



NEWSLETTER

August 2017

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



THE EDITOR'S BIT

When the Register was first formed back in 1967 I was rather a bit young to own an Austin, let alone drive, being only 12 and still in primary school! But I did know what an Austin 7 was as there were still Box Saloons and Rubies on the roads in 1960s NZ (no I am not a Kiwi, we moved around with Dads' role as a manager of an insurance company) At one time I even thought of building one out of wood and fabric using the drawings in the Profile Publication no.39 as a guide (cost me 10c on the remainder table in the local bookstore) with a lawn mower motor and bicycle wheels!



The first time I saw a real Austin 7 was at a QVVA Kankanya at Windsor in Easter 1974, the event was advertised in the paper and I dragged my brother in law along to see it. There I recall seeing a brown chummy (Ross & Rhonda Guthrie), a white chummy (Pym and

Olive Hills) and a green later model tourer (Peter and Gail Cahalane). Little did I realise that 2 years later I would join the A7 Register with my own Austin!

Interest is growing in our little Jubilee Tour out to Dalby, we have 16 cars entered, with 10 staying on after the weekend for the whole period. 9 units are and 3 powered camping sites are booked at the Dalby Tourist Park.

Editor Tim

The Austin Seven



NUMBER 39

RETAIL PRICE
UNITED KINGDOM TWO SHILLINGS
UNITED STATES & CANADA 50 CENTS

PROFILE PUBLICATIONS

YOUR CLUB COMMITTEE

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Secretary: Robyn Clark (07) 3800 1965

Treasurer: John Que (07) 3396 0882

Webmaster: Mike McGill (07) 33512598

Librarian: Alan Couser (07) 33499628

Second Hand Parts: Doug Clark (07) 3800 1965

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.

<http://austin7.org.au/>

<http://www.shannons.com.au/club/carcub/austin-seven-register-of-qld/>



&Face book Austin7 Register of Qld Inc.

AUSTIN 7 REGISTER OF QLD. CLUB EVENTS

Friday 11th August 2017: A7 Register Club Weekend Annual General Meeting commencing at 7.45pm at Clubroom, Carindale.

Saturday 12th August 2017: A7 Register Club Weekend Fun Run. Fun Run organized by Grant & Jackie to commence from Clubroom Carpark, Carindale at 9am. Fun Run to finish at Clubroom, Carindale for BYO BBQ Lunch. BYO Morning Tea & BBQ (or other) Lunch.

Saturday 12th August 2017: A7 Register Qld 50th Anniversary Dinner. A catered dinner is to be held at the Club Room, Carindale, commencing at 6.30pm. Entertainment will be provided by musician, Bill Henderson. Cost per member is \$30. Please pay Robyn or make a bank deposit to the Club Account with Name and Dinner as a reference. BYO drinks, coffee & tea provided. Members should bring along any A7 Qld memorabilia to display. Further details this newsletter (*see page 9- Ed.*)

Sunday 13th August 2017: A7 Register Club Weekend Static Display. Display to be held at Capalaba Regional Park, Pittwin Road North, Capalaba, UBD 183 P15, (behind Bunnings). Display organized by Robyn Clark (Ph. 3800 1965). Members are to make their own way to the venue. Display to commence at 9am and conclude around 1.30pm. BYO Morning Tea & Lunch.

Friday 8th September 2017: A7 Register General Meeting commencing at 7.45pm at Dalby, at the Dalby Tourist Park Camp kitchen. There will be no meeting at Carindale!

Friday 8th to Wednesday 13th September 2017: A7RQ Golden Anniversary Spring Tour to Dalby- further details this newsletter. Tour is to be held in Dalby and is to include daily runs around the Dalby area. Members attending are required to submit an Expression of Interest to Tim Braby prior to 9th August 2017. Members may attend for either part or all the period in either their A7 or modern vehicle. Members are required to make their own way to Dalby and book their own accommodation. Ref. Tim, A7 Web site or July A7 Newsletter for Dalby accommodation recommendations.

Sunday 17th September 2017: All British Day at Vivian Street, Tennyson from 8.30am to 2pm. Display cars \$15 with metal Souvenir Badge. No pre-booking required. Contact Robyn Clark (Ph. 3800 1965) for more details. Byo Morning Tea & Lunch although food is also available at the venue. A7 members to make own arrangements re. travel, registration on arrival etc.

Friday 13th October 2017: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 15th October 2017: A7 Register Event: October Run. Run to commence from Centenary Pool Carpark at 9am. Run details TBA. BYO Morning Tea & Lunch.

Friday 10th November 2017: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 12th November 2017: A7 Register Event: November Run. Run to commence from Centenary Pool Carpark at 9am. Run details TBA. BYO Morning Tea & Lunch.

Friday 8th December 2017: A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 10th December 2017: A7 Register Event: A7 Club Christmas Buffet Lunch to be held at Redlands Sporting Club, Anson Road, Wellington Point. Members are to meet in the Sporting Club Foyer at 11.30am. Cost for the buffet lunch (inc. seafood) is to be advised. Members are requested to bring along a wrapped unisex Christmas gift per person to the value of \$3 to be shared over lunch. As this is an A7 Register event, members are encouraged to drive their A7s. RSVP Robyn Clark by 1 December – Ph. 3800 1965.

