

*Wishing All Our Members and Families Merry Christmas  
and a Happy and Prosperous New Year*



# NEWSLETTER

**December 2017**

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



A photo that was missed out from the last newsletter.

David Mitchell's chummy with driver Aleisha, who is David's son's partner. They would not look out of place on a 1930s English Summer Day's drive in the country.

## **THE EDITOR'S BIT**

Holiday season is upon us once again and another busy year of Austineering nearly over. We had two really terrific tours organised by your tireless committee, the National Tour in

Toowoomba and later in the year the Dalby Tour, which were both good try outs for our mighty little Austin Atoms. A few cars have changed hands, Peter Baker has sold both the Ulster and the Nippy, Robin and Amanda Lewis have moved on the Big Seven saloon, and the Editor swapped his Nippy for a Red Ruby.

This is the last newsletter for the year, and certainly not a thin one by any means, thanks to some worthy contributions from members. I must thank Robyn Clark for her Minutes and gentle reminders that appear to reminds us about dinners, tours and memberships!, Neil Thyer for his Rally Reports, and other contributions from Alan Couser, Karyn Matthews, Trevor & Elaine Moore and many, many others for rally reports.

Another feature for the year was the 50th Anniversary Dinner, it was so nice to see so many familiar friendly faces. A belated feature of the 50th year for the Austin 7 Register will be a special anniversary book that I will produce early next year. I have only compiled

120 pages so far and need to do some serious editing, which I may do over Christmas when I have a break away.

Next year we are already planning events, you will see a notice about a proposed tour around Yamba, NSW, where we will meet with some of our cousins from South of the Border. Please consider attending, and get your name down for accommodation, NOW.

*Editor Tim*

### *A letter to the Editor*

*Hi All*

*I hope you are all well ???*

*I have just read the Austin 7 news letter and I am so happy for Lindsay and Sharon for their getting married, can any one send me there email as we lost all our email addresses with the last computer crash, I would like to send them an email saying well done and many happy returns as I am sure you all have done already.*

*Well done to all on the 50th birthday run and if you need any long run ideas I still have the tours I made up for 5 tours to different locations.*

*Any way thanks and enjoy a great car club.*

*Regards*

*Brett and Amanda Wilson*

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### YOUR CLUB COMMITTEE

**President:** Lindsay Jordan 0408 876 559

**Vice President:** Duncan Logan 0458 125 490

**Spares/Tech:** Trevor Moore (07) 3848 5575

**Tour Director:** Neil Thyer (07) 32179880

**Dating Officer& Editor:** Tim Braby (07)33592086

**QHMC Rep:** John Que (07) 3396 0882

**Secretary:** Robyn Clark (07) 3800 1965

**Treasurer:** John Que (07) 3396 0882

**Webmaster:** Mike McGuill (07) 33512598

**Librarian:** Alan Couser (07) 33499628

**Second Hand Parts:** Doug Clark (07) 3800 1965

**Raffle " Stinger":** Valda McDowell

### 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.

**<http://austin7.org.au/>**

**<http://www.shannons.com.au/club/carclubs/austin-seven-register-of-qld/>**



### **&Face book Austin7 Register of Qld Inc.**

## AUSTIN 7 REGISTER OF QLD. CLUB EVENTS

**Friday 8th December 2017:A7 Register General Meeting** commencing at 7.45pm at Clubroom, Carindale.

**Sunday 10th December 2017:A7 Register Event: A7 Club Christmas Buffet Lunch** to be held at Redlands Sporting Club, Anson Road, Wellington Point. Members are to meet in the Sporting Club Foyer at 11.30am. Cost for the buffet lunch (inc. seafood) is \$21pp. 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.

### **EVENTS FOR 2018**

**Friday 12 January 2018: A7 Register General Meeting** commencing at 7.45pm at Clubroom, Carindale.

**Sunday 14th January 2018: A7 Register Event: Annual A7 Reg. Buffet Breakfast** to be held at the Colmslie Hotel, Junction Road, Colmslie commencing at 8am. Event to be organised by Neil &Karyn ph.

0431 067 909. Cost for this all you can eat Buffet Breakfast is \$16.95pp. As this is an official A7 Reg. event, members are encouraged to drive their A7s. Members to make their own way to the venue.

**Friday 26th January 2018: A7 Register January Event: Australia Day Rally.** organised by Bayside Vehicle Restorers Club commencing with Breakfast from 7.30am at Ormiston State School. Rally around 10.30am to follow around Moreton Bay area – finishing at Redlands Sporting Club for lunch. Contact Robyn Clark (ph 3800 1965) for more details. A7 members to make own arrangements re travel, registration etc.

**Friday 9th February 2018: A7 Register General Meeting** commencing at 7.45pm at Clubroom, Carindale.

**Sunday 11th February 2018: A7 Register Event: Valentine's Day Run.** Run to be organised by Ian & Valda McDowell (ph. 0439 677 379) and to commence from Club Room, Carindale at 9.30am. Run to go to BYO Morning Tea location TBA. Run then to go to Cannon Hill Bowls Club for a game of Barefoot Bowls. Cost will be \$5 pp which includes equipment (Bowls) and basic instruction. The Club will set up a table for us but does not provide food except for toasted ham & cheese sandwiches – BYO Morning Tea & Lunch and purchase drinks inc. Tea & Coffee at Club.

