the National Austin 7 Tour in Toowoomba two years ago. In 2017 we went up on the Darling Downs in Dalby, last year we ventured across the border down to Yamba and this year we converged on Bundaberg, about 360 kms (5 hours) on the Coast from Brisbane.

Organisation of the event, which took place from the 15th to the 20th of May, was not handled by the Queensland Register committee but two of our members who live in Bundaberg, Ann and Brian Brindley.

Rally Entries and accommodation bookings were made, with a total of 18 Austin 7s from Tweed Heads up to Mackay, plus Wayne and Jenny Styles, who would be well known to many A7 enthusiasts, journeyed up from Melbourne. Many people will say, that is long way to drive in an Austin 7, well the truth is that yes we used to drive them long distances but now most use trailers or camper/trailer combinations to get to away rallies. Traffic has just gotten too fast and aggressive to introduce a small slow moving object to the mix.

Rally Headquarters was based at the Big4 Tourist park, handy to the local car club building and other facilities such as fuel, shops and parking trailers and campers.

The 'Bash' started off with a welcome dinner at the Bundaberg Vintage Vehicle Club Inc. Headquarters on **Wednesday** the 15th of May, built on the local showgrounds from a surplus army building frame from the Vietnam War era. Lots of good food, the theme was the Three "**P**"s, being, **P**ies, **P**eas and **P**otato Bake! Followed by **P**udding of course!! Here we met friends, both old and new, some we saw last year at Yamba, others were relative newcomers to the club, having only joined in the last few months. We also had friends in the local car club whom we met on previous visits to the Sugar Capital, such as Gary Schulze, who was the MC for the night and a former A7 owner.

We were kept entertained by Ann and Brian's Brain Teasers, which many of actually enjoyed once we got the gist of the questions. For instance, what does "24H in a D" mean, answer "24 hours in a day". Or what does "ABABABABABAB" mean, answer, "Long Time, no C"! (Gettit?)

Thursday Next morning, there were 18 little A7s blinking in the early sunlight, along with assorted drivers, navigators, and well wishers plus the small but important back up fleet of moderns to round up an stray A7s. Off on the road we soon realised how busy and prosperous the area is with plantations of strawberries, macadamias, sugar cane and tomatoes, pausing at Bucca for morning tea and then carrying on to "Moorland Produce", run by Ann and Brian's son, Ross, and his family where they have 23000 passionfruit vines. Here we are shown how passionfruit is sorted and packed and how seasons can be upset by unseasonal rain and prolonged heat. Much of this produce is despatched to Melbourne and Sydney in refrigerated trucks. Proceeding on our way we pass a veritable supermarket variety of crops from button squash to zucchini's growing along way to Moore park for a sit down lunch.

From here we head back to town and we are reminded that in 2013 much of Bundaberg was flooded with water coursing at 70 kph thru the streets, causing whirlpools that caused houses to collapse. Time for reflection over a rum or two at the world famous Bundaberg Rum distillery, for a tour with sampling or just to pause and have selfies taken next to the two

storey rum bottle outside! For some reason some of A7s actually ran straighter on the way home than they usually do! Total distance was 117kms, two little cars were slower than the rest, one seemed to be using up spark plugs faster than fuel, the other was struggling up the few hills.

Dinner that night was "do your own thing" so the writer decided on Yum Cha take away.

Friday there were now 17 cars, one was having a rest after some mysterious noises from the rear axle. The two little slower cars were still determined the 120 km run planned for the day, the tail end Charlies were briefed to follow these in case of problems, no great chore, but was it was nice actually arrive at the next destination while some of the faster cars were still there!

Unfortunately the Mardon's Ruby Tourer from Mackay decide to play up, luckily only less than 2 kms from the Caravan Park and I was able to run Keith back for the trailer and I then stayed with Dad and the car while the trailer was hooked up and driver across.

Today's morning run was to see a Barramundi farm first for smoko accompanied by a talk and tour of the fish tanks, which are all stored in a HUGE shed. There were at least 16 tanks with hundreds of fish in each one. (Pity I do not eat fish, no free samples this time anyway!)

Next leg is down to Bargara Beach , (passing signs to the famous Mon Repos Turtle Sanctuary), to look at the rocky water frontage and have lunch at the Bargara Golf Club which has the Pacific Ocean as a large water hazard. This looks a very nice and tidy place, full of friendly locals.