INVITATION TOURS AND SWAP MEETS

Saturday 5th & Sunday 6th August: Gympie Fly-In 2017. Gympie Aero Club is again hosting the annual Gympie Fly-In and Community Open Day at Cumulus Airpark. A small aviation expo with the opportunity to view aircraft for sale, visit trade stalls and a few other aviation related activities is being held on the Saturday.

<http://www.cumulusairpark.com.au/fly-in-2017.html>

Friday 18th-Sunday 20th August: Northern Rivers Vintage & Veteran Annual Weekend Rally Northern Rivers Vintage & Veteran Car Club PO Box 122 Lismore NSW or Contact nrvvccsecretary@gmail.com

Sunday 10th September: Gympie Historic Auto Club Inc 47th Swap Meet and 5th CAR SHOW. Gympie Showgrounds, Exhibition Road, Southside, Gympie. SWAP bookings and enquires Phone Noel (07)54822303 or 0408708321

Sunday 10th September 19th: Annual Queensland Mini Muster n BMC Roundup Carina State School, 1413 Creek Rd. Carina

Sunday 16th September 24th: Annual Old Truck and Tractor Show, Gatton Showgrounds – Hosted by Historic Commercial Vehicle Assn. (Qld). inc Gates open at 8am and entry for the public is \$5.00 for adults and children under 16 are free. Please visit our website www.hcvaq.com , email us at hcvaqld@hcvaq.com. you can search for our club on Face book hcvaq inc or call 0402234657,

Saturday 30th September- Sunday 1st October: Bundaberg Vintage Vehicle Club Canefields Classic, email to Harold Sharp secretary.bundabergvehicleclub@gmail.com. Entries close 8th September

Please note the BVVC wish to advise you that due to a change of circumstances and donations, they can reduce the nomination fee and cost of meals associated with the Canefields Classic Event. Those who have already submitted a nomination, we will refund at the event. Yours sincerely Harold Sharp Secretary BVVC Inc. (Please contact the Editor for an updated entry form- address at end of A7 newsletter)



Saturday 7th & Sunday 8th October 2017: LAMA Annual Invitation Run Weekend organized 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.

MINUTES OF PAST A7RQ MEETINGS

Austin Seven Register of Queensland Inc

Meeting No 561, 14th July 2017

Held at the Veteran Car Club Hall, Carindale.



The President opened the meeting at 7.46 pm with a welcome to all.

Attendance: The attendance book was signed by 27 members.

Apologies: apologies received from T Braby, S Davidson, J McCarthy, D & K Moore, H Whitehouse & J Gleadhill.

Previous Minutes: The Secretary read the minutes of the June meeting and moved that they be adopted as a true and correct record. Seconded by Neil Thyer. Carried

Business Arising from Minutes: Nil

Correspondence OUT

Membership renewal forms, raffle tickets & AGM nomination Forms.

Newsletters

Email to All British Day committee re option for entry fee

Phone call to Wayne Styles re ordering books.

Correspondence IN Newsletters from other clubs as tabled

Flyers to Nambour Swap 29th July

Books from Wayne Styles.

Membership application Terry & Pat Summerville, Macksville. Also wants to know year of his car.

Membership renewals, raffle tickets and dinner payments

Email from QHMC re SIVS registration renewal survey

Phone call from Bill Schubert re buying A7 (no longer required)

Phone call & Email from Paul Nines re selling 1929 A7 \$20,000

Receipt re hall rent from VCCA

Secretary moved that the inward correspondence be accepted as read and the outward endorsed. Seconded by Mike McGuill. Carried

Business arising from Correspondence: Robyn moved that we accept Summerville application. Seconded by Trevor Moore. Carried.

QHMC Survey club answer NO

Treasurer's Report: John gave his report on the club finances. He then moved for the report to be accepted and all bills to be passed for payment. Seconded by Ken Bell. Carried. We will also stay with the same auditor.

QHMC Report: Next meeting 27th July will be AGM. Everyone welcome.

Spare Parts Report: Trevor reported good sales, also stock take had been done.

A new spare parts book to be printed with price changes and perhaps photos.

Second Hand Parts report: NIL

Editors Report: Nil a good job being done by editor.

Webmaster Report: Mike stated everything up to date.