**Friday 9th March 2018: A7 Register General Meeting** commencing at 7.45pm at Clubroom, Carindale.

**Friday 23rd March to Monday 26th March 2018: A7 Register Event: Yamba Weekend Tour.** Tour is being organised by Rhonda & Ross Guthrie (ph. 5536 2717 or 0427 175 099 – Rhonda or 0417 737 773 – Ross). The Tour will be based at the Calypso Caravan Park, Yamba, NSW (approx. 3.5hrs drive from Brisbane). The Park is situated in the heart of Yamba within walking distance of surf & shops. The Caravan Park has camping sites, caravan sites and cabins. Members are to make their own way to Yamba and book their own accommodation. Yamba Caravan Park – ph. 02 6646 8847 or calypso@clarence.nsw.gov.au . The complete Tour info (inc. Agenda) is on the A7 Web site section “A7 Qld Yamba Tour 2018” for your reference. FURTHER DETAILS ON PAGE 7.

**Friday 13th April 2018: A7 Register General Meeting** commencing at 7.45pm at Clubroom, Carindale.

**Sunday 15th April 2018: A7 Register Event: President's Run** organised by Lindsay & Sharon (Ph 0408 876 559). Run to commence from Club Rooms, Carindale at 9am. Run details TBA. BYO Morning Tea & Lunch.

**Friday 11th May 2018: A7 Register General Meeting** commencing at 7.45pm at Clubroom, Carindale.

**Saturday 12th May 2018: A7 register Event: Mothers Day Run.** Run to be organised by Peter & Sue Waller (ph. 0410 456 616) and to commence from Centenary Pool Carpark at 9am. Run details TBA. BYO Morning Tea & Lunch.

**Friday 8th June 2018: A7 Register General Meeting** commencing at 7.45pm at Clubroom, Carindale.

**Sunday 10th June 2018: A7 Register Event: Beaudesert Winter Run.** Run to be organised by Joe & Margaret McCormack (ph. 3379 9189). Run commences from Beaudesert. Members may either drive or trailer their A7s to Beaudesert. The Run will go to Christmas Creek (for Lunch) via Kerry and return to Beaudesert via Laravale (approx. 100km return trip). BYO Morning Tea & Lunch.

**Note Run Cancellations:** 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.

*Neil Thyer A7 Qld Runs & Events Coordinator.*

## **INVITATION TOURS AND SWAP MEETS**

**23rd – 24<sup>th</sup> January 2018 Allora Heritage Weekend – 20th Anniversary Rally.** Allora Showgrounds. Warwick Veteran and Vintage Club

**Saturday 3rd - Sunday 4<sup>th</sup> February 2018 Toowoomba Swap Meeting** Toowoomba Show grounds

**Sunday 25th March Bayside Swap Meet** - 6am to 2pm at Ormiston State School.. **2018 (TO BE CONFIRMED)**, due to the timing of Easter this year.

**Friday 30th March to Monday 1st April Escape To The Country Rally** - 2018 Easter in the Country in Roma

**Sunday 27th May 2018 QVVA Brisbane Swap Meet** – Carina State School 7am to 2pm.

**8th to 10th June 2018 OHMC South Queensland Rally** - hosted by the Blackall Range Horseless Carriage Club and based in Maleny. Details to be released soon. Website [www.malenycarclub.com](http://www.malenycarclub.com).

# MINUTES OF PAST A7RQ MEETINGS

## Austin Seven Register of Old Inc

### Meeting No. 564, 13<sup>th</sup> October 2017

#### Held at the Veteran Car Club Hall, Carindale.

Trevor Moore acting President opened the meeting at 7.50 pm with a welcome to all.

**Attendance:** 20 members signed the attendance book

**Apologies:** Lindsay & Sharon Jordan, Duncan Logan, Mike & Kathy McGuill, Ross & Rhonda Guthrie tendered their apologies

**Previous Minutes:** The Secretary asked that the minutes of the August meeting be moved as a true and correct record as printed in the newsletter. Seconded by Alan Couser. Then the minutes of the September meeting be moved as a true & correct recorded as printed in the newsletter. Seconded by Ted Bale. Both carried.

**Business arising from minutes:** August: Office of Fair Trading form to be sent in (Have the books been to the auditor. No) Plaques for Static Display to be engraved.

September: Office of Fair Trading & Audit No

11 plaques engraved.

**Correspondence OUT** Email to All British Day re metal badges

Veteran Car Club re Club details

Cheque to G & J Singleton re refund for 50<sup>th</sup> Anniversary Dinner

Thank You Cards to Dalby Museum, & Messrs. Saxelby & Neville Morris

**IN** Newsletters from other clubs as tabled

Email from David Ure re thank you (printed in newsletter)

Membership applications from T & B McCulloch & D& K Robert

Email from All British Day re explaining no metal badges

Email from Grant & Jackie Preddy re their retirement from club

Membership renewals

Clontarf Beach Scout Group, Wheels of the Century Automotive Show 12<sup>th</sup> November, Redcliffe Showgrounds.

Robyn moved that the inward correspondence be accepted as read & the outward endorsed. Seconded by Tim Braby. Carried

Accept membership & Retirement moved by Robyn, seconded by Alan Couser. Carried

**Treasurer's Report:** John reported on the clubs finances and asked if there were any questions. Then asked for the report be accepted and any bills passed for payment. Seconded by Steve Davidson. Carried

**QHMC Report :** Events have been updated of their web page.

**Spare Parts Report:** Trevor had only sold \$500 worth of parts in the last month.

**Second Hand Parts Report :** No Sales.

**Editors Report:** Tim had emailed the latest newsletter to members & the others were ready to be posted.

**Webmaster Report:** Nil

#### **Club Events:**

15<sup>th</sup> Oct Organised by I & V McDowell, meet clubrooms 9am. Barefoot Bowling

12<sup>th</sup> Nov Organised by J McKeering, meet 9am Centenary Pool

10<sup>th</sup> Dec A7 Xmas Party, Redlands Sporting Club, \$21 pp, booked for 25. 12 noon,  
Remember to bring \$3-00 gift for Secret Santa.

