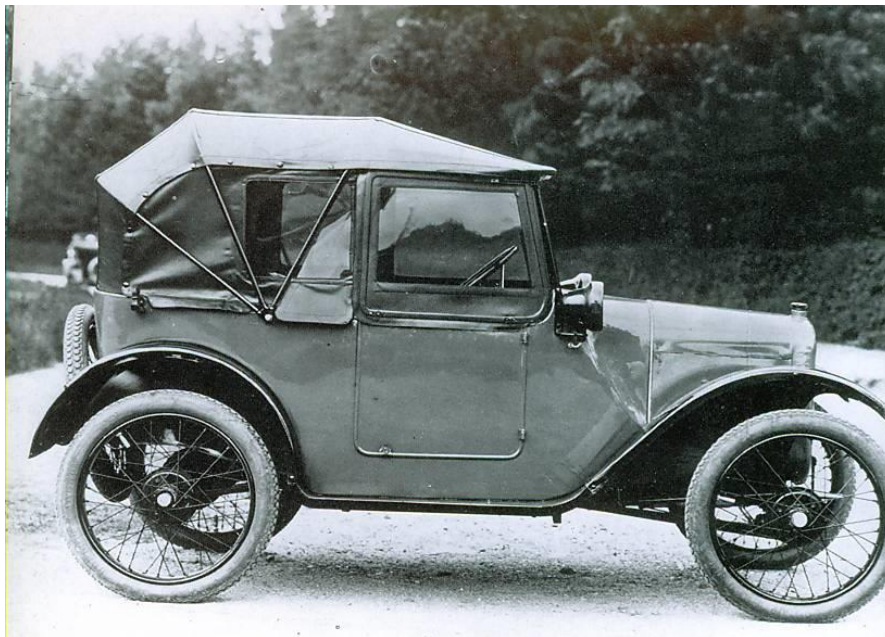
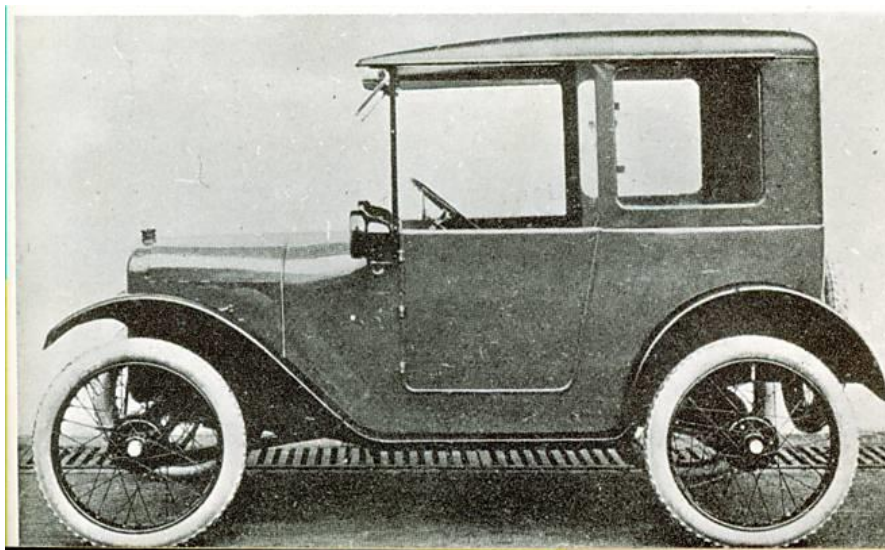


Austin 7 Register of Queensland Inc

**40th Anniversary
1967 - 2007**



1923 Austin 7



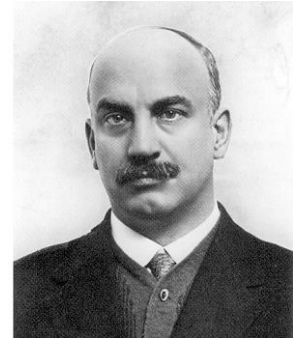
1923 Single Seater Taxicab - shown at the 1923 Vehicle Exhibition





Austin 7 Register of Queensland Inc 40th Year Anniversary Message by Lindsay Jordan (President)

Lord Austin - photo taken early 1920's



It is a great privilege to be President of the Austin Seven Register of Queensland as it celebrates its 40th year.

This little club was started so long ago by a small group of enthusiasts who simply wanted to organise, register and preserve a wonderful little car and in so doing, began a social interaction that is still alive and enjoyed by many members today.

Sadly, over the years, we have lost some members through natural attrition, but it is great to see many of the original members still active and willing and able to attend the club's functions during the year.

It is always a bit disconcerting though, to see photos of past gatherings and be able to instantly recognise the cars as the same ones being driven around virtually unchanged today. Alas 'unchanged' cannot be said for their owners – we look older.

This booklet is a collection of members' cars and their stories and has been compiled to be a permanent record in the club's 40th year.

A big thank you to all who have contributed to the booklet.

I hope that our Austin Sevens continue to be driven around as a historical reminder of our motoring past for many years to come and I hope too that our club, the Austin Seven Register of Queensland, continues to be the hub for another 40 years where enthusiasts can meet to share their knowledge and friendship.

Lindsay Jordan



Austin Seven Register of Queensland

An early history by Greg Riddel

I bought my Austin, a 1928 Roadster, on Good Friday 1965. It was in a sad state, mostly dismantled, but we were able to tie the body on to the chassis, add the wheels, and tow it home.

With no seats but an old fruit box, holey floors, no doors, windscreen, bonnet, or any other body accessories, it was towed behind the family Falcon from Kenmore to Tennyson. On crossing the Indooroopilly Bridge, the toll master said "Where y'takin that - the tip?!!!" {The tip was in fact, close by, and was the grave of at least one other vintage Seven that I know of.}

Shortly after, I joined the Vintage Car Club of Queensland and tried to absorb as much Austin Seven information as was possible. Guy Freeman and David Potts were members at that time, but prominent, at least in my eyes, were one Peter Baker, and one Barry Neville.

Peter had a car very similar to mine, a Charles Hope roadster, except his was 1930 and complete and running, and I was absolutely chuffed when he told me to take it for a drive around the Sherwood arboretum during a VCCQ Concours Day. I still wasn't old enough to get a license, but it was a drive I'll never forget. It gave me firm resolve to get my car running, even though mine never seemed to run as well as "Kooka" in the whole time I've had it!

Barry was also a legend. With his car also in use as daily transport, "Alice" could be seen parked outside Toowong's Royal Exchange, with umbrella firmly attached to the scuttle, on a regular basis. I even drew the car from memory and took it to a meeting to show Barry. He asked me to name my price, which took me back somewhat. I remember that he drove me home in "Alice", and left with the drawing. I don't remember the price, but it was probably far too much for the modest work.

I wonder if he still has it.

And there was Ron Toy, in his red 'Meteor' boat tail, who used to come and visit me and let me drive his car often, even before I had a license. A real friend.

During the course of 'restoring' my car. (I use the term loosely as I had no real talent in this department) I tracked down lots of parts, and of course, other cars. In those days you would keep a keen eye on the Saturday Courier Mail and all sorts of things would appear... Seats from a utility at Stafford. A dismantled Chummy at Balmoral. A car being wrecked at Holland Park. A complete untouched black 1929 Chummy that was part of a disputed estate, still totally original.

I started to wonder just how many cars still survived, so I made it my quest to investigate every ad, every casual mention of a car or parts, and follow up every lead. This kept my weekends fairly well occupied for some time, and I traced but a percentage of the cars that existed, but it still made quite a formidable list.

Peter Baker had left soon after I met him for his honeymoon. This had been in the form of an overseas trip, a year or two travelling around UK and Europe IN the trusty "Kooka"!! True Peter Baker style.

In the meantime, George Elfick had joined the VCCQ, and nobody was unaware of the Austin Seven project that George was undertaking, because he made sure he told EVERYBODY every detail.

Other cars had come to light as well. A 'cache' of Vintage Sevens had been unearthed at Nundah, and although I had prior knowledge of the rumour, I couldn't find the address. They were suddenly advertised one Saturday, and were gone. Well, not really. Howard Kenward, a VCCQ stalwart, got the earliest and prettiest one, a 1924 Charles Hope roadster, and another, a 1929 Charles Hope roadster, became the famous "Chocolate Monty" in the hands of Monty Schofield, and later Mike Hawthorne.

Flushed with enthusiasm at the growing number of cars, I decided it should be a more organised group, and originally proposed that the Austin Seven Register should be formed. This was announced in the VCCQ magazine, 'The Vintage Car' in the form of an invitation to join in the formation of the club, and appeared in

Autumn 1966. What an eighteen year old knows about forming a club doesn't take up too much space, and re-reading my original letter, I don't actually suggest I'm going to be running it! I suppose I thought there would be an enthusiastic group just dying to take up the challenge! Lesson 1. Nothing happens unless someone does something.

What I did know is that nothing could really happen without the support of A7 guru Peter Baker, and on his return to Australia, a group of us met him at an Eight Mile Plains service station on the very last leg of his world trip. "Kooka" was back home.

I remember announcing the news excitedly that we were going to form a club for Austin Sevens. My memory is that he just smiled and said "Are we?" But then, anyone who has just driven an Austin around the world is likely to be a little jaded, aren't they?

However, he obviously thought the idea had merit, and he and Jenny are rightly credited with the hard work associated with forming and running the Register.

