



NEWSLETTER

**("Covid-19" Special No 3)
Summer October
2020**



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



16 brave little Austins seen to make a brave post Covid-19 appearance at our Annual Static Display in August at the Morningside School of Arts. Read all about it inside, along with our first club meeting and AGM.

EDITOR TIMS BIT: SERENDIPITY OR HAPPENSTANCE?

In August 2 bits of happy happenstance occurred. Firstly I was talking to Hugh Cullen who has just bought the Brindleys Ruby roadster Hugh mentioned the reason that he bought an Austin 7 that he owned a green Austin 7 Chummy in about 1966 that he sold to a chap who lived at King Arthur Terrace, Tennyson



and that it had no hood. Greg Riddel was the chap who bought it 1966, then sold about 12 years later. Your Editor bought it in 1978 (photo above), now painted terracotta orange, named it "Porkchop", sold it in 1990, bought back in 2007 and then sold again in 2014 after an unfortunate accident. You can read more in the April 2016 Newsletter.



Secondly I was talking to former member Bob Rogers who lives not far from me, when he asked did I know what happened to his father's car, which was a green chummy.

The second car belonged to Bob's father Don Rogers in Victoria and is one that Don and John Stamp built. It was painted in a distinctive pale green body, mudguards and wheels, with whitish sides and a dark trim stripe around the whole body. Just recently I confirmed with Bob that it is definitely the same car that Lang and Bev Kidby bought and drove up to Cape York in 2017. Where it is now I am afraid I do not know, can any tell me so I tell Bob Rogers?

A final third coincidence. At the beginning of the month I slipped over the NSW border the very day after the restrictions were lifted to catch up with my nephew and family staying with friends at Fingal Head. I was told the people who own the house have a cousin who owns an old Austin, the cousin turns out to be Colin Jones!!

Tim Brabby

(PS Coming next newsletter: "Duncan of the Antarctica" & "AOA2020" details)

PRESIDENT'S REPORT 2020

Twenty 20 isn't a bad form of cricket but as a year it's been a stinker. Everyone knows the destruction that Covid-19 has wrought and in global terms the impact on the Austin Seven Register of Queensland is tiny. But viewed through the lens of our clubs operations the impact has been huge. As far as I can ascertain in the last fifty years the club has never cancelled a meeting but so far this year we've missed four and all the associated rallies, runs and events.

However while we've not been active as a group I can report that many members have been very busy in the Austin 7 world. A quick review of the parts sales shows that many members have been busy tidying, building and repairing their cars. In regard to this we all owe Trevor and Doug a big thanks for keeping our spare parts department open over the break, while many clubs had a hard-shut our team kept supplying us with all those good bits that we need. When we weren't busy in the garage we had plenty of good reading to catch up with thanks to Neil and Tim. Neil sent out a great series of articles over the first part of the year to keep us entertained. Tim did what Tim does, knock out excellent newsletters filled with news, stories and classifieds.

Maybe not as visible to members as the people above the other committee members kept working away and so a big thanks needs to go to Robyn (couldn't run a meeting without her beside me), John who's got our new MYOB system working, Alan in the library and Brett for picking up the slack when I can't make it to meetings. Not to forget our favourite raffle lady, Valda, who never fails to sting me for a few bucks. I should also make a special thanks to everyone who helped out by providing supper throughout the year, and if you included cocktail franks in your supper menu then I'm sure Alan would like me to give you an extra special thanks.

Despite the wretched year the club remains strong with our overall number of members steady and sale of spare parts on par with last year's efforts. What meetings we did have were well attended but it's true we could always do with a few more to keep the conversations lively.

When we could get out we did it in style with club runs well attended as we explored Brisbane and the surrounds. We got down to the bay, out to the western suburbs, up in the hills and even spent a morning looking for koalas without success. We learnt that none of us are going to get a call up to play lawn bowls for Australia in the near future, but hopefully we'll get a chance to practice again soon if the bowls club will host us again.

Members were active at other events and runs such as the All British day or the ever popular LAMA weekend. Some members really got out and about with Lindsay and Sharon over in Indonesia for work, many members travelling around Australia and one, Duncan Logan, really going all out with a stint in Antarctica.

While 2020 might be a bit of a wash out the future is bright for our club, lots of members have interesting projects underway and all those events we've missed this year will be run as soon as possible.



While I've mentioned a few of our members above I really want to give a special thanks to our wider membership base, without you we'd not have a club. For me the club provides a great source of community, friendship and camaraderie all of which is invaluable at anytime let alone now, so I thank you all. It's been an honour to represent the club in 2020 and I look forward to a great 2021.

Steve Davidson President A7RQ Inc.

A7 Register of Qld. Committee 2020 - 2021

President:	Steve Davidson 0418 814 501
Vice President:	Lindsay Jordan
Secretary:	Robyn Clark (07) 3800 1965
Treasurer:	John Que 0409 893305
Editor:	Tim Braby 0405 740 418
Spares/Tech:	Trevor Moore (07) 3848 5575
Second Hand Parts:	Doug Clark (07) 3800 1965
Runs & Events Coordinator:	Neil Thyer (07) 32179880
Webmaster:	Neil Thyer (07) 32179880
Dating Officer (North side):	Tim Braby 0405 740 418 (Southside): Trevor Moore (07) 3848 5575
Librarian:	Lindsay Jordan
QHMC Representatives:	Steve Davidson & Justin McKeering
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.

austin7.org.au/events& Face book Austin7 Register of Qld Inc.

AUSTIN 7 REGISTER OF QLD. CLUB EVENTS FOR 2020 & BEYOND!!

IMPORTANT NOTICE ABOUT AUSTIN 7 REGISTER OF QLD. EVENTS

I will endeavour to keep you regularly informed of A7 Reg. Qld updates as they occur by updating our website. Please let me know if you hear about any of the "External Events" that I have listed on the A7 Website that have been cancelled or postponed.

Also Very Important: Make sure you have cancelled any accommodation bookings you may have had for any cancelled or postponed A7 Event.

Please contact me if you have any suggestions/comments etc. about our A7 Websites. Always check our A7 Register Qld Web site for possible recent updates/cancellations/postponements prior to attending any event. And IF IN ANY DOUBT - contact the event organisers to find out what the situation is.

