



NEWSLETTER

October 2018



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



Geoff & Siriak Shepherdson in their little 1927 Sports which they brought up from Mudgeeraba for the 2018 All British Day. This car was originally built by Gary Cottle of the NSW club and was nicknamed BARNEY, John Ikin also built a similar car but in blue that was called FRED!

DON'T FORGET your CLUB MEMBERSHIP renewals!!

Sorry to put the "bite" on you but the committee has been forgetful about sending out renewal notices for the 2018-2019 year but if you haven't paid please send your payment to the club ASAP! They were due by the 31st of July 2018!



CHANGES AT THE TOP

Following the August General Meeting we held the 2018 Annual General Meeting. luckily it went very well and all positions were filled to everyone's satisfaction (well, nearly all! Ed.).

I am pleased to tell you the results :

President (newly elected) - **Steve Davidson**

Vice-President - **Duncan Logan**

Secretary - **Robyn Clark**

Treasurer - **John Que** (John would have preferred stepping down but there were no other contenders)

Tour Director - **Neil Thyer**

Editor - **Tim Braby**

New Spare parts & Technical Adviser - **Trevor Moore**

Second Hand Parts officer - **Doug Clark**

Club Webmaster - **Neil Thyer** (taking over from Mike McGill)

Dating Officers - **Trevor Moore** (Southside) & **Tim Braby** (Northside)

Librarian - **Alan Couser**

QHMC Representative - **Vacant** (John Que asked to step down due to ongoing commitments)

Raffle Seller/"Stinger" - **Valda McDowell**

Tea Convenor - **volunteers** as previously

Many thanks to Lindsay Jordan who has been our president twice from 2005 to 2014 and then 2016 to 2018. Lindsay had to step down as Sharon has secured a two year teaching post and they will be living in Indonesia. Also thanks to Mike McGill who has stepped down from being our webmaster for more years than we can recall. Thank you Mike and Linz!



-----oooOooOooo-----

CONTACT YOUR CLUB COMMITTEE

President: Steve Davidson (07) 3378 9950

Vice President: Duncan Logan 0458125490

Spares/Tech: Trevor Moore (07) 3848 5575

Runs & Events Coordinator: Neil Thyer (07) 32179880

Editor: Tim Braby (07) 33592086

QHMC Rep: Vacant

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 (07) 33592086

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/>

&Face book Austin7 Register of Qld Inc.

AUSTIN 7 REGISTER OF QLD. CLUB EVENTS FOR 2018



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.

Saturday 6th and Sunday 7th October - 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 12th October - Club General Meeting commencing at 7.45pm at Clubroom, Carindale.

Friday 9th November - Club General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 11th November 2018 A7 Event Run to be organized by Peter & Sue Waller (Ph 0410 456 616) and is to commence from Centenary Pool Carpark at 9am. Run details TBA. BYO Morning Tea & Lunch.

Friday 14th December - Club General Meeting commencing at 7.45pm at Clubroom, Carindale.

Saturday 15th December - Annual A7 Club Christmas Lunch to be held at Greenbank RSL, 54 Anzac Avenue, Hillcrest .. UBD Map 239, R19. Members are to meet at the venue at 11.30am. Cost for the lunch is \$19pp Visitors, \$17pp Members & Seniors. 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.



15th -20th May 2019 - The Austin 7 Bundy Bash - details this newsletter! Note: Updates are regularly posted on the Club website at <http://austin7.org.au/>

Neil Thyer - A7 Qld Runs & Events Coordinator.

INVITATION TOURS AND SWAP MEETS

(AND OTHER EVENTS OF INTEREST)

(Please let the Editor know if there are any other vintage car related events you wish to see listed here)

Saturday 27th October Tingalpa Pioneer Chapel & Friends Decoration Day celebrating 150 years. This free “old fashioned fete” to be held on 27th October 2018 from 2pm till 5pm at the Tingalpa Cemetery and Chapel 1341 Wynnum Road, Tingalpa. Food, stalls, gifts, music, raffles, vintage cars and lots more. For information contact the Society President, Jackie Butler, ph. 3396 9472 or talk to Neil Thyer.

Sunday 4th November 2018: London to Brighton Run. Run is organized by the VCCAQ. For information and Entry Form contact the VCCAQ Secretary on Secretary.vccaq@gmail.com or write to Veteran Car Club of Australia (Qld.) Inc., 1376 Old Cleveland Road, Carindale Q 4152

NOTE; OUR CLUB HAS BEEN INVITED TO JOIN THIS EVENT BY OUR FRIENDS IN THE VCCAQ

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

MINUTES OF PAST A7RQ MEETINGS

Austin Seven Register of Queensland Inc

Meeting No. 574, 10th August 2018

Held at the Veteran Car Club Hall, Carindale.

The President Lindsay Jordan declared the meeting opened at 7.45 pm with a welcome to all.

Attendance: 25 members signed the attendance book

Apologies: J Haigh, D Barnett, G & J Gleadhill

Previous Minutes: The Secretary read the minutes of the July Meeting and moved it be accepted and adopted as a true and correct record. Seconded by Alan Couser. Carried

Business arising from Minutes: Christmas Party at the Greenbank RSL. \$17-00 Saturday, \$30-00 Sunday. Members agreed on the Saturday. (Remember to bring your \$3-00 Secret Santa gift)

Veteran Car Run is on the Sunday 4th November. See Rhonda Guthrie if interested.

Correspondence: OUT: Membership applications to B Wilkins & Bob Griffiths

IN: Newsletters from other clubs as tabled

Membership application from B & R Wilkins



Membership renewals
Hall rent receipt
Office of fair Trading form
Gallagher re Insurance
Veteran Car Club re new officer bearers and key holders
Charity Show & Shine 25th August, Beerwah Sports Grounds
9th Sept Mini Muster, Carina

Robyn moved that the inward correspondence be accepted as read and the outward endorsed. Also new member be accepted, Seconded by Tim Braby. Carried

Treasurer's Report: John gave his report and moved it be accepted and all bills be passed for payment. Seconded by Trevor Moore. Carried. The Term Deposit has not been opened.