#### **Other Events:**

15<sup>th</sup> Oct Brisbane Southside Morris Minor 24<sup>th</sup> Annual Display, Ormiston School

28-29<sup>th</sup> Oct TADOMS Old Machinery Expo, Oakey Showgrounds

12<sup>th</sup> Nov Clontarf Scout, Wheels of the Century, Redcliffe Showgrounds

#### **Past Events:**

Dalby Tour On website and in newsletter

All British Day Members attended

LAMA Reported by Trevor Moore

**Library Report:** Nil

**General Business:** Life Flight re winner of raffle and amount raised

Phone call from Ireland from Russell & Vanda Curtis re congratulations for the Clubs 50<sup>th</sup> Anniversary

Tim had purchased a book if the club would like one \$20-00. Alan Couser moved the club purchase one. Carried.





Rhonda is organising a 5 day tour in Feb or March to Yamba. If interested contact her.

Alan Couser stated he has the 50<sup>th</sup> Anniversary Badges to be given out with the book, but the makers have left the star on it.

An old member Bill Ohl (1978-1984) has passed away

Collect Static Display plaques from Robyn

**Report on Car &/or Car troubles:** Nil

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

**Raffle:** Valda had tickets for sale in tonight's raffle. Prize donated by Russell & Vanda Curtis. Thank You (Garden Lights)

Sick members were wished a speedy recovery.

Merv Thompson recovering from his knee operation.

**Supper Organiser:** Ian McDowell was thanked for tonight's supper

November's supper organiser

Margaret McCormack

**Committee Meeting:** TBA

**Next Meeting:** 10<sup>th</sup> November 2017

Apologies for November meeting John Que and Ian & Valda McDowell

**Meeting closed** at 8.35pm.



**Austin Seven Register of Queensland Inc.**

**Meeting No 565, 10th November 2017**

**Held at the Veteran Car Club Hall,**

**Carindale**

**Meeting Opened:** The President Lindsay Jordan opened the meeting at 7.46 pm with a welcome to all.

**Attendance:** The attendance book was signed by 22 members.

**Apologies:** J Que, I & V McDowell, M & K McGuill, J McCarthy, P & S Waller, M Potts, S Jordan & M & M Thompson

**Previous Minutes:** The Secretary read the minutes of the October meeting and moved they be accepted and adopted as a true and correct record. Seconded by Tim Braby. Carried

**Business arising from Minutes :** Nil

**Correspondence OUT** Card to Jackie & Grant Preddy accepting their retirement from the club and thanking them for the runs they have organised over the years.

Postage of Newsletters

**IN:-** Newsletters from other clubs as tabled

Thank you letter from Ron & Wendy Byrnes re raffle prize of quilt.

Email Veteran Car Club re tenants meeting 25<sup>th</sup> Nov., 1 pm

Bayside Club re Australia Day on Friday 26<sup>th</sup> Jan 2018, 7.30 am Ormiston State School

AHMF National Tour, 28<sup>th</sup> March to 4<sup>th</sup> April 2020

Biggs re resignation

Robyn moved that the inwards correspondence be accepted as read & the outward endorsed. Also accept Michael and Barbara Biggs resignation. Seconded by Duncan Logan. Carried

**Treasurer's Report:** Nil

**QHMC Report :** Nil

**Spare Parts Report:** Trevor reported sales down. Order to be sent to Melbourne before they close over Xmas. If any member wishing anything special to contact him ASAP

**Second Hand Parts Report:** Doug was pleased to report he had made 2 sales.

**Editors Report:** Next newsletter coming along well. Tim is also working the clubs 50<sup>th</sup> Anniversary Book and thanked Peter Cahalane for sharing his collection of newsletters. Asked for any old photos before 1988.

**Webmaster Report:** Neil stated most events & dates on website but not on face book.

**Club Events:**

12<sup>th</sup> Nov Organised by J McKeering, meet 9am Centenary Pool

10<sup>th</sup> Dec A7 Xmas Party, Redlands Sporting Club, 12 noon, \$21-00 pp, Remember to bring \$3-00 gift for Secret Santa. NUMBERS PLEASE by 1<sup>st</sup> Dec  
14<sup>th</sup> Jan Club Breakfast, Comsle Hotel.  
26<sup>th</sup> Jan Australia Day, Ormiston School, 7.30 am  
11<sup>th</sup> Feb Valentines Day Run, organised by I & V McDowell, Barefoot Bowling  
23-27 March Yamba Tour. Rhonda spoke about it.  
15th April Presidents Run

**Other Events:**

12<sup>th</sup> Nov Clontarf Scouts, Wheels of the Century, Redcliffe Showgrounds  
27-28<sup>th</sup> Jan Allora Heritage Weekend  
20<sup>th</sup> to 22<sup>nd</sup> July Biloela Heritage Weekend

**Past Events:**

15<sup>th</sup> Oct Club run cancelled due to weather  
28<sup>th</sup>-29<sup>th</sup> Oct TADOMS old Machinery Expo, Oakey. Reported smaller this year.

**Library Report:** Alan mentioned a magazine Tim had and asked about the club purchasing one. To be looked into.

**General Business:** Official Letter to be sent to NSW A7 club inviting members who wish to go to Yamba to cover their rego requirements.

Duncan Logan asked members to consider going to Lions Park Noosa Beach next year.

Tim said that the three cars for sale in the next newsletter, have all been sold.

Neil asked members for suggestions on a venue for the Static Display next Year. Tim mentioned the Morningside School of Arts Hall.

**Report on Cars &/or Car troubles:** Nil

**Birthdays:** Members having a birthday in November were wished many more.

**Raffle:** Alan was selling tonight's tickets in Valda's absence.

Sick members wished a speedy return to good health.