Happy Motoring and stay safe & well in these difficult times,

Neil Thyer (ph. 0431 067 909) A7 Qld Reg. Events Coordinator & A7 Web Master

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

Saturday 10th and Sunday 11th October 2020 - A7 Register October Event: LAMA Annual Invitation Run Weekend Sorry, it had to be Cancelled.

Saturday 10th October: External Event: Friends of Tingalpa Cemetery Heritage Group have invited our club to their Decoration Day – 152 Anniversary at 1341 Wynnum Road Tingalpa commencing at 10am. A musical and Historical program will be presented. Bring your A7 and park in the grounds or come modern and park in Smith's Chips carpark next door. For further info and check if it still please contact Neil ph 0431 067 909

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

Sunday 15th November: A7 November Run. Run details TBA. BYO Morning Tea & Lunch.

Friday 11th December: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale. Members are requested to bring a plate of Christmas Food to share.

Sunday 13th December: A7 Club Christmas Get together The Christmas Party for 2020 will be a Breakfast menu Brunch commencing at 9.30am and is to be held at the Clubrooms, Carindale. Food will be supplied by the A7 Club but all drinks (hot or cold) are BYO. Members are requested to wear 'Christmas' attire. A Christmas Raffle will be conducted on the day. Members are to notify Robyn (Ph: 3800 1965 or Email: doug_robynclark@bigpond.com) no later than 23 November if they are attending. As this is an A7 Reg. Event, members are encouraged to drive their A7s. This information is also on our A7 Website in the 'Events & Monthly Runs' section.

INVITATION TOURS AND SWAP MEETS

(AND OTHER EVENTS OF INTEREST).

Please note some events may still be cancelled.

Gympie Steam Festival Saturday 17th 9am to 9pm and Sunday 18th October 9am to 3pm

At the **Gympie Gold Mining and Historical Museum** situated at the southern gateway to the city within the Lake Alford Parklands. (not a car event but of general interest, easy to drive there with highway upgrade.)

Saturday, 6th and Sunday 7th February 2021 - 49th Toowoomba Swap Meet has been cancelled due to ongoing Covid restriction making this event not viable. If you have a booking for a site, please contact bookings@toowoombaswap.com or by phone on 0400 345 564 before 31st December, 2020.

Tuesday 24th-Sunday 29th August - Austin's Over Australia 2021 held at Port Stephens (north of Newcastle). Expressions of interest are invited. Please contact Rally Director Robert Miller and Rally Secretary Dawn Miller at Austinsoveroz2021@gmail.com

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

All the other Austin 7 Clubs in Australia have already made bookings for accommodation to the event, and Queensland does not want to be left behind. If you want to be with other Qld A7 folks, several have already put their names down at the Figtree c/park as the Qld Warrnambool Rally HQ, no deposit is required at this point, all that is necessary is contact details and your choice of accommodation will be allocated. As of writing there were about 32 names who have chosen the Fig Tree..

You can contact Brian at the BIG4 Figtree Holiday Park at 33 Lava Street Warrnambool Vic 3280, Telephone (03) 5561 1233 email reservations@figtreepark.com or look at www.figtreepark.com.

We did send out an email a while back, but if you missed it please contact Tim Braby on 0405 740 418 or Ronda Guthrie on 0417 737 773.

18th July to 25th July 2022. Austin 7 Clubs Association UK rally at 'The Fire Services College' Moreton-in-Marsh, Gloucestershire.

the A7CA is running this week long event, hoping to get 1000+ Sevens and encouraging Sevens to attend from around the world. It will be a "biggy"!



They have interest from Australia, NZ, USA, South Africa and, of course, the rest of Europe.(cont'd. over)

Displays

It is planned that an extraordinary collection of cars and historic items will be assembled for display at the Centenary event in July 2022.

The display will be of great interest to all who attend this celebration of 100 years of the Austin 7 and will bring together – almost certainly for the first and last time – a breathtaking and extremely valuable range of vehicles, memorabilia, trophies, artworks and documents representing the history of this diminutive and much loved car. *(If this is anything like the display in 1997 at Gaydon, this will be well worth looking at!)*

Items and cars are being requested from far and wide and the organisers will be delighted to hear from anyone who has important or significant Austin 7 vehicles or related objects, and who would consider having them as part of the displays.

Two types of display are being planned.

The first is a collection of cars that will show the extraordinary variety of Production and Sporting forms that have been built since the Austin 7 was launched in July 1922.

Sporting cars of truly historic importance, and production cars of remarkable originality are to be put on display – including some that are rarely, if ever, seen in public.

The second element will be made up of a fascinating range of items drawn from the Association archives, and others from private collections, giving the visitor a close up view of historic and wonderful objects that form an extraordinary record of the Austin 7 – the car and the people associated with it.

Innovative and entertaining ways are being planned to display the collections but one thing is already certain – it will not be a dusty old assortment of artifacts that one might imagine would be brought out for such an event. It will be a truly spellbinding array that will thrill and delight its audience.

The aim of the Archivist is to make visitors gasp with surprise and joy when they see what is on display and we guarantee that it will be a highlight of what promises to be the most memorable week in the 100 year history of the wonderful Austin 7. The archive display will be open for viewing from the Wednesday of the rally week and will close on the Saturday evening, giving attendees plenty of time to view the displays.

The Venue

The Fire Service College is located on a 350 acre site which was originally the home station of 21 Operational Training Unit, Bomber Command, responsible for training aircrew to fly Wellington bombers.

The airbase remained operational until the late 1950s when it became a fire training centre.

On-Site Accommodation

The Fire Service College has well-equipped en-suite accommodation comprising:

270 double bedrooms and 30 double/twin bedrooms in three blocks (Bowles, Tanner & Braidwood).

The twin rooms in Bowles could be used as family rooms. 5 of the rooms in Tanner are accessible.

80 single bedrooms in a fourth block (Bridges), recently refurbished with 3' 6" beds.

The rooms are of 'Premier Inn' standard, all en-suite with towels, TV, free Wi-Fi, tea & coffee facilities, Gideon bible, etc.