Club Events Organiser: Neil Thyer reported

NO CLUB RUN THIS SUNDAY

12th Aug Organised by Grant & Jackie Preddy. Meet clubrooms 9am Bring binoculars Lunch at clubrooms

12th Aug 50th Anniversary Dinner at clubrooms 6pm

13th Aug Static Display Capalaba Regional Park, 9am to 1.30pm

8th-13th Sept 50th Anniversary Tour, Dalby

Other Events:

15th-16th July Old Wheels in Motion, Biloela

23rd July Gold Coast Swap, Mudgeeraba Showgrounds

29th July Nambour Swap

6th Aug Gympie Aerodrome Open Day

18th-20th Aug Northern Rivers Vintage & Veteran Annual Weekend Rally

9th-10th Sept New England V & V Bi-Annual Rally, Toowoomba

10th Sept Mini Muster, Carina State School

16th-17th Sept Kingaroy & District Vintage Machinery Club machinery display

17th Sept All British Day, Tennyson

7th-8th Oct LAMA Annual Invitation Weekend. Gatton

Past Events:

11th June Winter Run organiser by Justin McKeering CANCELLED (Due to Rain)

9th July RACQ Motorfest Congratulations to Peter Cahalane for winning 1940-1960 class with his MGTF

Library Report: NIL

General Business: The President stated that some members had a get-together on the 19th June to discuss an Anniversary Tour. Agreement was Friday 8th Sept to Wednesday 13th Sept in Dalby. He then asked for a member to move that as a motion. Moved by Trevor Moore, seconded by Grant Preddy.

Mike McGuill objected as an email had been sent out informing members before being passed at a meeting, it is also our meeting night.

Elaine Moore moved that we have our meeting in Dalby, seconded by Mike McGuill. Both carried. Neil Thyer said that it would be good for country members to attend a general meeting.

17th July there will be a meeting at the clubrooms to arrange details for Dalby. 1pm

Honour Board to be updated.

Suggested money left over from Toowoomba to purchase 50th Anniversary Car Badges & give one to all financial members. (depending on cost & how much money is left) Moved by Justin McKeering, seconded by Ian McDowell. Carried.

AGM next month and nomination forms available.

50th Dinner numbers to be in by 28th July. Must be prepaid. Inform Robyn if coming.

Christmas is approaching so please move we go to Redlands Sporting Club on the 10th December and bring a \$3-00 gift. Moved by Trevor Moore, seconded by Alan Couser. Carried.

David Barnett is taking one of his cars to a book launching on the 13th August.

Report on Cars &/or Car Troubles: Kathy McGuill is having trouble starting her car.

Ken Bell has the motor out of his 34 A7 but hopes to have it back in soon

Birthdays: Members having a birthday in July were wished many happy returns.

Raffle: Valda has raffle tickets for sale in a bottle of wine.
Sick members were wished a speedy return to good health.
Supper Organiser: Thank you to Gail Cahalane for tonight's supper
August organiser = Elaine Moore

Committee Meeting: TBA

Next Meeting 11th August 2017 followed by our AGM.

Meeting closed 9 pm by the President wishing everyone a safe trip home.



Robyn

ROBYN WOULD ALSO LIKE TO REMIND YOU ALL ABOUT MEMBERSHIP RENEWALS, MOST MEMBERS HAVE PAID BUT THERE ARE STILL WHO HAVE NOT.

A7 QLD 50TH ANNIVERSARY TOUR, DALBY

To date 16 vehicles have registered for this event with 9 units and 3 powered sites have been also taken by members at the Dalby tourist park

Tour Starting point/Base to be Dalby Tourist Park, Myall Street, Dalby.

Friday 8th September:

Independent travel by members to Dalby & book into accommodation.

Dinner in Dalby – perhaps Dalby Bowls Club - TBA.

Approx. 7.45pm (to be confirmed)– A7 Qld September General Meeting in Dalby – Venue TBA.

Saturday 9th September:

Morning Free Morning to look around Dalby town or surrounds - inc. Morning Tea.

BYO Lunch in Thomas Jack Park (entry off Pratten Street), Dalby. Depart around 1.30pm.

Afternoon A7 Run to property of Tom Saxelby to view his private machinery/motor vehicle collection. Run route instructions to be provided by Doug & Robyn.

Dinner in Dalby – Venue TBA.

Sunday 10th September:

Morning A7 Run to Dalby Pioneer Park Museum - \$5 entry (pensioners \$4). Museum Morning Tea - \$5/person – or BYO. Museum BBQ Lunch - \$20/person (inc. entry) - or BYO. Doug & Robyn to organize visit to Museum. No run route instructions required – only 2.5k from Tourist Park. Depart Museum around 1.30pm for run to Neville Morris property.

Afternoon A7 Run to property of Neville Morris to view his private machinery/motor vehicle collection. Run route instructions to be provided by Neil - to check existing run instructions used previously.

Dinner at local Hotel/Dalby - Venue TBA.

Monday 11th September:

All Day A7 Run to Bell for morning Tea at the Bell Information Centre. You can BYO Morning Tea or you can purchase scones, Jam & cream for \$7 per person. Following Morning Tea, run to Jimbour Homestead for Lunch. Unfortunately, you will have to BYO Lunch as there are no shops anywhere near. Members could purchase Lunch at Bell and take it to Jimbour. Today is a 95kml leisurely drive and all day to enjoy the area. Run organized by Rhonda & Ross, Valda & Ian.