By the way, the reason that it was called 'Register', is that I originally envisaged that it would be a register of Austin Sevens attached to the VCCQ. That way, it could sort of build up gradually before having a life of its own.

I guess in a way that is what happened, as several A7 owners joined the VCCQ, but there was always the question of Post Vintage Sevens, which were not strictly accepted as eligible cars within that club.

Shortly after, Peter set up house at Ferny Grove, and the meetings were held at the Baker's house, I think on the fourth Friday of the month, from 1967.

Although Austin Sevens always had a strong connection with the Vintage Car Club of Qld, most members having owned one in some capacity at one time or other, they were not always taken seriously, but the enthusiasm for the cars has meant that the current Register has grown, and remains a very strong force in the old car movement. Indeed, the success of our Register is the envy of many other car clubs.

I can only remember one serious threat to its survival, and that passed with very little eventual impact on our membership, and indeed probably strengthened the resolve of the members to support it.

So, as the Austin Seven Register celebrates its FORTIETH BIRTHDAY, it's congratulations to those that have put in so much for so long. Who could think of a Register without Peter Baker or Barry Neville. How could we ever have survived without Rhonda Guthrie to guide us? (ably assisted by Ross). What would we have read if Tim Braby hadn't been editor for all that time. There are many others of course, like the McCullochs, who have done a sterling job with the spare parts service, and Peter Cahalane, who balanced the books more times than the rest of us balanced wheels.

And there are the memories of members dear to us, like Pym Hills, Guy Freeman and Jon Chippindall, who are sadly no longer there. But many who are still with us have been there for forty years, and that is a credit to the integrity of the club, and the strength of their enthusiasm.

Long live the Austin Seven Register of Queensland. Happy 40th Birthday!!



LIFE MEMBERS

Peter Baker	1988	Alieen Potts	1988	Rhonda Guthrie	1991
Peter Cahalane	1991	Ted Bale	1996	Cam McCulloch	1997
Tim Braby	1997	Ian Waring	2007	Robyn Clark	2007
Judy McCulloch	2007				

PRESIDENTS

1975 - 1977	Graham Cogzell
1977 - 1978	Barry Neville
1978 - 1980	Terry Hicks
1980 - 1983	Graham Cogzell
1983 - 1990	Peter Baker
1990 - 1992	Geoff Singelton
1992 - 1995	Colin Jones
1995 - 1996	Rex Dannenberg
1996 - 1998	Trevor Moore
1998 - 2000	Rhonda Guthrie
2000 - 2002	Barry Neville
2002 - 2005	Howell Whitehouse
2005 - 2007	Lindsay Jordan

SECRETARIES

1975 - 1978	Rhonda Guthrie
1978 - 1979	Molly Neville
1979 - 1980	Gwenda Hicks
1980 - 1981	Les Harvey
1981 - 1997	Rhonda Guthrie
1997 - 2004	Robyn Clark
2004 - 2007	Trevor Moore

TREASURERS

1975 - 2001	Peter Cahalane
2001 - 2006	Ian Waring
2006 - 2007	Amanda Wilson

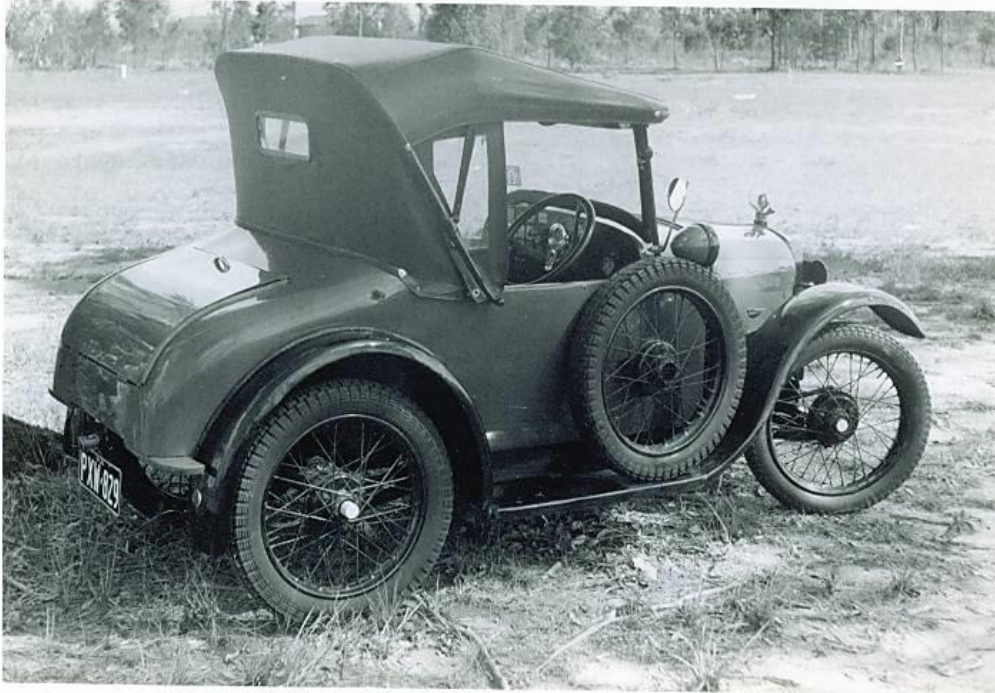
Official Meeting Venues

August 1967 until July 1975 - Peter Baker Residence

1st Official Meeting held at the Veteran Car Club Australia (Qld) Club Room Milton
August 1975 until June 1987

2nd Official Meeting place East Brisbane State School Hall
July 1987 until November 1993

3rd Official Meeting place Veteran Car Club Australia (Qld) Club Room Carindale
December 1993 - for the duration of the Register.



1924 Roadster Keith & Noela Collins

On the 13/5/74 I purchased a 1924 Roadster from Hans Lyrstedt, another club member at the time. I had just started restoring my first Austin 7 a 1937 Roadster, and needed a rally car. The car was in poor condition and I just kept upgrading so I could keep rallying. Apart from local rallies, we did the 1978 International Rally, drove it to the start at Sydney and then back to Brisbane.

We participated in was the Barossa Valley National Rally another long drive from and returning to Brisbane.

I traced the owners back to 1926, but at that time the car was involved in a smash and the previous owner is unknown.



1925 Chummy Ian Reece and Lynette Falken

Purchased in 1991 from Castle Hill fully restored and with full registration. It has traveled over 20,000 miles since 1991 and we'll continue to enjoy it until at least it's 100th birthday.



1927 Roadster "Pee-Wee" John & Robin Ikin

Our 1927 Austin 7 Roadster was purchased in October 1998 in an unrestored condition.

The Austin 7 underwent a full restoration and attended its first outing in Brisbane in July 1999. Our little Austin 7 has attended many outings and rallies and both Robin & John get much pleasure in driving their "Pee-Wee".



1927 Chummy Cam & Judy McCulloch

Hi, my name is "Flo" I was first purchased in NSW and then sold to people on the Gold Coast. Cam & Judy purchased me many years ago and have since restored me in a short time. I have been on many club rallies with them.



1927 Doctors Coupe "Baby Jane" Peter Goldsworthy

Obtained at Bendigo Swap in 1988 incomplete. Originally from South Australia, it had previously been rusted out from the bottom up to and including the floor - these had been replaced - not necessarily correctly. I spend seven years on it. It's on full registration so I can drive it anywhere any time.



1927 Chummy Alan & Lola Couser

This 1927 Austin Seven Chummy was purchased by us in 1998 from Ross Johnston in the condition shown. The car was previously owned by Ron Gliddon who had the car restored to its present state. No further history is known to us. It has a magneto motor converted to a 12volt electrical system and a 3 speed crash gearbox.

The car has since been used continuously in rallies except for a short period when a broken crank-shaft kept it off the road. The car carries full registration and has at times been used as our only car. We took the car to the 85th National Rally in Mudgee at Easter 2007.



1928 Chummy Cam & Judy McCulloch

Hi, my name is “Old Yellow”, I am Cam & Judy’s first Austin 7, purchased in the 1960’s and restored by them.



1928 Roadster “Cutie” Brian & Susan Clancy

He was told NO more cars and everyone had been waiting to see if she would give in, but she was very adamant, enough is enough! If he wanted another car he had to sell one first. So when a 1928 Austin 7 Roadster turned up at the CHMC rally entered in their name everyone said “I knew that she would give in and she is all talk”!

But they were all wrong because it’s not his car, it’s her car. “Cutie” was purchased as an older restoration three years ago and she was dismantled and cleaned up, repainted and registered and put back on the road, just in time to attend the 85th National Rally in Mudgee 2007.



1928 Roadster Cam & Judy McCulloch

Hi, my name is “Cherry Ripe”, I original owner lived on the Gold Coast.
One of my previous owners left me in a shed for approx 12 years.

Cam & Judy are my third owners and have restored me doing all the work themselves in just 6 months.



1928 Roadster Ron & Alice Turnbull

I found the Austin 7 covered in dust and wanting a good home. At the time we owned the Shell Agency in Port Macquarie and I spotted it when dropping off a drum of oil. I pestered the owner for about two years before he would sell. It needed a complete restoration and in 1983 it was often hard to get parts, so I joined the Victorian A7 club with its good spare parts and information service from fellow members. After 4 years of work I sent a photo to the club and they put her on the front page of the Light shaft in April 1987. We have attended many National Rallies including Canberra 1992, Maroochydore 1997, Ballarat 2002 and Mudgee 2007



1928 Saloon "Álice" Barry & Molly Neville

"Alice" is actually the second incarnation. Alice Mk 1 was rebuilt in 1961 from the remains of a two-seat roadster type with a home-made body of unknown origin. It was my first car, and the only one for a few years, clocking up 100,000 miles in four years on rallies and private trips. She went to the top of Mt Kosciusko and lots of places between Maryborough (Qld) and Melbourne during that time.