It is located in the Cotswold's Area of Outstanding Natural Beauty, 1½ miles from the centre of Moreton-in-Marsh and a c.25 minute walk to the station for trains to London & Oxford.



**AUSTIN 7
CENTENARY
RALLY**

19th - 24th July 2022

The Fire Services College, Moreton-in-Marsh, Gloucestershire

A week-long celebration of 100 years of the Austin 7
Events, entertainment, accommodation, catering,
leisure facilities, and over 1,000 Austin 7s !

Organised by The Austin Seven Clubs' Association Sponsored by RH Specialist Insurance

Details will be published on www.a7centenary.com

RH

There are many attractions and places to visit within a 20 mile radius of the College – a list of these will be provided.

The 'hub' of the event will be the Four Shires mess building which has a large foyer.



Aerial view of the College and grounds

Foyer of the Four Shires building

There will be a large reception/registration table and a notice board for standing instructions and day-to-day information.

Upstairs there are 5 meeting/conference rooms of varying sizes in which the Archive displays will be situated.

A map room will be set up which will include details of routes and places to visit.

There is a rack containing tourist brochures in the entrance.

There is a chapel which is open 24 hours a day. A simple non-denominational service is held every week on Thursdays at 13:00 hrs, to **which all are welcome.**

Free use of the sports complex facilities is offered, including the fitness centre (yoga, pilates), table tennis, sauna and a 25m swimming pool. There are 2 tennis courts.

We can use the 'Black Garage' if any cars need to be worked on under cover.

There is an extensive wooded area which would be great for children to play in, make dens, etc. (Forest School sessions are held there.)

The Fire Service College is used for training specialist sniffer dogs, so entrants' dogs are not permitted to enter any part of the site and therefore cannot be brought to the event.

MINUTES OF PAST A7R2 MEETINGS

Austin Seven Register of Queensland Inc

Meeting No. 594, 15th August 2020

Held at the Veteran Car Club Hall, Carindale.

The President Steve Davidson declared the meeting opened at 10.05 am, with a welcome to everyone & reminded all about social distancing, toilets etc.

Present: 24 member signed the attendance book. 1 visitor

Apologies: M Potts, B&A Wilson, T&B McCulloch, M Dodge, E Abrahams, R&R Guthrie, T Bale, K Matthew, J&R Ikin, Cathy Rigden, P Baker, P Goldsworthy

Previous Minutes: Robyn read the minutes of the March meeting and moved they accepted as a true and correct record. Seconded by Alan Couser. Carried

Business arising from Minutes: Constitution. Alan asked about Pre-war Cars.

Correspondence IN: Newsletters from other clubs as tabled

Emails from & about QHMC, also Affiliation fees waived until June 2021

Veteran Car Club re updated on clubrooms & virus rules for cleaning

(2) Office of Fair Trading re law changes & form to be returned after AGM

Tax Invoice from Gallagher Insurance

Note & Book from Ian Buttsworth for library

Duncan Logan re new address

Phone call from Terry Hulst, Maryborough re 2 rusty wheels with tyres for sale.

Emails re Events cancelled

Membership Renewals & new Membership forms. Hugh & Judith Cullen, Cleveland, Peter & Catherine Rigden, Glass House Mountains & old member re-joining Geoffrey & Marion Rogers

OUT: Thank you to Ian Buttsworth

Sympathy card to the Mardon Family

Email to QHMC re proxy vote

Membership form to Ray Scarlett, Kawung, Hervey Bay,

Phone call re Morningside School of Arts Hall re Static Display

Robyn moved the correspondence be approved as read and the outward endorsed. Also new members be approved. Seconded by Tim Braby. Carried

Business arising from Correspondence: Nil

Treasurer's Report: Nil

QHMC Report: Members to carry financial membership cards to prove they are financial with clubs as police are checking.

Spare Parts Report: Trevor reported no parts are available from Victoria.

Second Hand Parts Report: Doug has been busy while in lockdown.

Editors Report: Tim has the newsletters ready for post. Would like some stories from members (What have you been doing while we all have been in lockdown.)

Dating Officer: Hugh Cullen has his car on the road.

Web Master Report: Neil has been busy updating all members on events that have been cancelled.

Club Events: 16th August Static Display, Morningside School of Arts Hall, 9am to 1pm

26th-27th Sept Veteran Run

Oct no run

15th Nov Organised by Ian & Valda McDowell

13th Dec Christmas Party

Other Events:

22nd Aug Veteran Car Club Swap. 8am clubrooms.

26th Sept Bayside Car Club Biggest Morning Tea, 10am Ormiston State School, gold coin entry

10th Oct Tingalpa Church

10th-11th Oct LAMA Invitation Rally CANCELLED

Past Events: 15th March organised by Alan Couser. In newsletter

Library Report: Nil

General Business: Noosa Hill Climb in November

Fabric universals discussed.

Report on cars or Car troubles:

Birthdays: Happy Birthday to members having a birthday in August.

Raffle: Valda selling tickets for our raffle which will be drawn on Sunday. Thank you to Neil Thyer for donating the leadlight Q7 he made. Tickets \$1-00 each

Sick members wished a speedy recovery. (Gil Leach & Peter Goldsworthy)

Supper Organiser: Nil

Committee Meeting: TBA

Next Meeting: 11th Sept

Meeting closed at 10-45am

(We had a break for a cuppa while waiting for the Treasurer to arrive).

Annual General Meeting no. 48 - 15th August 2020

Held at the Veteran Car Club Hall, Carindale.

Meeting commenced just after 11 am

Lindsay Jordan stood as the electoral officer as all existing office-bearer positions were declared vacant and nominations for all positions were invited. As a result, the following is a list of newly elected A7 Executive Members for 2020-21:

President: Steve Davidson

Vice-President: Lindsay Jordan

Treasurer: Election of role held over. John Que to retain the position at this stage until the Audit is completed

Secretary: Robyn Clark

Newsletter: Editor: Tim Braby

New Spare Parts: Trevor Moore

Second-Hand Spare Parts: Doug Clark

Events' Coordinator: Neil Thyer

Web Master: Neil Thyer

Dating Officer – North: Tim Braby

Librarian: Lindsay Jordan

Raffle Person: Valda McDowell

Dating Officer – South: Trevor Moore

QHMC Rep: Justin McKeering

Congratulations to all those Executive Members who are either continuing in their role or were newly elected. The President also thanked those members who were stepping down from their roles on the A7 Executive.