QHMC Report: John gave this report. They are concerned about asbestos in cars.

Spare Parts Report: Trevor is doing good business in new parts sales and another order to be sent to Melbourne soon.

Second Hand Parts: Doug has had a few inquiries and sold some parts.

Editors Report: Tim had emailed a copy to members and those wishing a hard copy had them ready for postage.

Web Master Report: Everything up to date.

Club Events:

11th Aug Club run to commence and end at clubrooms. Depart 9 am for Minnipi Parklands and return to clubrooms for lunch.

12th Aug Static Display, Morningside School o Arts Hall, 9am to 1pm

23rd Sept All British Day, Tennyson

11th Nov Organised by Peter & Sue Waller

15th Dec SATURDAY A7 Christmas Lunch Greenbank RSL

Other Events:

12th Aug Chev Swap & Car Display, Rocklea Showgrounds

18th Aug VCCA Swap, Clubrooms

30th Sept Noosa Beach Classic Car Show

27th Oct Tingalpa Pioneer Chapel Decoration Day Celebrations

150 years

4th Nov Veteran Car Club run, Carindale to Redland Bay.

Past Events:

15th July RACQ Motorfest

20th-22nd July Biloela Heritage Weekend

22nd July Gold Coast Swap

Reports on these events are in the newsletter, also on the club website

Library Report: NIL

Justin McCarthy then spoke on his adventures at the Historic Racing, and Noosa Hill Climb in November.

General Business: The Guthrie's will be using their A7 for a formal on the 29th August

Elaine Moore asked if the club would give a donation to the Drought Appeal. She moved we give \$100, seconded by Doug Clark. Carried.

Members reminded our Christmas Party will be on the SATURDAY 15th December. Also look out for your Secret Santa Gift \$3-00

Report on Cars &/or Car Troubles: Alan Couser had trouble after the RACQ Motorfest. Brakes lock on in reverse. All fixed now.

Birthdays: Members having a birthday in August were wished Many Happy Returns.

Raffle: Tickets in the raffle sold tonight for a knitted rug donated by Brett & Amanda Wilson will be drawn at the Static Display on Sunday

Supper Organiser: Thank you to Elaine Moore for tonight's supper.

September Supper organiser = Steve Davidson

Members were reminded if they provide supper they are entitled to claim expenses as long as they have receipts for the Treasurer.

Committee Meeting: TBA

Next Meeting: 14th September 2018

Meeting closed: The meeting was declared closed at 8.40 pm and the AGM was to follow immediately.



Doug & Robyn off to the Motorfest

Austin Seven Register of Queensland Inc
Meeting No. 575, 14th September 2018.
Held at the Veteran Car Club Hall, Carindale.

The President Steve Davidson declared the meeting opened at 7.50 pm, with a welcome to all.

Attendance: 16 members signed the attendance book.

Apologies: T & E Moore, I & V McDowell, D Barnett, P & S Waller, G & J Gleadhill.

Previous Minutes: Robyn read the minutes of the August meeting and moved it be accepted as a true and correct record. Seconded by Joe McCormack. Carried.

Business arising from Minutes: A7 Christmas Party on Saturday 15th December.

The term deposit not opened. Drought Donation not sent. Office of Fair Trading form not sent.

Correspondence IN: Newsletters from other clubs as tabled

Membership renewals

Membership applications from Alan & Helen Gale, East Brisbane. 1928 Chummy & Stephen & Christine Went, Middle Park. 1936 Ruby Saloon.

Veteran Car Club re rent invoice

Veteran Car Club re London to Brighton entry forms 4th Nov

Veteran Car Club re BBQ at clubrooms.

OUT: Membership application form to Keith Mardon, Owens Creek. 1937 Ruby & Gordon Schmierer, Ingham. 1929 Chummy

Membership & Parts books, Newsletter to John Smith

Robyn moved that the inward correspondence be accepted as read and the outward endorsed. Also new members are accepted. Seconded by Alan Couser. Carried

Treasurer's Report: John gave his report on the clubs finances and moved it be accepted, and all bills passed for payment. Seconded by Ted Bale. Carried.

QHMC Report: Nil

Spare Parts Report: Nil

Second Hand Parts Report: Doug reported Ken Burton from Rockhampton had been down and purchased some parts.

Editors Report: Tim stated that future newsletters will be put on the website with a link emailed to Email recipients.

Web Master Report: Neil will soon be including 2019 events on site. Also link to Historic Peking to Paris story.

Club Events:

23rd Sept All British Day, Tennyson

11th Nov Club Run

15th Dec Saturday A7 Christmas Party, Greenbank RSL

Other Events:

6th-7th Oct Lama Rally, Gatton. Entry forms available

27th Oct Tingalpa Pioneer Chapel Decoration Day, celebrating 150 years.

4th Nov Veteran Car Club Run, Carindale to Redland Bay. Entry Forms available.

Past Events:

11th Aug Club run to Minnippi Parkland

12th Aug A7 Static Display, Morningside School of Arts Hall.

Reports of these events are in the newsletter, also on the club website.

Library Report: Alan stated 2 books borrowed have been returned.

General Business: Remember to start looking for your Secret Santa Gift \$3-00

A7 Club badge seen on Ebay for sale.

Ross & Rhonda Guthrie apologies for next month

Report on Cars &/or Car Troubles: Tim found a hair-line crack in his Ruby's new rotor button.

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

Raffle: Margaret McCormack sold the raffle tickets in Valda's absents.

Supper Organiser: Thank you to Steve & Helen for tonight's supper. John Que Volunteered to provide supper in October. Members reminded if they provide supper they are entitled to claim expenses as long as they have receipts for the Treasurer.

Committee Meeting: 1st October

Next Meeting: 12th October 2018

Meeting Closed: As there was no further business to discuss the meeting was declared closed at 8.30 pm.

Robyn



PRESIDENT'S REPORT 2018

Ex-president Lindsay hands over the Gavel to President Elect Steve



Ex-President Lindsay hands over the gavel to President Elect Steve!