**Supper Organiser:** Thank you to Margaret McCormack for tonight's supper.

December meeting = all members to bring a plate of goodies for supper.

January Gail Cahalane has volunteered

**Committee Meeting:** TBA

**Next Meeting:** 8<sup>th</sup> December 2017

*Robyn*



## NEWS OF MEMBERS AND CARS

**Sold!!**, the three cars advertised in the newsletter have all been sold, which goes to show that people still want good cars out there! Peter Baker has sold his 1934 Nippy to Bruce Shearer of the Melbourne club, Robyn and Amanda Lewis have sold their big Seven to someone in Queensland. and Tony Colson tells me Samson was sold on via an online posting in Unique Cars

**Thanks!** The club received a nice Thank you letter from Ron & Wendy Byrnes in Mission Beach about winning and receiving the raffle prize of the special quilt made and kindly donated by Amanda Wilson.

Ian and Karen Brumby of Lawnton also say thank you for their prize, the little red tin Chummy. Ian has also just borrowed the Editor's trailer to have his 1929 Wasp body repaired and re metaled after 30 years plus ownership!

**Farewell Members!!** Grant and Jackie Predy have decided to "retire" from the club for personal reasons, their Fun Runs will be missed by all. Michael and Barbara Biggs of Herberton in North Queensland also sent us a note telling us they wish to resign from the club.

**Vale Jeff Jones** Jeff had passed away on the 27th of September after a battle with cancer. A real "vintagent"" who will be missed.



***Please Consider The Austin 7***  
***Qld. Tour to Yamba N.S.W.***  
***23<sup>rd</sup> – 27<sup>th</sup> March 2018***



The tour will be based at the **Calypso Caravan Park in Yamba, Northern NSW.**  
(approximately a 3 1/2hr journey from Brisbane)

This park is situated right in the heart of Yamba. It is within walking distance of surfing beaches, a variety of shops.

Calypso Caravan Park requires your bookings **ASAP** as they too have a lot of tourists visiting, due to the beautiful weather. The caravan park has quite a few cabins, but may I suggest you book early. I have contacted the Caravan Park and they are waiting for your call. As of writing we have 14 interested parties, many from our northern NSW members. The Riverfront Cabins cost a bit more but seem to be the most popular.

**THE CLUB IS NOT PRE BOOKING CABINS FOR THIS EVENT**

**YOUR ACCOMMODATION IS UP TO YOU**

**The Calypso Caravan Park, Harbour Street, Yamba Phone 02 6646 8847**  
**[calypso@clarence.nsw.gov.au](mailto:calypso@clarence.nsw.gov.au)**

**Day 1 - 23rd March - Friday afternoon**

**Angourie & Lake Wooloweyah** Approx. 17ks but with walking tracks to explore.

**Day 2 - 24th March - Saturday**

**Brushgrove** Approx 75ks Morning Tea BYO or purchase at the Maclean Information Centre.

Thought we would purchase lunch at the local Brushgrove Hotel

**Day 3 - 25th March - Sunday**

**Lawrence** Approx 100 kms BYO Morning tea as there is nowhere to buy food.

Thought we would purchase lunch at the Lawrence Hotel

**Day 4 - 26th March- Monday**

**Brooms Head** Approx 75 kms Morning tea BYO or purchase from the beach shack at Brooms Head arriving back into Maclean or Yamba for lunch.

**Monday Evening** Yamba Bowls Club – walking distance from Caravan Park. **FINALLY** daylight saving. When they travel to Yamba they will lose an hour. **BUT** When they return home they will gain an hour.

**Please may Register your interest with either :**

**Tim Braby** Mobile 0405 740 418, email tim.braby@optusnet.com.au or

**Ross & Rhonda Guthrie** Ph 07 5536 2717 Mobile 0417 737 773 Ross

Mobile 0427 175 099 Rhonda email: guthrie45@bigpond.com

**Any questions please don't hesitate to contact us!!!!!!**

## **Austin 7 Yamba Invitation Tour 2018**

### **Clarence Valley Discovery Tour**

Yamba has the world's best climate as stated by the CSIRO and Stanford University, so what are you waiting for, come and enjoy it, with the Queensland Austin 7 Club Members.

### **Two of the places we will be visiting.**

**Yamba** is the Clarence Valley's major growth area and principal coastal resort. It is situated at the mouth of the Clarence River, in Northern NSW, It is the largest river on the east coast of Australia.

The Yaegl people are traditional custodians of the coastal area around Yamba and Maclean.

Yamba has been welcoming holiday makers since the 1880's when river boats would bring people from Grafton down-river for special a picnic day out.

It is a beach lovers paradise with an ocean pool built into the rocks and 6 beautiful beaches for swimming, surfing and snorkelling.

There is a Historical Hill Walk – A pleasurable 3 km walk this is a medium grade walk, takes approximately 2 hours to complete.

Also a Historical Flat Walk a pleasurable 3 km walk. This is an easy grade walk takes approximately 1-1/2hr to complete.

In the early days of settlement in the Yamba district the river was the only viable means of transport until roads could be cleared to link small villages. Small river boats were equivalent to the modern day motor car as they served much of the same daily functions: visiting, going to church, shopping at the local store.

Larger store owners attempted to solve this minor tyranny of distance under which settlers and their families were inconvenienced. Shopkeepers quickly worked out that it was in their interest to take their wares to the customers. At first this was done by skiffs, then steam launches and finally steamers.

**Brushgrove** is situated at the southern end of Woodford Island. The island covers 37 Square kms and is both the largest inland island in the southern hemisphere and the largest inland island with its own mountain range in the world. The island is formed where the Clarence River splits into the south arm at Brushgrove and reforms at Maclean.