A few beers and a nice lunch later the little Austins are off again, this time we are split into two with the A-Hs off to the Lavender Farm, and J-Ts to the Sweet Potato Packing Facility. The author is so late after following behind the pack all morning, had a late lunch and went to the wrong venue, putting potatoes before lavender! No problems as I change surnames with the "slowest little Austin" owner and his wife who has gone straight back to their digs!

The huge Sweet Potato Facility is run under the Greensill name, which you will have seen at your local Coles and Woollies. Interesting the waste with the "ugly" rejects being turning into cattle. fodder. Next stop the Lavender farm where there is a shop very popular with the navigators who like smelly purple flowers. Visitors are also invited to take cuttings to cultivate at home.

On the way back to town we visit the Bundaberg Brewing Company (no relation to the Rum Distillery) where they sell their nationally famous Ginger Beer, and that evil black brew called Sarsaparilla and other flavours by the carton load, a lot, lot cheaper than at the supermarkets. That night we venture a burger joint and meet a very interesting couple who travel the shows doing face painting and wood sculpting.

Saturday was Heritage Day, there are vehicles of all types at the showgrounds, from Veterans to recent Muscle car imports, all proudly on display. Our contingent now numbered 21 as the Brindley brought in all their A7s and we were joined by a 1937 Austin 10 roadster Utility. I saw this car unrestored but still driveable, about 20-30 years ago, now it is all painted up and retimed and looking better than new! Probably the most unusual was the Grout Steam car, judging by the number of knobs and other controls you can understand why steamers went out of fashion because of the time it took to get going from a cold start, but one time the Stanley Brothers held the speed record with one of their cars. Another unusual make was another veteran, the Waverley from Indianapolis, was known for its electric cars, but this is a conventional petrol car.

Our cars were popular, but a decision to place them under a low roof ("in case it rains") meant it was hard for the public to see them at their best. In fact the weather was kind to us every day, it only rained over a couple of nights.

After lunch the happy wanderers were off again for a short local run down to the "Kalki Moon" Gin distillery. Here they told us about [producing a top quality product and offered FREE samples. The recipe was a small shot glass with a dash of gin, a slug of Bundy Ginger Beer, a quarter of a lime and a couple of leaves of mint. Very smooth and refreshing and it did not seem go to anyone's head.

We were then allowed to go back to our lodgings and rest for the evening, when a group BBQ was planned for those camping at the Big4, while others popped over to the Brothers Leagues Club.

Sunday dawned brightly with a healthy contingent of 17 A7s with attendant followers. One car has decided not to go and so Suvipa and John Smith rode with the author for two days. They were very welcome as a change from driving on one own. John comes from Lancashire and has worked on lots of old cars, including Suvipa's Austin 7 special (she is the driver) and a 1904 Darracq which lives in Thailand, Suvipa's home country. Both were delightful and interesting companions. 70 km's to travel today!

They have previously visited our morning destination, a private collection of Cars, trucks and tractors in a huge purpose built shed, owned by Barry and Coral. one thing was that we were able to line up the A7s for a photo shoot in front.

The collection was very interesting, most of the cars were a lot younger than our A7s, but still very interesting, including a MGB utility and a nice Renault Caravelle which was based on the Dauphine. Most cars were very original but in good

running order. Apparently what we saw only part of the collection, the shed on the right wasn't open but held more treasures. We also had a lovely morning tea, money in the form of a gold coin went towards the Cancer Council. There were lots of 5, 10 and 20 dollars notes in the pot!



After morning tea it was off again, this time over the Hummock, the highest point in the Bundaberg area, being the core of a million year old small basaltic volcano, this is the reason why the whole area from Elliot to Burnett Heads is covered in lovely red fertile soil and the coast line is peppered with boulders. There is also a monument to Bert Hinkler up here. The top of the Hummock was bought by the RACQ in 1930 so generations of travellers can enjoy the views from city to coast over the rich farming land.

Back in our cars to Burnett Heads for lunch at the Lighthouse Hotel, where the hungry (and thirsty) Austineers have a private room at the back.

After lunch we then proceeded to the large Marina at the heads of the Burnett River. there is a coffee and gift shop with a chance to buy fresh seafood or just admire the River and the boats. From here we returned home to have bit of a rest or work on the car. That night it was back to Tavern to try the Chinese restaurant, the food was very affordable and nice with pleasant company.