The body began to fall apart, and I was told about a saloon under a house at Albion. This was truly a pile of rust and woodrot, but I decided to restore it when news came of the 1970 Captain Cook Bicentennial International rally from Sydney to Melbourne. Alice Mk 2 left home for the start in Sydney with some of the paint literally still wet!

Although she was off the road for most of the time from 1976 to 1997 we have still managed to add 10,000 mostly rally miles. Until the Ballarat Rally in 2002, Alice had never been trailered to a rally, and has only done so twice since then.



1928 Sports Neville & Wendy Derrick

Our car came into my family when Dad took it as a trade on another car he had in the late 1940's. He rebuilt it and sold it to my Aunt Florence on 25th March 1950. She drove it until about 1956 when she became too ill to drive any more. I can still remember her driving me up to my home when I was only about 4 or 5 years old. It then sat in her shed until 1959 when my brother bought it and Dad did it up for him as his first car. He drove it for almost 2 years and sold it to one of his mates. I tried to get it back from him when I was about 14 in 1965 but without success until 1981 when I managed to but it in rusted pieces. I registered it in 1983 and joined the Austin 7 Register that year.



1928 Sports "Herbie" Ron & Daphne Toy

Herbie was my first car purchased in 1963 in going condition for 75 pounds. My mother refused to ride in it because of what the neighbours might think.

I left my wedding reception in Herbie. It must have looked a sight; me with my derby hat and goggles and Daphne with her wedding veil blowing in the wind.



1928 Van Bill & Sue Clarke

Sue & I purchase Mack "The Truck" in June 2000 in a partly restored state. The engine and body were fine but the other mechanicals were more or less a bit of a disaster. The paintwork, cream body and dark green guards, was also a bit average. We sorted the mechanicals over several years and finally had it concessional registered in October 2003. Its first real outings were in the 2005 Miles/Roma rally and also in the RACQ Centenary Motoring of Yesteryear static display. It received a good deal of interest in both events.

In 2002 on the 80th Anniversary Rally we saw the Castrol logo painted on the Big Red Shed in Dean, Victoria and got the idea to one day repaint it to match the Matchbox model of a 1928 Austin 7 Van. In May 2005 we eventually got around to contacting Castrol Australia to seek permission to use the logo, which we received.



1928 Wasp "Kermit" Cam & Judy McCulloch

Hi, my name is "Kermit". My first owner lived in Sydney, my sports body was built by Knight. I was purchased from the original family and was restored by Cam & Judy.



1929 Chummy "Victor" Doug & Robyn Clark

We have owned our 1929 Chummy since 1980. Originally belonged to a chemist in Stanthorpe. Sold to a young married couple in Warwick in the 1950's who sold it when it became too small for their young family. We bought it from Bob Hudson, a Rural Banker in Toowoomba. the longest trips we have done in "Victor" is to Longreach and in 1989 and to Canberra and home in 2001 for Federation



1929 Chummy Dennis & Lyn Gillbard

We purchased our 1929 Chummy in April 1978 from Bob Hopkins, who as then living in Mooloolaba. He had bought the car from Douglas Anderson in Sydney, after it had been burnt in a fire at Ron Ferguson's Veteran and Vintage Car Restorations. Bob did a great job restoring the car, and only sold it because he wanted to restore his Veteran Napier.

The Austin 7 has been rallied, though not frequently, round Toowoomba, and a feature was presented on local television in 1988 as a lead-up to the Bicentenary Transport Expo. The car was displayed and rallied at the Expo.

We took it to Maroochydore for the 75th Anniversary Rally (1997) and recently to the 85th at Mudgee.

Since we bought the car we have had no major problems with it, apart from a few normal maintenance repairs. As all Austin 7 owners know, it generates interest and amused looks from onlookers everywhere.



Fig. 9. "Please, Sir, there's a gentleman outside wants to know if you can go for a trial run in an Austin Seven".



1929 Chummy Lindsay Jordan

“Ernie” was build in 1929, and was purchased brand new in September,1930, by a young Ernest Turner for 252 pounds from Austin Cars Ltd, Adelaide Street Brisbane.

The car gave many years of untroubled performance to Ernie and his sister, Elle, and was used for work each day, for shopping trips and for holidays at Caloundra. It lived in a purpose built compartment under their house at Ashgrove and Ernie had no intentions of ever replacing the car with a more modern one.

As the years passed, the Ernie/Ellie/Austin combination drew attention from many fold including the media and in 1986, the Courier Mail ran an article about them relating details about the car - how it was still running on the original “Lodge” spark plugs and had never needed new rings or other engine components. etc,

The car’s service to Ernie and Ellie was wonderful but sadly, in 1991, after a short shopping run, a “clunk” was heard by Ernie as he drove it under the house. He soon realised that the motor had seized but all his attempts to loosen the pistons proved futile. Ernie was too old to dismantle the motor and was aware that he was now probably too old to dive anyway and so he resolved to let the car rest in silence under the house, just a few metres away from where he and Ellie now spent most of their time.

Auntie Ellie died in 1997 and Uncle Ernie, now in failing health, was moved to a nursing home. Fears were held for the car’s safe by the family and, with Uncle Ernie’s permission, the car was moved to his great nephew’s garage where it was stored under soft cover and on stands. Uncle Ernie died in 1998 at the age of 95 and the car was purchased off the estate by his great nephew, ensuring that it remained in the family.

Restoration of the motor followed and the car was nicknamed “Ernie” by those in the club who remembered it from its Ashgrove-Newmarket days, it remains in its basic original condition.

Today, “Ernie” is driven on the club’s monthly runs and has zoomed along highways and crawled up mountain, journeyed along back roads and bounced along byways to the complete enjoyment of his owner and all who travel in him.

Long Live “Ernie” Lindsay Jordan (Great Nephew)



1929 Chummy John Que

The car was restored in 1982 by my parents. The car was bought from a farm near Brisbane and was almost complete when found. It has been to many rallies throughout South East Queensland, Northern NSW and rally in Mackay Qld



1929 Chummy "Hector" Ron & Daphne Toy

I first found Hector in a chook yard. The hens laid their eggs in it. I paid 30 pounds and took it home and put it under my mother's house. She went stone raving mad at me for bring home "rubbish like that!" When restored in 1979 we took it on a Jumbo as excess luggage and toured New Zealand for six weeks.



1929 Roadster Geoff & Virginia Boland

The Boland's A7 Roadster was restored by the late Bill Boland of Toowoomba, Qld. with some assistance from his son Geoff. In the remaking of the wooden frames and the spray painting. The day Bill was measuring up the frame for the soft top, having copied some original hood bows the roof height had been set. Fortunately for Geoff his dad had given him the intended height off the seat, as Geoff 's head would have pushed through the roof, so the distance were increased. If only he could have increased the floor width for Geoff's feet!.

The vehicle now resides in Warialda, Northern NSW and Geoff is also a member of the Inverell Antique Car Club.

**The Old Austin 7 - Nell Dorman
(tune: "Road to Gundagi")**

**There's an old Austin Seven
Made of rubber, tin and board
Along the road to Longreach.**

**Oh, the radiator's hissing,
And half the engine's missing,
The oil tank's running dry.
there's water in the petrol
And sand in the gears,
In more than forty years;**

**But, oh gosh, hear her road
When the pedal hits the floor
Along the road to Longreach**



1929 Roadster Greg Runnegar

I discovered my 1929 Austin 7 Chummy when a colleague was purchasing a house in Port Moresby, where the Austin was on blocks in the garage for approximately 10 years. Negotiations during the following month resulted in me becoming the proud owner on the 29th December, 2006. The car is in reasonable, good original condition.

I quickly got it back on its wheels, cleaned the petrol tank, lines carburettor, repaired a leak in the float and similarly checked the ignition side of things.

Unfortunately I couldn't get a 6 volt battery in PNG, so there was a 2 month delay in importing one. After unsuccessfully trying to start the car, a compression test indicated no compression in No. 1, and almost none in 2 and 3.

After removing the head (with some difficulty) and finding sloppy pistons and the valve seats etc in poor condition, I decided to dismantle the 'spare' engine, which I believe to be the original, being only seven numbers in advance of the chassis number.

The engine is now totally dismantled, ready to order parts for a complete rebuild.

I have five new tyres and will continue checking all systems once the car is running. The Darby family brought the Seven to PNG from Brisbane 13-15 years ago, and Sue Darby has a photograph of the current Prime Minister, Sir Michael Somare riding in the Seven.





1929 Roadster "Harry" Neil Thyer & Karyn Matthews

"Harry" was bought by John Hannan of Albany Creek from an orchard in Stanthorpe where it had been fitted with a flat timber tray and used as an unregistered runabout on the property. At this stage the A7 had no body and the chassis had been extended to accommodate the tray back.

1988 the A7 was bought yet unrestored, from John Hannan by Tim Braby (of Northgate). Some months later, in the same year the A7 was bought from Tim Braby by Warwick Barnett (of Oxley). Warwick fully restored the A7 to a 2 seater roadster utilizing a Charles Hope body type.

