



NEWSLETTER

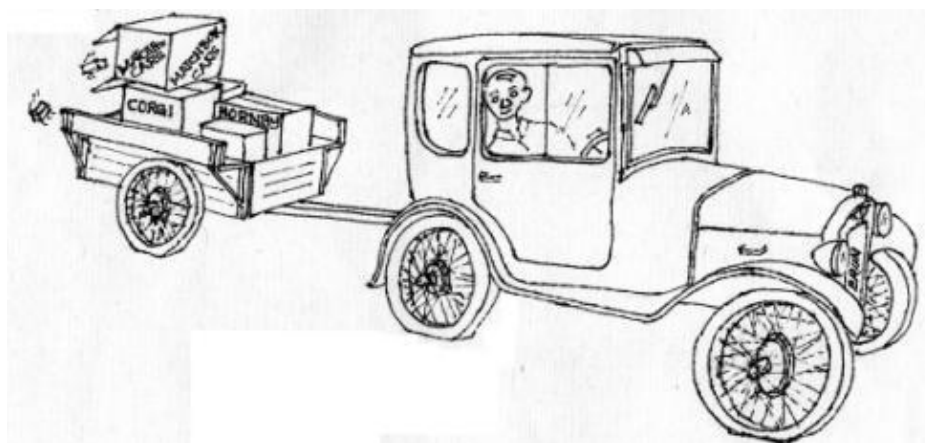
("Covid-19" Special No 3)
Spring of August
2020



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

EDITOR TIMS BIT: COPING WITH ISOLATION

Splendid Isolation, some time to read good books, work on projects, and un-clutter the house! it is amazing what you can find, things like John Smiths gaskets he gave me to sell on his behalf last year in Bundaberg, (advert inside). I also decided to sort out a folio of cartoons I did at work for the usual, Matches, Hatches and Retirements and found this cartoon drawn by Ian Brumby



(whose Wasp is pictured inside) on the occasion of my leaving full time employment nearly 7 years ago and thought I would share it with you before putting back into its frame. Nice drawing of the Austin!

Hopefully we will be having a very full weekend of activities on the 15th and 16th of August, even if your car is not finished why not just pop in and say hello and tell us what you have been doing over the last 6 months.

This issue I am bringing you a mix of stories and photos which feature Austin 7s in many different situations over the years and news of some of our members.

I hope next newsletter we may able to bring you news of recent events. Even though we have been in quarantine for 6 months now I have always thought it is important to keep in communication with you all. I was thinking of stepping down from the Editors Position but I have decide to stick with it for another year.

I am in three other clubs, one is like our own club was in hibernation but still keeping its members entertained, the second is going great as a regular meeting place twice a week with the easing of restrictions, while a third club seems to have completely shut down with no newsletters or word from any of its committee!

I must say we are lucky to have Neil Thyer who has been regularly keeping us entertained via email over the quiet months, plus people like Amanda and Brett and Alan who have also been sending happy emails with jokes and stories about wonderful old motor cars. It is nice to hear from you all.

Tim Brabby

VERY VERY IMPORTANT🔔🔔

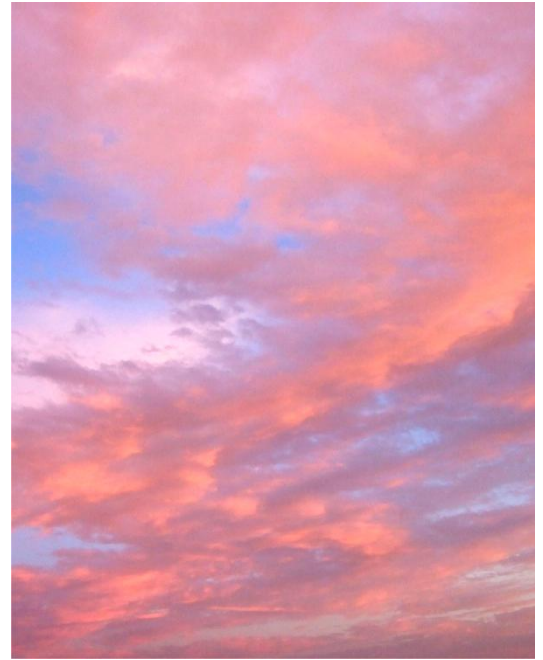
ALL MEMBERS PLEASE NOTE membership renewals are due by the end of July otherwise you are no longer financial.

PLEASE NOTE THE REMOTE MEMBERSHIP CATEGORY has been removed.

Membership Renewal Forms were included at back of the June newsletter

The Virus is Here

Have you heard the news? The virus is here,
The club is to close; we must collect our gear.
The club will be sanitised, and all cups will be banned,
there will be compulsory social distancing and washing of hands.
It doesn't seem real; we are all in a haze,
what can I do, to fill in club days?
Thoughts turn to jobs that are long overdue,
off down to Bunning's for some nails and some glue.
The shed looks too daunting we might give it a miss,
the wife rolls her eyes as she gives me a kiss.
She's full of suggestions to fill in my day,
we could order a bin and throw things away.
Maybe some painting or replacing the lawn,
there is no sleeping late; we are up with the dawn.
Mates call for a chat, just checking in,
to lose the connection would just be a sin.
Counting the days until we resume our normal life,
seeing good mates and a much happier wife!



K. Pickering 15/07/2020 (AMRA WA Branchline Newsletter, July 2020)

A7 Register of Qld. Committee

President:	Steve Davidson 0418 814 501	
Vice President:	Brett Reif	
Secretary:	Robyn Clark (07) 3800 1965	
Treasurer:	John Que (07) 3396 0882	
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:	Alan Couser (07) 33499628	
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.

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

Saturday 15th August 2020: A7 Club Weekend Saturday General Meeting & AGM & BBQ Lunch.

Post Covid Meeting and get together for members at the Club Rooms, Carindale, Meetings commencing at 10am. A hot BBQ plate will be available to members following the meeting. Please **BYO** hot and cold drinks and food. As this is an A7 Reg. Event, members are actively encouraged to drive their A7s. Please RSVP Robyn Clark (ph. 3800 1965) **ASAP**.