Monday was our last day with 16 cars (President Steve was back in Brisbane after putting his car back on the trailer to home on the Sunday) and we were only motoring 16 kms. One last chance for a photo shoot at the Car Club and we were off again, this time westwards to the Bundy Lime farm where Linda tells us about her farm. We learn that growing produce can be tricky, they are only just making even, so Linda has branched out into Lime derived products, such as gourmet salts, pepper, soaps which we eagerly purchase as presents or to keep. (My neighbours got a lovely jar of Lime spread). Next leg we turn back and travel via Moore Park , and into Bundy to the Botanical Gardens, where we are the last car there. Still time to look at the Historical Museum and quickly get on the wonderful cane train ride behind Valdora around the gardens, an original Moreton Sugar Mill engine from Nambour. We see all the 3 small lakes and inside the shed where volunteers are restoring 3 old steam engines. Two were built in Bundaberg in 1952, the 3rd is a German Orenstein & Koppel engine from 1914, that was on a ship to Australia when WW1 was declared. It was used for many years at Millaquin Sugar Mill, put into a playground, submerged in several floods and now having a total restoration to bring it to running order. All these engines and the shed was covered in flood water almost up to the roof in 2013! We then walked around the Hinkler House called "Mon Repos" which was brought brick by brick from Southampton in the UK in 1982-84 after it was listed for demolition. Next to that is the Hinkler Hall of Aviation, a tribute to the man who was Bert Hinkler and his aircraft. Inside are 4 aircraft, one is a DH80A Puss Moth, restored to match Bert's final aircraft that he crashed in the Italian Alps. The other aircraft are replicas of his 1912 Glider, the Avro Baby he flew in Europe and Australia and his famous London to Darwin Avro Avian (both original aircraft are in the Brisbane Museum). and his 1930 Ibis Amphibian. Also on display is Bert's original 1928 Armstrong Siddeley Tourer, restored to better than new by members of the Bundaberg Vintage Car Club. Now the cars go back to the Big 4 to rest for the final dinner . Our car decided to stop in the middle of Bundaberg and enjoy the flowers and buildings.

The Final Dinner was held in the Spotted Dog Tavern, formerly the Federal Hotel built in 1886. Here we had prizes, John and Suvipa won the hard luck prize, known as the "Cross threaded award". Myself and John Que, who was the other "tailender", were awarded prizes of prints showing original photos of many different styles of Australian bodied Austin 7s. There also was a raffle and lucky chair prizes. Much hilarity that night!!!

Tuesday Morning, the longest farewell. Next morning it was sad to realise out Bundy bash was finally over, and the little cars were tucked up on their trailers and vans. It was a lovely few days, with the weather coming good and no major dramas with any of the cars.

I would like to thank Brian and Ann Brindley, and Gary and all the gang at the Bundaberg Vintage Vehicle Club Inc. As well as the owners and staff at the farms and businesses that gave us such friendly welcomes to their wonderful community. Next year it will be Rockhampton's turn to host the A7s! Our rocky reps, Kay and Greg Shuker, are looking at the 29th April to the 4th of May. (This to be confirmed).

Tim Braby



Austin 7's chasing each other thru the Canefields



Smith Special



The Barramundi Fish Farm



Can I hide it in my Austin 7?



Trevors Tri-axle Truck



All beards must be covered at the Potato Packing Shed!



Not a Baby Austin but Hinklers Avro Baby



From the HINKLER HALL OF AVIATION FACEBOOK PAGE

Today we welcomed the [Austin Seven Register of Qld Inc](#) to the beautiful Bundaberg Botanic Gardens and had a chat with Alan and Neil.

Alan drives a 1927 Austin Seven Chummy. It was wonderful to hear they had such a wonderful time within our region exploring off the beaten track. Thank you for visiting!

"There are no strangers - only friends you haven't met yet"

[#lovebundy](#) [#visitbundaberg](#)
[#hinkleraviation](#) [#austinseven](#)
[#bundabergbotanicgardens](#) [#botanicgarden](#)

AND THE FINAL WORD FROM THE ORGANISERS OF THE BUNDY BASH!

Good evening to all our Bundy Bash friends.

Brian and I would like to thank all of you special people for attending the Bundy Bash.

As you know we had a ball organizing it and then showing you around our beautiful city.

Hopefully you are all home safe and well and your gorgeous little Austins back in their sheds.

Also letting you all know we have just over \$200 raised from the raffle to donate to our Bundaberg Vintage Club.

Hopefully it will go towards some blinds for the side windows.

We wish next year's hosts much success and hope they get as much enjoyment out of it as Brian and I did.

Thank you to the Queensland Austin Club for the gifts you presented to us at the dinner.

We will sign off now and look forward to meeting up soon.