**Woodford Island** was one of the first places inhabited by Europeans on the far north coast. Brushgrove was once a major trading hub for timber, sugar and other agricultural goods due to its prime location on the Clarence River. Boats transported goods to southern ports, with cut timber being transported as far as New Zealand. By the turn of the century, the village supported eight shops, three blacksmiths, a saddler, livery stables, two restaurants, two hotels, a hospital, two doctors, auctioneers, a post/telegraph service, police station and three churches. By the 1900's, Brushgrove thrived with the establishment of a bakery, butcher shop, bank and school.

This information was taken from a brochure collected at the Brushgrove Hotel.

**Brushgrove Hotel**, The heritage listed hotel est. 1868 as a single storey building on the banks of the Clarence River. The hotel was raised in 1913. In 1958 land was acquired from the Brushgrove Hotel to allow the building of the Wingfield Bridge, which allowed vehicle transport for Woodford Island.





## **PAST RALLY REPORTS**

### **Sunday 15th October Run. -washed out due to wet weather event**

The run organized by Ian & Valda McDowell had to be cancelled due to some very wet but welcome weather which helped ease the drought and our parched lawns. An executive decision had to be made and the day postponed, now on Sunday 11 February 2018.

## **Celebrating 25 years of the L.A.M.A. Gatton Rally**

**or "Yes we have no Llamas, we have no Llamas today "  
(but plenty of Camels!!)"**

**or "Carry On, Follow That Camel!"**

Saturday 7th October 2017 saw Trevor & Elaine, Lindsay and Sharon in their A7's and Doug & Robyn in their Mini.



We arrived about 8am and unloaded cars where we were staying at the Rooms Motel.

A interesting place as there is a lot of containers used in the building and then went to Historical Village for morning tea.

At 10 am we were waved off on a very relaxing drive to Harrisville for lunch at the Royal Hotel. After lunch it was off to Summer Land Camels, Charles Chauvel Drive, Harrisville, where on arrival were greeted by about 500 camels of all ages. We had a conducted tour and talks. The

camels are milked and products include milk, yogurt, cheese, fetta and hand crafted soap most of which is sent to Sydney for developing markets when the project expands. There is a Gourmet Cafe which sells coffee and the



products which are produced on the property. Tours of the Camel Farm are every Sunday at 11am and 1.30pm.

Leaving about 3pm Doug & Robyn left for home, it was a fast trip back to Gatton for the Moore's and



Jordan's to get ready for the Dinner which was held at the Jubilee Golf Club, another great meal.

Sunday morning up and drove the Austin's down town to Cottons Cafe at Gatton for a buffet breakfast. Then back to the motel and loaded our cars and came home as we both had Sunday Appointments.

On the first rally, 25 years ago, I think there were about 14 Austin 7's in attendance. A great weekend.

*Trevor & Elaine Moore*

## **A7 November Run to Trade Coast Central - 12 November 2017**

Sunday 12th November began with an overcast morning and the threat of minor showers. Fortunately, during our Run there was no precipitation.

First to arrive at our Run start was Lindsay, followed by Trev & Elaine. Prior to our 9am start, seven more Sevens joined the two early arrivals. Also lining up in their A7s at the Centenary Pool Carpark for this relatively short Run were Doug & Robyn, Neil & Karyn, Alan, Ken & Irene, Tim, Peter & Sue and Steve. Also joining us were Peter & Gail in their MGB, and Mike & Kathy with "Casey" the Greyhound in their modern car. Prior to our departure, our Librarian was joined by his son Geoff who had "thoughtfully volunteered" as navigator for his father. Heading left out of the carpark, we travelled along Gregory Terrace past the RNA, and after several turns we eventually entered Breakfast Creek Road. From there we drove along Kingsford Smith Drive, turning right after Racecourse Road onto MacArthur Avenue to our Morning Tea stop by the Brisbane River at North shore Harbour. Following our usual vigorous Morning Tea conversations, we headed off in a northerly direction, passing under the Gateway Motorway to our Lunch and Tour stop at the Trade Coast Central Heritage Park on Schneider Road, Eagle Farm.

Before entering the Centre (which had been opened especially for our visit), we assembled the A7s for a photographic opportunity in front of the venue. Members were impressed with the quality and content of the Centre's display, illustrating an overview



of the historical colonial era Eagle Farm Women's Prison & Factory, WW2 Allison V12 Engine Testing Stands and Hangar 7 where a flight worthy Japanese Zero Sen fighter was built from recovered wrecks by the Allies so they could test its capabilities. It was actually flown over Brisbane during WW2, carrying USAF star markings so it would not cause a panic.

Following the Heritage Park Tour, members gathered in the shade to partake of their BYO lunches prior to departing for home.

Thank you, Justin, for the initial Run directions and Trade Coast Central contacts.



Thank you, Karyn, for assisting with the revised Run directions (due to recent & continuing road works due to the widening of Kingsford Smith Drive)  
And most importantly, thank you to Morgan Collins, Trade Coast Central Civil Manager, for his cooperation in making it a memorable morning.

**Neil T**



## **THE LITTLE RED (ROBIN) ENGINE THAT COULDN'T, THEN COULD AGAIN!**

Our story starts in mid-June 2016. The Red Robin is behaving herself impeccably. However, there is the odd rumble emanating from the power plant that neither Tate nor I have noticed in the past. Like anyone else who wants to believe the good times will never end, we put the noise down to the fact that we are just being overly sensitive and the odd rumble we hear at a certain rev range is just a figment of our imagination.

