



NEWSLETTER

("Covid-19" Special No 2) Winter of June 2020

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



EDITOR TIMS BIT: COPING WITH ISOLATION

So what projects have you been working on during the last few weeks? I know of three cars being worked upon. Ian Brumby has finally got his Austin 7 Wasp painted, the chap did the body, bonnet and distinctive Wasp nose in a week for a very, very good price. Ted Bale also tells me his daughter Stacy and husband Damien have made splendid progress on their Ruby saloon, it too is almost up to painting stage. And Trevor Moore's chummy has a new hood frame.



Doug Clark has also been keeping out of the way of Robyn. He has built this superb 2/3rd (?) scale Curved Dash Oldsmobile Replica. It has a working motor and will appear at future events. Several members have also been contacting the club to get parts for their cars, some going up to the Sunshine Coast.

Your editor has set his sights on smaller prey and finished a few projects, some old model cars that I had started and shelved years ago. Afraid not Austin 7s, but it included rebuilding a metal kit of



a 1929 Vauxhall 30/98 that had been badly broken, restoring some 1960s die cast toys and finishing a large plastic kit of a 1904 De Dion Bouton. I also did some restoration work for my local model train club on a 90 year old Hornby clockwork train that had a broken spring.

Thanks to members who have been regularly posting us emails with stories of cars and funny jokes to pass the time, wish I had had time to read them all and thank you each time. But very little came thru to me about any restoration work members have been doing since we all grouped together at the club house so I have dug out some more old stories. Of course by the time you read this we should be getting back to regular meetings and planning future events!

Tim Braby

Quotable Quotes

"Let us give Nature a chance; she knows her business better than we do."

"There were many terrible things in my life and most of them never happened."

"Man is certainly stark mad; he cannot make a worm, and yet he will be making gods by dozens."

"The thing I fear most is fear."

— Michel de Montaigne - French Philosopher; (1533 – 1592)

A WORD FROM OUR PRESIDENT

Hi Fellow Members and welcome to the latest edition of the A7RQ newsletter, I hope you all enjoy reading it as much as I do. Firstly a big thanks as usual to Tim for all the work that goes in to writing and compiling the newsletter, it's no small feat to get a publication like this out the door. While we've not been able to meet as usual the club is still functioning and things are getting done, for instance I'm sure everyone has enjoyed Neil's "Isolated Weekend Entertainment". The Spare's Team have been busy with sales (while maintaining their social distancing) and the accounts and secretarial tasks are quietly ticking along in the background.

Hopefully everyone is getting by as best as can be with new world we find ourselves in, the seismic shifts in our personal behaviours and resultant economic impacts are challenging us all. With all this change going on it's comforting to know the joy we get from our cars and like minded souls has not changed. My personal experience is that while some days seem to present nothing but bad news, new bills and few clients the moment I step in to the garage that all melts away while I potter around. Upgrading my headlights and brakes has been ticked off the list and these types little jobs helps me to re-focus and prepare for whatever comes the next day. The rebuilt of the second engine is also coming along, albeit slowly.

I'm guessing that everyone is wondering when we will get back in to the groove with monthly meetings and runs to our favourite haunts. My hope is that within a few weeks we can get a committee meeting arranged and if the stars align we might be meeting in July and again in August for an AGM, BBQ and Static Display. But of course these are just hopes for now and as soon as we have a clear plan we will inform members. In the interim I hope that everyone stays safe and that as the saying goes "the sharper the storm the sooner it's over" applies to the very anti-social covid-19.

Steve Davidson - President of the Austin 7 Register of Qld. Inc.

A7 Register of Qld. Committee

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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.

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 12th June 2020: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale. **THIS MEETING HAS BEEN CANCELLED.**

Friday 19th, Saturday 20th & Sunday 21th June 2020: A7 Register June Event: A7 Country Run. THIS RUN HAS BEEN POSTPONED UNTIL 2021

Friday 10th July 2020: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale. **Please contact the committee to confirm**

Sunday 12th July 2020: A7 Register July Event: RACQ Motorfest. THIS EVENT HAS BEEN CANCELLED BY THE RACQ.

Friday 14th August 2020: A7 Register Club Weekend – General Meeting & AGM commencing at 7.45pm at Clubroom, Carindale. **THIS WEEKEND COULD BE "A GOER"?**

Saturday 15th August 2020: A7 Register August Event: A7 Club Weekend Saturday BBQ Lunch. A BBQ lunch will be provided to members at the Club Rooms, Carindale, commencing at 11am. BYO drinks only – hot or cold. As this is an A7 Reg. Event, members are encouraged to drive their A7s. RSVP Robyn Clark (ph. 3800 1965) by 10 July 2019. CHECK WITH THE COMMITTEE!!

Sunday 16th August 2020: A7 Register August Event: A7 Club Weekend Static Display. Display to be held at Morningside School of Arts hall & grounds, corner Wynnum & Thynne Road, Morningside (in Morningside shopping village precinct – UBD p24 Q1) Entry off Wynnum Road. Ample trailer & public parking on site. The display is organised by Robyn Clark (Ph. 3800 1965). Members are to make their own way to the venue. Display to commence at 9am and conclude around 1pm. BYO Morning Tea & Lunch but there are many food shops & cafes adjoining the venue. **CHECK WITH THE COMMITTEE!!**

Friday 11th September 2020: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

? Sunday 20th September 2020: A7 Register Event: All British Day at Vivian Street, Tennyson from 8.30am to 2pm. No pre-booking required. Contact Robyn Clark (3800 1965) for more details. Byo Morning Tea & Lunch although food is also available at the venue. A7 members to make own arrangements re. travel, registration on arrival etc. (Awaiting Confirmation)

? Saturday 3rd and Sunday 4th October 2020: A7 Register 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. (Awaiting Confirmation)

Friday 9th October 2020: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Friday 13th November 2020: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 15th November 2020: A7 Register November Event: A7 November Run. Run details TBA. BYO Morning Tea & Lunch.

Friday 11th December 2020: 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 2020: A7 Register December Event: A7 Club Christmas

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

Please note the below events may all be cancelled.

Sunday 28th June 2020: External Event: Our A7 Club has been invited to attend the VCCQ Annual Concours to be held at Ormiston House from 10am on 28 June 2020. For details contact VCCQ. M. ALL VCCQ Events are still ON HOLD so possibly CANCELLED. An alternate and date venue is being sought.