In October 1998, the A7 was purchased from Warrick Barnet by Neil Thyer (of Coorparoo) its present owner. The car was named "Harry" after Neil's Grandfather who proudly owned and drove an Austin 7 Chummy



1929 Roadster Trevor & Elaine Moore

This Roadster was advertised in the Maryborough District Antique Motor Club Magazine February 2006.

On Saturday 11/3/2006 we purchased it from Paul Ward, 9 Ariadne Street, Maryborough.

Restoration has commenced on the chassis and running-gear and some parts have been purchased. It was purchased as a long term project.

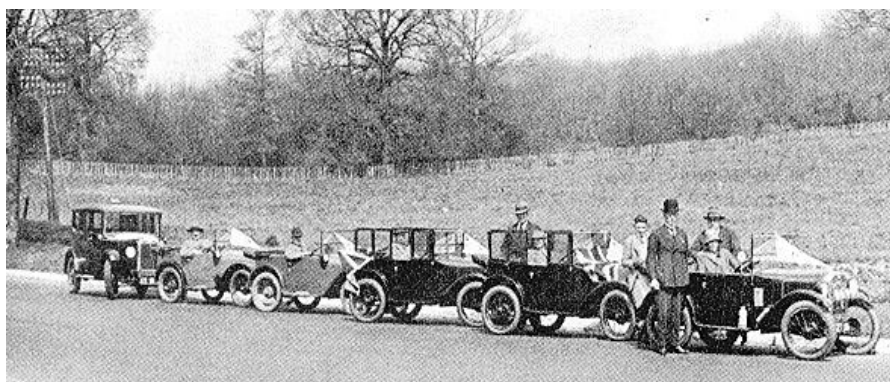
There is little known of its past history.



1929 Saloon "TIM TAM" Tim Braby

In 1989 a member of the Morris Register wrote a letter to the Austin 7 Register to inform our Club about an Austin 7 he had seen for sale in Beenleigh. He did not know what model it was, but it appeared to be complete and restoreable. The letter was read out at our meeting one night and I decided to go and see what the car was. The path lead to inside the back of a BP service station where a dusty and partly dismantled wreck of a 1929 A7 sat along a pile of empty oil drums. What excited me was that it was a saloon, had NZ number plates which meant it was a fully imported factory car, showed no apparent rust, and appeared almost complete except for broken windows and stripped interior. After negotiating a price (that is, a gradual acceptance that the owner would not budge from his inflated idea of what a very tatty A7 was worth and my desire to own this particular car at any cost!) Ross Guthrie and I collected the car and a trailer of spares one night. It did take another 8 years before "Tim-Tam" as my 1929 Saloon became known (like the biscuit it is chocolate over cream, and nearly as speedy as the 1920's racehorse the Arnott family borrowed the name from!) became as one with the road again. In between it was a love hate relationship, I nearly sold the car once, and had to rely on help from other club members to get me over the sticky bits. In particular I would like to thank Ted Bale who made new running boards and repaired the inner sills, Daphne Bale for moral encouragement, Ian Waring for repairs to 6 very worn hinges, and Ross and Rhonda Guthrie for transforming the whole project from a spotty grey and red box to a smart cream and chocolate Austin 7.

The final touches were applied in time for the 75th Anniversary A7 Rally at Maroochydore, where it won Best Vintage Saloon (not a large field to compete against). Other highlights in the recent life of Tim-Tam include trips to rallies in Adelaide, Canberra, Ballarat, Mudgee and all around SE Qld.





1929 Saloon Ross & Rhonda Guthrie

This Austin was purchased 30/5/1971, found under a house at Darra (an outer suburb of Brisbane). The postman told us about it, Ross couldn't believe it when told. Ross completed the restoration over the next 12 months.

We have enjoyed many club runs & interstate rallies from Townsville to Tasmania

In this Austin we have participated in the 75th Anniversary Rally in Maroochydore, the 80th Anniversary Rally in Ballarat, the Austin Centenary 2005 in Sydney and the, 85th Anniversary Rally in Mudgee



1929 Sports Ron Byrnes



In 1960 when I was 12 years old I was looking around for a motor to power a boat.. Our next-door neighbour in Lismore told us of a 1929 Austin wreck which might have a suitable motor. I had a look, bought the car for fifteen pounds (my life savings) and much to my parents dismay, forgot about building a boat and set about restoring THE CAR! Over a period of four years I collected parts mainly in Lismore and Maclean (where I was now an apprentice) and gradually with the help and advice of members of the Austin 7 movement and Lismore Vintage and Veteran Car Club, the car was up and running in 1964. Its first official outing was the Lismore Floral Festival. Before that I had been driving the Austin around in Maclean without a licence. The local police refused to get in the car when I went around to go for my licence and gave it to me on the basis that they'd seen me driving it around anyway and knew I could already drive!

The highlight of my Austin 7s life I think was its journey from Lismore to Darwin in 1968. I was 21, sick of working in Sydney and wanted to get as far away from the smog as I could. 8 days later, with 2,500 miles of dirt roads, creek crossings, road trains and November heat behind me, I arrived in Darwin, where the Austin was used, fully registered for everyday transport for the next five years in the Northern Territory.

Back home again to Lismore in the 70's the Austin was re-restored and attended many rallies local and interstate before once again heading off on another adventure, this time to Bingil Bay in North Queensland.(1987). 2 days solid driving during which the little car went from Rockhampton to Bingil Bay (1,000km) in 19 hours to the amazement and amusement of other road travelers!

Our baby now resides in our lounge room at Bingil Bay and is currently having its third birthday restoration. I think it deserves it after so many miles and 47 years of ownership.

What a little champion - better value than a boat any day!!!



1929 Sports Robyn Chippindall

My husband, Jon, bought our 1929 Austin 7 1967 from Brian McKeering. The car was initially built out of a collection of A7 bits by Greg Gabb. Jon slowly turned it into "Baby", his favourite car.

Jon loved the vintage car scene and joined both the A7 Register and the VCCQ. He drove Baby when and where he could, taking it on one run all the way to Mt.Kosciosko and back, and on another to Amaroo Historic Races in Sydney.

While Jon lived in PNG from 1973 to 1983 his vintage motoring was curtailed, but he still managed to take Baby out every time he returned to Brisbane on leave. However, after returning permanently to Australia (with me in tow) we retrieved Baby from storage with Ken & Pam Mathers, and began our vintage motoring life together. Prior to having kids, Jon and I took Baby on many and varied rallies and Jon also discovered his love of historic racing. Baby more than earned her keep in 1988 when we won 1st prize in the Kern Classic - airfares to the UK, a ride in the London to Brighton and a tour of the famous Beaulieu Car Museum.

When the kids came along, it was difficult to fit four people in a tiny 2-seater and we only went on a few rallies as a family - the most memorable one was the A7 75th Anniversary Rally in 1997. Jon subsequently concentrated on historic racing, with favourite events at Lakeside, Leyburn and Speed on Tweed. Sadly, it was at Speed on Tweed in 2004 that he had a fatal crash (due to a mechanical failure).

Jon's passions (after he family) were vintage motoring and historic racing, and Baby has a special place in my memories and my heart. Some wonderful members of the VCCQ (in particular Joe Wilson and with help from A7 & members Peter Baker and Trevor Moore) did a fantastic job restoring her for me, and it is with much pleasure and pride that I can take Baby out on rallies from time to time, most recently on a VCQ rally to Palmwoods.



1929 Sports "Albert" Doug & Robyn Clark

We bought our Sports "Albert" in October 1983 from a fellow at Sunnybank as a basket case. When it arrived on the trailer we couldn't even work out where all the panels and parts were suppose to go or what shape it was to be.

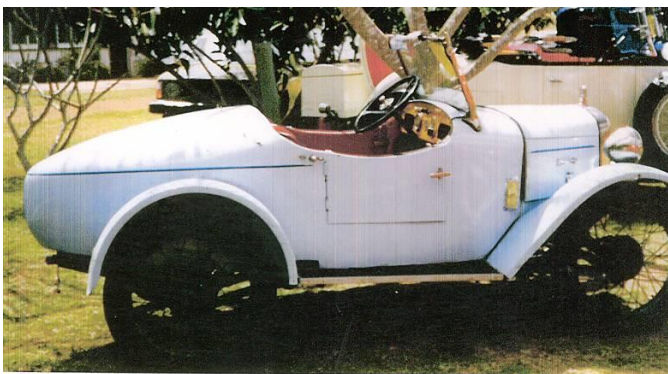
We eventually found out it was originally owned by Tony Maughan of Warwick. Doug built the body from aluminum with the original bonnet and mud guards. We managed to get hold of the original hood bows in 1990 along with some photos.

"Albert" has been on the road since 1987.



1929 Sports Keith & Noela Collins

I found this 1929 Austin 7 Sports discarded in an old carport. it consisted of wheels, chassis and the rest of the car was under a nearby house. About 90% of the bits were there; missing bits came from swap meets. The windscreen mounts were cast from a similar car. Restoration was completed over 5 years in time for the 1988 International Rally and it was driven to Canberra in 2001 for the Shannons Rally. Its top speed is 65 mph, but the original 50 mpg as advertised can no longer be achieved in its present upgraded form.