The AGM concluded around 11.45am.

Austin Seven Register of Queensland Inc

Meeting No. 595, 11th September 2020

Held at the Veteran Car Club Hall, Carindale.

President Steve Davidson declared the meeting opened at 7.45 pm with a welcome to all, then reminded members of the rules of the clubrooms, social distancing & Toilets.

Present: 16 members signed the attendance book

Apologies: L&S Jordan, T Braby, M Hawthorne, E Moore, M Potts, J McCarthy, M&M Thompson, S&J Hayes & R&R Guthrie

Minutes: Robyn read the minutes of the August meeting, then moved they be accepted as a true and correct record. Seconded by Neil Thyer. Carried

Business arising from Minutes: Constitution passed by members

Correspondence IN: Newsletters from other clubs

Veteran Car Club re invoice for rent & Executive members & Club details.

Membership renewals

OUT: Card to Mike Hawthorn

Robyn moved the correspondence be approved as read and the outwards endorsed. Seconded by A Couser. Carried

Business arising from correspondence: NIL

Treasurer's Report: John gave a 6 months (March to August) report on the clubs finances. Asked for questions, then moved his report be accepted. Seconded by T Moore. Carried

QHMC Report: Nil

Spare Parts Report: Trevor stated business has been slow, & the Melbourne parts department is shut at present.

Second Hand Parts Report: Doug thanked Mike Hawthorne for giving the club 5 16" wheels. Ken Bell has already bought 2 of them.

Editor Report: Nil

Dating Officer Report: Nil

Web Master Report: Everything up to date on the website. Members asked for information & photos if going to other club runs.

Club Events:

10th Oct Tingalpa Church, Wynnum Rd, Cannon Hill. 10am to 1pm

15th Nov Organised by Ian & Valda McDowell

13th Dec A7 Christmas Party

Other Events:

26th Sept Bayside Car Club Biggest Morning Tea, Ormiston State School, 10am gold coin entry

4th Oct Noosa Classic Car Show, Noosa Sports Complex, 31 Butler St.

10th-11th Oct LAMA Invitation Rally. CANCELLED

Toowoomba Swap February 2021 CANCELLED

24th-29th Aug 2021 Austins Over Australia, Port Stevens

Past Events: A7 Static Display, 16 cars. Peter & Nell Dorman won the raffle. Congratulations.

Library Report: Nil

General Business: A7 Christmas Party to be discussed at committee meeting possible BBQ Breakfast at Clubrooms. ???

A Holden Ute won 1st prize in the RACQ Motorfest competition.

Report on cars &/or Car troubles: Brett Reif & Peter Cahalanes A7 are having work done at Peter Bakers. Hope they are on the road again soon.

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

Raffle: Valda selling tickets in tonight's raffle.

Sick Members wished a speedy recovery.

Supper Organiser: Nil

Committee Meeting: TBA

Next Meeting: 9th October 2020

Meeting closed: 8.30 pm. *Robyn_*

YOUR A7 MEMBERSHIP CARD.

Following on from advice received from the Qld. Historic Motor Council, for members with cars on Concessional registration, it is recommended that while on all Events and Runs, you carry your current Membership Card along with any information about the event you are attending. It will be necessary to produce this information if you are confronted, for any reason, by a member of the Police Force while participating in an Event.

NEWS OF MEMBERS AND CARS

Welcome To New Members

Member #369 Peter & Holly Bellars of Eaton's Hill have a 1927 Roadster, be interesting to see this one!



Farewell Cliff

Recently we heard from the Stockley family down in Tuncurry, across the NSW border about the passing of Cliff Stockley who had not been well over a few years.

Cliff was a bit of a character and he will be missed.

Hello Austin 7 Register of Qld.

It is with regret that I write to inform you of the passing of my father Cliff Stockley.

I know that Dad had many friends among the Austin 7 community and with many of you in the QLD club.

He had been unwell for a while and had only just returned home after having surgery.

He passed at home on Tuesday 30th June. Please forgive me for taking so long to notify you.

Kind Regards, Darryl Stockley

Advertising does work!

I also received a more happier letter from the Brindleys of Bundaberg.

Hi Tim,

Just letting you know that we have sold another of our little Austins. The 1936 Tourer with a Dickie Seat has gone to Brisbane to Hugh and Judith Cullen of Cleveland who has joined the Brisbane club and has got the little car re registered and driving her around and extra happy.

As you know Mal Hill of Victoria bought the Box Saloon and it arrived at his place yesterday morning by carrier from Brisbane. Brian said to remove the Chummy from sale as we are not fussed about selling her.

Thank you for your help in advertising our little ladies.

Ann and Brian Brindley

Merv and Pam Briggs have their ups and downs

Pam and Merv Briggs out Dayboro way have sold their little Yellow Truck, it has gone across the border down to Blues territory!

I also heard from Pam that Merv has had a serious operation in hospital, all the Committee hope you are recovering well, Mate!



Just a note on the Coleman Chummy.



After John's death the car passed to his son, Kai. The car had been displayed at the British Motor Museum, Gaydon, UK for many years and always generated much interest from visitors.

The PWA7C were fortunate to be able to borrow it some years ago for show on their stand at the annual Classic Motor Show in Birmingham. Around 2-3 years ago Kai expressed a desire to sell the car. It was eventually bought by the British Motor Museum and so is now a permanent feature there.

The Austin Seven Clubs' Association hope to borrow the car to add to a proposed display of iconic Sevens at the Centenary week in 2022.

Best from the UK. Chris Garner A7CA, UK

PAST RALLY and EVENTS REPORTS

A7 WEEKEND AGM & LUNCH – Carindale Clubrooms – 15 August 2020

The weather forecast for Saturday was “Cloudy. Very high (95%) chance of showers. The chance of a thunderstorm from late morning with gusty winds”. Well, the Bureau got it right. The silver lining to the miserable weather was that our planned AGM & Lunch at the Carindale Clubrooms turned out to be a successful event.