After the hugely successful National Rally of 2017, one would have thought that the next 12 months would be a letdown but it has been anything but. During the last 12 months we have had a variety of really good monthly rallies that have been planned by members in great detail. We were also lucky to have had time away in our Austins, in Dalby last year, this year in Yamba and a weekend in the Beaudesert region. It was again great to see so many Austins and their owners turn up to these events, not just from our club but also coming from the country areas as well. The camaraderie and laughter during these trips away and on the monthly runs easily identifies what this club is all about.

During the last 12 months membership has increased with 5 new members joining us and one old member rejoining. To all our new members we extend our warmest greetings

and welcome you to our club.

The Austin Seven Register continues to be financially sound with money left over from the National Rally now merged with our standard accounts. New spare parts sales have continued strongly during the year and even the second-hand parts market has been active in the last few months.

We were lucky to have a committee with such enthusiasm and commitment that made the year so successful. It gives me much pleasure to recognize their efforts tonight:

Robyn and John for their hard work in keeping the minutes, organizing the finances and all the other unnoticed jobs they do for the club;

Neil for his organization of the monthly runs and working with Mike in keeping our websites up to date;

Trevor for his knowledge and expertise in keeping the spare parts up to date and advising members on all parts;

Doug for running and storing the used spare parts

Tim for compiling, writing and editing the club newsletters and making them compelling reading and Alan for keeping the library working.

There are also some non-committee members who have worked hard during the year – Valda for always having great prizes for the monthly raffles and quietly doing the myriad of jobs that have to be done, Rhonda for her enthusiasm and drive in getting the Dalby and Yamba weeks happening and Joe and Margaret for organizing the Beaudesert weekend.

None of this would be worthwhile though if the general membership didn't come along so I'd like to thank all of you for being involved in the club life too by turning up and having fun. Your involvement is the glue that holds this club together.

Finally as this is my last report, I'd like to say how much I've enjoyed being President over the years and being forgiven for my mistakes and procedural mishaps. As you know, for the next few years we will be living in Jakarta where I've been told there aren't too many Austin Sevens but there may be a number of old Holdens. I hope to become acquainted with one of these when we're there. Meanwhile Sharon and I intend coming back periodically when we will be able to catch up with club events.

I know I'm leaving the club in good hands and in closing, the line of the song "Spanish Eyes" comes to mind when I say "This is just adios and not goodbye".

Thank you.

Ex-president Lindsay Jordan

NEWS OF MEMBERS AND CARS

WELCOME NEW MEMBERS

We have welcomed 4 new cars to the ranks of the Club over these past two months

Alan and Helen Gale of East Brisbane have owned their Chummy since 1961 and it is now restored! I went to see Alan and Helen at their South Brisbane unit and met "Anopheles", their 1928 Austin 7 Chummy. The engine number was the only identification number on it (although there may be a date on its differential) Anopheles* is a very neat little bus

and in good running order. Alan would like someone to give a check over to see if it is ok for the road. I could not see any obvious problems. The paint and upholstery were carried out in 1995 by Max Houston in Sydney, a very well known and respected restorer.



Anopheles is named after the mosquito that carries malaria, and it comes from the Greek for useless! The engine dates to about November 1928. The body as you can see has aluminium moulding strips on the bonnet and scuttle, which is characteristic of a Sydney car. These were sold by Larke Hoskins as the Family Model. Alan is technically only the second registered owner of the little car after he acquired it as a young student in 1961 from his then current girlfriend. It had belonged to her grandfather but it was sitting under a tree in the backyard!

Secondly welcome to Brett & Robyn Wilkins from Waterview via Grafton. Member number 345

Thirdly we welcome Stephen and Christine Went from

Alan Gale's 1928 Chummy

Middle Park have a restored red 1936 Ruby Saloon, Member number 347. The car was restored by his father. The car is a Ruby Mk.I Saloon, built early 1936, but the engine is a late 1935 model. It was just an engineless body when Steve's father bought the car, so he had to source an engine and transmission.

Steve says he is a little fortunate that his father had been playing around with Sevens since his early twenties. He had an Austin special "mudplugger" with a Ford 10 motor and small tractor tyres on the rear which he ran in local motorkhanas, and all his mates had specials as well, so Steve guess's he knew about a lot of the potential problems and built them out of the restoration. Steve now says the car just needs to be driven so it stays fresh!

Last but not least we welcome Keith Mardon of Owens Creek (about 40km west of Mackay) with a 1937 Ruby Soft Top Member number 348



Stephen Went's 1936 Ruby

MOORE NEWS

Good to see the Moore's and the McDowell's are back from their trip to NZ. Evidently one or two museums were explored.



Joe Wilson's "Pigsty Special"

You will see that Brett and Amanda Wilson still have a set of Queensland Personalised number plates for sale. These are transferable to any vehicle registered in Queensland. Brett and Amanda are now in the "motivated" seller" category (as they say in real estate terms) and hoping for an offer from a motivated buyer!

Joe Wilson sent me some photos of the progress of his "Pigsty Racing" Special. Joe tells me he was inspired by a recent trip to Pigsty Racing in Surrey, England. The Editor promises to do an article on this business in the December newsletter! This team builds special Austin based project racing cars and

Chummies. One car they recently built has a Ruby chassis cut down to 6'-3", and fitted with a new 1928 Chummy body. The finished car did a trip from the east Coast of the USA covering over 25000 miles and 13 countries, setting off from the east coast of America, driving to Alaska and then down to the finish at the Southern tip of Argentina. in 2013 to raise money for the Save the Children Fund.

I have had recent correspondence with Ron Anderson who owns this neat little red roadster. Ron stripped the motor and gearbox down to every

last nut and bolt and he tells me the car is nearly ready to go! The only problem is that Ron is in Holbrook NSW for the rest of the year, and the car back home in Maryborough.

Finally I wish to thank Geoff & Siriak Shepherdson who donated some wheels, a windscreen frame and roadster hood irons to the club. Now is your chance to get a pair of 15" rims for that special you want to build!



Ron Anderson's Ruby Roadster

MOTOR SPORT CAN BE A DANGEROUS GAME!!



show a broken steering wheel spoke and the broken aero screens and body damage around the driver's side of the body! apparently the tire was seen to be flat before the corner and Russ was seen to wobble a bit and as he went around the corner the tire rolled off the rim!

