



NEWSLETTER

April 2024

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



Our Country Run

A big thank you to Russell and Vanda, who opened their country home to our club just a few weeks ago. It was a lovely day for motoring adventures, the highlights meeting the beautiful donkeys, having lunch on the verandas and exploring Russell's sheds!

Austin 7 Register Club Meetings and Events

General Meeting - Friday 12th April

A Day at the Bay 3 Sunday - 14th April.

Editorial Comments

This year has not been a very active one for me, a couple of health matters are catching up with me, a one which will involve an operation later this year. As such I have missed a couple of meetings. However, I thoroughly enjoy following the Wamuran run the weekend before Easter, it was a very enjoyable day out, the rain stayed away and the traffic getting there was not too bad. On my way there I noticed a warning on my Tucson's dash to say my LH rear tyre was down (it was not showing the day before!), so I stopped for fuel not far from home at the big Caltex at Carseldine, thinking I can check my tires there. I could not see a tire inflator at the servo itself, but I was informed it was at the exit, past the shops where we get onto the motorway, but guess what, some nice motorist had run over the nozzle and the machine read out had an error message! My tires looked ok, so I decided to carry onto Wamuran, sticking in the left lane. There I pulled into a servo, and yes, its inflator was broken as well, with a note taped to the read out! I hope this is not a continuing trend for service stations in the future?

It was great to see Peter Rigden in his 1938 Big 7. Older members will remember that myself, then Trevor and Donna Hebblewhite owned it.

Finally, I must thank Karyn and Neil for writing the Run Reports and supplying the photos of the events this newsletter! Also a big thanks also to Neil for the updated events for your diary and Robyn for the minutes, typing on a computer is not her favourite finger exercise!

Tim

A note from our Treasurer

Membership invoices are being prepared and sent out for your 24/25 financial year A7 club membership. Membership will remain at \$50 for the year, however those wishing to get a hard copy of the magazine will be now charged \$20 for the 6 issues. Last financial year there were 117 financial members.

Many Thanks,

Sharon

A7 Register of Qld. Committee 2023 - 2024

President:	Steve Davidson 0418 814 501
Vice President:	Lindsay Jordan
Secretary:	Robyn Clark Mob. 0412 276 313
Treasurer:	Sharon Cowden 0429077905
Editor:	Tim Braby 0405 740 418
Spares/Tech:	Trevor Moore (07) 3848 5575
Second Hand Parts:	Doug Clark (07) 3800 1965
Runs & Events Coordinator:	Neil Thyer 0431 067 909
Webmaster:	Neil Thyer 0431 067 909
Dating Officer (North side):	Tim Braby 0405 740 418
(Southside):	Trevor Moore (07) 3848 5575
Librarian:	Lindsay Jordan
QHMC Representatives:	Steve Davidson & Justin McKeering
Raffle " Stinger":	Valda McDowell

The A7RQ Inc. Online

We have a website which you can view at. Here you can find past newsletters, rally reports and a regularly updated list of events.

All our websites have now been updated with photos and reports of our last runs.

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

AUSTIN 7 REGISTER OF QLD. CLUB EVENTS & INVITATION RUNS FOR 2023-2024

IMPORTANT NOTICE ABOUT AUSTIN 7 REGISTER OF QLD. EVENTS

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



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

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

situation is. Happy Motoring and stay safe & well.

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

Also note!! Some details and or dates of these events are still to be confirmed.

Please check for updates on the A7 Register Website: <http://austin7.org.au/>

Do not forget it is always recommended that while on all Events and Runs, you carry your current Membership Card along with any information about the event you are attending. It will be necessary to produce this information if you are confronted, for any reason, by a member of the Police Force while participating in an Event.

Friday 12th April - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 14th April - A Day at the Bay 3 - A7 Register April Event. This Run will be organised by Hugh & Judy Cullen (ph. 0412 096 186) and is to commence from the Carindale Clubrooms at 9am. Morning Tea will be at a park following a motor museum tour at Alexandra Hills. After Morning Tea we will enjoy a run to a Lunch Stop on Moreton Bay. BYO Morning Tea & Lunch.

Friday 10th May - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Friday 14th June - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Friday 12th July - A7 Register General Meeting commencing at 7.45pm at Clubroom, Carindale.

Sunday 14th July 2024: DETAILS TO BE CONFIRMED: **A7 Register July Event:** Our July event will be an A7 Northside Run to the areas of the north-side of Brisbane. The run will be organised by John Que (ph. 0409 893 305) and details of the run will be announced closer to the time. The run will commence from the Centenary Pool Carpark at 9am. BYO morning tea & lunch or food may be purchased at the morning tea and lunch stops.

Saturday 27th & Sunday 28th July 2024: It has been suggested by our member, Rhonda Guthrie, that an option for an A7 "Away" event for 2024 may be the **Ipswich Veteran and Vintage car Club's 50th Anniversary Rally** in July (see under **Outside Events**). If any member wishes to attend this interesting close-by event, please contact either Rhonda or me or bring along your suggestions to our next General Monthly Meeting at Carindale on Friday 12 April 2024

OUTSIDE EVENTS BY OTHER CLUBS

Sunday 5th May - LAMA Annual Swap Meet organized by the Lockyer Antique Motor Association Inc. to be held at the Laidley Showgrounds. Contact The Secretary email: sec.lama@hotmail.com for more details. Members to make their own arrangements re. travel, etc.