The two brave A7 drivers arriving at the Clubrooms in their cars were President Steve and Ken Bell. The rest of us were inclined to travel more comfortably in modern cars. In all, 24 members were present for our first combined Saturday A7 AGM and Lunch.

The morning, under an overcast sky, kicked off at 10 am with a COVID safe meeting held on the Clubrooms' veranda. The General Meeting, our first since March due to COVID restrictions, concluded around 11am. This was followed by the AGM, at which all existing office-bearer positions were declared vacant and nominations for all positions were invited. As a result, the following is a list of newly elected A7 Executive Members for 2020-21:

The AGM concluded around 11.45am. At this point, some members departed the Clubrooms to attend other engagements, while tables and chairs were reset for lunch and the BBQ was lit. At around 12.45pm, just as lunch was drawing to a close, the heavens opened up with a gusty storm, just as had been forecast. The drenching lasted only a few minutes – enough to give Steve's A7 (and Louie the dog) a thorough wash.

At around 1pm, it was time to clean up the venue and head home under a once again cloudy sky. Thank you, Robyn and Steve, for your efforts in organising this successful event.

Neil

A7 WEEKEND STATIC DISPLAY Morningside School of Arts – 16 August 2020

In stark contrast to Saturday's weather, Sunday 16 August was a bright sunny day with a maximum temperature of 23°C, perfect weather for our annual A7 Weekend Static Display. The Morningside School of Arts Hall, within sleepy Morningside village (especially on a Sunday morning), was awoken around 9am by the sweet buzz of A7 engines approaching from all directions along Wynnum Road. Arriving in their A7s



were Lindsay & Sharon, Doug & Robyn, Peter & Nell, Trevor & Elaine, President Steve, Ian & Valda, Ian & Deb & family, Editor Tim, "Round man" Alan, Ken Bell, Brett & Kylie & family, young Justin, older Justin (with friend Pat), Ian & Mary, Peter & Nell, Hugh Cullen and Neil & Karyn. Several other members arrived in their modern cars, including Greg and Ken. In total, 30 A7 members attended (and 16 Austin 7s). Throughout the day, we had approximately 31 members of the public visiting our great display.

Our Secretary, Robyn, was quick to set up her 'Control Headquarters' adjacent to the Hall entry, where she could administer/supervise the COVID conditions for this event, to which we were required to conform.

All A7s were now in place as our members and the general public, coffees in hand, wandered around, gazing in wonderment at the amazing array of our unique vehicles. As the day progressed, many of those present took advantage of the myriad of adjacent cafes and food outlets for their morning tea and lunch.



A glorious collection of Austin 7's

Peoples' Choice Car: 'Harry' - Neil Thyer & Karyn Matthew

At around 1pm, following the presentations, President Steve concluded the event and wished all a safe return home. Little did he know that the day was not yet over for some members. While the Clarks were travelling home along the Motorway, they noticed a maroon A7 broken down off to the side. Just like something out of the comics, Captain Clark & Wonder Robyn were quick to the rescue. Round man Alan had encountered a carbie problem that was instantly rectified by Captain Clark. All eventually arrived home safely. Our thanks go particularly to Robyn and Steve for their contribution to the success of this significant annual A7 Event.

Neil



Justin's racer "Alfred"

At around 12.30pm, President Steve assembles all present for the much awaited trophy and prize presentations. Prior to the presentations, President Steve thanked everyone for their attendance, as well as those who had contributed to the success of the Static Display.

Presentation results were:

Lucky Car Draw: Ian & Deb Waring

Cam & Judy McCulloch Trophy for Best Run Supporter: Doug & Robyn Clark (for the 5th consecutive year)

Raffle Draw (framed leadlight 'A7' made by Neil): Peter & Nell Dorman (for second consecutive year)

Peter and Nell accept their wonderful raffle prize donated by Neil



Veteran car Club Swap – Carindale Clubrooms – 22 August 2020



This was a small event as far as swaps go, but it was the first for a long, long time and we were lucky as this was the day restrictions were cranked up for 5 more weeks. Nice to see the usual 'suspects' from the world of Veteran and Vintage cars in attendance. Lots of pretty things to buy but the editor kept his wallet in his pocket. Members seen were Joe Wilson, Brett Reith, President Steve, Treasurer John and parts man Trevor.

Weekday Run to the Cooloola Coast 11 September 2020



For a birthday treat, I went on a weekday run with Gympie Pete in his 1927 Doctors Coupe a few weeks ago. The event was one put on by the Gympie Historic Motor Club for the retirees, but due to wet weather (yes it does rain outside Brisbane) we were the only real old car. Other cars included a tres chic mid 1960s Renault Floride, a warmed up Falcon and a lime green Mercedes. First we had a welcome cuppa at the clubhouse and made acquaintances. Soon it was time to leave and we were concerned we may get left behind but most drivers were happy to cruise along with the cute little yellow bumble bee shape just a few seconds behind, the others had to tag along as well to keep with the Team.

Needless to say we stuck to the back roads 99% of the way, once we got the southern edge of Gympie, we ventured Tincan Bay way, serenely proceeding thru Wolvi, then the township of Kinkin. The rain was getting a bit heavier, and the water was bubbling thru the corners of the firmly shut windscreen, and the Mercedes nearly got us all lost, but we eventually ended up at to Boreen Point on Lake Cootharaba, a

place we once camped in our A7s on a Combined Council Rally many, many years ago.

Today we were to have lunch at the Apollonian Hotel, a Grand old pub that was originally built in 1868 at Gympie in the Gold Rush Days and moved to its present site at Boreen Point, reopening 1988.

Now everyone remembers Slim Dusty singing the "Pub with no Beer". But in this case due to a power cut the song could go *"The Maid's gone all cranky and the Cook is acting all queer, What a terrible place is a pub with warm beer!"*



Even worse the only cold beer left in the lines was being drunk by the boys and girls in the Falcon who got in early and the steak burgers were almost glacial. Still we had very nice company and the time passed most pleasantly before we had to motor home again. One last squall of rain and we were travelling onto Pomona for a final regroup and ice cream stop in between the receding rain clouds.