Dinner in Dalby - Venue TBA

Tuesday 12th September:

All Day A7 Run to Broadwater Lake for BYO Morning Tea – there are no shops there (toilets





available). While there, visit the bird watching shelter and see what you can see. As for Monday, Lunch is BYO as there are no shops around and we don't drive past any on the way. Today is a 130km leisurely drive all on flat sealed roads. Run organized by Rhonda & Ross, Valda & Ian. Dinner in Dalby – Venue TBA

Wednesday 13th September:

Return Home

Doug & Robyn to contact Restored Vehicle Association of Dalby to investigate if their members are interested in accompanying us on any of our runs.

To date 16 vehicles have registered for this event, 10 are staying the whole time. Our team of Tour organisers have spent a weekend in Dalby planning the event to be fool proof!

Where are we all staying?

Dalby Tourist Park's Located at 32 Myall St, DALBY

It is a good idea to bring your A7RQ Club Name Badges. as we will be mingling our country members. Also, we may make one night a "Dress up Night", so bring your glad rags or period clothing as seen at Toowoomba (Dinner attire is not required), or just smart casual if that is what you prefer.

Motoring Mystery of the 'Baby' abandoned for more than 40 years

by DAVID WILLIAMS

Motoring Correspondent Evening Standard

Tuesday, 3rd June 1997

A LONG-forgotten pre-war roadster that last saw the light of generations ago, has been discovered in the remains of a crumbling garden shed. Unvisited, unloved and untouched for least 40 years, the "time capsule" find has triggered a nationwide search for the owner.

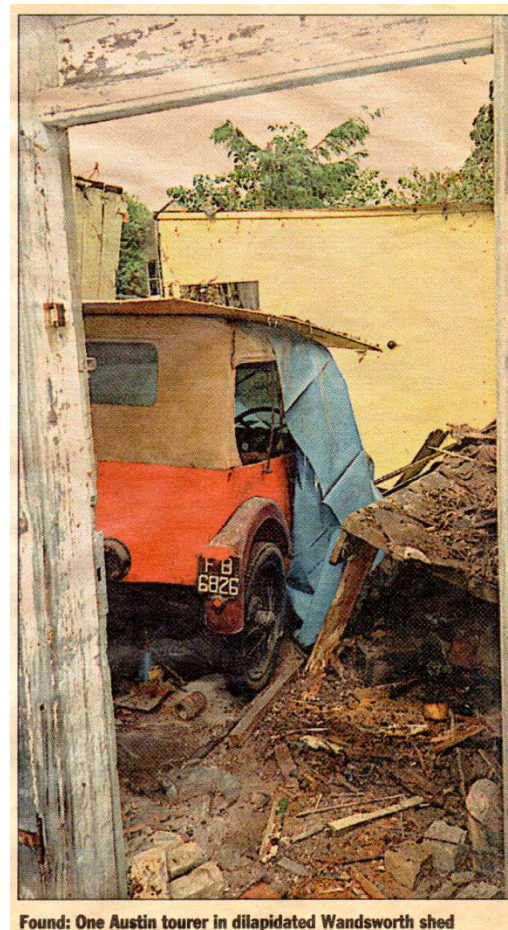
The car was discovered when council workmen were called in to carry out what they thought would be a routine demolition job, after the building was damaged by a falling branch. As the walls of the Victorian shed were dismantled, the team spotted red paintwork of an open-top vehicle, coated with years of grime and dust.

What appeared to be a late Twenties "Baby" Austin tourer was surrounded by oil cans from the Forties, dead birds and rubble. The vehicle was in good condition with a neat, canvas hood and its original number plate.

Remarkably, it had only 180 miles on the clock, although the Driver and Vehicle Licensing Agency believes it was first registered in 1928. Only one wheel was still on the car — the others lay nearby. The car is now under lock and key with Wandsworth Borough Council while the authority tries to trace the owner.

BBC producer Eleanor Garland, whose garden wall supported the old shed in Wadham Street, said: "The workmen turned up to knock down the shack and suddenly this vintage car emerged. It was in amazing condition given the fact that it had obviously been abandoned for so many years."

Rumours of a long-forgotten treasure from the golden age of motoring had circulated the neighborhood for years — but nobody remembered precisely where the vehicle had been stored. No one remembers who parked it there — or even to whom the garage had belonged.



Found: One Austin tourer in dilapidated Wandsworth shed

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"The shed was at the bottom of our garden but it was not part of our property," said Ms Garland, 30. "The door was padlocked and nobody can remember anyone ever visiting the shed. The car seems to have lain undisturbed for half a century, without anyone knowing it was there.

"The most recent sign of the garage having been visited was an early Fifties television set in one corner." Wandsworth Council is studying official archives to discover who once rented the shed.

Precise identification of the car has been hampered by the absence of any clear badging and the fact that although the number plate was visible, it appears the car was never registered officially.

Classic vehicle experts believe the low mileage could make the car a particularly valuable find. "Perhaps it was bought by an old lady who was too frightened to use it," said Brian Heath, editor of The Automobile.