Sunday 16th August 2020: 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 good food shops & cafes adjoining the venue.

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

Sunday 20th September 2020: A7 Register Event: All British Car clubs Day. CANCELLED

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 some events may still be cancelled.

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. Commencing 8 am PLANNED TO GO AHEAD.

Sunday 12th September 2020: We have been informed that the VCCQ Concours d'Elegance that was to be held on Saturday 13 September at Ormiston House has been cancelled due to venue concerns.

3-7 October Darling Downs Veteran and Vintage Motor Club 50th

Anniversary/QHMC rally has been postponed to the Queen's Birthday weekend). This date, being a long weekend presents the least possible number of clashes with other events. The intention is that registrations will be transferred to that date. However,



if people wish to cancel, the Club will refund fees paid, less the cost of any rally merchandise purchased. They will still receive the merchandise. Any enquiries should be directed to the 50th Anniversary Committee at 50rally@ddvmmc.com.au

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 and Sunday 11th October 2020 - A7 Register
October Event: LAMA Annual Invitation Run Weekend
organised by the Lockyer Antique Motor Association Inc. and commencing in Gatton. Contact Elise Pakeman, Secretary, Ph. (07) 4697 6462 for more details. Members to make their own arrangements re. travel, registration, accommodation etc.

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

16th October Gympie Steam Festival

2022 - 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



MINUTES OF PAST A7R2 MEETINGS

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

Robyn



NEWS OF MEMBERS AND CARS

A FAREWELL TO KEITH and KEN



Keith Mardon of Mackay unfortunately passed away in June. I believe Keith was only about 69 but had health issues and I am glad that I made his acquaintance at our Bundaberg Dash, the news of his passing came as a bit of a shock. The committee expresses its kindest condolences to Keith's family, (*Photo from the Pioneer Valley Machinery Preservationists Society Face Book page*)

Also we say must say farewell to **Ken Henderson** of the Glass House

Mountains who unexpectedly passed away. It was only last year that I sent Ken a dating form for his Big 7.

WELCOME to NEW MEMBERS

Member #357 **Hugh and Judith Cullen** of Cleveland has bought **Brian and Anne Brindleys** 1936 Roadster (right), to be on the road VERY SOON.



Peter and Catherine Rigden of the Glass House Mountains have bought the late **Ken**

Henderson's 1938 Big 7 with two door tourer body by Charles Hope (left) . Well known to the club for many years "Big Red" was owned by **Harry Strange, Leon Aitken, Tim Braby, Trevor and Donna Hebblewhite, Ross Paterson and Ken Henderson**. Hopefully Peter does not have too much to



get back on the road.

Geoff and Marion Rogers from Struck-Oil, near Mount Morgan, have rejoined after a few years absence. They have a 1936 Sports under restoration.

Alan Gale has resigned the register, "**Anopheles**" has gone to Victoria.

We have been told that the Post Office at Stones Corner has been demolished and **Ken Folliott** has moved his postal address to PO Box 655, Coorparoo, Q4151. Ken's home address still is 37 Rees Ave, Coorparoo Q4151 and Phone 07 33942160. Ken has been keeping the doctors busy, with a long list of things to be looked after, but still keen to get his differential done should any one wish to help.

John and Suvipa Smith wrote me a lovely letter. They have gone online and cut off their landline phone.

Another Isolation project for Doug the Fixer

With the lockdowns and shut outs some would be forgiven if they get a bit "sulky" at times. Well Doug Clark went a step further and brought a genuine sulky home! The photo shows Doug's next little restoration project.

This sulky came from a property at Yarraman where it had been hanging from a shed roof for many years. It was the property owner's Grandfather's sulky and appears to be over 110 years old. The Grandfather had 4 children and on Sundays, they would all climb in and go for a picnic. The original manufacturer of the sulky is unknown as is the original colour.

Good luck Doug with this, your next project. Robyn informs me that "NO, he is not getting a horse!"



(A sulky is a generic term loosely applied to that collection of fast 2 wheeled passenger horse drawn vehicles that also includes gigs, jinkers and traps. The originator of the term was the Sydney Sulky of the 1880s and 1890s which was soon seen in every state and was based on a design imported from the USA, and usually was reserved for a single passenger/driver. The direct descendant of these can still be seen in the harness racing gigs of today.

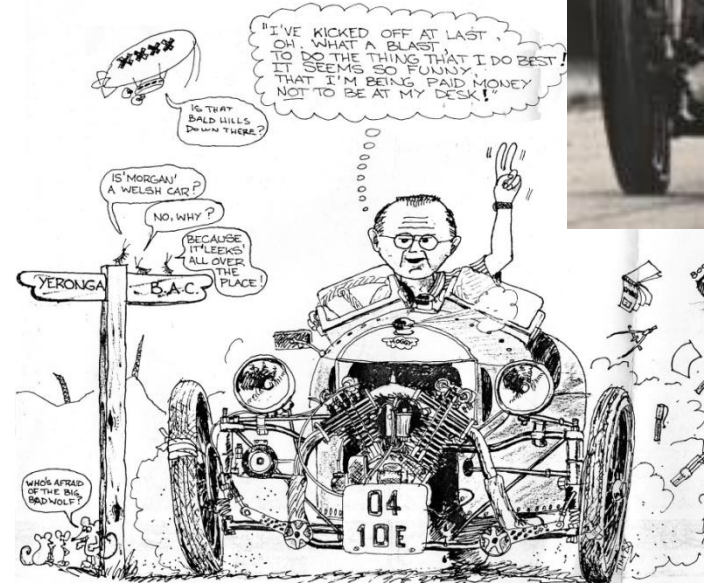


Another new Octogenarian is that well mannered vintagent Joe Wilson seen here celebrating his birthday with his wife of 60 years, Bev, who we are reliably told is much, much younger. They appear to be enjoying a nice glass of crisp champagne. Members of the Vintage Car Club of Qld were kindly invited to Joe's 80th birthday along with many old friends and family at their son's home in Upper Brookfield.