Thursday 23rd to Sunday 26th July 2020: 9th Biennial Queensland Heritage Rally. 9th Biennial Queensland Heritage Rally in Ayr. Definitely CANCELLED!

Sunday 12th Jul 2020 The Original Gold Coast Swap at the Mudgeeraba Showgrounds. Definitely CANCELLED!

Saturday, 31st July 2021. Nambour Swap Meet at Showgrounds - Sunshine Coast Antique Auto Club - (Date confirmed 1/6/20)

Wednesday 12th to Sunday 16th August 2020: 60th Year Anniversary Rally in Lismore, NSW. HAS BEEN CANCELLED



Saturday 22nd August Veteran Car Swap: VCCA (Q) Hall, Old Cleveland Road, Carindale. PLANNED TO GO AHEAD.

Sunday 4th October 2020: External Event: Noosa Beach Classic Car Show 2020. This static display event is to be held at Lions Park, Noosa Heads. This is an all models car show. For more information log onto www.noosacarclub.com.au. Members who wish to attend are to make their own arrangements re. registration, travel, accommodation etc.

Saturday 10th October 2020: 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 contact Neil ph 0431 067 909

2022 - Saturday 9th April to Thursday, 14 April 2022- Austin 7 100 Years - Warrnambool National Rally Any queries Rally



NATIONWIDE AUSTIN & RALLY COMING TO WARRNAMBOOL IN 2022

(The Warrnambool Standard, 19/6/2018)

The nation's biggest rally of Austin 7s is on its way to Warrnambool – but the city will have to be patient. The baby Austins are due to roll into town in April 2022 for the event, held at locations across Australia every five years.

Rally chair Andrea Casabene said about 150 of the cars and a crowd upwards of 300 would be coming along for the ride.

“Given it's the 100th anniversary of Austin... we'll get people from all over Victoria and possibly from overseas as well, sometimes we'll get people from New Zealand and England as well,” she said.

Those involved will stay in the south-west for about a week, taking in local sights and spending up at the city's eateries, shops and accommodation businesses.

“It's going to showcase Warrnambool to people who would have never dreamed of going there,” Mrs Casabene said.

“For the locals, they get to see a spectacle that's very unusual and that's 120-150 cars that are from the 1920s and the 1930s.

“It's a spectacle that they will never see again because of the volume of these old cars. It's something that no matter what your age, people just love them.”

Mrs Casabene said the Austin 7s lived up to the old adage that good things come in small packages and their



Picture: Morgan Hancock

appeal was not just with car buffs.

“Every Austin is different to the next because the chassis came from England and coach builders built them, so even if it's the same model they can look quite different,” she said.

“They're just so different to what we see today. We've got a 1927 Austin 7 butcher's van and so for that the windscreen wiper is manual, they all have these weird and wacky little things about them.”

Committee at 2022rallyinfo@gmail.com

Ready to roll: Austin 7 aficionados Tony Casabene, Robert Baudinette, Andrea Casabene, Peta Lee, Chris Hanger and Russell Dickson with Warrnambool mayor Robert Anderson at Flagstaff Hill.

MINUTES OF PAST A7R2 MEETINGS

Sorry still no minutes. Hopefully we will have some for you in the August newsletter!!!

Robyn



An expired PAST RALLY REPORT

Austins over Australia 2005 Centenary Rally

15 years ago the Austin Sevens made their presence felt in numbers and showed their younger cousins their true grit and tenacity tackling the roads around Warwick and District.

In planning by the Austin Motor Vehicle Club of Queensland since the last AOA in 2003 at Ballarat, a lot of effort went into running a seamless event for all Austin enthusiasts. The only problem was the sheer response of a large number of cars and entrants and their passengers who created a logistical headache for **Kevin Airton** and his crew, with Austins emerging out of the woodwork everywhere.

Old family favourites were dragged out from back sheds and under houses, given a quick one over with the spanner and chamois and tickled into life once more just for this holiday weekend, whilst rally regulars were given a bit more attention with the brasso and armorall.

THURSDAY we head to Warwick, meet some Kiwis, and register for the Rally!

Finally it is “A” Day. **Peter Goldsworthy** from Gympie has called to say “see you at 10 am ready for a quick get away!” This is good as it takes a while for me to remember how the Austin is tied to the trailer, adjusting the links as the last time it was used to take a Ruby up to Hervey Bay. We decide to try and get to Warwick before lunch to avoid the usual Easter Break crush. The day is hot and dry, petrol prices well up and the traffic is moving ok. We stopped at Aratula before Cunningham’s Gap, to check out the Antique Shoppes, not a sausage! We see only one other Austin, but about 3 Humbers headed to Warwick for the “Rootes Roundup”, as well as interstate Hot Rods heading to the Gold Coast. We arrive at the Country Rose Motel, and find others have arrived before us, namely in the form of **Peter and Dawn Abel**, with their recently rebuilt Roadster, all back to normal after their frightening mishap in Tassie when a car collided with them. Also in the Motel is a most unusual car, a 1919 Austin 20 Special, built to resemble one of Herbert Austin’s Grand Prix cars of 1908, by **Stewart Dyke** from Fielding in NZ. Stewart has a navigator, **Peter Woodend**, a name very familiar to many who have been chasing parts for their bigger Austins. The amount of knowledge about Austin Cars and their history these guys don’t know wouldn’t fill a match box!



As Peter G. and I extract our cars from their trailers we see another magnificent sight as **Ross and Rhonda Guthrie** appear in their magnificent Austin 20 tourer, shepherded by **brother Rob and Pam Guthrie**.

Later **Keith and Noella Collins** arrive with

Angry Ant on a spotty trailer that Keith was still to finish painting after some repair work. We are also joined by **Gordon Riley**, our new member from the “mother country”, who is down for a weekend of touring and hoping to catch up with the cars on the Display day.

After a lunch of scrambled eggs at the Mobil servo, a firm favorite with Austineers travelling interstate, we went to nearby Queens Park, the site of the Rally Headquarters to pick up our rally bags, and check out the regalia for sale. Two bags, two new Austin Caps, and a set of coasters and a mug with Sir Herbert’s mustachioed face on them later we returned to our lodgings to find our fellow travelers relaxed around our unit with the nibblies and cleansing drought busting beverages in hand!