All in all a wonderful day with Peter, even though neither could hear what the other said within the motorised sound booth that is called Baby Jane. The 4 speed box made getting over the many sharp hills and steep descents into sylvan valley's a lot easier, with pleasant green countryside all around us.

Thank you to my chauffeur for the weekend, Peter, and all the Girls and Boys in the Gympie club for a pleasant day away from the city traffic.

by **"The Outsider"**

Darling Downs Zoo visit 13 September 2020

On Sunday 13 September, members of both our A7 Club and the Bayside Club met at Apex Park, Gatton, at about 8.30am for morning tea. Those attending in their modern cars were the Clarks, the Moores, the McDowells and Alan Couser.

Following morning tea, we left for the Darling Downs Zoo at Picton. At the Zoo we were able to walk and see the variety of animals. Alan Couser was able to inform us of the difference between the two types of zebras, one being black with white stripes and the other white with black stripes.

A good day was enjoyed by those attending.

Trevor



80 years of the Jeep

(After your Register Editor received an article from Keith Collins which seemed to deny any link between the Austin 7 American Bantam-Jeep I found this interesting article on the American Bantam Car Club website which is a bit more sympathetic to the role of the Bantam in the story of the Jeep.)



Among people interested in automobiles perhaps none creates so much fascination as the American jeep, as well it might, for, with the possible exception of the Ford Model T, it is the most important vehicle in American automotive history. Certainly it is the best all around vehicle ever designed right up to this day, and its influence on today's passenger cars can hardly be overstated. The original jeep (pictured alongside) rolled out of the **American Bantam Car** company factory in Butler PA, USA on September 21, 1940 and was delivered to the U.S. Army at Camp Holabird, MD two days later on the 23rd.

(The **Bantam** is the direct linear descendant of the **American Austin**, a license built copy of the **Austin 7**) Given the interest, and particularly reviewing the huge amount of literature on the subject it is simply amazing how much misinformation circulates about the conception, design and development of the original jeep.

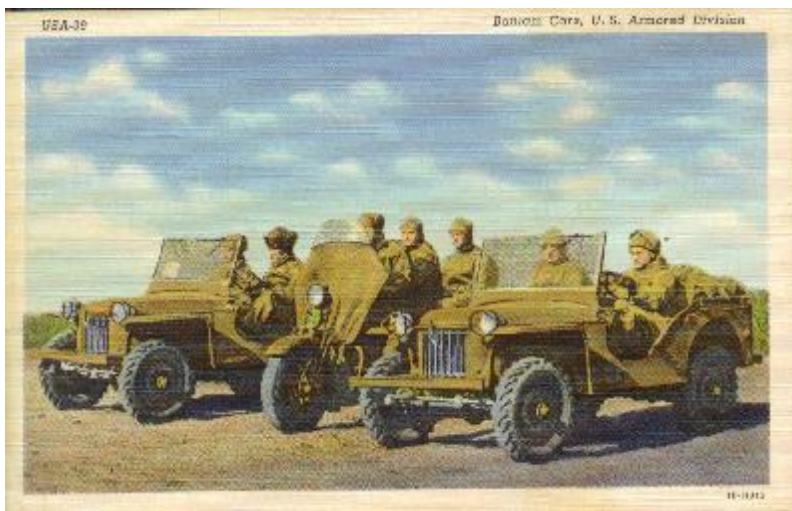
I confess to both being confused by what had been written in the past, and in my early years of looking at it no doubt added to this confusion myself, not having realized how hidden the real story was. Some of the misinformation is deliberate, beginning with the massive (and brilliant) advertising campaign by the Willys-Overland Company (and the many, many successors to the capital J "Jeep" ® franchise) to create the impression in the public mind that the Willys WWII version of the jeep, the MB (a fine version of the



jeep let it be said) had something to do with the original jeep, which it did not. It had nothing at all to do with it, and neither did the Ford Motor company which ultimately produced nearly as many WWII jeeps as Willys. Willys filed for trademarks on the name "Jeep" but was not granted it for a number of years after the war and after a long drawn out Federal Trade Commission hearing where they were issued a cease and desist order from advertising the suggestion that they, with the Quartermaster Corps had originated the jeep.

I come to the **Austin and Bantam marque**, including the BRC, not as an automotive "brand" enthusiast but as an admirer of design. For me it is the creativity and expertise of the designers and the elegance of the design that are fascinating, not a football team sort of Ford or Chevy enthusiasm. **The Austin 7**, and in this country, **the American Austin** and the successor the **American Bantam** were the original economy cars offered for to the public and as such are themselves extremely interesting and important designs. De Sakhnoffsky's **Bantam Roadster** for instance is a masterpiece: a pocket "boulevardier" in which full sized human beings do not look like fools. That sort of thing does not happen by happy accident, and neither as some argue, did the jeep just arise by some evolutionary inevitability. Bantam became involved in the jeep project specifically because it WAS a micro car manufacturer, and it is reference to the small size which is cited repeatedly from the very beginning that makes the jeep the jeep.

Everyone loves a success, and when the **Bantam** pilot car was unveiled at Camp Holabird, it was immediately recognized as a tactics changing weapon of enormous significance. Within a day it had started a virtual food fury in a number of quarters. Car companies competing with **Bantam** wanted a contract to build the new cars and many of the long un-promoted Army officers, hungry for any sort of recognition argued for years about who should get what credit, despite the fact that not a single one of them ever laid a wrench on the act itself or assisted translating the general specifications into plans from which an actual car could be built. Certain officers in the infantry claimed credit for simply desiring some kind of unspecified small car, but the Quartermasters Corps (QMC) was no less quick to jump on the bandwagon claiming fatherhood of the jeep. Politicians wrangled to oust one constituent company in favour of another.



It is hard to find any real interest in the project among the QMC brass prior to its delivery. However, among the junior officers and technicians at Camp Holabird, the Army's transportation depot, a civilian engineer Robert F. Brown and his crew deserves to share substantial credit with Bantam's engineer Harold Crist and its President Frank Fenn for developing the original rough specifications and outline drawing. The specifications and an outline drawing are hardly a car however, and even at that, specifying an impossible weight of 1275 pounds, they did not really describe

what was delivered, or what we now recognize as a jeep. The two thousand pound car was a Bantam decision, not an Army decision. Bantam determined to deliver the performance the Infantry desired, not the physical description in the specs which would have been a total failure if possible at all. The specs were simply the basic negotiation between the customer and the producer to try and balance what was desired in the ideal by the customer with what was possible for the contractor to deliver within the laws of physics and available technology.