Joe recently sent the club this action photo taken half a lifetime ago and he tells us that :-

"I competed at Phillip Island in 1978 in the 50th. anniversary of the AGP in my three wheel Morgan.

What a weekend!! We were able to take passengers in regularity in those days,



Happy 80th Birthday as Alan and Joe get their OBE*s!

(*OBE - Over Blinkin' Eighty!)

This year sees several milestones, including a few special birthday. Our good mate and Librarian **Alan Couser** had apparently celebrated his 80th year on the planet in a style befitting a gentleman of his impressive stature.



and I gave as many a go as possible. (I'm blown if I would ride with a mad bugger like me.)

Cheers and thanks

Joe"

(This cartoon of Joe in the "Moggie" is one that Editor Tim drew in 1988 when Joe left the Brisbane City Council's Dept of WS&S design office to start up the Sleeping Beauties Veteran, Vintage and Classic car restoration workshop with Wolf Grodd at the old Sunbeam factory Yeronga.)

I'm just wild about Harry

Harry Thyer was Neil Thyer's Grandfather. He was a bit of a character with his distinctive little 1928 Chummy. Harry was married three times, so the difference in ages between the two youngsters in the photos



A nice photo of Harry relaxing with pipe in hand.



Harry's Shop at Stones Corner, L to R Cyril (Neil's dad), Harry and his youngest son, the little fellow near the Chummy.



Parked outside the family home. The white paint on the mudguards may have been a wartime precaution in the blackout. Possibly taken the same day as the shop photo.



The little Austin looks in very nice condition with shiny paint and especially applied tennis shoe white on the sidewalls.



Not sure what is going on here. There appears to be clothing drying on the ground. Maybe a day at the beach? Harry looks dapper in his clip on bow-tie.



Jump forward to 2019 and here is Neil and Karyn's 1929 Roadster, named "Harry" in remembrance of a much admired Grandfather

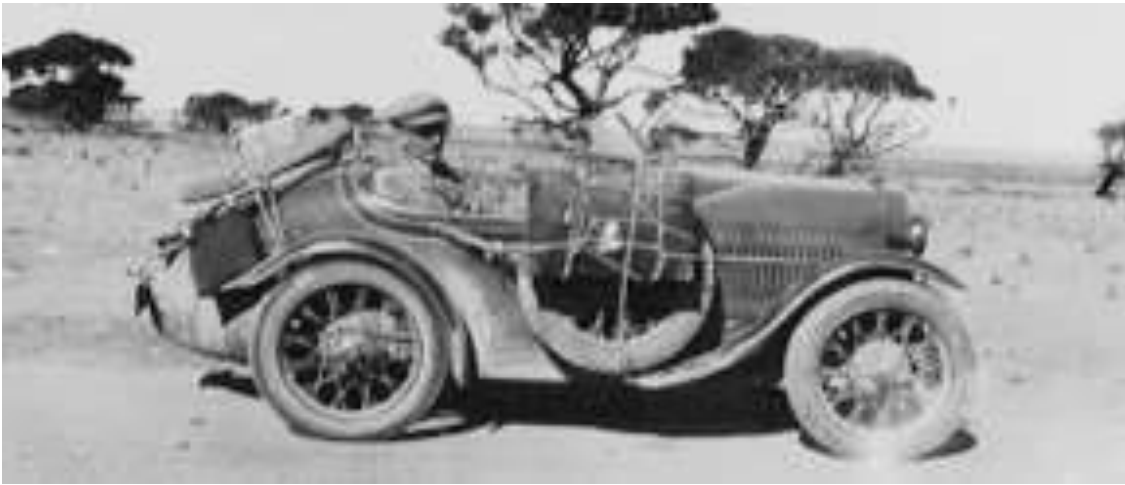
Many thanks to Neil and Karyn for supplying these wonderful photos.

Across the Continent in an Austin Seven Sports

(By Theo Shepherd of Bomaderry)

Final Part 3 of 3

Published in The Nowra Leader, Friday 24 July 1936



Greatly refreshed, we started off again at 10.30p.m., and entered thick, dark scrub by a winding, deep-cut and little-used track, travelling round and sometimes over, great limestone boulders, and eventually found ourselves at the foot of a cliff which

proved to be that of the treacherous Madura Pass.

Stopping our transport vehicle, we dismounted and climbed a short distance. Each seemed to feel that the only way to explain the situation was to stand aghast and gaze stupidly into the rather terrified face of the other.

It was part of the journey and had to be done, so we set about gathering stones together to build the track less dangerous and help us onto the top of some of the boulders. After doing what we could in this way, we put the car at it for a few yards thus prepared, and then carried the stones forward and so forth. With one pushing behind and one at the wheel, leaping, bouncing, lurching and rolling, little by little we came nearer to the top until at long last and without damage we again stood aghast, almost disbelieving that we were actually and safely at the top at just on midnight. This short climb is the roughest I have ever experienced.

Unformed road up the limestone cliff left huge bared boulders and deep wash-aways, making the danger of lurching over the side to disaster very imminent. Only a week or so prior to our trip a Chrysler had suffered this disaster.

However, without even an inspection of the works of our carriage, we carried on through scrub and loose boulders without any possibility of getting a bed or accommodation for the night. Pulling into a cosy little nook among the shrubs we slept for a few hours.

A little after daybreak, the morning being fresh and clean, we got going right away to warm things up a little. Soon the scrub became scattered and so scarce that we could see our last chance of making a fire was close at hand, so we pulled up and gathered sufficient bramble sticks together to make a blaze, on which we toasted our last half loaf and made a first class breakfast of sardines on toast.



We were not afraid of being pinched for lighting fires, because no man had ever been within thousands of miles of where we were, and we were not afraid of running fires for dirty sand will not easily catch alight.