FRIDAY more cars arrive and the Country Rose is invaded

Next morning the rest of the Austin Sevens have arrived in earnest, including **Cam and Judy McCullochs, Trevor and Elaine Moore, Ian and Deborah (nearly) Waring**, and later in the day, after travelling for nearly 6 hours from Hervey Bay, **Trevor and Donna Hebblewhite**. Back down at HQ there are a lot more cars, and we are rapidly filling both sides of the road leading in all manner of Austins, mostly from the 1920’s to mid 1970’s, but with one rather nice example from 1912, a 12hp tourer, which was also part of Austin’s Jubilee Celebrations in 1955, when it was pictured on the cover of Modern Motor (reproduced in colour in a great souvenir book we were given as part of AOA2005). The next

oldest is Stewart Dyke's 1919 20/4 Special, created in the late 1970's. Stewart and his wife **Coleen** did a 14 month tour thru 17 countries during 1993-94, covering 44,000 kms. This is the third time that Stewart has brought his car over to Oz

Other Austin 7's of note: there were about 25 Austin Sevens and Big Sevens entered for the rally, but a few couldn't make it for various driver and car based reasons. Amongst the notable was **Phil (The Yorkshire Tea Man) Hayes's** 1931 Van, dispensing tea and coffee to the thirsty participants, **Ian and Cheryl Jones** who drove their much travelled green chummy up from Adelaide, to join fellow "crow eaters" **Brian and Heather Densley** in their rare 1936 coupe. From The ACT came **Scott Appleyard** with his 1931 Sports. **Mark Thomas** from Orange brought a very nice Meteor, and from northern Tassie came **Noel and Maureen Gardam** in their 1931 tourer (I hope they found the hills gentler around Warwick than back in NE Tassie!) 5 cars were entered from the "State on the Move", including **Noel and Faye Stevens** in their very original 'Miss Daisy' which would have made an interesting comparison with our "Ernie", **Calvin Cogan** in a very nice red roadster, **John and Judith Cowley** in their big 7, and **Neville Smith's** aluminium 1928 Sports.

Last and not least was our very own **Justin McCarthy**, who made sure his presence was noted, especially when vying for people's choice votes from the mums, dads and kids at the big Display Day!

Upon arrival at Queen's Park in the morning there is a bit more activity at Headquarters, a lot more Austins and people meeting and greeting and comparing cars and the journeys they have all travelled to arrive here.

Not being one to let a chance go by I noticed that Terry Jorgensen was selling model cars at a table inside, and as I had brought a box of about 40 Matchbox Austin Seven Van models to sell for friends, I asked the organisers if I could set up a stand for a short while. Well I had sold out in about one hour flat! Even Peter got in on the act and helped me with my product presentation.

That afternoon most had not decided to go on any of the self guided rallies, and the A7 crew had settled in the Country Rose's courtyard once more for refreshments.

That night some of us ventured to the RSL for the official Welcome by the Mayor of Warwick Shire, Councillor **Ron Bellingham**, who is justly proud of his area of jurisdiction and also acknowledged he is old enough to have driven an Austin or two. After finger food Peter and I gracefully slip away from the noisy hall filled with 100's of Austinatics and retire early after watching Inspector Rex on SBS, one show whose main character has no need for sub titles!

SATURDAY we travel to Killarney and Queen Mary's Falls, and get buzzed by a 'plane!

For some odd reason I awoke early and decide to take a walk down town as the sun came up, just to say "hello" to "Tiddalik", the giant granite frog in the park just over the Condamine River. (Tiddalik is a friendly fellow from the Dreamtime period who was rather greedy and swallowed up all the water in the world, and the Eel had to do a comical dance in front of him, causing him to laugh and thus were created all the lakes and rivers!) I also met Secretary Trevor out on a brisk walk.

This promised to be a big day, and we had instructions to assemble at Rally HQ by 8 am. Some were going on a bus trip to the Wineries in the Granite Belt area, others up to Glengallan Homestead and Rudd's Pub at Nobby for lunch, but the majority of the A7s had elected to visit Killarney and Queen Mary's Falls. The trip out was rather uneventful, kindly the organisers decided to let our little minnows have a head start. But just at the Killarney town limits Trevor and Donna had a "flattie" in the Big Seven (Picture right), and the spare was just as bereft of air as well! So good Samaritans that we are, Peter and I took the spare into town, and found a man with a compressor.



It was interesting that whilst 100 or so later model Austins passed Trevor broken down, they were all too shy to stop and enquire if they could help! On the other side of town we had a few kms. of climbing up to the falls and

for some odd reason a certain A7 with a 4 speed box was only to climb up at a steady 20mph, with the rest of us right up his tail pipe, juggling between gears in our 3 speeders.

The Falls themselves were by now a very crowded place to park, but the cheeky Sevens slipped in between some narrowly positioned posts and created their own special car park.

Half the crew went off on a 45 min. stroll down to the base of the Falls, whilst the more canny slipped behind and instead chose the 10 min. walk to the lookout, where we could see just how badly the drought has affected the surrounding countryside, the Falls were definitely a very pale version of their usual exuberance. On the way back down the hill we called in to the less frequented Daggs Falls lookout, very tempting to checkout if the lookout platform would take the weight of an Austin Seven.

On the way back we were in a group of 4 Austins, and we stopped at Emu Vale to watch the ceremonial fly past, commemorating 50 years since a Lincoln Bomber carrying crew, a nurse and a little sick baby from Townsville crashed on the side of Mt. Superbus, killing all on board.

After lunch Peter and I drove our Sevens to Allora to try and catch the Rootes Roundup Display at the Showground, but were about 20 minutes too late as they had all but packed up for the day..

In the Evening Peter and I had elected to go to the BBQ at the HQ building, only to find a lack of seating, the room full of cooking fumes and a cacophony of noise, which Peter finds a major problem with his hearing (and I agree!), so we went to the local Pizzeria for a “Vegarama” and “El Scorcho” instead and retired to watch “Monarch of the Glen” on the box!

SUNDAY the big display at Victoria Park and I have a pretty passenger to the Leslie Dam



This was IT, the big display day had arrived. All the cars were grouped by model types prior at the Rally HQ, then proceeded in an orderly group to Victoria Park (on the Stanthorpe Road), where the Marshals had trouble telling the difference between the different types! A lot more cars had arrived just for the day, mostly from local clubs in the SE Queensland area, although what an FJ Holden had to do with the Austin Motor Company must have been a figment of its owners imagination!