My conclusion, in the absence of some specific evidence you may have, or what may turn up, is that the QMC got dragged into the jeep matter as the saying goes, kicking and screaming. The Infantry, particularly by the Chief of Infantry Gen. George Lynch and his aides William Lee and Ingomar Oseth were very unhappy with the QMC's provision of half-ton truck and variations on the motorcycle when they had asked for a small battle car. However it was Bantam lobbyist Charles H. "Harry" Payne who lit the fire for the project and did the heavy lifting in promoting the idea and getting it acted upon. Nearly

forgotten today, Payne, because of his early promotional efforts, was considered by insiders in Washington to be "The Father of the Jeep", and not without some cause. Breaking through the snarl of Army red tape, Payne had to appeal to the Chief of Staff George Marshall and two secretaries Secretary of War, Woodring and Stimson, to get the project off the ground. Some say he even went to the White House. It can be argued that despite his success in getting the Army to go to Butler and have a look, the ruffled feathers at QMC caused by his abrasive style and going over their heads prejudiced certain personalities against Bantam's later efforts to get orders for the car it had pioneered. However, it is recognized by all at the time that despite a lack of any real contribution to the engineering, without Payne the project may never have gotten off the ground at all.

From an engineering and design point of view, the closest we can come to "Father of the Jeep" is Harold Crist, a Bantam engineer who was instrumental in specifying the car with Bob Brown, co-designed (probably "mostly designed" is a more descriptive phrase) it and, with his assistants Turner and Hemfling, completely built the car from scratch. Crist never claimed sole credit for the achievement (perhaps the only person in the drama not to!) and always maintained that the jeep was created by several people. To assist in getting the surprise competitive contract the QMC decided upon, an engineer from Detroit named Karl Probst was hired by Fenn at Crist's insistence well after the jeep was conceived and laid out. The project had evolved to the point where Bantam needed blueprints to offer a complete bid. We can dismiss much of what we read about Probst being the "Father of the Jeep", because he wasn't. By the time he comes into the story the car is already specced and Crist is already working on a layout with the potential power plants picked. A comparison of the bid drawing complete July 1, and the car delivered which is nearly identical eliminates Probst who came to Butler on July 17th. Not to say Probst did not help a great deal because he did and he was a brilliant guy, but he did not conceive of or design the jeep in my opinion. A successful bidder would have to deliver complete, detailed build plans to the Army along with its pilot car, and that is what Karl Probst did during the build period, often having his crew formally draw up during the day what Crist and his crew had built the night before. Probst was hired first of all because he was the only one available on short notice for an iffy project and no money, and because of his reputation as a remarkably quick drawer of blueprints.

Anything you are likely to read about the jeep history typically glosses over the names of the men involved in actually designing and building the car because they generally don't know what the names are, or, where they do, it is inconvenient to mention them in



their various home spun views of history. Thus you will see generalized references to "the Army" and "little Bantam", as if this little car had been built by multitudes or committees rather than by individual men doing specific things on specific days. The history is there for anyone who wants to take the trouble to read it, but, almost anything you read of the thousands of books and article and documentaries are either wrong or misleading because of their incompleteness. The Infantry did not relish the concept of



facing the Wermacht on foot and had been trying to get the foot soldier on wheels for decades. Of course the Cavalry was very happy to have the Infantry on foot because, as always in the history of war, it made the horse guys so much cooler. In fact, like most customers without technical background, the people in this office had only a vague idea about the vehicle they wanted, and to the extent they did, had almost no idea of what it would look like or what the technology would be until they went to Butler Pennsylvania. That's okay, it was not their job to be engineers. Even as dispassionate an observer as Barney Roos, the brilliant Willys-

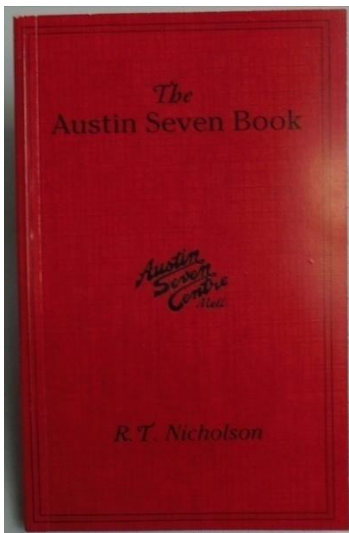
Overland engineer watching the proceedings testified that the Army had little idea of what a recon car of this sort would look like. Prior to that all they knew was that whatever it was had to be small and

light and carry 3 or 4 guys and go really fast, be 4wd and don't forget the heavy machine gun and plenty of ammo...and hey, could it also float?

Events following the delivery and testing of the Bantam, and its subsequent delivery of the first 70 jeeps ever in the following couple of months are too complex to go into in this brief space, and in any event mostly happened in 1941, and this is a 1940 celebration after all. Whether Bantam was "too small" to produce jeeps is a debate which will no doubt rage for as long as there are car enthusiasts. It seems clear however, that if the QMC had nurtured and developed Bantam and had given them the orders they had surely earned it could have secured the tooling and financing needed to come up to speed and then expand in the same way other small companies of this pre-war era such as Higgins Boat did. They might have grown into the job very quickly, and indeed as the factory stood was capable in theory at least of 300 cars a day at full tilt. Allowing for some warm up time to get the factory back in shape and the crews trained and organized it seems very clear that Bantam could have produced all to the 10,000 or so jeeps the Army ordered in the year after the successful Bantam delivery. Whatever the debate there is **no question** that Bantam was the first jeep, the first car to be called a jeep, the first jeep to be commissioned in the US or any other Army, and the first jeep to see combat. That seems like enough somehow.

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The Austin Seven Book by R T Nicholson. (*Reprinted after 80 years*)



A pocket sized 180 page Austin 7 technical book depicting models up to 1931 by the author R T Nicholson has been reprinted in limited numbers as a once only limited run.