Camels

A very strange thing happened during our lonesome morning meal. Gazing into the distant west we could see what appeared to be heavy rain approaching. This became closer and closer, until a dense fog covered us. The time

was about 8.30 a.m. The sun was obliterated and water drops collected on our shoulders and hair. The car also became wet. It seemed to us as though their rain season had come and gone while we had breakfast. At 9 o'clock the air began to clear and we made off.

At 9.30, while the fog was still obscuring the vision, what to us was a young emu, stalked proudly across our way about fifty yards off. We stopped the caravan, and made a good inspection of the bird, which, to our amazement, took to its wings and flew gracefully off into the fog.

By another half hour old sol had burst forth and the fog was gone. We found ourselves well and truly out upon the great Australian sand plain. The environment produces a sense of severe solitariness. All civilization seems to have been swallowed up in the hot, barren, level sand plain. One is almost overwhelmed and feels the inspiration of the poet who spoke of "the everlasting sameness of never-ending plains". We simply stayed our seats and drove on for hundred after hundreds of miles.

Late in the afternoon we reached lightly timbered country and came onto the telegraph line clearing for the roadway and were privileged to be the first motorist to travel on this twenty miles under the telegraph line instead of the road.

Between sand, stumps, and posts it was a tough drive. An interesting feature of this limestone country is its blowholes. Bottomless cavities opening to the surface with a hole about 3ft from these blowholes. The sound of a stone dropped in at the surface can be heard until it becomes faint in distance below. A cool and continuous draft of air is emitted from these holes at all times of the year, and hence the name "blowhole". Again we put in the night in the car.

The morning found us in rough, stony scrub-country. A fierce, slinking dingo was scared from its haunts near the roadside by our starting off and soon kangaroos were hopping characteristically from either side of the road. Great eagle hawks were also in evidence soaring and tumbling in the heavens. The place was like a great zoo. Magpies, crows, parrots, flocks of cheeky galahs, wallabies, and rabbits, which have now reached the

extreme regions of the fertile lands of W.A., were all conspicuous.



Theo at Eucla

It is interesting to note that the common street sparrow of the eastern States is rigidly, and so far, effectively excluded from Western Australia.

In the afternoon of the same day we were suddenly terrified by several huge camels leaping onto the roadway in front of us with a chorus of weird groans. To the number of about a dozen these unwholesome beasts

kept the track at a trot ahead of us at a fast trot.

With all the tactics we as victims to the smell and dust of these obstinate brutes could devise, they kept us on their heels. Rolling against overhanging saplings and blundering over stumps, never breaking from a trot, they led us for a distance of about five miles and must have travelled at a speed of thirty miles and hour in places.



It is noticeable that wherever there are a few trees, however small or invigorous, there are birds to twitter among their leaves.

The track is naturally very rough and the mobility slow over these boulder-strewn limestone ranges. The word range does not imply hills, much less mountains. The most hospitable accommodation for another night was our transport vehicle.

Sheep Country Western Australia

The following day we felt a little awkward in our

strange attire of dust, whiskers and heat, for during the last three days we had cause to exercise economy with our provisions and had not shaved or bathed, not to mention the action of washing.

This country, now well into W.A., is conspicuous and interesting for its monstrous bare rocks, the smaller stones of many hues which are found everywhere, the many pits which riddle its surface in search of gold, the great snow-white sand lakes, and the haunts of nomadic tribes.

Horses are bred on the best of this land, sheep on the poorer spaces, rabbits on all of it, and in the best seasons a rabbit may visit the worst of it, though I fear he may not be heard of again.

Here time seemed to lose its fleetness. Hours seemed weeks, and minutes whole days, but as we carried very scanty victuals, and there was such a very inhospitable invitation to stop that we simply pressed on, passing miles after miles of hot barren sand and heavy limestone outcrops which latter, by the way, is very dangerous to the tyres.

Drafting pens are also passed, which consist of isolated yards in the open plain with a water pump and trough, and dams (all dry), tanks and wells, until finally after much patience, the long looked-for town of Norseman was reached. Our main appointments here were a brush-up, a fill-up, a clean-up and a shave.

A peculiar little drama was staged here at our expense. As we stopped at a garage for car supplies, and incidentally other information, two policemen approached and held us under arrest. One of these good behaviour experts opened his bag and, producing an official paper, handed it to me with the words, "Your travelling from the east, what have you to say to that?". With trembling hand and bewildered mind, I took the paper, wondering if, after all our efforts we were forbidden immigrants. The paper read as follows: "Urgent telegram. Eucla Monday. Two young men, suspects, passing through in Baby Austin, stole parcel clothing." Admitting our appearance might suggest a suspect or even an escapee, we had no time to discuss such an obtrusion on our immaculate reputation, so we gave a hearty laugh and promised to see them on our return, during which time they were given the royal liberty of searching among the endless mass of stuff strapped about the car. We saw no more of them.

The town of Norseman was obviously not founded by a biblical student, for it has not a rock foundation, but is built upon the sand. The shops have no decorated show-windows, on account of the furnace-like heat which is reflected from the loose grey sand. We tried to purchase a malted milk drink here but the term was strange to their ears, and it seems that no milk is even handled in this strange and desolate place.

Seeing we were now less than five hundred miles from Perth, our destination, we were expecting at any moment the glorious experience of gliding onto a bitumen surface road, a sensation quite strange to our experience since we had bid farewell to Victoria.

Alas! to our intense agony a hundred miles of the worst corrugations ever encountered by a motorist lay ahead of us. This class of road has to be taken at about forty-five or fifty miles an hour until wheel spin reduces speed to near thirty-five which is recklessly impossible and has to be carefully reduced to ten until the surface makes it possible to regain the forty-five mark.

The corrugations here are eighteen inches to two feet from centre to centre, and four to six inches in depth. This may sound exaggeration to the uninterested, but it's quite accurate. Cars frequently lose their number plates and bumper bars while travelling it.

The miles were long and tantalizing until Northam was reached at a distance of sixty miles from Perth.