Justin McCarthy sent me some photos last month from the Leyburn Sprints and halfway thru, he told me Russell Wright's A7 Brooklands special was coming in on the tow truck after the car rolled on its side on a corner of his second lap of the regularity run. Russell is not a club member but is in the Vintage Car Club of Qld. It is amazing that Russ was not badly injured, the last two photos



STILL AVAILABLE

I still have several copies of the 50 year Chronicle of the Austin 7 Register of Qld Inc. they are available for a total of \$35 each which includes postage within Australia. Copies also can be available at meetings or by arrangement for \$20 pickup yourself at a meeting or from the Editors home in Aspley . Each book is 142 A4 spiral bound pages with b&w and colour photos and a complete record of your club. **Tim Braby, 43 Arcola Street, Aspley Q4034.** Please make out Cheques/Money Orders payable to "Austin 7 Register of Queensland Inc".

The Austin 7 Bundy Bash Wednesday 15th - Tuesday 21st May 2019

We have received 13 acceptances so far which is wonderful.

So if anyone has made a booking and not let us know could they please do so.

Also a very important message is the dates for The Bash. Some dates have been mixed up.

The August Newsletter had it that you could return home on Monday 20th May which would mean you would miss out on our last day of driving also our Farewell Dinner.

We need everyone in Bundy on the Wednesday 15th May 2019 as we have planned a welcoming dinner at our Bundaberg Club rooms, or earlier if you prefer,

Our farewell Dinner is on Monday evening 20th May 2019.

So your bookings will need to be until Tuesday 21st May at least.

Some people have booked longer as they want to spend more time looking around our beautiful area at their own leisure.

Please note the Big 4 Caravan Park is NOW Full!

Entrants so far include.

Brindley, Ann and Brian, Big 4 Caravan site

McDowell, Valda and Ian, Big 4 Caravan site

Moore, Elaine and Trevor, Big 4 Cabin

Styles, Jenny and Wayne, Big 4 Cabin

Guthrie, Rhonda and Ross, Big 4 Caravan site

Hackshall, Dianne and Glynn, Big 4 Caravan site

McCormack, Margaret and Joe, Big 4 Cabin

Lyons, Dianne and Allan, Big 4 Caravan site

Burton, Ken, Best Western Motel

Thyer, Neil, Big 4 Cabin

Couser, Alan, Big 4 Cabin

Abell, Dawn and Peter, Big 4 Cabin.

Curtis, Vanda and Russell, CMCA Camp



Remember the same weekend of our Bash is The Heritage weekend and accommodation will be filling up for that, along with all other tourists who travel to Bundaberg to enjoy what we have to offer.

So if you are thinking of joining us for some fun we advise you to get busy and make a booking.

We are still busy planning and have a good variety of places to show you which we are sure you are going to enjoy, hopefully a lot of fun as well.

INFO ABOUT BUNDY & YOUR HOSTS, ANN & BRIAN

For those of you who have never visited our beautiful city of Bundaberg, it has a population of over 100,000. Brian and I plus our 2 children and 2 grandkids have been here since 1998. We were originally Dairy Farmers in Victoria at a place called Tooradin which is at the top of Western Port Bay. We decided to move north to warmer weather and this is where we ended up. We bought a farm which originally grew Birds Eye Chillies and we supplied Woolworths and Coles with these hot little things. From there we changed the farm from Chillies to Passion fruit. Our son Ross still owns the Passionfruit farm and that is one which we can take and show you next year. Our interest in Little Austin Sevens came about after Brian had a Heart attack and we had to sell the Passionfruit farm, that is when our son Ross bought the farm. Brian had to have something to keep him busy and somehow thought of the little Austins.

Bundaberg has so much produce grown here. It is the Sweet Potato capital, and they along with all other produce are sold at roadside stalls throughout the region. Cheap as. Tomatoes, Snow Peas, Capsicums, Figs, Chillies, Passionfruit, Zucchini's, English Potatoes, Pumpkin, Avocado's, Button Squash, Lychees, Strawberries, Peas, Herbs and Bok Choy and all coloured salad leafy greens. Macadamias are taking over Bundaberg at the moment, there are thousands and thousands of trees being planted as Sugar Cane farms are

being bought by Macadamia farmers. We have a magnificent Rose farm I buy them \$12 per dozen, and they are just gorgeous.

There will be visits to our Famous Bundaberg Rum Distillery, where you can purchase the famous drink.



There is a special that you can only buy at the Distillery, called Rum Liquor and let me tell you it is a magnificent drop. All of our visitors have purchased it and go back for more. We also have The Bundaberg Brewed Drinks which is famous for its Ginger Beer and now have a lot of different varieties.

Sweet Potato Farm and packing shed, this is probably the biggest Sweet Potato farm in the southern hemisphere.

The Lavender Farm, which has a beautiful gift shop of everything lavender based and I think the ladies will enjoy this.

Lime farm with Linda the clever owner doing lots of

extra products with her Limes.

Austchilli who are a huge company and export their product world-wide.

Macadamia farms where you can purchase a wide variety of nuts, e.g., Choc coated, plus different flavours. Yummy.

Bert Hinkler Hall of Aviation and Botanical Gardens plus Bert Hinkler's original home which has been transported from England.

Trip up to "The Hummock", remains of an old volcano, to give you a great view of Bundy.

A trip out to Childers which has the Backpacker Memorial and Museum etc.

Heritage Day in which our little Austins will be included and we will have a Static Display. Brian has made a Trophy which is going to be called "The Cross Threaded Award". (This is for the biggest and best mistake or stuff up of our days touring around, so all be very alert.)

So as you can see we have plenty to keep you busy, we are still thinking and adding to this list, so we will keep you all updated.

Please remember to let Brian or I know where and when if you make a booking.