Miss you all, much rather be Bashing around instead of back out at the Passionfruit farm packing Passionfruit.

Cheers, from Ann and Brian.



FRANK SANDES AND HIS 1924 AUSTIN 7

In 1948 my father bought a small metal working lathe. I learned the basics of operating it, then decided to look for a project which would need the use of the lathe, and chose an old car which I could restore, using the lathe to make parts where necessary. The object was to have it finished before April 1951, when I would be old enough to get my driver's licence. My father was very supportive of this idea, since it would keep a novice from wanting to borrow his new vehicle!



The first one I looked at was a bull nosed Morris roadster from about 1924. The asking price was 25 pounds (\$50). It was running and registered, and didn't seem to have any serious rust problems, so after some discussion with the salesman we agreed on a price of seventeen pounds ten shillings and I went off to borrow twenty pounds from my father. Alas, it was not to be –when I got back with the money –“sorry mate, I just sold it for twenty quid.” We eventually found a very well used (and abused) Austin 7. I suspect it was 1924 or early 1925. It still had such archaic features as a speedometer driven by a round leather belt from a pulley behind the gearbox, the small radiator, and the deeply dished steering wheel. The beauty of Austin Sevens in the late forties was that almost all parts were available new from the agents, Larke Hoskins in Sydney, or second hand from Bill Warren at Concord in Sydney who specialised in wrecking Austin Sevens. A lot of Sevens had been kept going through WW2 because of their low fuel consumption and light weight, which meant cheap registration, and many spare parts for them were made locally by companies such as Duly and Hansford, whose parts were sold under the Dufor brand. The cheap registration really was a boon in the fifties, because the NSW registration costs were based on a weird formula, which took into account the weight of the vehicle in half hundredweights plus the RAC horsepower rating. For the benefit of our younger members a half hundredweight was about equal to 25 ½ kilograms. My Austin, stripped of every ounce of surplus weight, went over the Main Roads Department weighbridge at 6 ½ hundredweight (330 Kg). My registration and third party insurance cost was six pounds nine shillings and sixpence (\$12.95), while a friend's Model T ute cost thirty pounds (\$60), an enormous sum in 1951!

As with all the early Austin 7s I had anything to do with, the brakes were almost non-existent. I had serious doubts that it would pass the Main Roads inspection until somebody gave me a length of very high friction rubber based brake lining intended for a slow speed winch. With these linings fitted the Austin obliged by locking all four wheels at 30 mph as required, accompanied by a strong smell of burning rubber from the linings, and was duly registered. The linings only lasted a few weeks, but they had served their purpose!

When The Austin was completed mechanically the temptation to try it out was irresistible. The Austin must have done 20 or 30 unregistered miles on local back roads in the form shown in the first photo before the body was fitted.



The car was nice to drive and quite reliable, but really needed a new radiator core, because the original one had had an encounter with the fan at some stage. A few radiator tubes were blocked, which, combined with the old type small radiator resulted in overheating when fully loaded in hot weather. Since a new core would have cost more than I had put into buying and rebuilding the car, this was of fairly low priority. I sold it after a few months at a considerable profit, and used the money to buy a 1929 roadster which had been rolled. Once straightened out, this proved to be a very good car indeed.

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Originally printed in the Cairns & District Historic Vehicle Club Inc "Bearing Chatter" magazine.

Austin 7 Classifieds

Please note: to avoid congestion, adverts will only be printed for 3 issues (6 months) depending on space. If you have also sold or found that item you wanted PLEASE tell the Editor.

FOR SALE Austin 7 Cylinder Head Gaskets

- Made of Klingerite 1000 to early (low compression) pattern, can be trimmed* for later head if needed. Price \$35 each plus post or \$150 for a pack of 5 plus post. Telephone John Smith (07) 5485 1019 before the end of May.(2x)

FOR SALE c1929 Austin 7 Chummy

-Project car built up from a collection of parts. Fairly complete except for missing hood and back seat. Has been running. Has



coupled brakes and Fiat Toppolino bucket front seats. Full history over the last 50 years. Car in Brisbane. **Contact Greg Riddel on 0417 794 549** for details and to see the car. **(2x)**

FOR SALE - 1929 Chummy

Wayne Styles bought Greg Runnegar 's 1929 Chummy hoping to use it on the Bundy Bash, but ongoing health problems means that Wayne is not able to easily drive the car).

Mechanical Work - All restoration work carried out in Port Moresby, Papua New Guinea at a Mechanical Workshop called 'Pitstop'.