"It may be that the mileage clock has gone right around. But if it really has done only 180 miles, that is very unusual and exciting,"

Other theories are that the car could have been laid-up during the war, or that the owner died after storing it, leaving little trace of the vehicle's existence. If the owner is not found, the council will get a court order to sell both land and car, to recoup the costs of the work done on the site. The remainder will go to the Treasury.

(This article was saved for me by the lady who I was staying with in London 20 years ago while I was on a Coach Trip thru Europe)

NEWS OF MEMBERS AND CARS



David Ure sent me two photos of his Austins and his grandchildren Charlie (Left) and Tabitha (Right)

As you know David bought Peter Baker's Ulster, Peter Baker was reluctant for David to take the Ulster until he had made the hood, rewired the coil & carb modifications to help starting, reset the rear springs[!] & modifications to speedo.

The car was collected late in June. David and Karen's son & his wife & 2 children live next door to them near Warwick so they took both Austins down to their property to show their children.

Charlie [3 1/2] made a bee line for the Ulster
Tabitha [18 months] was still loyal to the Austin van!

The Editors Ruby went well on the RACQ day, with the driver choosing the flattest routes there and back. One thing, the speedo was not working, this had me puzzled till I found the cable was disconnected at the back of the dashboard. Also, I was a bit of a late arrival at our meeting point as these days I like to go to bed late and get up late!! I immediately went into a mad panic looking for one of my hearing aids and had to back track from the Racecourse to the Hamilton Pub hotel only to find the hearing aid was in its carry case on the floor in the back of the Ruby all along. Thank you to Alan who ensured there was a space left for me near the Austins. Like all the Austins it had plenty of people admiring it and telling me how their



grandparents, father, uncle, aunty owned one. The most common remarks were "Four cylinders, really?" (Yes REALLY!) and "I suppose you have to crank start every time?" (yes, I need the exercise).

A donation of a trailer of parts was given to the club by Peter Baker as he clears out the broom cupboard under the stairs. Contact Doug Clarke on 07 3800 1965 for more information.

Kathy McGuill is having trouble starting her car, (Stale fuel? - Ed.)

Ken Bell has the motor out of his 34 A7 but hopes to have it back in soon.

PAST RALLY REPORTS

RACQ MotorFest 9th July 2017



venue, my A7“Harry” decided to drop an important part of his gear – second! This necessitated him



The morning of Sunday 9th July was fine, fogless & freezing as seven A7s, complete with their very rugged up owners, assembled in the carpark of the Hamilton Hotel at Ascot. Austineers braving the early morning start were Trevor & Elaine, Doug & Robyn, Peter & Sue, Neil & Karyn, Tim, Alan and Justin & Uncle John. Also joining us at the meeting point were Peter & Gail in their MGTF.

At around 7.30am we all cranked up our A7s and headed up Riverview Terrace to the “British” car entry point into the racecourse from McGill Avenue. On entry to the



limping into his static display resting place for the day.

As in the past, RACQ had prepared a terrific day, from their helpful volunteers (including Albert Budworth)

directing us to our “British” location through to the many food and coffee stalls spotted around the venue. As usual, nothing had been forgotten in providing an exciting day out. First item of business for the day was to seek out an appetising breakfast. That done, it was time to establish our A7 “camp” for the day close to our cars and then proceed to viewing the diverse 800 or so vehicles assembled at the venue. Also, noteworthy on the day was the acquisition of two coveted 2017 MotorFest caps by two of our members!

Also in attendance or visiting on the day were other club members – John, Duncan & Crystal, Ted, Merv & Margaret, and Ross. As usual, there was much interest in our 7s, with the usual number of people not only amused by the size and level of technology of our cars but also having experienced some ownership or association with our unique historic vehicles.

At around 2.30pm, the awards’ presentations commenced. We were fortunate to have had four members’ cars (not all A7s) considered for an award for the historic category of their car. Under consideration were Doug & Robyn, Alan, Peter & Gail and Merv & Margaret. Unfortunately, our A7s were unsuccessful, but Peter & Gail won the “Best Classic 1940 to 1959” category for their MGTF.



Following the formal presentations, it was time to leave via the departure cavalcade for our respective residences. With a little effort and caution, I managed to get Harry back to Morningside with only first and third gears – yet another A7 experience!

It was an enjoyable day out and another opportunity to display in public our unique vehicles. *Neil*

LET'S GET TECHNICAL - items of interest to the enthusiast

1. Stale Fuel in Old Cars

TO THE EDITOR

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

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

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

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

Wayne Styles.

2. Australia, Asbestos and Collector Cars

Online Exclusive—July 15, 2017 issue Sheehan-Online by Michael Sheehan (From a US Website)

Our story begins in 2003 when the Australian government issued a zero-tolerance ban on any and all asbestos products, aimed mainly at imported Chinese drywall, a problem America also faced at the time. Fast forward to March 6, 2017 when, without warning to Shipping and Customs agents, let alone to owners, the Australian Border Force (ABF) began randomly testing all imported collector cars for asbestos, without any industry consultation, procedures or practices in place. One of our clients had two cars already en-route to Australia and so had no choice but to comply. One was a 1966 Shelby Mustang 350 GT and the second a stock 1966 Mustang donor-car, found together as "barn finds" and imported into Australia for restoration.