Cheers

Ann and Brian

moorlandproduce@bigpond.com

0409561517

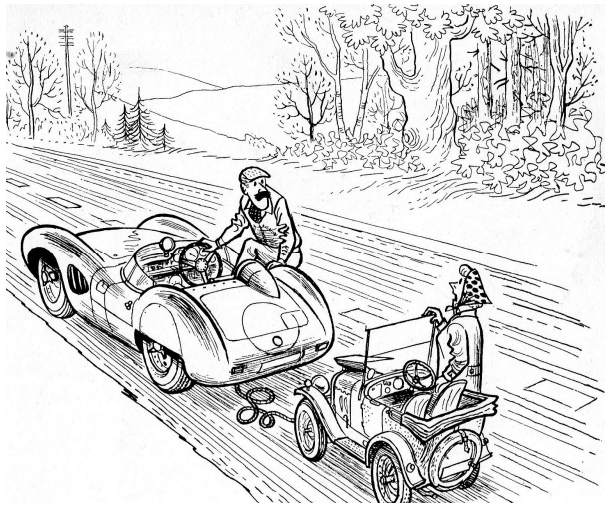
07 41559494:

Note: Updates are regularly posted on the Club website at <http://austin7.org.au/>

POLICE OFFICER PULLS OVER FIVE ELDERLY WOMEN FOR DRIVING TOO SLOW

It all started when a police officer pulled over an elderly woman for driving too slowly on the highway. The woman was only going a measly 22 miles per hour on the highway, and as he pulled her over, the officer thought to himself, "This driver is just as dangerous as a speeder!"

As the officer walked up to the car, he noticed that there were five elderly women inside, with two of them sitting in the front and three in the back. All five of the women looked at him wide eyed, with their skin as white as ghosts. The clearly confused driver said to the cop, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"



"Do you promise to tow me at the speed to which I am accustomed?"
(From 'The Best of Brockbank')

"Ma'am," the officer replied, "You weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."
"Slower than the speed limit?" the elderly driver asked.
"No sir, I was doing the speed limit exactly... Twenty-Two miles an hour!"
Trying not to laugh, the officer told the woman that "22" was the route number, not the speed limit. The woman seemed a little embarrassed, but she thanked the officer for pointing out her mistake.
"But before I let you go, Ma'am, I have to ask... Is everyone in this car ok? These women seem awfully shaken and they haven't muttered a single peep this whole time," the officer asked
"Oh, they'll be alright in a minute officers. We just got off Route 119," she said.

PAST RALLY REPORTS

A7 WEEKEND SATURDAY MORNING RUN - 11 AUGUST

The morning of Saturday 11th August was overcast, but there was still no sign of rain. As it turned out, the clouds cleared and the result was a beautiful sunny Brisbane day. Arriving at the Club carpark at Carindale in their A7s for our Annual A7 Weekend Saturday Run were Justin McCarthy, Alan Couser, Doug & Robyn Clark and Ross & Rhonda Guthrie. Arriving in modern cars were Neil Thyer, Ian & Valda McDowell and John Que. A call from Tim Braby while we were waiting for the 9am departure confirmed that he had broken down on the Gateway Motorway and was waiting for the RACQ to rescue the car.



Another incident before the start occurred when Doug discovered that one of the wheels on his trailer was found to be missing after having unloaded his A7. He and Robyn recalled that they had heard an unfamiliar sound as they were entering the Club carpark. Fortunately, Doug found the missing wheel, which had sheared off its axle, on the footpath adjacent to the entry.

At around 9.15am, after a briefing by Neil, all cars headed off under the Motorway, around to Wynnum Road and left into Minnippi Parklands. The Morning Tea stop was here at the Tingalpa Model Aero Club ground within the Parklands.

The arrival of our A7s created much interest for the Aero Club members, as did Doug's partially completed balsa-

framed DeHavilland Dragon aircraft which he had taken and proudly displayed at the airfield.

After A7 members enjoyed their morning tea, they not only inspected the many variations of model aircraft on the ground, but also admired the skills of the Aero Club members flying their aircraft around the airfield.

Late in the morning, A7 members returned to the Club at Carindale, where Tim had arrived with his rescued A7 on a trailer. With much interest, members watched as the A7 was unloaded. Despite the expertise of those Austineers present, they were unable to resolve the seemingly electrical problem.

All present agreed that it had been a big morning and decided to return home for lunch. Eventually Tim trailered the car home.

Neil

A7 WEEKEND STATIC DISPLAY

MORNINGSIDE SCHOOL OF ARTS - 12 AUGUST



A bright and cool morning greeted our A7 Austineers when they arrived at our new 2018 A7 Weekend Static Display venue. This year, the Morningside School of Arts was the chosen venue not only for its convenient location (for north & southside members), but also for its ability to accommodate our many trailers and display our unique A7s. The public location on Wynnum Road, as well as the many and various food and coffee outlets adjacent to the School of Arts, added to this venue's attraction.

Arriving in their A7s were Justin McCarthy, Ross & Rhonda Guthrie, Trev & Elaine Moore, Alan Couser, Ian & Valda McDowell,

Doug & Robyn Clark, Jamie & Stacey Curtis, Mike & Cathy McGuill, Jo & Margaret McCormack, Russell & Vanda Curtis, Steve & Helen Davidson, Neil Thyer & Karyn Matthew, Ian & Deborah Waring and Mike Hawthorne. There were 14 A7s in all. Arriving in their modern cars were Colin & Nancy Jones, Tim Braby, John Que, Ken Folliott (Rolls), Peter & Gail Cahalane and Greg Riddel.

Robyn was quick to set up her work table adjacent to the A7s on display. She was soon joined by Tim with his impressive display of A7 models.

The display of our distinctive cars on the Wynnum Road side of the School of Arts soon attracted much attention – especially with the A7 flag and



banner on the footpath. Many drivers passing by were quick to turn back, park and inspect the variety of A7 body shapes on display. One such person turned out to be the owner of an A7 who had recently moved here from NSW. He was welcomed to the Club as a new member, joining up on the spot. Another person, whose brother had recently purchased an A7 north of Brisbane, walked away with a membership form from Robyn.

During the morning, members enjoyed the usual congenial conversation, especially with those members seen less frequently. Around lunchtime, advantage was also taken of the many adjacent food outlets.