Some of the more unusual sights included a replica of **Peter Brock's** Holden powered A30, Justin McCarthy's car covered in balloons, the sight of nearly 50 A40's lined up to park on the hill. The photo left shows Cam and Judy wearing colorful cardboard

replicas of their little Sports as entrants in the Easter Bonnet Competition (winner was a gent who had half an A30 sitting on his head, the colourful entries in the Rocker Cover Derby Competition, (a great concept, decorated rocker covers from OHV Austin motors, mounted on wheels, and run down an ramp). With so many cars to take in and people to talk to the day went by very quickly, and the show wound up by early afternoon, when some of the Sevens decided to visit the Leslie dam, via part of the Leyburn Sprint circuit. I had to apologise to **Maree**, my Lady passenger, and explain that the Austin was not always so noisy and that possibly a gearbox bearing was on the way out. We were both pretty hoarse by the end of the trip!

(The big Austin 20hp and the small Austin 7hp)

That night was the night of the Official Dinner. Appropriate dress for the period of your car was encouraged, so we had Prohibition Gangsters and Flappers to Bodgies and Widgies, with every style in between. I had on my best suit (\$10 from a local Flea Market) and had the honor of conducting Peter and Dawn Abell in Tim-Tam to the RSL. Entertainment consisted of lots of official speeches, prize givings, and a slide show of old images of Austin Cars being off loaded from the wharves in Brisbane. This was interleaved between huge buffet style servings of salads, roasts, cooked veggies, jellies, ice cream, apple crumble, finished off by Coffee.



MONDAY a short drive to Allora, a final Luncheon and sad farewell

Next morning was rather sombre as some cars were leaving early, loading up to their trailers for the journey home. As Tim-Tam was so noisy the night before, it was loaded up ready to go home, and I rode shotgun with Peter for the Morning run out to Allora. I had a chance to take some more photos, this time of Keith and Noella in their little Sports as they sped along the road.

At Allora we had morning Tea, and time for a last picture or two of the assorted cars, including some of Keith parked next to Darryl Brook's big Austin Twenty. On return to Warwick we had a final buffet style meal at the RSL (Some of the dishes looked familiar), shared with the Guthries and Collins, and it gave us a chance to say a big "Thank You" to the Rally Committee who were huddled over the "books" in a corner.

Peter and I had an uneventful trip back to Brisbane, only that the traffic was pretty hectic, and came to almost to a stop several times heading back over Cunningham's Gap. I think everyone slept very well that night!

Across the Continent in an Austin Seven Sports

(By Theo Shepherd of Bomaderry) Part 2 of 3

Published in The Nowra Leader, Friday 24 July 1936

Monday took us very early into Adelaide by a very pretty undulating drive of less than a hundred miles, through semi-commercialised country. The approach to this capital is most magnificent, and at one point a few miles out the whole of the city can be seen from a lookout by the edge of the road.

Conspicuous by their charm are the girls of Adelaide. The parks and gardens are beautiful, but the buildings are odd and most unattractive.



Centennial Exhibition
Albert Park Lake from Shrine



Learning that the South Australian Government saw fit to put their centenary on for our visit we decided to honour them with our attendance for a day. [Centennial Exhibition - the centenary was not until December

1936] That day was well spent. I would hazard the remark that the exhibition is the finest I have ever seen displayed. Anything from garden moss to steam locomotive is displayed there with all modern splendour.

At night Miller and Campbell, the famous American car drivers honoured us with an exhibition of their skill by somersaulting and high jumping their Dodge,

and driving it through burning walls, etc.

South Australia Dry Lake

After securing water tins, groceries and a few journals and papers, we left Adelaide at four o'clock on the afternoon of Tuesday. Taking advantage of a few isolated miles of bitumen, we made good time for about seventy-five miles, when a pop and a drag at the rear revealed to our aspiring minds a ripped-to-bits tyre and tube - the first forced stop of the drive.



While waiting for a new tyre from Adelaide, we called into the Gurn's sheep station at a distance of about sixty miles. A day was spent looking over the holding, which supported a magnificent home, several cars, electricity, and all modern conveniences, as well as an aerodrome.

After this most interesting inspection, we got on the way again on the evening of the following day.

The wine industry makes a new scene of interest in different parts of the southern State. Large areas of vines clothe the highway between Adelaide and Port Augusta, from which the vinedressers press and sell the wine.

Although only a hundred and fifty miles had been traversed that evening a rather attractive hotel at Murray Town won us to its hosting.

Thursday morning presented a very hot and lonely drive. It is interesting that the coldest part of the whole drive was from Sydney to Melbourne, when overcoats were not discarded all day, but after which shirt sleeves were adopted.

The whole of the State is very light producing country, and despite the intrusion of the waters of Spencer's Gulf, sand plain reaches to its edges.



After passing sand-drift and miles of unproductive land in scorching heat, we stumbled upon the notable and never-to-be-forgotten town of Port Augusta. Like a half-buried city, this is positively the most beauty forsaken, hot and barren place one could ever have the optimism to expect to live in.

Murray Bridge

Situated on the extreme point of the Gulf, this town has hot, soft sand, everywhere: in its surroundings, streets, shop fronts, roadways, and even in the air. Gardens are impossible and fresh milk and green vegetables are as scarce as fine gold. Personally, I would not live in Port Augusta if it was to keep the Japanese out of Australia.

Without any desire to linger we passed on, and leaving the coast to a distance of only thirty miles travelled a very rugged road, the dust of which was quite sufficient to convince us that, since the shower of Noah's day, not a cloud had ever blemished its skies.

A light fluffy dust a foot and more deep formed the only road surface for fifty odd miles to Iron Knob. We discovered however, that we were at an advantage in an open car, for with us the dust drove past, whereas in a closed car, the dust being so thick and fine, would penetrate and fill to suffocating point.

As it was, it oozed its way into every part of our luggage, including a locked port in the box at the rear of the car. To prevent our own stifling we masked our faces with our handkerchiefs.

Iron Knob consists of a one hotel town in which three hundred odd men are engaged in extracting rich ore deposits from the range nearby.