Everything Mechanical was dismantled, cleaned, part's replaced as necessary. Virtually all new engine and clutch parts. Crankshaft reground and Con Rod's remetalled by 'Wilsons Vintage Engines' near Brisbane.

No rust anywhere. Body painted in two pack, 5 new tyres, all new brakes, cables, etc..... engine runs well.

Hood is good, but only 2 side curtains. Upholstery good. Has original option all working oil pressure gauge. **Not registered.**



Brass Plaque States "Car competed in Q.V.V.A Kankanya Rally – March, 1959".

Also have spare three bearing Engine No. 284171 and Gearbox.

Car Situated on the Gold Coast, but Wayne lives in Melbourne!

Please ring Wayne and Jenny on 03 9592 1672 or 0417 532 412 Email jenayne45@bigpond.com

Price \$20,000.00.

FOR SALE - Body panels to sit 1932-34 Austin 10 tourer.

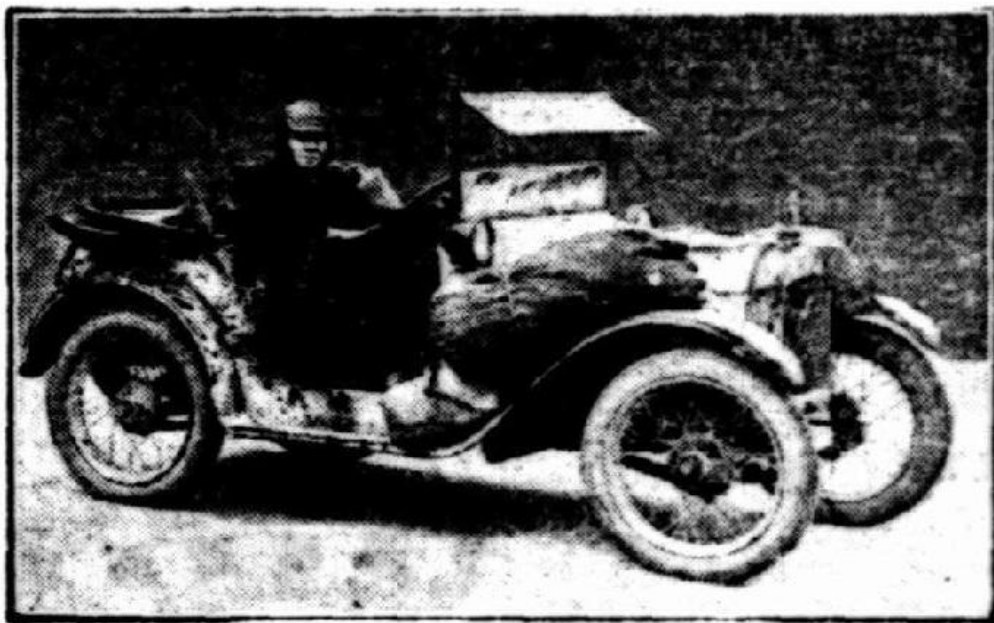
In 1933 Holden body builders used standardised panels to suit the Austin 10, Singer 9 and Hillman Minx and possibly others.

Includes 4 doors with locks and rear tub, all in reasonable condition. No front panels included. Contact Doug Clark on 07 3800 1965. **(3x)**