At around 12.45pm, our new President Steve called all members together and thanked them for their

attendance. Steve then commenced the formal presentations. First was the presentation of People's Choice that went to Stacey for her 1936 Sports. The Wilson-produced A7 Blanket Raffle was then drawn and won by Stacey (her lucky

day!); second prize in the raffle went to John. The Lucky Draw was also won by Stacey (it certainly was her lucky day), who graciously sought a redraw. It was then won by Ross & Rhonda. The 2017-18 winners of the Cam & Judy McCulloch Just after 1pm, the Morningside Village was alive with the sound of A7 motor music as some cars were loaded onto trailers while others headed straight off home after yet another successful Static Display. As usual, our thanks go to Robyn for once again organising this annual event.

Neil

Ruby Postscript.

On Saturday morning I packed my esky and got the Ruby ready for its run. This time it started instantly on the key and we were soon rattling along the motorway to the gateway bridge because I was a little late (I find it very hard to get up before 7 am these days!) The climb over the bridge has always been a challenge and I was prepared for the car to slow a bit and about 2/3 of the way up I changed from top to 3rd gear, about 200 meters before the top the note of the car



changed but it still kept on running but as I got to the bottom the engine stopped, not good on a major motorway and I was able to cut across 3 lanes and stop in a small parking lane leading onto the Port of Brisbane Motorway. I rang the RACQ after doing a few checks of my own and they told me that I was in a priority area and would be attended to as soon as possible. It being on the motorway a Transurban breakdown crew would arrive shortly. Well as it was it was well over an hour before I saw any help in the form of a response vehicle. Meanwhile Transurban rang me and asked me where I was, apparently the message got garbled and they thought I was broken down heading north on the other side for the bridge, but that was someone else! Luckily the guy in the response vehicle was very friendly and told me to sit in the cab with him for safety and comfort. Well it was about 2 1/2 hours before my car made

it onto the tilt tray truck, in fact there was two of them, one blocked the lane so we could get back on the motorway with safety and luckily they very reasonably decided to accede to my request and take me and the car to the Club rooms at Carindale, which are right next to the motorway anyway!

Eventually I got a lift home with John in his modern ford and picked up my trailer. My head was spinning with all the helpful suggestions that the Austin 7 crew offered when the car was sitting at the clubrooms, and eventually back at home I lifted the head as

there seemed to be signs of water in the oil and vice versa. Yes there was a small brown patch and two studs were leaking water. The nuts on the head were not very tight, some say they prefer to torque them down by hand, which is what I had been doing but I later found that you need to have pretty good hands to get near 30 foot pounds as quoted in the 750 companion. These days my hands have a threshold of pain due to Osteo/RSI and I find the torque wrench is more reliable. That area all cleaned up, one of the other suggestions was a lack of spark. So I replaced the coil and condenser the points were new last year and the can and rotor arm were new Recently visiting brother in law is a retired



At the bottom of the bridge

mechanic and he had a look and asked if I still had the old rotor arm, yes, put that in and it started first go! David could not see at first what was wrong, but I could with my glasses on, a very fine hairline crack in the rotor arm. This meant that the spark was not reaching the plugs but earthing back down the distributor body! Hopefully I will get a few more miles of motoring before the next problem arises! (see below to find out!) **Tim**

THE ALL BRITISH CAR CLUBS DAY - SUNDAY 23RD SEPTEMBER (or Lightning CAN strike twice in one garage!)

The weather was perfect and the road was already busy by the time I left home just after 7 am in Tim Tam, my 1929 Saloon and the first thing I saw as I slipped onto the main road at Kedron was Stacy and Jamie Curtis "Little Miss" sitting up high on its trailer, with the family all on board the tow vehicle. We exchanged pleasantries before they slipped into the Clem7 Tunnel.

I continued over land thru the Valley and over the Story Bridge where I was pacing a Jaguar XJC coupe when, the motor began to emit a clattering noise. I was able to gingerly find a safe stopping spot out of harm's way at the back of the Dockside apartments. A very friendly RACQ tow truck driver called Ken came as my guardian angel and got me and the car home again with little fuss.

Not wishing to tempt the fickle finger of fate in one day I then packed my camera and chair in the editorial Hyundai.



Arriving a bit later (the Clem7 was flowing well), the public carpark at Tennyson was very full, as were the streets. There was a very large range of vehicles of all types from other clubs, from historic British Trucks, a retired Brisbane City council Road Roller, thru large displays from the MG and Mini fraternity to the Jaguars and Rollers which were parked away on a lower oval. Even Doctor Who's "Who mobile", aka "Bessie",



was there parked next to the familiar blue Tardis.

My heart lifted when I spied lined up next to the larger Austins from the Austin Motor Vehicle Club, were 8 wonderful little Austin Sevens.

In order from left to right there was Stacy and Jamie Curtis with Little Miss, Doug and Robyn Clark with their Sports, Steve and his son Davo in their Meteor, Alan Couser in his 1934 Tourer, Peter and Sue Waller in the Ruby Roadster, Russell Curtis and his daughter and two grand children in his 1927 Saloon, Geoff and Siriak Shepherdson in their 1927 Sports, and Justin McKeering in his 1929 Chummy. All the cars looked splendid and attracted plenty of attention from admirers and cameras.



President Steve and his son "Davo"

Many of the assorted British cars were from the 1950s thru to very recent models, these days our Sevens are actually now the largest group of older cars. But other clubs do get a good roll up, I am informed by Tony of the Triumph club that 44 cars of his club were there! The MGs had the largest display this year.

The day was very warm and shade was at a premium with a healthy stream of customers at the canteen run by the college, taking advantage of the shade. Everything was run very well, mostly by volunteers I suspect from the college community and car clubs, the cars were parked quickly and efficiently and even the facilities were regularly cleaned,.

Our reporters tell us that visitors from the club who did not bring an Austin included Ted & Daphne Bale, Ken Bell, Peter Baker, Ken Folliott, David Barnett (Rolls Royce?) , a new member Stephen Went (sorry I missed you) , the writer of this article and just before we were packing up , our treasurer John Que even made an appearance, after his sister Twink told us she had to ring him to remind him the event was on!