Inspectors were picked from an ABF approved list of asbestos assessors, none of whom had collector car experience since this was an all-new process. An ABF officer and a representative of the customs brokers also had to be in attendance while the owner/importer was required to provide two mechanics, tools, a floor jack, jack stands, safety clothing and masks. All five charged by the hour, with the work being done at the customs wharf.

The inspection of the Mustangs took a full 8-hour day times five people. The front brake pads, rear brake shoes, exhaust manifold and exhaust pipe gaskets from both cars plus the add-on A/C compressor from the stock Mustang were all taken for inspection. Some of the sealer from inside the wheel wells, around the firewall and the caulking around the windshield were also removed for testing. Additionally, samples were cut from the headliner material, the door frame inner padding, the hood scoop, the brake air ducts, the windshield washer bag and sample sections were cut from

the wiring loom. As the 350 GT was pushed onto a hoist the ribbed aluminium oil pan fins were damaged. The pleas of both mechanics to cease the destructive sample-taking were ignored by the inspector, the customs agent and the ABF officer. As the day wound down the inspector recommended the removal of the engine and transmission for disassembly and removal of the front fenders and doors for further examination. Because of that day's interpretation of the regulations, the owner was not allowed to be at the inspection.

During & after the destructive first inspection, endless e-mails and calls between the customs broker and the ABF, the owner was able to get both mustangs taken to a well-respected exotic car sales and service center in Sydney. ABF required both a removal expert and an assessor to supervise the work, a hygienist to test the air for asbestos (how could I make this up) and two mechanics in space suits, all to remove a clutch. The caulking around the windshield, firewall and inner wheel wells was also removed but reason prevailed and so the engines were not disassembled. Both cars were then released to the owner.

Total time was two months. Costs including the two removal experts, two assessors, two mechanics, (twice) the hygienist, plus the asbestos lab analyses and bulk sample report was approximately \$15,000, not including the damage and cost to replace the seized parts on both cars plus the possibility of fines for non-compliance.

Meanwhile, in Perth, on the other side of Australia, an enthusiast with a DKW obsession imported a rare 1953 DKW F89, a two cylinder, 23 hp, 684 cc post-war Germany economy-car built from 1950-54 and based on a pre-war design. Although 60,000 DKW F89s were built, most were scrapped as the German economy recovered and much better cars came to market. DKW was acquired by Mercedes in 1957, sold to Volkswagen-Audi in 1964 and DKW ceased to exist.

The DKW in question was sold new into Portugal, was complete, relatively rust free and at \$7,000 Aus (\$5,400 USD) was a very affordable and unique collector car. As the third collector car to be inspected and the first in the Perth area, the owner was lucky. The asbestos inspector was both reasonable and horrified by the tale of the two Mustangs imported into Sydney, which had quickly gone through the collector car community. The initial inspection found asbestos in the rear brakes, the head and manifold gaskets and the under-coating in the wheel wells. The car was immediately impounded and the real problems began.

The owner requested that he and a mechanic remove the offending material, but this was rejected by the ABF as they were not "authorized" to enter the "secure" dockside area. ABF insisted on a professional asbestos remover, but none had vintage car experience. The owner next asked to attend with the chosen asbestos remover but was again denied access to his car. A week later ABF agreed to the owner's request to have his mechanic remove the asbestos, but after completing the paperwork, permits and an inspection time, ABF decided that removing the parts in the storage depot might be unsafe and the permit was cancelled.

ABF first declined and then approved transport to Classic Gasoline, a collector car service center in Perth. ABF then again changed their mind and advised the car could only be moved to a certified asbestos removal center. After realizing there was no certified asbestos removal center that could do the work, ABF relented and permitted the car to be moved to Classic Gasoline. Paperwork recommenced, but at the last-minute Quarantine intervened, advising that the DKW could only be moved after it had been spray cleaned, but that it could only be spray cleaned after the asbestos was removed. As the owner wrote, "Catch 22 meets Franz Kafka".

Everyone agreed to go back to plan "A", a removal time was again booked only to have someone at ABF again demand the work be done by an asbestos specialist. After yet more calls, e-mails and negotiations it was finally agreed that ABF, the original inspector, two mechanics from Classic Gasoline and the owner would inspect the car, agree to the work to be done and the owner and mechanics would then be allowed to complete the work at dockside. Thanks to the DKW's small engine, it was lifted out without a hoist for disassembly. After even more paperwork, ABF certified the removed parts and arranged their seizure and destruction. The additional storage fees were \$3,000, the mechanics charged \$1,500 and the shipping agents were another \$1,500 plus the cost

of finding and replacing the seized parts, so almost equal to the original \$7,000 purchase price. The local ABF did not issue any fines for the non-compliant parts.