Leaving this weird settlement and passing through Kimba, twenty-eight miles, we soon found ourselves on about eight miles of unrelieved heavy sand, and suddenly awoke to the fact that we were on the sand track which we had been so rigorously and repeatedly warned was quite impassable in dry weather. What a realization!

Now well into it, we decided to go forward, hoping for miles to see the last of the sand at the next few yards. Floating, spinning, stopping, we slackened the tyres, got out and pushed, and eventually won through.



Barrack's Pass South Australia



At Signpost in South Australia



Battery Hill South Australia

To give some idea of the inconspicuous character of some of the towns on the fascinating spaces of Australia, let me tell you this one. Making for Wadina, a prominently marked town on the guide, after nightfall we suspected of over-travelled, and were puzzled as to whether we were on the right track or not, when we entered Minnipa, twenty-five miles further on that our anticipated destination. Happy that we were now a quarter of a hundred miles nearer our journey's end than we expected to be, we gladly lodged for the night.

A short trip of less than two hundred miles was our lot for the following day, arriving at Penong at 3.30 p.m. This road, or perhaps best described as a track through the country, is a very difficult one to manipulate. Although little sign of life is showing, either animal or vegetable, the land if all used to its best purpose and effectively irrigated, would be heavy producing land. Rabbits and the haunting crow are still faithful witnesses. The nearest approach to hospitality or homeliness is seen in catchment tanks and dams every fifty miles or so.

From Penong commences nearly a thousand miles of the most lonely and venturesome driving of the whole trip. Petrol, water and food had to be taken in store here, and leaving the coast and the railway we were prepared for the necessity of having to rely on our own resources for three or four days.

From thence the road leads through vast expanses of country which is never suspected of being anything but Australian sand plain, unless the suspicion be plain desert.

During this long, lonely drive, to see a couple of aboriginals with spears looking for some lost sheep or a wild dog, gave us some idea of the experience of old Dave of "Our Selection" would have on entering London. Our strange circumstances made us gladly appreciate a conversation and a joke with the humble locals.

Illimitable spaces stretching back as far as the eye can see and almost overpowering with insignificance, the lone traveller presents the only outlook for hundreds of miles. Such an important route as the Adelaide-Perth Highway is a scarcely distinguishable across a loose surface sand plain.

Quite a thrill was obtained as we overtook a white man with camping gear and a push bike laden with fox skins making all possible haste to the Wells Station, some hundred miles further on, with word that there was a dingo in the scrub near the old hut, which had the night before killed twenty sheep from the yards.



Shearing Shed

We were showered with all the gracious thoughts of the relieved cyclist's mind as we undertook to deliver this very important message, which we did late that night, to the great consternation and stirring among the station hands.

The first sign of a station homestead is usually a fence which converges all traffic to the ranch. The highway is so indistinct that invariably one arrives at the station house and has to

enquire the direction. It was thus that we arrived at Nullarbor Station, where we secured another tin of petrol.

The country here is unmistakably sand plain. Large holdings of millions of acres carry sheep in a wonderfully good condition. Accommodation being unprocurable here we drove on until tired and then, carrying no camping gear, simply pulled up in the middle of the road and went to sleep.

The nights were generally very cold, but when possible a lone and gaunt desert shrub acted as our night sentry.

Next morning the S.A.-W.A. border was crossed and travelling on through the plains, passing aborigines huts or haunts, and entering lightly timbered country, we descended a rough cliff onto a sand bed, where lies the



old telegraph station of Eucla. This place, together with the surrounding country, is owned by one man, by name Mr. Simons, who has the privilege of acting in the capacity of policeman, postmaster, parson, burglar, bowser attendant, boarding-house proprietor, and so forth, ad infinitum. He finds his task not particularly difficult, which is probably explained by the fact that there are no women in the vicinity.

On the Main Highway in South Australia

With a glimpse of the rolling surf and the huge white sand hills, a cup of tea, a chat, and a few gallons of petrol at 3/8 a gallon, we did shut the gate behind us and set about

manoeuvring the deeply cut floating track across the sand-flat, suffering a blowout and scaring the sheep for miles as we moved along.

At this point we mistook the telegraph line for the road guide, and soon found ourselves twisting round telegraph posts, dodging stumps and rolling in the loose black sand where never car had been before. This condition insisted for twenty miles, where we again caught the track. Driving was very hard here, necessitating a considerable amount of gear work, and costing our car a damage in the rear under body work.

Night soon fell upon us and with it an uncanny stillness and loneliness. In front of us stood the dreaded limestone hills, and the track lead on through patchy scrub and sparsely treed rough country. The moon, from the distant heavens, shed a ghostly veil over the whole scene: Fairy became scared; ghosts left the realm of



fantasy and became temporarily possible. We did not feel like stopping. Somewhere, not far off, could be heard the roar of some jungle beast, then a stampede of rattling hoofs and the bellow of calves. In our uncertainty of mind we ran off the track and found ourselves in a dead-end, where, of course, we were forced to pull up. Needless to say we found it convenient to stop near to a heavy low shrub for protection. Here we put all lights out and laid low.

Nullarbor

We were scared stiff for a few minutes while the white faces and glaring eyes of large Herefords stared at us from every spooky aperture in the scrub and then rushed round like a mob of mad bulls. Great was our relief when the situation tamed off, and greater still was our relief when we discovered that we were alongside a fence.



Here we found, also, a hot spring, under which we had a most wonderful wash, the most enjoyable I ever remember having. This spring gives forth a good volume - I would say a gallon in about five seconds - of very hot water of fine washing quality at all times of the year.

Adelaide-Perth Highway

Part 3 next Newsletter!!

More On Justin McKeering's 1929 Chummy

Garry Nash rang me 9/4/2020 from Shepparton

He was a good friend of the Corben Family in the 1960s before they moved to Brisbane. Lindsay Corben married Elizabeth Metcalf and they had 4 boys Christopher, Roger, Dennis and Donald. Garry and Dennis are a similar age, born around 1949/50.

The whole family was very clever and most could play music.

Elizabeth was the daughter of the Reverend John Metcalf. John did work as a pastor in the Solomon Islands all thru WW2. (* see below)

The Corbens lived next door to the good Reverend and his wife at nos. 6 & 8 Hill Street, Frankston, down on the Mornington peninsula south of Melbourne.