Over the following weeks, the noise increases in decibels and is evident over a larger rev range. It's time for some investigation. The hope is that a timing tweak will solve the issue so, with little fear, we start turning and twisting the distributor to find the sweet spot. The noise we'd heard is still there and seems to be coming from the timing gears, but one peak through the inspection plate shows that everything is in place and tight. Tate gives the throttle a few blips and then we hear a snap and a very odd sound as the engine slowly winds down. We look back inside the



timing inspection plate and things have changed for the worse. We now have a camshaft timing gear pinion that has decided to part ways with its shaft. The guilt I feel is all encompassing. What have we done to our pride and joy?

Luckily, a knight in shining armour is not too far away. (His castle is located at 174 Hyde Road, where he spends his time with Lady Elaine.) Trevor is quick to find a new gear and fills me with confidence that getting it fitted is going to be a breeze. Confidence and ignorance are a heady mix and they allow me to quickly get the crank handle off, the radiator out, and the alternator and cover plate removed. However, my confidence soon takes a knock as what's left of the timing gear is not keen on divorcing the shaft. I take a trip to "Supercheap" to pick up some pulling gear. That afternoon as I board a plane for Peru, I'm happy knowing that everything is now separated and ready for rebuilding on my return.

A month or so goes past and I'm back in the garage and seriously doubting myself. I'm thinking, "I've got no chance of getting this all back together". Again, Trevor comes through with the right mix of technical points and confidence-boosting observations. It takes a full afternoon of mucking around, but then she's all back together and it's time to crank things up. When she fires and runs, I think the neighbours three doors down hear Tate and me cheering! Still...the celebration is short-lived. We have no time to waste because the annual static display is the next day. I drift off to sleep that night happy that she's running but, deep down, when I recall those few minutes, I'm sure the rumble is back – now sounding like a bit of a knock.

We head down to Capalaba the next day with the Red Robin safely on the trailer. We've got an hour or so to get there and, while we cruise along, I convince myself the knocking noise is not so bad. I'm sure I'll get a pass mark from Trevor. In due course, we start the car and it's only run for 30 seconds when Trevor declares the clunky knock is real and must be fixed. His partner in the spare parts peddling business, Mr Clark, is quick to agree. The likely suspects are identified as a bottom end bearing or a loose flywheel. Doug assures me it's no more than a one hour job to get the engine out. I'm convinced he's nuts and worry for Robyn.

It's a sombre trip home knowing there's more work to follow that afternoon. We decide to get her off the trailer before lunch to investigate the bottom end. That's a mistake! We rush the job and, coming off the trailer, she rolls back too far and hits the Subaru that is sitting there minding its own business. Bloody hell. Now we have a broken motor at the front and a dent in the rear! To hell with it. She's pushed to the back of the garage and left to sulk while I head back to South America to earn a dollar.

Before I knew it, November had arrived. We'd got the donk out and had it sitting on a nice little engine stand. At this point, I admitted that maybe Doug did know what he was talking about: one hour was a little shy but, in reality, it's no more than two. For me, time was lost while I made up a lifting tool that screwed in to pots one and four while also knocking up a little stand for all of it to sit on once the separation was made. The hunt for criminals began and, straight away, I found a loose flywheel. It appeared he had accomplices by way of a worn-out big end in #4 and clunky little end in #1. A broken valve guide was also found in #3, but it appeared he was more of a casual acquaintance that witnessed the crime. So, there was no choice but to strip out the pistons and crank. Most parts were very obliging when it came to dismantling, but that front bearing had no intention of being divorced from the crankcase. I lost more time while I had a bearing remover fabricated in accordance with what I now call 'the big red book'. Even this contraption was not enough to convince the bearings it was time to leave. Finally, the combination of the remover tool and some heat did the trick. Another short burst of pride was felt when the crank was removed and sent off with rods to Toowoomba for new white



metal coatings and a balance. At the same time, we took the opportunity to weld in a new 'bridge' in to the head for the water outlet to bolt to, as the old one had long since corroded away.

Careful inspection by Jim at Express Engineering found that one of the rods had a slight twist. He suggested the best solution was to source a straight one. Again, Trevor came to the rescue (Doug must have been busy preparing his monthly second-hand parts report) and two possible candidates were dispatched. Another few weeks past and Jim informed me that the 'new' rods were far heavier than the bent one. There were two options: have an unbalanced set of internals or try to straighten the existing one. We took the second option. In short, come January 2017, I had four freshly metallised rods that were straight-ish and balanced- ish.

By mid-January, I'd taken the bold step to break the block from the crankcase to pull out the oil pump. The picture shows the story – an Austin 7 engine stripped down to a point where there was not one part I couldn't lift with a single finger. Still, there were more faults to be discovered. During this final effort, we found some chips in the oil pump and oil jets that had copped a beating by someone or something. The water inlet and outlet ports had also suffered badly and the original wall thickness was down to less than 1mm. Given they had already been patched at least once before, they too were cast into the bin. Nevertheless, finally, I had everything clean and ready to install.

The first cab off the rank was to lap the flywheel to the crank. The taper was a right mess



and it took several hours to sort this out. In reality, I only got it to a point I thought was satisfactory but not great. Later that day, I adjusted the camshaft float as I found the new version was not providing sufficient clearance for the oil to depart the brass bush.

Lots of elbow grease and emery paper later, I got sufficient metal off the pinion

boss to achieve the 'hand fit' tolerance of .012". The crank and its bearings went in without too much trouble, but I'll be sure to modify the front bearing installation tool before its next outing to ensure it connected to the inner and outer race.

With so much travel for work, there never seemed to be any time to work on the car. Yet, over a few months, we installed the new 'after-market' rear main seal and a full set of valve guides. The valve guides proved to be real buggers. They were perfect when sitting on the bench but, once installed in the block, the friction fit caused the voids to compress to a point where the valves had no clearance. This led to more lost time while an appropriate reaming tool was purchased.