The good news is that most new cars, world-wide, were asbestos free by 1999, but the bad news is that virtually all cars built before 1999 have asbestos-based components. All imported cars must obtain an asbestos test for their vehicles BEFORE they are shipped to Australia, but few countries have certified collector car asbestos inspectors. If asbestos is identified, it must be removed before the vehicle is shipped and owners must confirm the vehicle is asbestos free. The ABF doesn't have the time, space and manpower to inspect every car, but no-one should take the risk of being caught up in the costs and damage of a random inspection, the possible seizure and destruction of the car plus the reality of fines because the seized parts were not zero asbestos compliant.

The Australian Imported Motor Vehicle Industry Association is lobbying the ABF to standardize a consistent inspection regime, but the extra red tape, inspection costs and uncertainty have slowed imports to a crawl. Additionally, the new rules apply to imports AND exports, which will be another yet-to-be-defined learning curve!

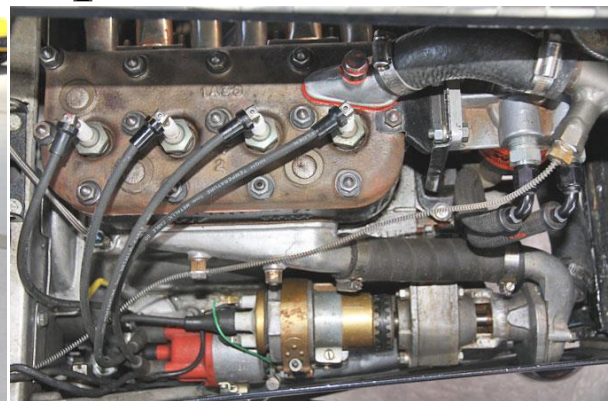
If the asbestos-related import/export restrictions were not enough, the Australian government is also ramping efforts to keep what are described as "culturally significant automobiles" in Australia and is considering the seizure of any vehicle deemed to have been "illegally" exported since 1987. Based on the UNESCO convention in trafficking of illicit cultural property, the proposed legislation would include any vehicle designed by an Australian, built in Australia, altered in Australia, or strongly associated with an Australian. To quote from the proposed legislation, *"the best way of promoting the regime would be a couple of high profile actions for the seizure and return of forfeit cultural material"*. If you have a car with a significant Australia history, be nervous.

All of this should be a warning of future potential problems for the collector car community. If there's a way to go overboard on regulations, the government, any government, seems to find a way to make life overly complicated. While Australia is currently the epicenter of Monty-Pythesque import (and export) restrictions, others will follow. China, for instance, simply forbids the import of classic cars, Norway wants to eliminate ALL (new and used) gas and diesel-powered cars by 2025, while India and Germany want to eliminate all new gas and diesel cars by 2030 and France by 2040. Our children will live in a very different world.

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3. Recently Sold In The USA

1936 Austin 7 Supercharged Special Mk3 Serial #6



1936 Austin 7 Supercharged Special Mk3 s/n 006, As the 6th of 12 Austin Special racers built by Alan Wragg of Sherwood Restorations, Nottinghamshire, England, Austin 7 Special s/n 006 has a massive race history. Originally owned by the Sutton family, s/n 006 was rebuilt by Wragg in 1984-86 and was very actively raced in England, Holland, Belgium and France before coming to California in 1994. As a California-based racer, s/n 006 has been faithfully run at the Monterey Historics, the Wine Country Classics and virtually every well-known California track for well over two decades. As a Mk3

Supercharged Special, s/n 006 was built to replicate the original 1930s Austin works racers. S/n 006 features a rebuilt and updated supercharged engine by Tom Colby of Speedwell Engineering and has been serviced and maintained through over two decades of continuous vintage racing in California. It features a forged crankshaft, full pressure lubrication system, hydraulic brakes with stainless steel lines and a 4-speed transmission. Its prior exploits include many races in England at such famous places as Brooklands, Silverstone, Oulton Park, Wiscombe Park and Brighton and has been extensively proven in competition at both the Monterey Historics and the Wine Country Classic. Many of the numerous scrutineering tags and stickers are still on the dash and windscreen. Each Special is unique: a singular variation based on the vision and skill of its specific builder, and the Mk3 Specials built by Alan Wragg of Sherwood Restorations were amongst the best built, best known and fastest. Needless to say, s/n 006 is extremely well sorted, and has a well-documented, well known and very detailed ownership and maintenance history. As a well-known car on the USA west Coast Vintage Racing circuit, Austin 7 Special s/n 006 has been featured on the cover of The Vintage Voice and the Wine Country Classic Magazines.

Cosmetically, the car is in extremely nice condition and very "period correct". The body and paint are very nice for a car that is actively raced. The suspension is detailed and well sorted. The tires are period Dunlop Racing items, and the Brooklands windscreen adds a nice touch. The interior is tidy and clean, with all the right gauges and an easy to read tachometer. The dashboard is engine-turned aluminum and s/n 006 has all the right look and feel of its correct vintage, nicely set off with a large period correct 4-spoke steering wheel. The interior is surprisingly roomy, with more than enough space for the average sized pilot. The supercharged engine has had decades of competition preparation, yet the entire car has the feel of mechanical simplicity, affordability and offers a user-friendly driving experience. Even better, s/n 006 comes with a complete spare race engine and supercharger. Austin 7 Supercharged Special Mk3 s/n 006 is well proven and is entered and accepted into the 2017 Monterey Historic races where it will run against far much more expensive machinery. Thanks to its light weight and diminutive size, it is surprisingly competitive and grin-inducing, for both driver and spectators.