Photos from the Archives -

More Pictures of Miss Alice Anderson and her Austin 7

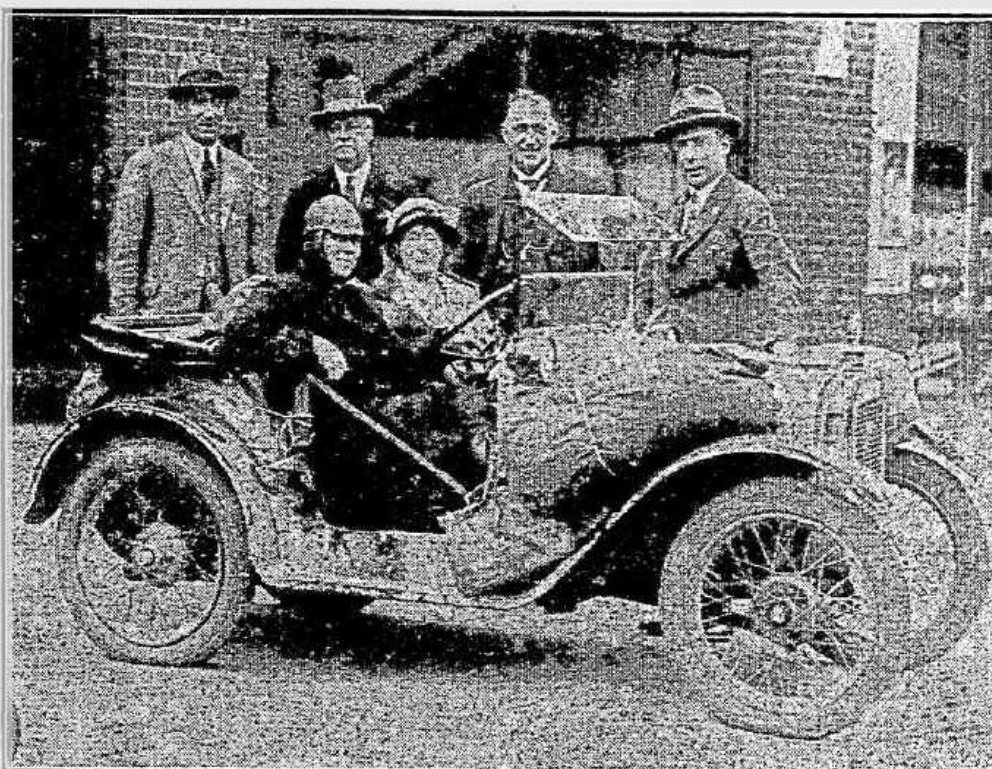


AN INTREPID LADY OVERLANDER.

Messrs. Butler, Nicholson, report having received the following telegram from Miss Alice Anderson, who is travelling with a lady companion to Alice Springs in an Austin 7:—"We crossed the worst stretch comfortably and without any damage to the car from Coward Springs to William Creek. We did not truck the car, which is going well." The illustration shows Miss Anderson in her car.



EN ROUTE TO ALICE SPRINGS.



Group taken outside Butler, Nicholson, Limited's Garage just before departure.
Miss Alice Anderson and her travelling companion, Miss Webb, in the car.
Sir William Sowden, S. W. G. Freeman, and W. A. Longbottom (representing Butler, Nicholson, Limited) behind with Mr. Parney, manager Universal Oil Company.

A dance will be held in St. Thomas Hall, MacLaren Street, North Sydney, on March 17, in aid of the Wollstone-



MISS ALICE ANDERSON is the proprietor of a large motor garage in Kew, Victoria, and employs only girls as chauffeurs. She has just brought a car-load of passengers to Sydney.

The story of Alice's fascinating life is told in the book called "**A Spanner in the Works**" by **Loretta Smith**, published by Hachette and currently available in the shops or online

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DISCLAIMER

While all care is taken to ensure the articles and events in this newsletter are accurate as possible, the Austin Seven Register of Qld. Inc. and the Editor take no responsibility for errors, omissions or content. Also, the opinions expressed by the Editor and contributors are not necessarily the views of the Committee of the Austin Seven Register of Qld.



AUSTIN SEVEN REGISTER OF QUEENSLAND Inc.

ANNUAL GENERAL MEETING NOMINATION FORM

for Friday 9th August 2019

Positions available:

President, Vice President, Secretary, Treasurer, Editor, Rally Coordinator, Technical /Dating Officer, Spare Parts Officer, Librarian. Web Officer

Position	Nominee	Nominated by	Seconded by
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(Name)

(Name)

(Name)

(Signature)

(Signature)

(Signature)

If you use this form please return it to the Secretary BEFORE the Annual General Meeting. It is not compulsory to use this form.

A7 REGISTER CLUB WEEKEND - NOTICE TO ATTEND

Saturday 10th August - Saturday BBQ Lunch. A BBQ Lunch will be provided to members at the Club Rooms, Carindale commencing at 11am. BYO drinks only – hot or cold. As this is an A7 Register Event, members are encouraged to drive their A7s.

Number of persons attending the lunch - _____

Sunday 11th August - Static Display. Display to be held at Morningside School of Arts hall & grounds, corner Wynnum & Thynne Road, Morningside (in Morningside shopping village precinct – UBD p24 Q1) Entry off Wynnum Road. Ample trailer & public parking on site. The display is organised by Robyn Clark (Ph. 3800 1965). Members are to make their own way to the venue. Display to commence at 9am and conclude around 1pm. BYO Morning Tea & Lunch but there are many food shops & cafes adjoining the venue.

Year of car _____ Body style _____ Owner _____

RSVP Robyn Clark (ph 3800 1965) by 10th July 2019.