Justin in his Chummy

Post Script: what happened to my 1929 Saloon? Well the sump was populated by many small pieces of a white metal of different sizes, and at least two big ends are now very loose!

Tim

Saturday 28th March to **2020** *Friday 3rd April 2020*

AHMF
NATIONAL MOTORING FESTIVAL
MILBURN - WODENBEE
28 MARCH - 3 APRIL

Est. David Hey
SSA
Meals & Entertainment

Australian Historic Motoring Federation Inc.
This event is open to:
- Veteran, Vintage and historic vehicles more than 25 years old.
- Cars, caravans, motorcycles and commercial vehicles.
- Enter by 30/06/2019 for Early Entry Draw - accommodation for the entire event.
All information and entries on AHMF website

Visit: ahmf.org.au/2020Tour ✉: 2020Tour@ahmf.org.au

LETS GET TECHNICAL!!

BP FUEL NEWS JANUARY 2010 PETROL LIFE IN VEHICLE TANKS

Petrol is a mixture of many components with different properties that contribute to the performance of the fuel. When petrol is left out in an open container exposed to the air it will in time completely evaporate. As it evaporates the composition and properties will change because different components evaporate at different rates. This is a normal feature of petrol and the same process takes place in equipment fuel tanks. Where petrol is kept for more than a week in equipment tanks then it can become stale and it is better to add fresh fuel before using. Examples are classic, veteran and vintage cars and bikes, racing cars and bikes, drag cars, boats, dual fuel vehicles, lawn mowers etc.

Generally petrol will last in equipment fuel tanks for about 3 weeks at a temperature of around 20 deg C, after that it will perform better when fresh petrol is added.

Petrol will last in sealed containers for more than 6 months, while some breathing will take place this is not enough to significantly affect product quality. The light components in petrol are lost first as the petrol sits in the fuel tanks. These components provide valuable octane benefits during cold start. Because they are volatile they compose most of the air fuel mixture during cold start, if they are absent then the mixture becomes lean resulting in higher temperatures, pre ignition, detonation and piston damage. This is generally the cause of piston damage in high revving engines used in boats and small engines such as chain saws etc. The portion of the petrol that remains

has a higher density and higher octane but this is not available during cold start resulting in hard starting. Because the fuel carburettors and injectors operate on a volume metering system the higher density means that more fuel is introduced for a given volume of air and so the air fuel ratio is fuel rich. If all the fuel cannot be burnt then it forms carbon deposits that will foul the spark plug and cause the engine to stop and not start. This is generally the cause of problems in classic cars where the engine stumbles and hesitates or cuts out. With long storage periods, especially in the presence of hot weather or engine heat the petrol can oxidize to form peroxides. These compounds can attack rubber and metal, stripping away the liner on fuel lines or copper from fuel pumps and attacking rubber hoses. These normally take a few months to form in sufficient quantity to cause a problem. This process is faster if Ultra Violet light can get to the petrol

How long does fuel last? (Autospeed online magazine)

This is an important question when you've got a car that's rarely driven or you have fuel stored in drums. The last thing you want is a tankful of 'off' fuel that can damage your fuel system or possibly even kill your engine.

According to Shell Australia's Technical Advice Centre Manager, Warren Scott, you can generally store fuel in a sealed container for around six months before it starts to deteriorate. This assumes it's kept relatively cool and away from direct sunlight.

"But if the container is not properly sealed or it's repeatedly opened, [fuel] will start to evaporate and you lose some of the light components in the fuel," Mr Warren says.

Those light components include highly important butane. As these components are lost, the fuel loses its volatility. Mr Warren says this makes the car difficult to start.

In warm conditions, fuel is especially prone to oxidation which causes lacquer and gums to form. As a result, the fuel turns dark in colour, loses its clarity and smells like paint stripper.

Gary Whitfield, Senior Fuel Chemist at BP Australia, says that in the right conditions, fuel can last up to 12 months. But once the container is opened, the fuel will start to degrade.

"Once the seal is broken, a vapour space is formed in the container and the fuel will start to deteriorate more rapidly," he says.

Okay, so what about fuel that's left in your car's tank for a long period of time?

Mr Whitfield claims fuel in a car's tank can last for up to four weeks before it becomes considerably denser. When this happens, the engine is effectively over-fuelled (without any change in injector pulse-width) and there's an increased chance of carbon deposition onto spark plugs and inside the combustion chamber. This can cause driveability problems such as stutters and misses.

"Regular unleaded fuel will lose a small amount of octane over time but in our low-sulphur and high detergent Ultimate fuel it might increase very slightly. It might increase 1 RON in four weeks – but it's not something I'd bother chasing," he says.

"Keep in mind that typical variation in BP Ultimate is 98 – 100 RON while normal unleaded ranges between 91 – 93 RON."

Mr Warren says that in most cases, it's only when fuel is left in the tank for several months there's the risk of engine damage. This is much more likely to occur in cars running dual LPG/petrol systems.

"By this time the fuel will have gone dark and gummy and can clog the fuel pump, filter and injectors," Mr Warren says. It can also leave a lacquer deposit on the inside of the fuel tank which is difficult to remove.

In addition, it's important to be aware that fuel brews – specifically fuel volatility - varies on a month to month basis. Standards vary from state to state but, generally, volatility is reduced during summer months to reduce evaporative emissions. Mr Whitfield says this typically makes the engine slightly harder to start but there is no change in octane.

Lachlan Riddel, proprietor of Gold Coast based tuning company Chip Torque, frequently dyno tests cars which have not previously been driven for several weeks.

"On the fuel mix we have in Queensland, I think fuel in a car's tank is starting to go off in around three weeks," Mr Riddel says. "We can tune a car, put it away for three or four weeks, come back to it and it will be either closer to detonation or less likely to make the same power.

"I think local fuel is brewed to reduce evaporative emissions in warm weather and, maybe because of that, fuel really goes crappy in eight to ten weeks. By that stage, the fuel is extremely prone to detonation."