Austin 7 Classifieds



For Sale 1935 Austin 7 Nippy Sports, unique chance to buy one of the few genuine Austin 7 factory Sports Cars in Australia.

1 careful owner for many years It comes with a few spares and asking \$30,000. The car was previously owned by Morris Fuller, who was a member of the 750 MC and the Austin 7 Clubs Association in the UK in the 1960s.

Serious buyers contact Peter Baker on 07 33989 4517 or email lordbaker@optusnet.com.au.

(Peter lives in Brisbane)





For Sale: QLD personalised plates

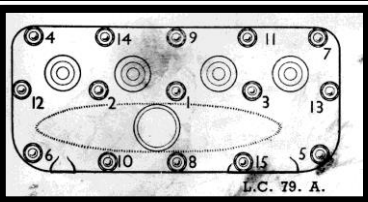
AUS 30

you can use on concessional plates. Asking

\$400 as they are in good condition, but no longer useful as we now live in NSW!

Amanda Wilson, 87 Sirius Drive, Lakewood NSW 2443

Amanda 0413 848 909, Brett 0402 143 420email 63bawilson@gmail.com



Wanted Urgently a Cylinder head to replace the cracked one on my 1938 Big Seven must be in good condition. Austin 8hp head might be the same as they share head gaskets.

Ross Patterson, PO Box 188

Gatton Q 4343Mob. 0406 976 586



For Sale 1935 Austin 7 Tourer was on club registration up till last Xmas, body restored and new paint \$10,000 Ph; Laurie 02 66281207 A/H. (near Lismore)



For Sale BTH magneto reconditioned \$500 contact Jack Usher Grafton ph 02 6644 7791

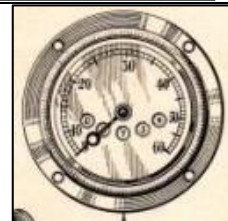
WANTED.

Smiths PA speedo to suit 1926-1931 Austin7 or even parts thereof to suit.

Wayne Styles.

03 9592 1672.

105 New Street, Brighton, Victoria



FOR SALE.

Austin 7 [1920's] project kit. BUILD YOUR OWN SPORTS OR CHUMMY.

Comprises, chassis, front and rear ends, windscreen, rad shell, radius rods and shocker, headlights. wheels, guards, engine, petrol tank etc, etc.

Wayne Styles.

03 9592 1672.

105 New Street, Brighton, Victoria

From the Archives - the First Austin Register 7 Newsletter



NEWSLETTER - NOV., 1973

Dear Member,

It is the intention of the Club to provide members with details of the activities of the Club together with information on the availability of parts and vehicles.

This information will be dispatched to members every three months and to offset the charges associated with printing and postage, members are requested to return to me \$1.00 as annual subscription.

Outing -7.10.73 -

On the above date members met at the Chermside Drive-In and cars departed for Alma Park at approximately 10.15 a.m. After an enjoyable get-together and lunch at the park, cars then proceeded to Redcliffe and viewed a large number of parts which Cam. McCulloch had on display. Cars then proceeded to the Chermside Drive-

In where the outing ended at approximately 4.00 p.m. Members had a most enjoyable time and the babies performed extremely well.

Christmas Break-Up -

In keeping with the normal practice, it has been decided that the Christmas Break-up will be held on the 23rd November, 1973 at the President's premises at 15 Dooloo Crescent, Ferny Hills. All members are invited to attend.

1973 Condamine Run -

An invitation has been received from the Western Downs Antique Auto Club, Miles for members of our club to attend the 1973 Condamine Run commencing at Miles on Saturday, 8th December. If interested, please contact me for full details.

Parts Available

Cam McCulloch has the following parts for sale -

5 Brake Shoes, no linings	2 stay bars.
5 C.I. Heads	2 Stay bars. Late
3 Exhausts Man. Updraft	4 Rear Springs. Late
2 -Inlet Man. Updraft	1 Front Spring. "
5 Ass. Horns	1 Brake Drum.
2 Sump & Strainers	1 Tail Light (new)
2 Side-Plate Covers. Late	Ass. Brake Fittings
2 Bell housing Covers. Late	1 Tail Shaft. Early
1 Starter housing. 1931	Steering Rox. Late
2 Rear Shockers, Early	1 Radiator. 1935
1 Front " "	1 windscreen. 1935 & Frame
2 Front " Late	1 Frame only. 1935
2 Rear " Late	19" 'Wheels "

Parts Wanted

Graham Cogzell requires a Windscreen and supports for 1931 Model Austin 7.

Peter Baker
President

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