Slowly but surely, it all came together. In August, the Red Robin finally came to life. She may have been coughing and spluttering and blowing a lot of smoke, but the fact remains she did run. The next few months were testing as all manner of gremlins appeared including a failed coil, gummy plugs and dirt in the carby. These problems were slowly dispensed of and we completed a few 40km shakedown runs in late October. I'd like to say she's now 100 per cent but, if truth be told, she's just not there yet. We've still got some tweaking to do, but that never ends does it?

Overall, I found the task of rebuilding my first ever engine frustrating at times, difficult when I didn't think things through, but immensely satisfying when it finally worked. Maybe I'm a glutton for punishment, but plans are already afoot to build a backup engine. I feel that if I don't do another one, all the lessons I've learnt will be wasted and Trevor's monthly takings will be slashed!

I'm sure all Austin 7 owners have heard people say, "those old engines are so simple, anyone can work on them". When I hear that now, I wish I could say, "really? Be my guest!". But I just smile and agree while thinking to myself that, yes, there are plenty of traps for young players, but the satisfaction of going from a pile of parts to a running engine is worth the grind.

**Steve Davidson**



## Auction Action in Melbourne

This 1930 Austin 7 Swallow Roadster - From the 'Ian Cummins Collection' for sale at the recent 2017 Shannons Melbourne Summer Classic Auction - it was unfortunately passed in as it failed to reach its reserve price.

(photo from Shannons website)

## THE PASSING OF THE GMH LION

*THE last car has rolled off the production line in Holden's Elizabeth factory in Adelaide's northern suburbs on Sunday 11 February 2018.*

*The red, manual VFII Redline V8 Holden Commodore, which will be kept as a museum piece, came off the line shortly after 10.45am local time.*

*Hundreds of Holden workers were on hand to witness the end of production at the plant and cheered as the final car rolled out.*

*Director of manufacturing Richard Phillips drew links between the last car and Holden's famous first model, the 48-215 produced in 1948.*

*"Sixty-nine years ago prime minister Ben Chifley announced our first Australian-built vehicle with that famous line, 'She's a beauty'," he said.*

**From News.com.au**

But was it the first car to carry the name Holden, and indeed, the first Australian built car? OK some of the cars that were built in 1920s such as the Chic, the Summit, the Roo, the (Australian) Lincoln, the Australian Six and the Southern Cross used some imported components but they were designed and assembled in Australia.







And the first car to carry the Holden name was a 1917 Dodge with body by Holden and Frost. In 1919 the company reorganised itself as Holden Motor Body Builders. At its peak, whilst the cars were not 100% Australia, they had 66% local content with body, tires, and upholstery locally made, along with batteries, & radiator cores sourced locally. Holden's actually built bodies for Vauxhalls, Morrisies and Austins in a wide variety and quantity. First Austin 7 Chummy

and Austin 12/4 & 16/6 tourer and roadster bodies were made, later metal saloons were also made. In 1929 Austin 7 and 16 saloons were also made from fabric. They also built Austin 10 tourers and roadsters and assembled Austin Saloons from NKD components as well. Here is an incomplete list of bodies built by Holden.



Austin	1927	1928	1929	1930/33	1934	1935	1936	1937	1938	1939	1940
7 Fabric Saloon		204	443	53	<b>1283</b> (not sure if this is correct!!)						
7 Tourer	330										
7 Roadster	123										
10/4 Saloon					255	504	493	1364	690	901	699
10/4 Tourer					21						
10/4 Roadster					37						
12 Tourer	185	4									
12/4 Roadster	23	2									
16/6 Fabric Saloon	<b>117</b> (must be 1928 as model not introduced until 1928)										
16/6 Light Tourer		12	171	6							
16/6 Heavy Tourer		205	(wide track for "colonial" conditions)								



Cam McCulloch said the Chummy he bought from Trish Handley was a Holden assembled body and it carried the badge on its body. The editor also owned a 1928 Austin 16/6 tourer with a very low engine number and it had a Holden body which was said to be the same as the Buick. There was also a blue 10/4 Tourer owned by Trevor and Caroline Anderson which was a Holden body. The earlier body brass badges up to 1928 showed a large mythical goddess lady holding a vintage sedan in her hand above a factory

building. Later cars from late 1928 to the 1930s carried the plated Lion Badge and had Holden Body Batch Number and Paint code numbers on the firewall on "dog tags".(our photos, a 1928 Austin 16/6 with Holden tourer body, a 1931 Fabric sedan and Cam McCulloch's 1928 Chummy, and a 1938 Austin 10/4, all with Holden Bodies)

## *Austin 7 Classifieds*

### **NOW AVAILABLE THE "IMMORTAL AUSTIN SEVEN"**

**by David Edwin Morgan**

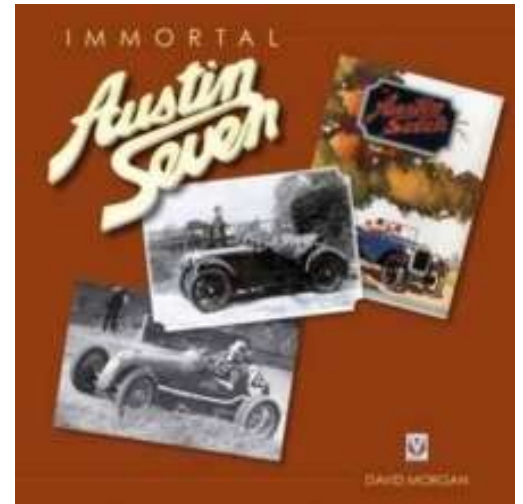
Tells the story of this most popular of pre-war cars in all its variations from the earliest Chummy of the 1920s through Sports. Military, Box and Ruby saloons to the exquisite Twin Cam Racers of the late 1930s. The book contains period, detailed drawings and rarely seen photographs.