1929 Sports Special Greg & Kaye Shuker

The car was originally rebuilt by the late Wal Henderson of Brisbane. In 1988 we swapped a 1936 Ruby Sedan for the 1929 Sports. It was a light blue colour then. We drove the car as it was for a while then did a refurbishment which took about 2 years. We have nicknamed him "Aussie" which goes well with the green and yellow paintwork. We have used the car many times in rallies and parades including two National rallies and are looking forward to doing many more.



1929 Meteor Cliff Stockley

My 1929 Meteor body shell was purchased from the Bondi area in 1965. Engine, suspension, radiator and other needed parts were tracked down , Assembled ready to be road registered by my 17th birthday in 1967 - a few days later I passed my drivers license test in the car. The Meteor was reliable and fun driving the 30 km to school at Hunters Hill daily and on weekends I drove the car everywhere and many A7 NSW club functions. After 3 years constant use the car was garaged until now, with sometimes new motors, new brakes or other maintenance and improvements being done. I have had too much fun with the car to ever sell!



1929 Ulster Sports Ken & Merle Bradford

The special was restored to its current shape by Mike Hawthorn of Qld. and held the name of "Fish'n'Chips". then sold to John Hussey of Vic. who after deliberation of changing the format of the vehicle decided to start a fresh and sold it to Barry Merton of Somers Vic, who used it as a day to day vehicle. Being so compact it was decided to pass it onto our family in 2004 and now resides here in Qld and remains a cherished possession awakening the memories of my first car, a Dr's Coupe purchased from the well known John Needham (Vic) back in 1962.



1930 Chummy Graham & June Gleadhill

In 1982 we purchased our Austin 7 from a Mr. Taylor (who I believe was a member of the Austin 7 Register at one stage). He lived in the Kenmore area. When we purchased it, it was painted pillar box red and had off white wheels with white piping between the guards and the body. We didn't particularly like the appearance but it served us well for several years. When we were away at one stage and Murray (our son) was driving it to a rally, the hood folded back and damaged one of the hood irons. As the 75th Anniversary rally in 1997 Queensland was approaching this led us to the decision to dismantle the car and do a complete restoration. We changed the colour from red to green with black wheels and black piping. The hood shape on this car is slightly higher than others, but as it has its original hood bows, that's how it was built. It has been a very reliable car never giving us much trouble when we use it.



1930 Chummy Mike & Kathy Mc Guill

Purchased from Mary-Ann Burns in 1991 who was a club member at that time.



1930 Chummy Matthew Potts

My father, David, bought my Austin 7, a 1930 Chummy in 1960 for 35 pounds. It was his first car. As a little boy I loved going on club outings and test drives with Dad and my family. Dad passed away in 1987 only days after giving me my first driving lesson - in the Austin of course. The car fell into disrepair while I was off working in North Queensland and lay idle for 14 years. When I came back to the Sunshine Coast to live I bought out my brothers shares in the car and with lots of help from club members got the car back on the road in early 2006. Now my boys love going for drives in the "fast (windy) blue car". The distinctive sounds (and smells) of my Austin are permanently etched in my memory and have renewed my passion for driving and maintaining this car that is so special to me. I really appreciate the Austin 7 Register membership for their support, assistance, and friendship over so many years. I've only got time and money for tinkering at this stage but look forward very much to a thorough rebuild and more fun drives in the future."



1930 Roadster The "Little Girl" Brett & Amanda Wilson

Our "Little girl" Is a 1930 Roadster with a dicky seat. We purchased her in December 2005 from Geoff & Beth Larkham who live in Tamworth. She was originally a Brisbane car and was bought and restored by Geoff over 30 odd years ago when they lived here in Brisbane and they took her with them when they moved down to NSW. As happens over time Geoff & Beth's interests moved on to other things and other car projects and the Little Girl was left to gather dust in the shed. Through the grapevine we heard that Geoff might consider selling and we make an offer he couldn't refuse and the Little Girl was Qld bound once again. After sitting idle for nearly 15 years there was quite a bit of mechanical overhauling required to get her roadworthy again. With the assistance of the Queensland Club Members the Spare Parts section, and in particular Cam McCulloch we were able to get her on the road again and now we look forward to many enjoyable years of motoring with her.

PS: We attended our first National Rally - 85th Anniversary in 2007 at Mudgee



1930 Sports Special Justin McCarthy

This vehicle was built by Tony Pavan and bought by me in 2003. Since then it has had a complete mechanical rebuild and more recently new tyre. The "Brum's Uncle" name tag came about when young children started calling the car "Brum".



1931 Saloon Wayne & Jenny Styles

Built Longbridge December 1930. body built by "Egans" Geelong. Restored in 1972, all numbers matching. It is believed to be the only deluxe saloon of this type surviving.



1931 Sports Special "Muller" Peter & Nell Dorman

Bought at auction in 1988, sitting in mud in total disrepair. Won best running chassis at Brisbane Static Display in 1991. Only mishap in 5,000 miles of rallying since was a broken gear lever. Have rallied many miles since being restored.



1931 Sports Trevor & Elaine Moore

In October 1994 I had reason to purchase some stainless steel bolts to use on a restoration project. At the time it was a Sunday and I went to Whitworth Marine supplies. When asked what the bolts were required for, I told the sales person, John Holloway, they were to be used on the restoration of an Austin 7. He informed me that he had one in his shed that he wanted to sell. After an inspection at Johns place at Chandler, I purchased it and bought the many pieces home in the trailer on the 29/10/94.

It was stored under the rear deck of our residence until 22/6/1999, when it was moved into the shed for the restoration to commence. Woodwork, panel work and mechanical parts had to be rebuilt, found and restored. Wood body frames were either missing or rotted. A lot of trial and error was undertaken to obtain the correct fittings.

The metal body, builder unknown, from the scuttle to the tail was in two pieces and was welded and sandblasted. It was found that the rear tail was made up of about 16 small pieces welded together to make the shape.

The chassis was identified as a 1931 by the chassis number attached to some of the scuttle woodwork. This was the last of the short wheel based chasses with combined front and rear brakes.

It is fitted with a 1927 magneto motor, driving a 4 speed synchromesh gear box with a le-mans type remote gear shift to a hardy spicer tail shaft to the 1927 rear axle which makes it a bit of a "BITSA".

This car was displayed at the Austin 7 Static Displays in 1984 and 1985 as I was given the plaques for those years at the time of purchase. I believe it has been owned by other members of the Austin 7 Reg.

I registered it on the 28th September 2004 with the first Rally at Gatton on the 2nd October 2004



1933 Tourer Peter & Gail Cahalane

We purchased our Austin from Alan Jorgensen, a then club member, in 1974 in unrestored but good going order. It had been previously owned by Bill Gibbs of Stafford, Brisbane. A plate on the dashboard indicates it was sold by McIntosh Motors Adelaide Street Brisbane so it seems the car has always been in the Brisbane area.

The car while retaining its vintage look incorporates features introduced around the 1932-1933 era, namely horizontal Zenith carburettor (since changed to SU), rear fuel tank, mechanical fuel pump, fuel gauge, and the starter now on the motor itself – previously protruding to the inside of the body, and the 4 speed gear box with synchro on 3rd and 4th gears. It was built on the longer chassis. The car has never been “off the road” except for 2 periods, each of 3 months, for post unfortunate accident rebuilds and also for a motor rebuild. Since our ownership, it has more often than not been to club events and has been trailed to many other clubs invitation rallies in South-East Queensland over these years. The colour has been changed recently from its original green to its present cream.



1934 Roadster APD Opal Peter & Dawn Abell

Purchased in 1998 locally. Used in lots of rallies including 2001 Canberra “Shannon”.
2002 Tamworth, 2003 Tattersalls Tasmanian Rally. 2005 Austins over Australia at Warwick
2007 85th Anniversary Rally at Mudgee, Plus local rallies in the Port Macquarie area.
We enjoy club and rally fellowship



1934 Tourer Alan & Lola Couser

The first car I ever owned was this 1934 Austin Seven Tourer. I purchased the car from Jack Handasydes Used Cars at Stones Corner in 1957 for 45 Pounds. I really don't know much about the car's earlier history except that on driving the car home, one of my father's employees, Ron Ponting, told me he once owned this car and showed me a photo of the car at Mt Kosciusko. Other than that I haven't any other history on the car.

I used the car as my every day car up until 1961 when I broke a rear spring shackle bolt and on dismantling ready for repairs found that the body timber in the car had rotted so the car was de-registered and left on blocks under my Grandmother's house at Dutton Park for the next 20 odd years until her house was sold. When it came time to remove the car to my present residence, the rear tub had rusted away and a silly decision was made to dispose of the remains to the local rubbish tip. During this time I completely stripped it down to the chassis, sand-blasted and painted the chassis, reconditioned the motor, cleaned and checked all other mechanical items until it was a fully restored running chassis.

It wasn't until I retired in 2001 that I became keen on getting the car back on the road. The first undertaking was to have a rear tub constructed. Without any pattern to copy from and with Peter Cahalane's help in using his 1931 tourer as a reference we were able to construct a tub that fitted to the rest of the body.

As it stands at present the car has been painted, new wiring installed, new seats manufactured, upholstery finished, carpet fitted and a new dashboard made. The last major items to complete are the hood and the side curtains. The hood bows have been re-constructed.

After this, when all running adjustments have been made the car should be ready for its new life on the road.