Despite the distance travelled and the excessive roughness and toughness of the travelling not a yard of the bitumen was wasted. The journey was almost complete, and the other side of the Continent reached.

It was with light hearts that we sped down the twenty miles of easy and continuous grades that makes the approach to this western capital, and presents some exceptional panoramas of the city.

And so, just prior to midnight on Wednesday, a fortnight after leaving Sydney, the destination of a

distinguished drive was reached, quietly yet triumphantly. ***The End (of our Adventure!!!)***

How "Mush room" is in this Austin 7?

Laurie Topping brought this picture of a poster back from a trip to the UK and sent onto Neil.

In Laurie's words: *"Attached is a photo of an unusual poster that we saw at Chislehurst Caves, SE of London, that we took while on a visit there a few years ago. The A7 had been well used in the transport of mushrooms by pulling cars full of mushrooms on tracks out of the caves."*

Today the caves are a tourist attraction and although they are called caves, they are entirely man-made and were dug and used as chalk and flint mines. The earliest recorded mention of the mines and lime-burning kilns above dates from a 9th-century Saxon charter and then not again until around 1232AD; they are believed to have been last worked in the 1830s.



The caves were used between 1830 and the 1860s for producing lime. The 25-inch to a mile (approx 1:2,500) Ordnance Survey map of 1862–63 describes the place as a "chalk pit" and marks an "engine house" and two remaining kilns. A further investigation produced, among other evidence, a letter from the son of one of the workers.

During World War I the caves were used as an ammunition storage dump associated with the Royal Arsenal at Woolwich. In the 1930s

the tunnels were used for mushroom cultivation which when our photo was taken.

When the aerial bombardment of London began in September 1940, the caves were used as an air-raid shelter. Soon they became an underground city for up to 15,000 inhabitants (who each paid a penny to enter.)

The tunnels were fitted with electric lighting, toilets and washing facilities; a chapel was built and also a hospital. The caves were located close to Chislehurst railway station and many people arrived there to then enter the shelter. Shortly after VE Day the shelter was officially closed. There has been only one child born in the caves, christened in the cave chapel with the unfortunate name of Cavena Wakeman, who endured the name until she turned 18, when she legally changed her first name to Rose and using Cavena as her middle name.

In 1903, William Nichols, then Vice President of the British Archaeological Association, produced a theory that the mines were made by the Druids, Romans and Saxons. This theory was used to give names to the three parts of the caves: tour guides

point out supposed Druid altars and Roman features. However this is based on Dr Nichols' writings.

The caves have appeared in several television programs including episodes of Doctor Who from 1972 titled The Mutants. In the 1960s, the caves were used as a rock music venue. David Bowie played there 4 times..



A Swarm of Wasps (a collection of recollections by Tim Braby)

Until someone writes a definitive history of the Austin 7 in Australia with the exact who and where and what of all the uniquely Australian styled Austin 7 bodies, both touring and sporting shall remain the province of enthusiasts and motoring historians who know a lot about their particular field of interest but can get into uncharted territory when it comes to other makes and models. For instance some of us know that in before WW1 (actually in 1912) a tariff was brought in to curtail the importation of complete motor cars into Australia to protect the new coachbuilding industry. This saw the creation of large companies such as Holden and Frost which soon became General Motors Holden plus a proliferation of many smaller companies building everything from complete saloon bodies to camping body conversions on tourers. There were well over a dozen in SE Qld alone by 1928, including Charles Hope and Enoggera Body works..

Thus it is with the Austin 7 Wasp, one of the rarer body styles, easily identified by the unique concave "Brooklands" racing cowl and dummy front chassis iron cover that hides the original Austin 7 Radiator and its brass shell which differentiates it from most of the other A7 sports cars like the Ace and Meteor. The other clue is the pointed back of the body with its bulbous wasp abdomen like shape.

Going on evidence, the Wasp was made by William Greene of Parramatta Road, Petersham, at the area known as Taverner's Hill, from 1928 to 1930. We know this because of the brass plate that makes up the sill plate on the only door opening on the car.

Numerous photos have been collected by the writer over the years of cars with identical shaped noses but differing body types.

For instance there was a fabric covered version, and a car with a tail where the joints are simply covered by aluminium moulding strips, and the rare and elusive Sportsmans Coupe (there is one well under restoration). We received recent photos from club member Ian Brumby in Lawnton of his A7 Wasp. Ian has owned his car for over 35 years and been a long time member of the A7 Register for over 30 years. He completely handmade the body frame work from the firewall back as the original body had been hacked about. The body panels were fitted by a panel beater and the paintwork was just done in the last few weeks. Nearly finished, just in need of upholstery and glass now. All he needs is a static display to take it to!

Editor Tim worked with Ian for about 25 years in the BCC Dept. of Water Supply and Sewerage design office when at one time we both had the only 2 genuine Austin 7 Wasps in the A7 Register.



Photo of an original Wasp in the late 20s/early 30s owned by a Mr. Cawley. It bears a NSW Rego number painted on. It has a nickel plated radiator shell, which is unusual. Photo from *Thoroughbred and Classic Cars* magazine of March 1971. I have a nice blown up version of this photo.

The plated nose appears to be a option of the time.



Bill Sanderson's Wasp as picked up at Heelis' Garage in Bellingen in the 1960s. It belonged to the owner's son who went off to WW2 but when he came back he was not welcome as his father had remarried and the car sat there for 25 years. Paint is believed to be cream yellow body with red top and black guards. The bodywork was repaired by Guthrie Crash Repairs and a hot 1935 Motor later fitted. The car was sold to Terry Hicks by Bill and the hot motor failed. It was sold to Cam McCulloch whom I believe put it in his 1928 Sports.