Originally targeted and published for the D.I.Y owner in the period to enable them to repair or service their own vehicle in the absence of a service centre this book covers the 'how to' matters such as carburettor usage, correct lubrication, brake adjustment, timing etc. to name but a few.

This is a must have tool to accompany the Woodrow workshop manual and companion in any Austin seven owners library.

Due soon. It should be around \$65 plus postage.

Call Wayne Styles. 0417 532 412 or Email jenayne45@bigpond.com

Austin 7 Classifieds

Please note: to avoid congestion, adverts may 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 Ruby running board covers

(for 1934 to 39 Austin 7 with painted radiator cowl, not chrome radiator models)

Ken Bell bought a pair of rubber running board covers for his 1934 Box Saloon, not realising the new ones he ordered from Melbourne are for the Ruby which was introduced later in 1934. Ken is now a motivated seller and can be contacted on 0428 458 575 should your Ruby have need of a new set of lovely running boards.. He lives at Stretton, on Brisbane's Southside

For Sale Two Austin 7 wind jackets.

Soft comfortable cotton with relaxed fit, zip front, pockets, black with red collar and white and red flashes on arms. Detailed Austin logo and silver radiator mascot on back. Professionally made for Austin 7 Register .

Medium Size? Wot Offers? Contact Graham Pilgrim on 0422 905 555 (son of Frank and Marion)



Wanted 1928-30 Chummy or Roadster with coil motor, (not magneto) in running and registered condition wanted by a motivated buyer. Prefer a local car (greater Brisbane area) and do not want a car that needs to be finished. What offers please? David Barnett on 0414 015 145.



For Sale.

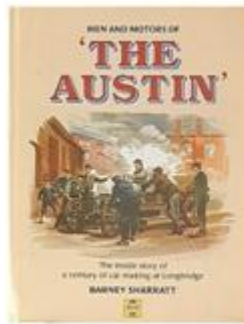
Austin 7 chummy, 1929 coil ignition model. A nice shiny red paint job, excellent hood and upholstery and fitted with a Holden body. (photo left)
It drives nicely and ready to rally. Asking \$26,000 Car in Victoria (\$1200 to ship up to Brisbane). Call Wayne Styles. 0417 532 412
Email jenayne45@bigpond.com

For Sale Austin 7 Cylinder Head Gaskets

- Made of Klingerite 1000 to early (low compression) pattern, can be trimmed for later head if needed. Price \$35 each plus post or \$150 for a pack of 5 plus post. Telephone John Smith (0480 274 512) Cooran, Nth. Sunshine Coast. (Note Club gaskets are now \$70 lus each)
(I also have 5 left at home at Aspley, will bring to meeting- Tim Braby)

For Sale Austin 7 Books

1. Men and Motors of "The Austin", By Barney Sharratt 18/09/2000. (Amazon \$273) My price \$220.
 2. A7 Source Book by Bryan Purves \$200.
 3. A7 Brooklands 1922, 60 years 1982 100 A4 pages of technical articles and photo's reprinted from 'Autocar' and 'Lightcar' magazines.. \$20.
- Barry Leeming (Mackay) Phone :- 0412 77 1800.**



For Sale: 1938 ex Austin 7

racer. Restored to road use. Needs brakes connecting and a new battery fitted. Speedex head, lowered suspension, louvered bonnet. Beaver tail, Very fast !! Custom built trailer, complete with a winch , ramps. Spare engine, (on stand) needs a new cylinder liner. All new hardware to complete. Trailer load of spares.
Would suit - young, (or old) hoon !!
Tow away, the lot, \$20,000. Cheep cheep !
Barry Leeming (Mackay) Phone :- 0412 77 1800 or email barryleeming@gmail.com



Photos from the Archives - When the Border was Closed

A good friend of the Editor found this topical article in a scrapbook of historical cuttings from 1980s Sunday Mails kept by his late father. I was allowed to carefully dismantle the scrap book so as to scan the article. The captions tells us the photo was taken at the Qld. - NSW border after it was closed in 1919. A butcher on horseback delivers meat in a cane basket to his NSW counterpart. A police in his white helmet can be seen just behind the man with the basket. The man to the left is the NSW milkman awaiting his delivery. The little girl facing us is the lady mentioned in the article below. (Excuse the quality of the print)



WHEN the Queensland-New South Wales border was closed in 1919 . . . a butcher (on horseback) delivers meat in a cane basket to his NSW counterpart. A police officer is on standby at the gate. Mrs O'Shea is the small girl at the front of the picture. BELOW: Mrs O'Shea at her Ashgrove home yesterday.



Epidemic closed the gate

MORE than 11,000 Australians died in the great world pneumonic influenza epidemic of 1918-19 — which makes this picture one of the nation's most unusual historic photographs.

It shows a policeman patrolling the Queensland-New South Wales border at Coolangatta after the border was closed in an attempt to prevent the disease from spreading north.

Queenslanders were allowed to go into NSW during the quarantine — believed to be the only time the border has been closed since Federation — but they could not return without a medical clearance.

People travelling north from NSW were stopped at the border gate.

Mr Peter O'Shea, of Belclare Street, The Gap, sent the picture to The Courier-Mail. It was taken in 1919 by his great-uncle, the late Mr Vivian Chardon.

And the little girl facing the camera is Mr Peter O'Shea's mother, then Mildred Chardon, now Mrs Tom O'Shea of Mareeba Road, Ashgrove.

Mrs O'Shea, after whose family Chardon's Corner was named, recalled yesterday that the photograph was taken in early 1919.

She said she was about seven years old and her family had taken her on holidays to Kirra.

"Because the border was closed, tradesmen from the other side had to bring fresh food sup-

plies to it and hand them across to tradesmen on the Queensland side," she said.

"I remember we were sent down to get some milk at the border gate. The man on the horse on this side was the Coolangatta butcher, and he was about to receive fresh meat supplies from the Tweed Heads butcher standing on the stile with a basket.

"The milkman was on the other side of the fence at the left of the picture."

The pneumonic 'flu epidemic began in Europe after World War I and spread throughout the world.

It is believed to have been introduced to Sydney by soldiers returning from the war.

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