The Reverend owned a 1929 Austin 7 Chummy, and Lindsay bought the car from him. Garry says the car was pulled to pieces to do up and it was stored in boxes in the carport.



The car was gradually rebuilt and driven around in chassis form with a fruit box for a seat. It was taken to the old Quarry at Moorooduc down near Mornington and driven around there.

The Corbens moved to Red Hill, Brisbane . Lindsay was a member of the A7RQ until about 1977, then living in Indooroopilly. The car was sold to Brian McKeering, and now regularly run by his son Justin McKeering.

Garry would like to know if anyone has any contact with the family, as he would like to contact them, in particular Dennis Corben, who would now be about 70.

**From the Solomon islands Historical Encyclopaedia*

John R. Metcalfe was born in Yorkshire in 1889 and served as a Methodist missionary in the Solomon Islands for thirty-seven years. He served as a home missionary in Great Britain before moving to Victoria in 1914. He became a candidate for the Methodist ministry in 1916 and after being ordained was appointed to the Solomon Islands, in 1920. After a brief period at Roviana, he was appointed to Choiseul as assistant to the Reverend V. Le C. Binêt, and then transferred to the Methodist mission at Sasamungga. Apart from four years at Teop, he remained on Choiseul until 1951. When Binêt was transferred to Senga, on the other side of the island, Metcalf remained in charge at Sasamungga. Apart from four years at Teop, he remained on Choiseul until 1951. One of his first jobs was to work with Binêt to try to settle a feud between the Vurulata and Senga peoples. The success of Methodist efforts came in 1921 when members of the two groups made peace.

(Photo shows a Methodist Church, Solomon Islands, c1920, courtesy of McDonald Collection.)



Metcalf was transferred to Bougainville from 1929 to 1934. Metcalf did not believe that the Japanese would reach the Solomons in the Second World War, and did not leave until 1943. He returned to Choiseul after the war and in 1951 achieved his ambition of becoming Chairman of the Methodist Mission in the Solomons, succeeding Rev. John Goldie (q.v.). He held the position until he retired to Australia in 1957. Metcalf continued to take an active interest in the Methodist Mission and its changes to become part of the United Church of Papua New Guinea and the Solomon islands until his death on 1 January 1970.

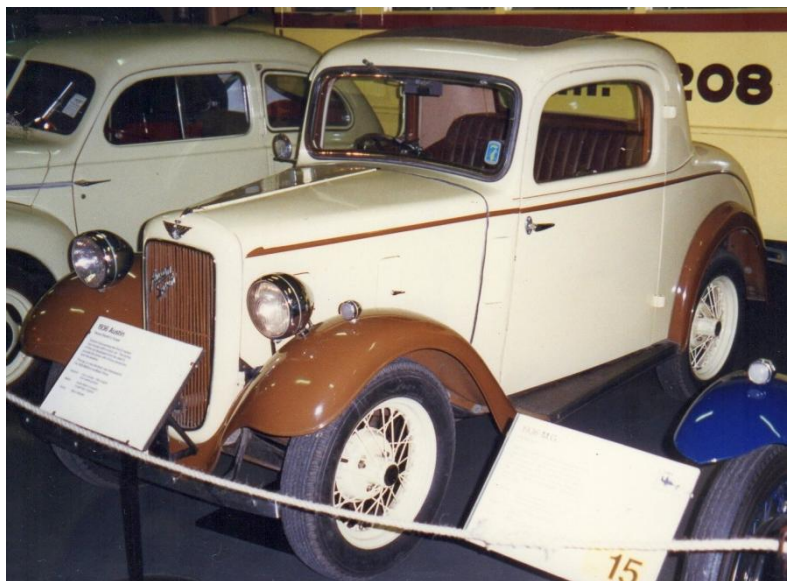
An Austin 7 Coupe barn find.

During the 1960's vintage cars were still to be found in the Victorian countryside often under a tree or if one was lucky stored in an old shed or barn.

This story happened that way but by accident as when the Austin in these notes was found it was simply a stroke of luck as I had noticed a wire wheel attached to the rear of what appeared to be an Austin seven stored in a country town old shed.

For many years Melbourne was the host of an annual motor show where the importers of motor vehicles displayed their latest offerings.

The Austin distributor in Victoria state had been 'Austin distributors' since 1928 and at the 1936 motor show they chose to display a cream over black Holden bodied coupe which was dressed up with a rear window blind, timber internal trim and elevated on a large rotating pedestal.



Mr. Hunt was the successful purchaser of the car and it was registered with the numerals 216318 on black and white plates as they were in that period. He was the first owner and retained the vehicle for 36 years where he resided in the Yarra valley.

As a commercial traveller during this period I was always on the lookout for 'seven' bits and pieces to assist in the restoration of my 1929 chummy which was finally completed in 1975 but still in the need of fettling. Upon my return trip each month I would travel through the small town from time to time where Mr. Hunt resided and on one occasion around 1968 I noticed the aforementioned car and struck up a conversation with him. I have never been fond of 'sevens' post 1934 and unlike other previous callers I never once asked him if the car was for sale, I was only interested in our mutual interest of the Austin seven and he in my restoration progress. Mr. Hunt owned a male dog which was evident by the condition of the four road wheels as all of them were rusted beyond redemption but it didn't stop him from travelling the 3 km's each day to buy the daily paper which he did into his senior years.

In early 1972 Mr. Hunt's health was waning and he telephoned me and asked if I would purchase his car. I had acquired a 1929 utility to use on club events whilst the chummy was being restored but the coupe was a dry weather car and his offer had to be considered. By this time the car had only travelled 62000 genuine miles thus I bought the car on the 18/09/72.

Over the next 5 years the Austin participated in numerous events and the only attention needed was a small radiator repair.

12 months after buying the coupe I had embarked on our venture into self employment and as the company car from my previous corporate employer was no longer available the Austin became my daily drive.

In 1976 I was fortunate to be offered the Charles Goodacre 1931 genuine Ulster which was for sale in the U.K. My pursuits in the immediate past had culminated in purchasing a 1929 chummy project and a 1929 boat tailed wasp as future projects. All of the aforementioned and the coupe were sold to contribute funds in part for the deposit for the Ulster.