The Wasp as run by the Editor from 1987 to 1996. I bought it from Terry Hicks along with the original motor and gearbox. Paint as done by the Guthries



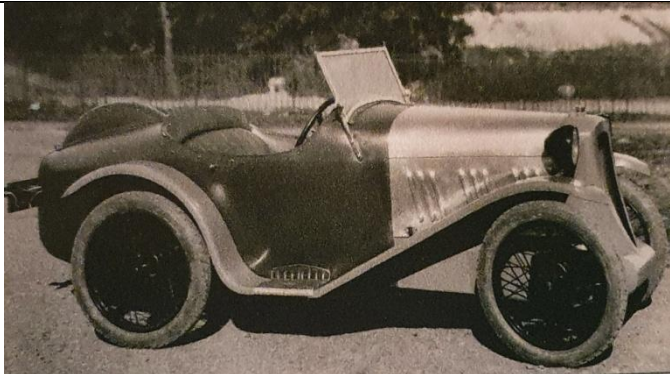
The car as re-restored by the Boatwright's, now in dark blue. I sold the car to them in 1996. I believe the Wasp badge on the radiator core may still be the one I made!



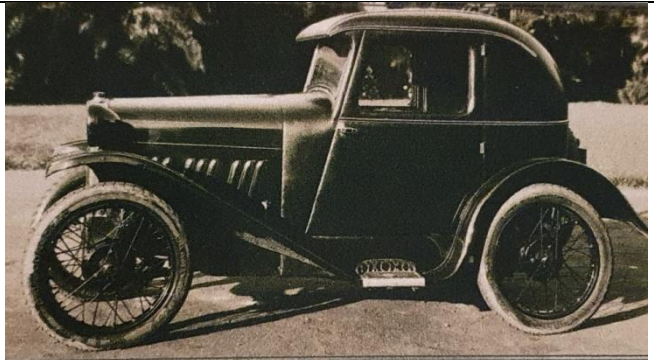
Left and right Ian and Karen Brumby's 1929 Wasp,



"Brums" car now nearly finished. Ian made the body and windscreen from scratch. The nose, bonnet and mudguards are originals that have had a lot of work done to them. Upholstery proceeds at glacial speed.



The Wm. Greene Fabric Sports of 1928. (Courtesy of the A7 Club of Vic. and Brian Brindley)



The Wm. Greene leather covered Sportsman Coupe (Courtesy of the A7 Club of Vic. and Brian Brindley)



Not too sure about this. Brisbane styled Sports with Wasp nose and mudguards. (From the Roy Ducat collection)



Rex Danneberg's Uncle in Sydney driving a Wasp

A Letter from the North Coast

Well at last I have nearly joined the 21st century. I still hand write all my letters. I've cancelled our land line so I do miss my fax machine. Now we use a mobile phone system 0480 274 512. Suvipa has her Iphone and Ipad and is doing her best to use these machines. I leave it all to her as she has her Email to recieve important news and letters from friends. Newsletter I much prefer on printed paper.

Well we should have left Australia May 20th and returned end of August. Thai Air cancelled our flights and then filed for bankruptcy and the courts are trying to sort it out. Now we would like to return to Thailand end



October and return end February 2021. I am very afraid if we leave we cannot get back if borders are closed again. Early October we are booked for the Toowoomba 5 day rally (DDVVCC 50th) , will take the 1930 Ford Model A. Now on club reg. with new number A1930A, as the young people say "real cool".

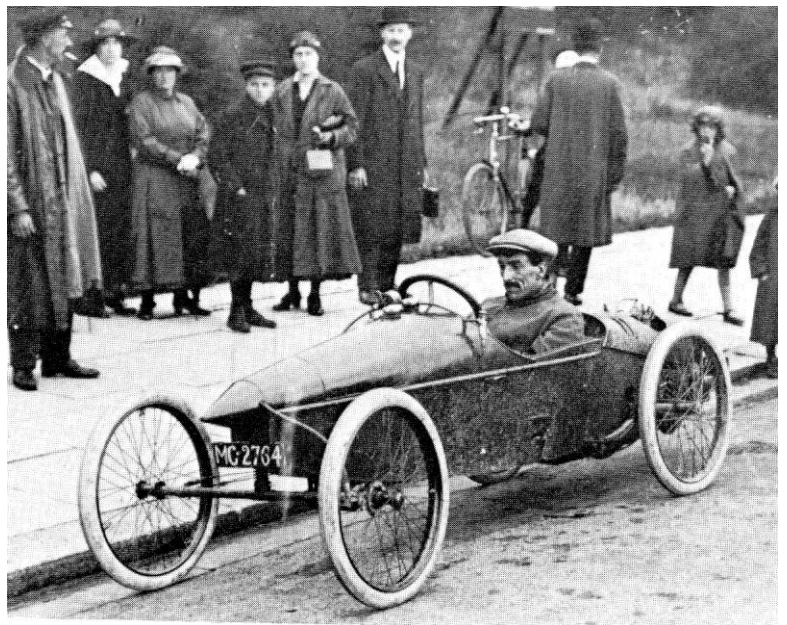
To keep sane these last months we are adding to our Cyclops (Pedal Car) collection, in view of the Thai Air problems we thought that we would make our own plane so have recreated the Cyclops Century Flyer, our new version of it. It is chain drive and made of maybe 50% original parts. Photo shows work so far, now "rain stopped play" Paint job does not like this weather.

I am glad you have not taken a NZ holiday on the strength of my gasket sales. Not impressed with your marketing so far (*sorry John, I must have been away the day we did that in 5th Form economics.*) Anyway they won't go bad and will sell later!!

So. I trust you are keeping well. if we find you have been within 50 kilometres of Cooran and not come to see us you are in SERIOUS trouble.