1935 Tourer Ian Holthouse Snr



Restored by Peter & Nell Dorman, Peter purchased the car from Port Macquarie five years ago. Travelled with car trailer to pick up a load of parts 95% were included, the other 5% came from other club members and swap meets.

Peter, enjoyed restoring "Bluebell" - the colour is similar to the original colour.

An adornment which Peter's car wears is one of the early 'Automobile Club of Queensland' badges available to member from 1911.



1935 Tourer Cam & Judy McCulloch

My name is “Jo”, I was first purchased in Toowoomba , then bought to Brisbane.

I was restored in 1972 in just 5 months by Cam & Judy.

I have been on many rallies with them, the longest one day drive was from Clontarf to Roma Qld.



1936 Tourer Howel & Coral Whitehouse

We know this car as the “ YELLOW ONE “. I have owned it for about thirty years and it came my way when I was told of a “little car “ which was for sale at Kallangur. There it was in a shed completely dismantled, but with a spare engine which had been supposedly overhauled. The fact that it was an Austin Seven was of no importance to me. I was just looking for something to play with, as I have always liked mechanical things. Anyway, I paid \$600.00 threw it on a trailer and took it home. Eventually it was restored and registered but not upholstered and no hood.

About this time I moved out of The Gap and the Austin remained untouched under the house for about twenty years when it was offered to me. So I brought it to Everton Park and after much trouble managed to fire it up and found that the engine would not pull the hat off your head. So the only thing left to do was overhaul the other engine. Eventually this led me to Cam McCulloch who said that he would do the job but I would need to join the Austin Register so as to be able to access parts. Still say that he blackmailed me...

However we have not regretted doing so, and the car and the Register has given Coral and I much pleasure and many good times.



1937 Roadster Howell & Coral Whitehouse

We have had this car for two years and it has been on the road, after restoration, for twelve months. This history is not fully known but it originally came to Brisbane from Melbourne. Since restoration it has been used regularly on club runs and is a stable mate to our other car which is a tourer .



1935 Tourer Trevor & Elaine Moore

I bought our Austin 7 in September 1962 for \$30.00 from a Tony Perkins Caloundra. I drove the Austin from Caloundra to my home at Glasshouse Mountains. The Austin conveyed my brother and me around Glasshouse Mountains and nearby towns for 12 months.

In 1963 I decided to sell the Austin to buy an Austin A40. I sold the little tourer to Sid Vere also of Glasshouse Mountains for the sum of \$35.00

Mr. Vere's seven children learnt to drive in the Austin 7 on his pineapple farm. In 1976 Mr. Vere retired the Austin , placing it on blocks and storing it under his home.

In 1991 my family attended the Austin 7 Reg of Queensland Static Display. My enthusiasm restored. I made inquiries from Mr. Vere to buy the Austin 7. On the 14th August 1991 I was again in possession of my first vehicle.

Arrangements were made to have the Austin 7 conveyed by tilt tray from glasshouse Mountains to Yeronga, Brisbane. After fuel, water, a battery being fitted and half -hour of cranking the engine started after 15 years on blocks.

I drove the Austin into my shed for restoration to start. I removed twelve (12) kilograms of dirt and grease from the chassis.

The first outing as a running chassis was in July 1993 to the Annual Austin 7 Register of Qld Static Display in Brisbane.

The Austin was re-registered in September 1993

The first rally we attended was a Gatton Qld with only a change of oil to the motor. I rebuilt the motor in 1994.



1935 Tourer Ian & Deborah Waring

The original car was purchased by Vern Smith in 1935 and sold to Val Slaughter in early 1960. My parents become the third owners in mid 1960 when they bought a house on Macleay Island. The 1935 Austin 7 was part of the contents of the house. Then in 1974 the car was vandalised and not touched until 1982, when it came back to the mainland. I started the restoration and received the car as a gift from my parents for all the work I had done on it. It as now been on the road for 22 years and clocked up 21,000 miles on top of the a original 7000 miles. The car was used for our wedding on 13th August 2005.



1936 Saloon Terry & Gwenda Hicks

Our Ruby Saloon is called “Rosie” Produced in England in November 1936 and exported to New Zealand where she lived for many years. David Forno from Melbourne bought her and shipped her to Australia where she was used to advertise his business.

Bill & Joan Burns from Newcastle bought her in October 1984, where she survived the earthquake with no apparent damage - unfortunately, the Burns home did, so Rosie was sold in 1997. We bought her, taking her to our home in Manly West - she’s been here with us ever since.



1937 Saloon Peter & Nell Dorman

Purchased recently from Ross & Rhonda Guthrie. They purchased this car from Tim Braby in 1990, since then it has been repainted and most mechanicals have been restored. The Austin was restored in time for the Austin 70th Anniversary Rally held in Canberra in 1992. Also participated in the 75th Anniversary Rally held in Maroochydore in 1997, the 80th Anniversary in Ballaratt and the 85th Anniversary Mudgee, as well as many club and interclub rallies throughout south east Queensland.



1937 Tourer Ross & Rhonda Guthrie

This car was purchased by the Guthrie family in 1967 and restored in 1968. It has rallied since then except for the past 5 years where it was on display at the RACQ museum at Springwood.



1937 Van Ian & Valda McDowell

Sold by the original owner, Gordon Williams in 1961, the next owner removed the body and doors and used it as a paddock car.

Purchased by Roy Ducat in 1971 for the sum of \$20.00

1971 - 1973 restored to original condition by Roy Ducat and Ian Mc Dowell.

2006 - 2007 given a make-over (repainted, engine rebuilt, rubbers replaced etc)



1938 Saloon Cam & Judy McCulloch

I was imported from England and sold in Victoria to Mr. A Carrick of Warragiul. Later I was bought to Brisbane, my motor was removed and sent to Engineering Works in Woolloongabba in Brisbane.

My body was sent to Bill Moreau Body works Windsor in the late 1960 / early 1972's. Unfortunately I went under in the 1974 floods in Brisbane, then left in a corner of a workshop and forgotten.

I was sold to Cam & Judy in 1982 with no motor, they fully restored me and in 1995 they found my original motor in Brisbane and purchased it and have installed it.

Original mileage is 34,000 miles



1938 Utility Darren & Kirsten Moore

The utility was purchased from Bundaberg as an unfinished project in 1994. Most parts were there with the motor in pieces. It was transported to Yeronga where the restoration commenced. The firewall, tool box and other body parts were remade/repaired. Most of the wood work was either rotted or missing so a lot of guess work was done to make it all fit. The mudguards were badly rusted and were repaired professionally.

It is painted Pozzolanic Blue with black guards and wheels and white pinstriping.

It was registered on the 19th March, 1997 for the 75th Anniversary Rally at Maroochydore. The hood and side curtains were fitted later to finish the project.



1938 Big 7 Tourer Barry & Jordan Golthorpe

We purchased our 1938 Austin Big 7 in March 2005 from Paul Hewitt in Brisbane who had owned the car for about 2 years, when he bought the car from Colin Jones.

It is great fun to drive always attracting attention as all old Austin's do. The plan is to keep our Austin as long as we can and hopefully hand it down to my son when I can no longer drive it in about 40 years time.

My grandfather had a 1927 Austin which was why we looked for an Austin and hopefully when we can afford it in about 5 years we may try to find one the similar to what he owned.



1938 Big 7 Tourer Trevor & Donna Hebblewhite

We purchased 'Big Red' in 1988 from Tim Braby as is. It had originally been purchased in 1938 by a school teacher. It was restored in the late 60's.

Unlike most other club members we joined the A7 club to be part of the 'family', with no intention of buying a car. We were neighbours with good friends Rhonda & Ross Guthrie, who had invited our family to attend some A7 outings with them. One day over a few back yard drinks Ross informed us of a good Big 7 for sale. We fell in love with 'Big Red' on sight and the rest is history.

It has been a really reliable Rally car & we have had lots of good times and great memories in it. The most memorable was the 'Longreach Leap' when 7 Austin Sevens drove to Longreach and back with some families and friends. What a great experience.

Since moving to Hervey Bay we don't attend as many outings as we did in Brisbane - something to do with the fishing I think- and 'Big Red' doesn't get out much anymore.