Hardback \* 224 pages \* 248 x 248 mm 228 pages, 319 colour and b&w pictures

For the first time in over 20 years since the 'Austin Seven Source Book' [now out of print and very collectable] was published a new book will be available hopefully in time for Christmas titled 'Immortal Austin seven', consisting of 224 pages and 250 photographs. This a must for Austin seven owners.

I have ordered a quantity and I expect that they should cost around \$100 to be confirmed, please contact me if you would like a copy.

Wayne Styles. 0417 532 412. Melbourne

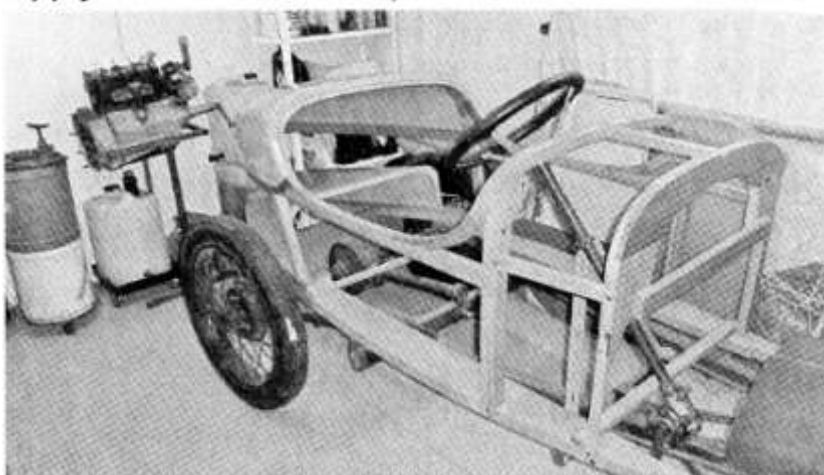


**FOR SALE:QLD personalised plates AUS 30** you can use on concessional rego. Asking \$400 as they are in good condition, but no longer useful as we now live in NSW!

**Amanda Wilson, 87 Sirius Drive, Lakewood NSW 2443**

**Amanda 0413 848 909, Brett 0402 143 420email**

**63bawilson@gmail.com**



#### **FOR SALE.**

Austin 7 [1920's] project kit. BUILD YOUR OWN SPORTS OR CHUMMY.

Comprises, chassis, front and rear ends, windscreen, radiator shell, radius rods and shocker, headlights. wheels, guards, engine, petrol tank etc, etc.

**Wayne Styles.**

**105 New Street, Brighton, Victoria  
03 9592 1672.**





**FOR SALE - 1929 AUSTIN 7 RACE CAR.**

All Aluminium construction body with no woodwork. No 3 of 13 similar cars built by Bill Sheehan in Victoria

**Car Complete Except For a Motor And a Gearbox.**

Comes With 2 Sets Of Mudguards.

Twin SU Carbs And Extractors.

Super Charger.

Hydraulic Brakes.

Wide Wheels.

\$5000. Firm.

Phone 0409561517

Brian Brindley. Bundaberg.

**For Sale 1937 Roadster,**


Car No. A/S 265 661. 100 % complete and original but **in need of total restoration** due to storage in a leaky shed for many, many years. Interesting history, Larke Hoskins Muller business roadster, Two owners only for nearly 60s. Bought 1950s in Sydney and retired in 1959. Needs to be sold. Ted & Daphne Bale, ph 3351 4737. (Car in Brisbane) \$2500 or will negotiate





## From the Archives - 1928 A7 Chummy Sales Docket

This receipt came with Cam & Judy McCulloch's 1928 Chummy and I took a photo of it at some stage. 3 points of interest, It was sold in Brisbane for a total cost of 232 pounds, and six shillings on the road, was fitted with a Holden body and 7 shillings extra you got a nickel plated radiator surround.

TELEPHONES: CENTRAL 4186 4187	INVOICE	TELEGRAMS AND CABLE: "AUSTINCARS" BRISBANE CODES: BENTLEY'S
 <b>AUSTIN CARS LIMITED</b> ADELAIDE STREET BRISBANE		
SOLE DISTRIBUTORS AUSTIN CARS QUEENSLAND AND NORTHERN RIVERS	Sold to	AUSTIN SERVICE STATION HELEN STREET BULimba
A/c No.	10/2/28. Mr J.A. Connolly, CASINO. N.S.W.	No.
To one (1) 7 H.P. 4 cyl. "Austin" Car. Fitted with Holden Touring Body. Painted Dark Blue with Black Guards. Equipped with Oversize Tyres. Complete set of Tools.		
Chassis No.		£195. 0. 0
Freight		5. 0. 0
Interest	18. 5. 0	£200. 0. 0
Stamp Duty, H.P.A.	10. 0	
" " P/No. Q'16.	18. 0	
" " " N.S.W.	9. 6	
Exchange	11. 0	
Insurance	11. 12. 6	32. 6. 0
		£232. 6. 0
Insured with Brisbane Fire Office £150 Comp.		
<b>SETTLEMENT.</b>		
Alice. Cycle	£20. 0. 0	
C.O.D. Deposit	29. 0. 0	29. 0. 0
C.O.D. Insurance etc.	14. 1. 0	2. 8. 6
17 P/No. ex. £25.0.0	136. 0. 0	
1 P/N.	35. 5. 0	
	£232. 6. 0	£31 8 6
Each <i>Nickel Plated Radiator Surround</i>		

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