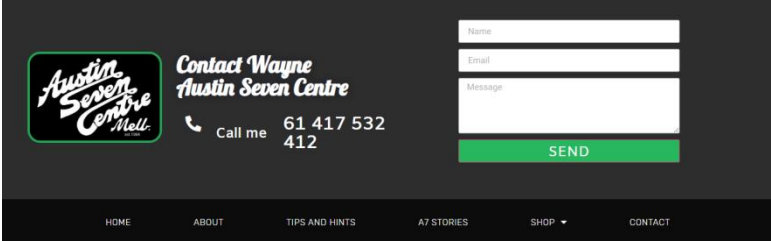
Early in 1977 the coupe was purchased by Alan and Gwen Mander from Adelaide. Alan revealed that he was intending to fully restore the car which he did in the following years and for a long time after completion it was displayed at that the Birdwood museum in South Australia prior to Trevor Mander retrieving it to be used regularly.

The Mander family have been the custodians of this Austin for a longer period than its first owner and it is pleasing to see that Alan's grandson [Simon] is now continuing the journey of this splendid little car.

Wayne Styles.

Welcome to

Wayne's AUSTIN SEVEN CENTRE



Wayne Styles' Austin Seven Centre Melbourne has now gone live and has its own dedicated website.

Wayne has assemble a catalogue of parts, including a set of Five (5) Avon 3.50 x 19" tires from \$795.60 , monogrammed hood fabric

Spare Wheel covers, tail lights, badges, handbooks and part lists for all Austin 7 s 1922-1939, etc. Also Wayne has listed just about every single book that was ever written about Austin 7. For a downloadable illustrated catalogue go to austinsevendecentre.com (note some search engines such as Norton may take longer to access than Google). Wayne has also added to his menu some very useful tips and hints and interesting stories about the Austin 7s in his life and others. Austin Seven Centre , PO Box 17, Middle Brighton Victoria 3186

Phone 0417 532 412 Email jenayne45@bigpond.com

How Old is that Tyre?

There is a world-wide code which gives you the answer.

On the side-wall of the tyre, close to the metal wheel rim, you will find a series of data panels after the letters DOT. The first panels will tell the manufacturer and the factory, and need not concern us, but the last panel is the week and year of manufacture.

If the code has four digits, the tyre was made since the year 2000.

That's a good start. The 14 represents the week of manufacture and 18 represents the year, meaning this one was made in the 14th week of 2018. A code of 3909 would be the 39th week of 2009, and so on.

Tyres made before the year 2000 have only got a 3-digit code, two digits showing the week, and the final digit the year of the decade. If the decade was the 1990s, there's a triangle following the code number the 13th week of 1999.

If your tyres are that old, then they should be replaced ASAP.

If there is NO little triangle, then there's no way to tell whether the decade was the 80s, the 70s or earlier – but it doesn't really matter, because if that is the case they are really too old to be considered safe for road use. No matter what the appearance and the tread depth, it's time to reach for the cheque book. *(Courtesy of the Vintage Car Club of Qld. Magazine, May 2020)*

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.

Wanted 1937 Ruby con rods with slipper bearings. Please contact Ted Bale on 3351 4737 or email to edwardbale@optusnet.com

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. It drives nicely and ready to rally. Car in Victoria. Call Wayne Styles. 0417 532 412 Email jenayne45@bigpond.com



FOR SALE: 11ftx6ft covered tandem box car trailer

with part fibreglass/part vinyl cover. Includes Electric winch & good battery, Ramps & tie downs, ATM 2000kg and Over ride brakes. RWC supplied on sale. \$3900.00 or best sensible offer **Call John Farrier on 0400759256 (Sunshine Coast)**

FOR SALE -1929 Austin 7 Ute - "The Bumble Bee" was repainted for the 2017 National Rally in Toowoomba. Car on Concessional Registration. Car for sale for health reasons. Asking \$13,000 but prepared to negotiate. Please contact Merv and Pam Briggs on mgb234@outlook.com (Merv), or pambriggs123@outlook.com.au (Pam) or ring Merv on 07 3425 1454.



FOR SALE

1929 Austin Seven Chummy.
Coil Ignition. 3 speed gear box. Brass Trim.
Good paint. Solid car.
Club Rego (non transferable)
\$18000.00
Car is in Bundaberg.
Contact details as below.

**Going, going, GONE!**

1932 Austin Seven Box Saloon with Sun Roof.
4 speed gear box. Very good inside and out.
Luggage Rack plus Timber Trunk.
Club Rego (non transferable)

Too Late NOW SOLD!!!!

Car was in Bundaberg. Now in Victoria!!

**FOR SALE**

1936 Austin Seven Tourer with Dickie Seat. 4 speed gear box.
Good condition.
Solid car.
Club Rego (non transferable)
\$18000.00
Car is in Bundaberg.
Contact details as below.



For the 3 cars above please contact Brian Brindley on mobile 0409561517 or email moorlandproduce@bigpond.com

FOR SALE: 1938 Austin Seven Sports Special." Zorro ",

(Ex. Mike Hawthorne racer) Converted to road use (not registered) Project needs finishing (only a week's work required)
Black with red wheels x 6. Birds eye maple dash with full instruments. Semi Girling brakes. Extractors, " Speedex " alloy head.
New body and cockpit cover. Re wired. Top speed in racing trim 75-78 mph."
Brooklands " racing screens. Beaver tail vinyl covered. Anti roll bar fitted. Spare wheel mounted on tail.



Spare engine (needs overhauling). Custom built trailer (registered) with ramps, winch and spare wheel. (needs a cleanup). Close ratio racing gear box. Cruising gearbox (overhauled) available as separate item. Tow away price, dropped now to \$20,000 Will not disappoint.



Barry Leeming (Mackay) Phone :- 0412 77 1800 or email barryleeming@gmail.com

FOR SALE: 1939 Austin 14/6 " Goodwood " Roadster (with dickey seat) Body

by Charles Hope, Wandoo, Brisbane. This car was bought in 1940 by a Mackay cane farmer, and, has never left Mackay. There were two cars made with a roadster body, this is the only surviving example (the other one was wrecked in Proserpine in the 1960's.) The only missing item is the windscreen (easy to make one). All chroming is done. Engine, chassis was overhauled years ago (would need re doing) New wiring loom. New radiator. Wheels have tyres (old ones, but, hold air to tow) Body needs finishing. Dash with instruments is overhauled ready to fit. Lots of history comes with the car. You will have the one



and only car of its type, a steal now at \$6000. Barry Leeming (Mackay) Phone :- 0412 77 1800.