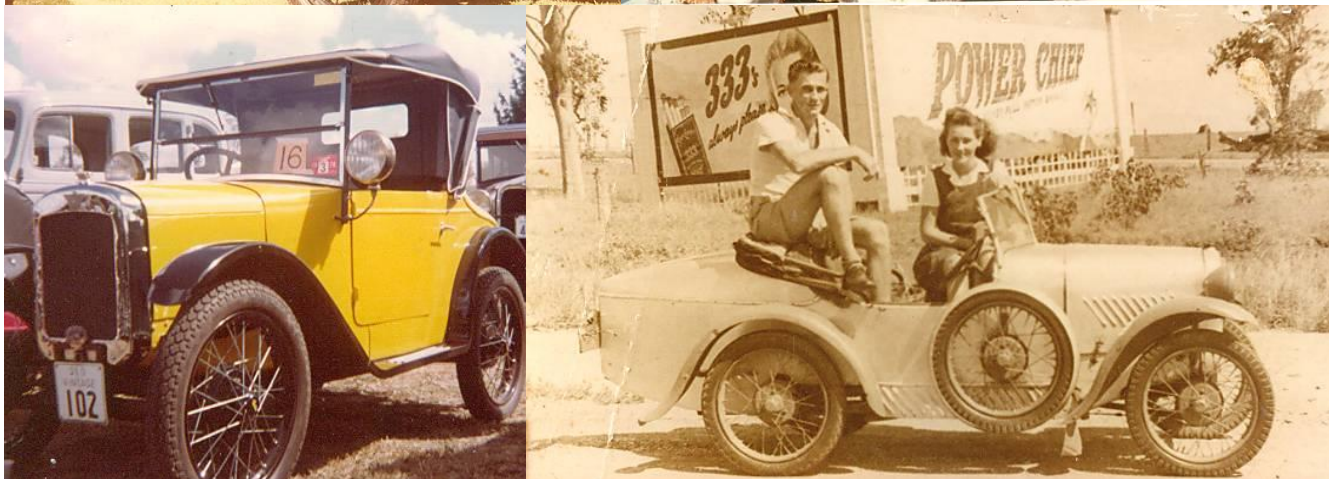
1938 Big 7 Utility Trevor & Donna Hebblewhite

Austin Big 7 Ute was purchased in 1993, for the sum of \$1,000.00 in state of disrepair. It was stumbled across at Toorbul, Sunshine Coast sitting in an open shed when we were on a weekend outing. Restoration took place over a period of 9 years with the help of many good friends in the Club in particular Trevor Moore. It was finally registered in 2002 just before we moved from Brisbane, back home to beautiful Hervey Bay. It has taken another 4 years to fine tune and now we can enjoy driving it on club Rallies.

The Utility won the trophy for the Best Commercial at the 85th National Rally in Mudgee 2007







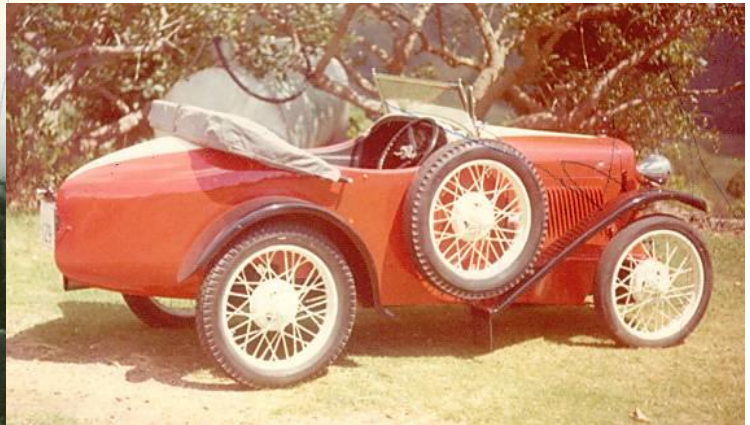
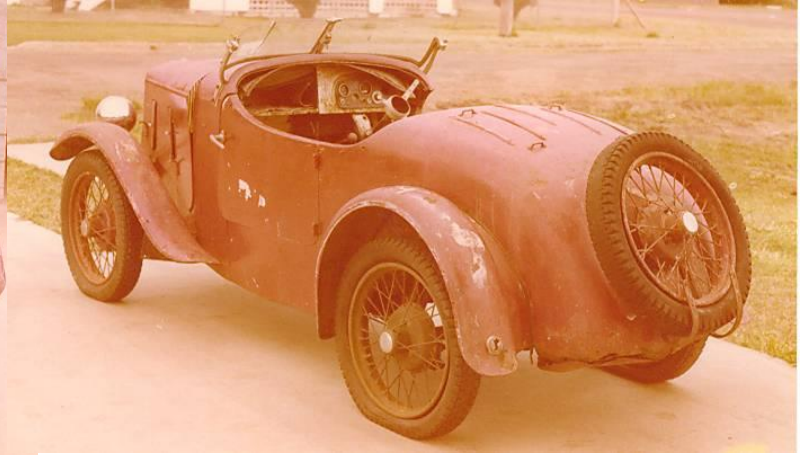
Past Presidents



photo taken 1992







Cotton Tree - Clubs first Rally 1967 / 1968



Wynnum Spring Parade October 1980



1981 Annual July Weekend Family BBQ Dinner



President Graham Cogzell cutting cake.



1982 Annual July Weekend Family BBQ Dinner



Club Garage Rally March 1984



Kern Rally 1984



Breakfast in Caravan - Kern Rally 1984



Display at the Annual Motor Show May 1985



Kern Rally 1985



1986 Friendly game of Cricket with the Morris Club
Austin 7 Team



Kern Rally 1986



Guthries Buick broke down so Tim Braby & Pym Hills gave
Ross Guthrie a lift back to Brisbane - Yes - 3 adults plus
luggage can fit into an Austin 7

Christmas Party - Singleton Residence



Moogerah Dam Weekend 1987





20th Anniversary
Family BBQ Dinner
July 1987



Austin 7 vintage cars on parade



Brisbane to Longreach Car Rally June 1989 - Mike & Kathy Mc Guill

The original idea belonged to the Vintage Car Club who invited the Austin 7 Reg to join them on the rally, which was eventually organized by the Austin 7 Club and became known as "The Longreach Leap".

A rally on this scale was a first for the Austin 7 club but the members wholeheartedly put their efforts into making it a huge success.

Altogether there were 6 Austin 7s, 1 Austin twelve and a Veteran Renault, forty members in total (including 6 from the Vintage car Club) plus back-up vehicles completed the run. Many members expressed a desire to participate but weren't about to spare the time. We also had a member who came along as far as Roma in his dodge.

Saturday 17th June saw the first leg of the journey. It was wet and miserable but nevertheless we arrived in Miles shortly after lunch, settled into the caravan park and were able to spend an enjoyable afternoon at the "Miles Historical Village"

An early start saw us on our way to morning tea at Roma, (put on by the Historical Car Club) lunch at the pub at Amby reaching our next destination Charleville by early evening.

Blackall was our next stop. After photographs by the local papers we were on our way from Charleville. We arrived midafternoon at the caravan park and settled in. That evening we all enjoyed a Bush Tucker night around the campfire with music and a singsong.

Tuesday dawned, everybody was ready to roll and we had our first breakdown (one of the modern vehicles), this delayed us a little but we still managed to visit the Blackstump and a few other places of interest.

We were all eager to reach Longreach, we regrouped once more in front of the sign "Welcome to Longreach" where a toast was drunk and all the Vintage Cars drove into Longreach together where we were immediately spied by the local press outside the Post Office.

A pleasant trip to Fernhurst Station where we stayed before our visit to the Hall of Fame on Wednesday.

Thursday saw us off again, this time to Emerald. A rest day for some while others had a trip to the gem fields to make their fortune.

Saturday we set off for Biloela, where we parted company on the Sunday - some having to return home via Nanango while the rest stayed on for a day of site seeing, then on to Harvey Bay for two days before finally heading home.

We covered over 2,000 miles and apart from minor problems (dirty petrol, dirt causing generator not to function, starter motor breakdown, and a puncture). We were very pleased with the overall performance and the Austin 7's averaged about 30-35 miles per gallon.

As a first rally it has been a learning process and we have realized that we would have liked to have had a little more time en route. We found that we had to keep on the move to reach our destinations in time and a lot of people missed out on seeing the cars which were of great interest to everybody. (One member at Longreach said he hadn't had time to spend any money).

We would like to thank the Hall of Fame for their help in the early stages by providing information and helping us to contact people interested in helping us.