Suvipa and John Smith,

UPDATE 6/8/2020 the Cyclops pedal 'plane' has stalled thru a lack of parts, so John and Suvipa have embarked on a slightly less ambitious project. They are building a 1:1 replica of the 1919 AV Monocar, a curious post WW1 cycle car that boasted a 654cc 8hp JAP vee twin motor and bobbin and wire steering system. John would like a vintage 600 cc motor bike engine, preferably a 8hp JAP or Blackburn or similar British engine, either a twin or a single. (*photo of a 1920 AV Monocar. As long as a 7, but only half the width!*)



1928 Austin Seven 'Special' rebuilt 1954

This racing car is a fine example of locally built or modified "specials" that were common through the history of international - and notably Australian - amateur motor racing from the 1920s. Such cars proliferated from the late 1940s to the 1960s. Originally manufactured in England as an Austin Seven in 1928, this car was modified by an early owner for long distance road journeys between Sydney and Wagga Wagga, then extensively rebuilt and modified between about 1954 to 1960 for what was a very successful amateur motor racing career in circuit and hill climb events around NSW until its last race in 1988.

This essential history of the car signifies its status as an important "special". The Austin Seven Special represents an important acquisition for the Museum's collection on several other counts.

Firstly, the Austin Seven was itself a highly successful road and racing car in its native England. Its success may be compared with that of the Model T Ford in the United States as making motoring affordable to the masses and making its simple engineering accessible to backyard mechanics. First built in 1922 with a modest 747cc engine powering its light body and chassis, the Austin Seven was capable of only a modest 35mph (56km/h). However, it was destined for motor sport fame when its body was redesigned for racing and its engine supercharged, lifting its top speed to 80mph (128km/h).

Secondly, the Austin Seven was among the most common types of car from which racing specials were derived. On racing circuits in England in the 1920s, supercharged and modified Austin Sevens broke all the 750cc class records. Perhaps the most famous Austin Seven Special was the Lotus Mark 1, built in London in 1948. This racing success was reflected in Australia, where Austin Sevens performed with distinction in the early Australian Grand Prix races before World War II.

Thirdly, this Austin Seven Special is in very good display condition, requiring minimal conservation intervention. The car retains its essential originality since its last major racing modifications in the 1960s which are evident in the restoration carried out by its then owners in 2003.



Andrew Grant Senior Curator, Transport Museum of Applied Arts and Sciences Sydney January 2011

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 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)



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. Car in Victoria. Call Wayne Styles.

0417 532 412

Email

jenayne45@bigpond.com

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. (photo right)



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.
(I also have 5 left at home at Aspley, will bring to club weekend 15/16th August- 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 Overhaul manual. Woodrow. A must for all Austin 7 owners. Over 200 pages of exploded diagrams and instructions of how to attend to that repair, Soft cover \$120.

4. A7 Competition History 1922-1939 by Canning Brown 370 A4 pages with pictures of the A7's Racing successes, hardbound \$130.

5. A7 Brooklands 1922, 60 years 1982 100 A4 pages of technical articles and photo's reprinted from 'Autocar' and 'Lightcar' magazines.. \$20.

6. A7 Companion (used) 285 A5 page book full of hints from fellow enthusiasts that have solved Austin 7 mechanical issues \$25.

Barry Leeming (Mackay) Phone :- 0412 77 1800.

FOR SALE: 1938 ex Austin 7

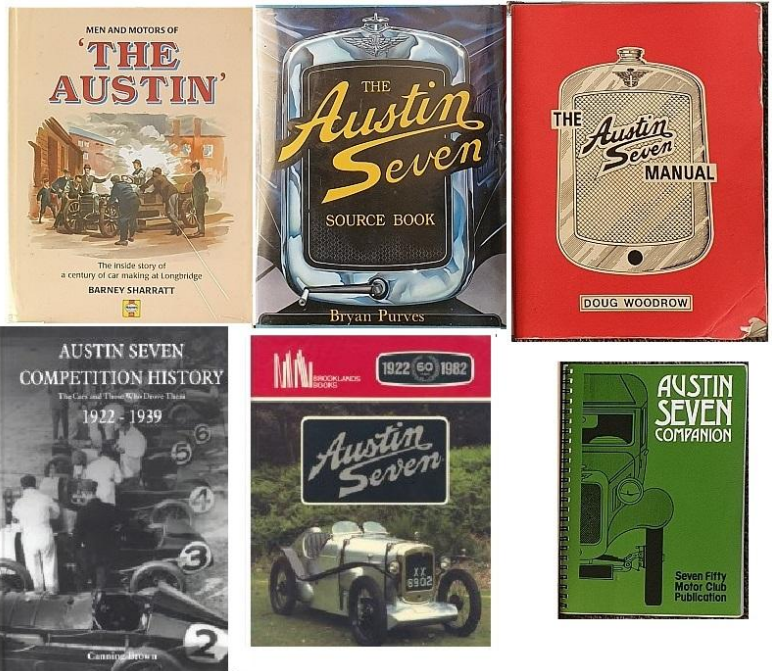
racer. Restored to road use. Needs brakes connecting and a new battery fitted. Speedex head, lowered suspension, louvered bonnet. Beaver tail, Very fast !! Custom built trailer, complete with a winch , ramps. Spare engine, (on stand) needs a new cylinder liner. All new hardware to complete. Trailer load of spares.

Would suit - young, (or old) hoon !!

Tow away, the lot, \$20,000. Cheep cheep !