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

Photos from the Archives

The West Yorkshire Austin 7 Club held a competition for the best caption for last Newsletters Photo from the Archives (seen right)

The results were:

1st *So that's why they call it the River 7 (River Severn, get it?)**

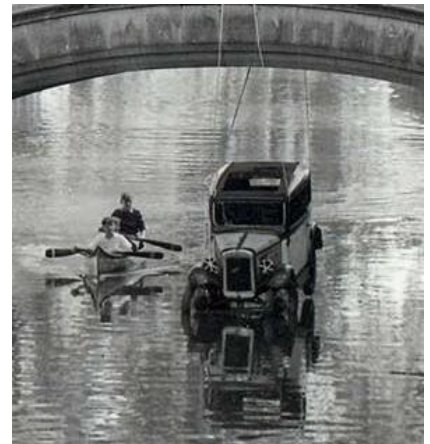
2nd *Yes, There is a puncture! I can see the bubbles.....*

3rd *Oh is that what to do when you dip the head lights.....*

4th *Baby baptised In Cambridge.....*

5th *Rescue attempt after Austin 7 suffers catastrophic radiator leak!*

(but isn't Cambridge on the River Cam ?)*



Oxford Street, London in about 1930 . From left to right we have a Citreon Taxi, 1928-29 Austin 7 RK Saloon (late 1928 because of the lack of a sun visor), an AEC Onnibus, a Burney Streamliner and a Unic Taxi. The Burney was a lost cause of vintage motoring, being created by Sir Dennis Burney who designed the R101 Airship. Only 12 were ever built, 2 now left.

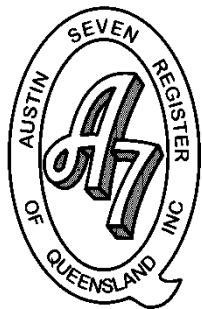
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DISCLAIMER

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



AUSTIN SEVEN REGISTER OF QUEENSLAND Inc.

(www.austin7.org.au)

APPLICATION FOR NEW MEMBERSHIP & RENEWAL OF EXISTING MEMBERSHIP

2020-2021

OBJECTS of the AUSTIN 7 REGISTER of QUEENSLAND INC :

The Register was formed in October 1967, its aims being to bring together and help any person owning an Austin 7 or parts thereof. The Register caters for Austin 7's manufactured from 1922 to 1938 and also includes other Austin motor vehicles manufactured up to and including 1940 models.

All sections are to be filled out for new or existing (continuing) membership.

FAMILY NAME

First Name.....Birthday (day/month)...../.....

Spouse/Partner.....Birthday (day/month)...../.....

Address.....

Home Phone No.....Mobile No.....

Work Phone No.....Fax.....

E-Mail.....

Dependent Children:

Name.....Birthday (day/month)...../.....

Name..... Birthday (day/month)...../.....

Subscription fee per financial year (1 July to 30 June each year) - please tick box of membership you are applying for:

☐ **Full Membership: \$45.00**

☐ **Joining Fee for New Membership: \$5.00**

☐ **Mailing A7 Newsletter (to cover printing & postage costs): \$10.00**
(Newsletters are emailed free of charge to all financial members)

TOTAL PAYABLE: \$.....

Either post or hand (at a meeting) the completed form along with your payment to:

The Treasurer, Austin 7 Register of Qld. Inc, C/- 83 Tantani Street, Manly West, Qld 4179.

Please make Cheques/Money Orders payable to “**Austin 7 Register of Queensland Inc**” to comply with bank requirements. EFT payments to BSB: 124-007 A/c No: 90081115. Please put your membership number as the payment reference to ensure the funds can be allocated to the correct person. E.g.: Memb#007

Please list below all eligible owned vehicles – restored & unrestored

Make i.e. Chummy/ Ruby/Sports	Year	Body Type	Engine No	Chassis No	Colour	Condition	Rego Number	Rego Type

Body Type: Roadster, Saloon, Sports, Special, Tourer, Utility, Van

Condition: Original, Restored, Unrestored, Under Restoration, Parts

Registration Type: Concessional, Personal, Full

The Club carries a stock of spare parts and maintains a library of technical & interesting books for the use of all members. A list of books will be supplied on written application to the Club.

Meetings are held on the second Friday of each month at the clubhouse of the Veteran Car Club of Qld, 1376 Old Cleveland Road, Carindale at 7.45pm.

Bi-monthly Club Newsletters are posted or emailed out to all financial Club members.

SIGNED.....DATE.....

**** NOTE: Yearly Membership fees are due for payment each year at the July meeting. If fees have not been paid at or prior to the October meeting then your membership will have lapsed & you will then be required to pay the Joining Fee again in addition to your Membership fees. ****.

OFFICE USE ONLY

PAYMENT:	
Date Received	
Total Amount Received	
Method of Payment	
Any Action Required	
Receipt Number	
Receipt Date	



AUSTIN SEVEN REGISTER OF QUEENSLAND Inc.

ANNUAL GENERAL MEETING NOMINATION FORM

for Friday 14th August 2020

Positions available:

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

Position Nominee Nominated by Seconded by

(Name) (Name) (Name)

(Signature) (Signature) (Signature)

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

A7 REGISTER CLUB WEEKEND - NOTICE TO ATTEND

Saturday 15th August - Saturday BBQ Lunch. A BBQ Lunch will be provided to members at the Club Rooms, Carindale commencing at 11am. BYO drinks only – hot or cold. As this is an A7 Register Event, members are encouraged to drive their A7s.

Number of persons attending the lunch - _____

Sunday 16th August - Static Display. Display to be held at Morningside School of Arts hall & grounds, corner Wynnum & Thynne Road, Morningside (in Morningside shopping village precinct – UBD p24 Q1) Entry off Wynnum Road. Ample trailer & public parking on site. The display is organised by Robyn Clark (Ph. 3800 1965). Members are to make their own way to the venue. Display to commence at 9am and conclude around 1pm. BYO Morning Tea & Lunch but there are many food shops & cafes adjoining the venue.

Year of car _____ Body style _____ Owner _____

RSVP Robyn Clark (ph 3800 1965) by 8th July 2019.