Interestingly, Mr Riddel hasn't noticed the engine becoming harder to start but the effect on octane is pronounced. Similarly, the General Manager of Melbourne's Advanced Vehicle Operations, Steve Coates, believes fuel tends to go off in a car's fuel tank quite quickly once it's a couple of weeks old.

"After a couple of weeks not driving a car, I find that it will be closer to detonation than it was at the time of tuning on the chassis dyno," he says.

“And the brand of fuel seems to make a difference as well – I find that Mobil and BP products are probably the best after being stored but Shell Optimax is really good when it’s new.”

Clearly, there are some important factors to keep in mind when storing fuel in a container for several months or when parking your car for a few weeks.

Our recommendation is not to run the engine at high load with fuel that’s been in the tank for any more than three of four weeks and it’s a good idea to add at least 25 percent fresh fuel to the tank every few weeks. This will help ensure there are no fuel-related driveability problems or detonation and will reduce the chance of lacquer building up inside the tank.

A Letter from Wayne Styles to the Pre-war Austin 7 Club (UK)

I too have experienced stale petrol issues with unleaded petrol, in fact three different problems. I only purchase Shell fuel and whilst I don’t know whether they mix different additives for each climate I doubt that the fuel from the UK differs from Australia. My experiences only refer to unleaded issues, not ethanol as that is a whole new ball game.

Two years ago, my lawn mower that hadn’t been used over the winter months wouldn’t start and had to have a complete fuel area overhaul. At the same time, my camping generator had the same problem but couldn’t be saved due to parts unavailability and the final straw was when I tried to start my chummy that hadn’t been used for a year or so, thus I had to remove the tank and provide a total clean up.

As a result of the aforementioned I read as much as I could about the matter and also attended an address by a professional organisation and learned what I felt would work for me. Apparently, ULP starts to go off after about 90 days and the higher the octane the quicker the problem becomes an issue. The fuel starts to thicken and ends up like treacle hence all 3 of my earlier disasters. I have switched to 91 octane fuel with little effect to the vehicles performance, I always store my Austins with full tanks to minimise rust issues and I now add an American additive [Stabil] to the fuel when I store it which prolongs the life of the fuel for up to 12 months. The secret to this stuff is that it is added to a full tank of FRESH fuel but be warned if it is available in the UK it won't be cheap.

Two years on and this works for me, maybe it can work for others too.

Wayne Styles. (Down under)

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 1936 Austin 7 Tourer

– good solid older restoration. Bottom end of engine thoroughly engineered by Bob Booth in Melbourne. Brakes, steering and suspension attended to. Car seen performing very well all days at Yamba.

Price Negotiable and will even deliver to Melbourne for a buyer! **Ken and Merle Bradford, Agnes Waters, ph. 07 4974 0684 or 0458 749 684.** Will listen to all interested enquiries. **(3x)**



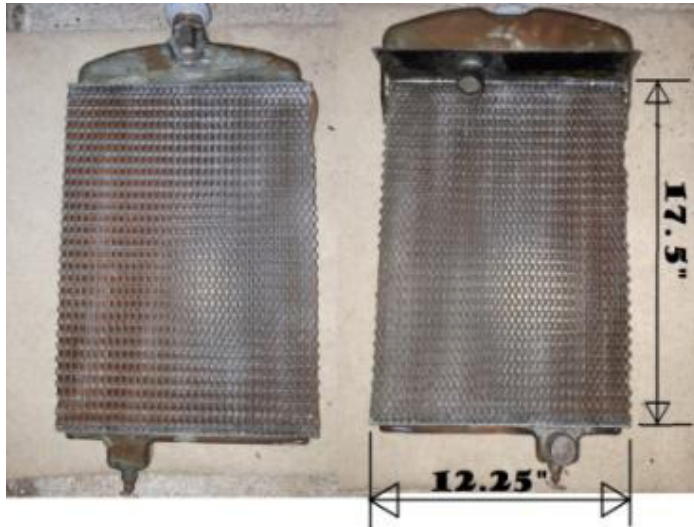
1936 Ruby on the road at Yamba

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. **(1x)**

Wanted Carburettor - I am chasing is a Zenith 24T2 originally produced for the Massey Ferguson tractor. The carburettor that was adapted with settings for an Austin 7 has a Zenith type number F1372 stamped adjacent to the petrol inlet. Any condition to contact **Joe McCormack on 07 33799187. (1x)**

Wanted A7 late block - Help, I need an A7 1934-6 engine block to take 30 thou oversize pistons. I can bore out to this size if less than this. Or, a 30 thou block that can be honed. In good condition. Club member in Mackay. **Phone Barry Leeming on 0412771800 or Email barryleeming@gmail.com**. I can arrange pick up. Also can swap for other A7 spare parts. (1x)



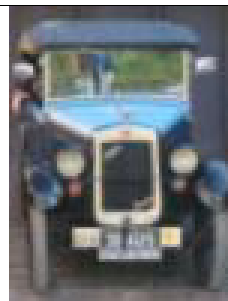
For Sale - Radiator core to suit late 1930-34 model

Joe Wilson has the pictured radiator for sale, Core measures for top tank to bottom tank 17 1/2 inches X 12 1/4 inches. This is not the same as the earlier 1928-1930 model. Joe is asking \$600. Core has been replaced by the Honey Comb Radiator Company at Northgate (2nx)

3 speed early gearbox (no speedo drive) Fully rebuilt by Needham in Melbourne, Cost \$2200. Yours for \$1700
Joe Wilson can be contacted on **07 33785379 (2x)**

For Sale - Radiator shell to suit the above

I have a good 1931-34 chromed plated over brass radiator shell that perfectly matches the above core. Asking \$100. Has reasonable original chrome finish on it with a few minor marks and dints along the bottom.
Tim Braby 0405 740 418 (2x)



STILL FOR SALE:

Queensland personalised plates **AUS 30** you can use on concessional rego. Asking for interested offers, 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 (6x)

EDITOR/PUBLISHER

Tim Braby, 43 Arcola Street Aspley Brisbane Q4034

Mob 0405740 418 H. 07 3359 2086

tim.braby@optusnet.com.au

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.