30/3/91 First Austins Over
Australia held in Tamworth
- club cars which attended

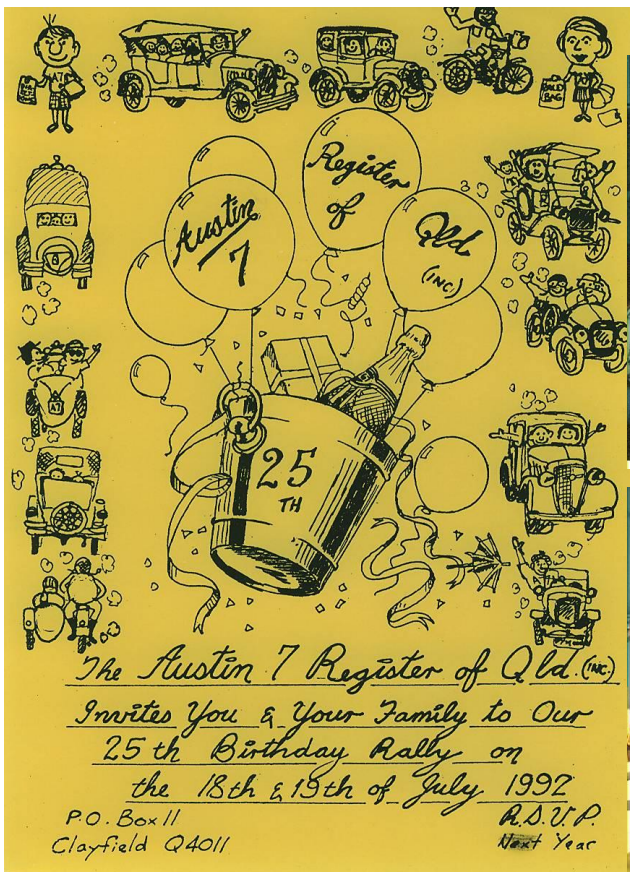


1991- Super Charge Austin 7 Ulster

Doug Head talking to Geoff Singleton & Iris Anderson



Club Members at the 1992 Christmas party



1992 Invitation Rally





1992 Invitation Rally Dinner
Club members singing the
Austin 7 song

Easter 1994 - Woolgoolga Rally - Combined Austin 7 Clubs Qld & NSW



Combine Council Rally 1994

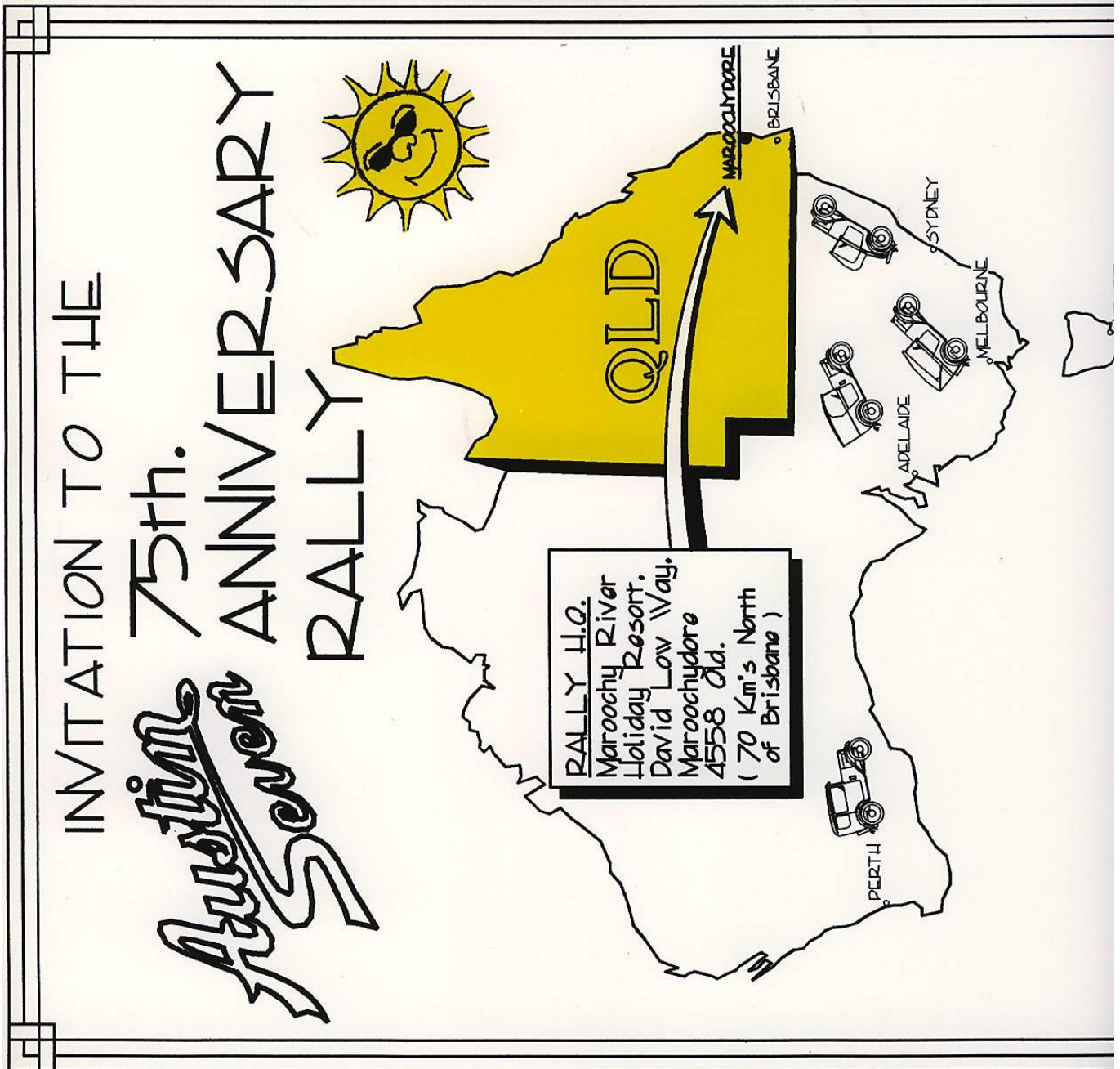


Christmas Party 1994



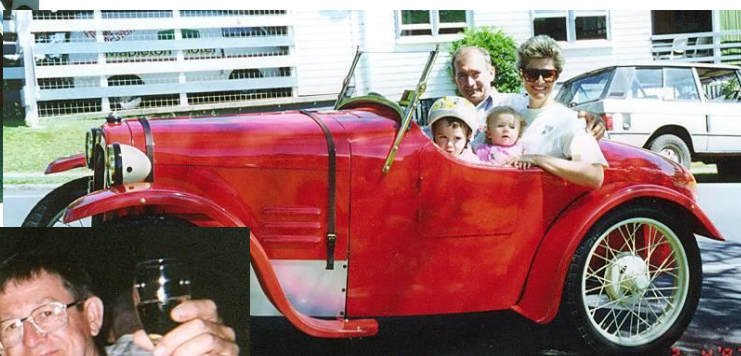
1997 75th National Rally - Maroochydore





“Babies” tucked away for the evening





Easter Rally Roma 2000 Gymkana Competition



Easter Rally Roma 2000 - Gymkana & BBQ Dinner



Club cars at the Gold Coast Rally June 2000



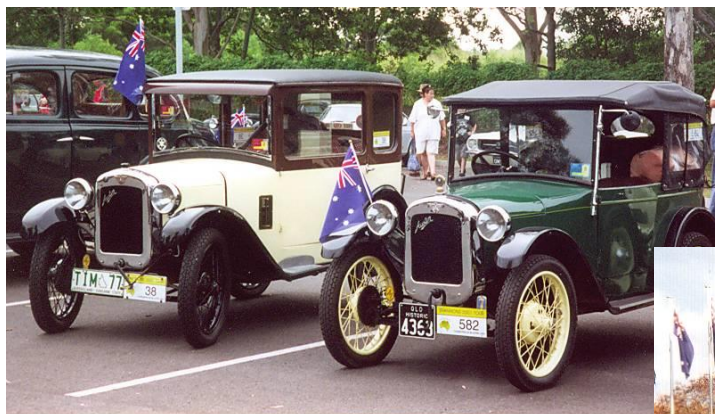
Presidents Rally 1/7/2000 - Early morning view of Brisbane



Morning Tea - Club Drive February 2001



Shannon Federation Rally April 2001



Club Tour 20/5/01



President Rally 7/7/01 - Lunch Stop



80th National Rally - Ballarat Victoria



2002 - Ballarat 80th Anniversary Rally



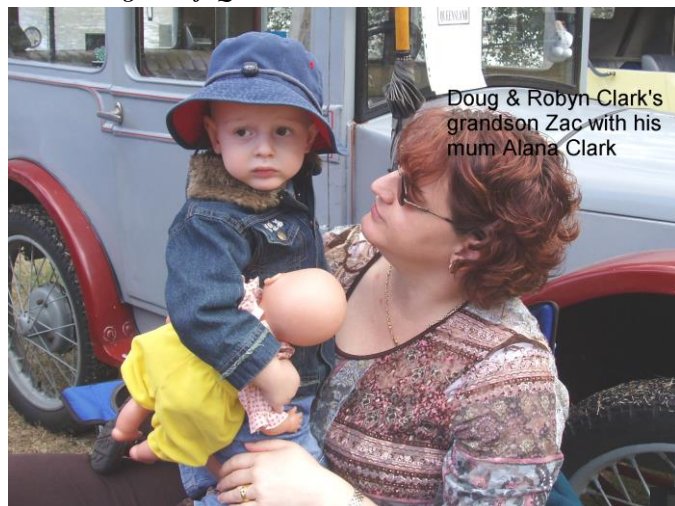
Annual Display July 2006



Cousins -
Will & Campbell Guthrie
2 x future Austin 7 drivers



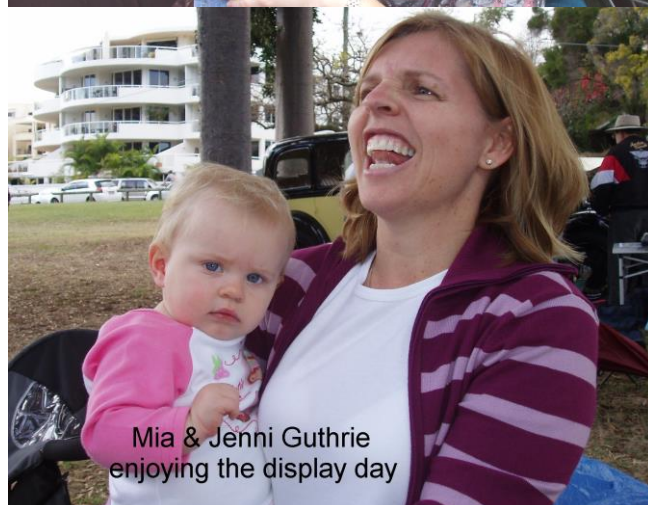
Gail Cahalane with her
grandson Nathan



Doug & Robyn-Clark's grandson Zac with his mum Alana Clark



Leigh & Will Guthrie inspecting an Austin 7



Mia & Jenni Guthrie enjoying the display day



Molly Neville with her granddaughter Jamima Rose Neville



Annual Display 2006 Kangaroo Point





Queensland Club Member Cars - Mudgee 2007



Austin 7 Owners at Mudgee 2007



Commencing Restoration