Barry Leeming (Mackay) Phone :- 0412

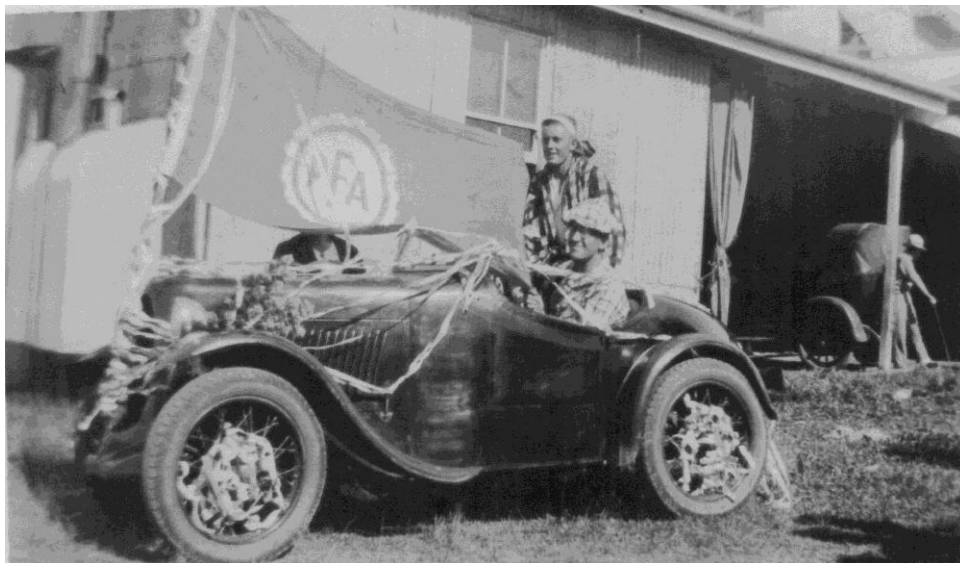
77 1800 or email barryleeming@gmail.com



Photos from the Archives - 1. Young Men and Two Babies

Trevor Moore gave the editor copies of these two photos that he received with his sports. The Austin 7 is possibly a 1928-30 Meteor Sports with maybe a James Flood body, being prepared for a parade. Bit hard to see if the second photo is of the same car. This one has a hood, whereas on the first it is missing. I would guess a Charles Hope body, but there is not enough to see.

But what is also interesting is the banner in the second photo with the letters PFA. I was able to establish it is



the **Presbyterian Fellowship of Australia**, an organisation for teens and young adults that flourished in the 1940s and 50s. Maybe some of our members will remember the organisation and perhaps were members. At the time there were several such organisations to try and keep young folk occupied with wholesome activities with a Christian theme, another was the **Methodist Order of Knights**. After a bit of asking I found Pam and Lester who were in the PFA

from the late 1950s to early 60s. The PFA was for girls and boys from 14 up to young adults. They had weekly meetings, usually on a Sunday evening, and also had organised social outings such as dances with other PFA groups and fellowship weekends up at the Presbyterian Church Camp on the Sunshine Coast (at Nambour?)



2. The story of John Coleman

In 1959 John Coleman, the veteran overland traveller, drove a 35-year-old Austin 7 Chummy from Buenos Aires, Argentina to New York, USA. The route took him through the Andes and the Atacama Desert and the journey took 11 months and saw Coleman overcome numerous difficulties including a road accident, an earthquake and other obstacles. Coleman was son of a motor engineer and was born on May 13 1928, and went to Haileybury School before doing his National Service with the Royal Army Education Corps, which taught him to drive. He then read Theology at St Peter's Hall, Oxford, where a keen interest in motor vehicles grew into a lifelong love affair, which led to the journey recounted in **Coleman's Drive - From Buenos Aires to New York in a vintage Baby Austin**. It was published by Faber & Faber in 1962 but subsequently republished in paperback including a 1996 edition. Later, Coleman became a teacher and political campaigner and wrote his book by funding a spell of free time with the winnings from a US TV game show in which he fooled a lie detector. In 2005 Coleman received an ovation when he lapped the Silverstone circuit in the Chummy, an exhibit at the Beaulieu Motor Museum. He wrote feature articles for the Daily Telegraph and other papers, and recently completed his last book, about an his 1968 Morris Minor from Southampton to John

O'Groats. It took him four weeks to complete the 2,700-mile journey around Scotland in the 40-year-old saloon. Driving back from the printer on January 5 2010, he died aged 81 at its wheel after losing control of the blue Morris Minor near the junction of a road and a lane in Titchfield, Hampshire.

John was a frequent guest at Austin 7 Club events in the UK. In 1997 he and the Chummy were guests at the Austin 7 Clubs Association 75th Anniversary at Gaydon in the Midlands. There John kindly signed a copy of his 1996 book for the Editor. I have 4 different printings of his book! The club library has at least one copy to borrow.

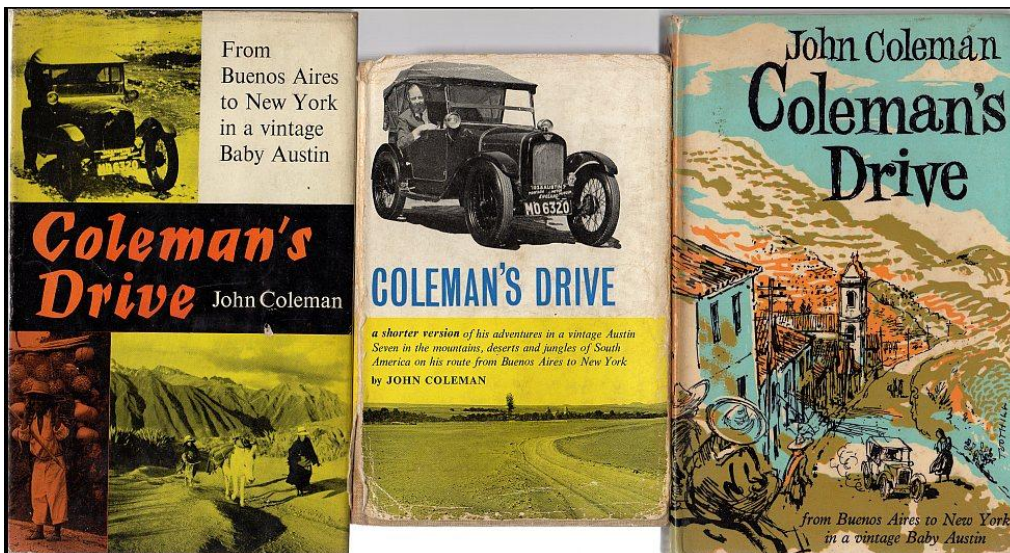


Above John Coleman (L) talking to Gordon Brown (R) Possibly at Beaulieu House 1980s.



The 1925 Austin7 Chummy is now in the National Motor Museum at Beaulieu in Hampshire. Biddy Brown in white jacket talking to a friend.

(Gordon and Biddy visited us in the mid 1990s.)



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