Sunday 28th May - Our Club has been invited to attend the **Wheels of the World Car & Bike Show** static display at Pat Rafter Arena, 109 King Arthur Terrace, Tennyson. Display vehicle entry at 8.30am – \$30/display vehicle. Public entry at 9.30am. Music, food & drinks at venue. All proceeds to Variety – the children’s charity. For more info. contact Bryan ph. 0418 790 962. Please inform our A7 member, Trevor Moore ph. 0407 485 575, if you are attending.

Saturday 4th May - Cancer Council Australia’s Biggest Morning Tea and Vehicle Display at Ormiston State School, Dundas Street, Ormiston. Entry at 9.30am for a 10am Morning Tea. \$5pp entry for the Morning Tea. RSVP for catering purposes by 20 April 2024 to the secretary@baysideclub.org.au

Sunday 5th May - LAMA Annual Swap Meet organized by the Lockyer Antique Motor Association Inc. to be held at the Laidley Showgrounds. Contact The Secretary email: sec.lama@hotmail.com for more details. Members to make their own arrangements re. travel, etc.

Saturday 18th May - BVVC Heritage Car, Truck, Bike & Machinery Show Date Claimer
The Bundaberg Vintage Vehicle Club (BVVC) are planning to hold the **Heritage Car, Truck, Bike & Machinery Show on Saturday 18th May 2024** at the Recreation Precinct, Bundaberg. This year, the show is being **held in conjunction with the Riley Club's National Rally**. Further information will be provided to you as arrangements progress. For more information, please contact Peter Ashby 0741 960 415 or 0411 115 509. Members are to make their own arrangements re. travel, etc.

Saturday 18th to Sunday 19th May - Our Club has been invited to the **Heritage Truck Association Annual Truck Show** at Rocklea Showgrounds. Gates open 8am to 5pm on Saturday & 8am to 3pm Sunday. Visitor Adults \$5 entry. Trucks, Tractors, Cars, Trade Stalls, Food & Refreshment Vans. For more information, please contact our A7 Secretary, Robyn ph. 0412 276 313.

Sunday 19th May 2024 - Our Club has been invited by the Queensland Historic Motoring Council to attend **the National Motoring Heritage Day** at VCCAQ Clubrooms, 1376 Old Cleveland Road, Carindale. Car display from 7.30am. Morning Tea supplied. A choice of several scenic drives will commence at 10.30am from the Carindale Clubrooms and returning to the Clubrooms for a BYO Lunch – BBQs available. Entry: Car & Driver \$5. Passengers & spectators Gold Coin Donation. Please Register by 12 May 2024 with A7 Secretary, Robyn, ph. 0412 276 313, if you are attending.

Sunday 16th June - RACQ MotorFest Static display from 10am to 3pm at Brisbane Showgrounds. Members will independently travel to the “British” entry of the venue. Members to make own arrangements re. Registration. Contact Robyn Clark (ph. 0412 276 313) if you are attending. Vehicle registration (online) closes Friday 10th May 2024 or earlier should the event capacity be reached.

Sunday 23rd of June - Our A7 Club has again been invited to attend the **VCCQ Annual Concours d'Elegance** to be held at Sherwood Arboretum from 10am to 1pm on 23 June 2024. For details contact Barry Morris, VCCQ, ph. 0431 812 173. Members are to arrange their own travel etc. for this event.

Sunday 14th July - McLeans Bridge Classic & Sports Car and Aircraft Festival 2024. This event will be hosted by the Caboolture Aero Club and will be held at the Caboolture Airport on 14 July. The event will showcase classic vehicles & aircraft. Catering will be provided by a range of food and beverage vendors. DETAILS STILL TO BE CONFIRMED

Friday 19th to Sunday 21st July 2024 - Our Club has been invited to attend the **10th Biennial Queensland Heritage Rally** organised by the Callide Dawson Machinery preservation Club inc. The event will be held at Queensland Heritage Park, 11 Exhibition Avenue, Biloela, Central Queensland. For more information email: cdmpc@bigpond.com or phone 07 4992 2400 during business hours or 0429 383 296 after hours. A7 members attending are to make their own arrangements for registration, travel and accommodation.

Saturday 27th & Sunday 28th July 2024. The Ipswich Veteran & Vintage Vehicle Club is organising a 50th Anniversary Rally in Ipswich on There will be runs on both days with a drive through Ipswich CBD on Saturday afternoon and a Formal Dinner on Saturday night. For further information, registration and accommodation options, contact Secretary Carol on 0402 154 943 or email ivvvc@hotmail.com.au. Registration is \$20 and a Meal & Entry Package is \$100. Registration closes on 14th June 2024.

Saturday 27th July 2024 - Nambour Swap Meet organised by the Sunshine Coast Antique Car Club to be held at Nambour Showgrounds, Coronation Avenue, Nambour, commencing at 6am and concluding at 12noon. Pedestrian entry: \$5. Catering & paid parking. Information & Bookings ring 0427 596 973 or google www.SCACC.org.au

Sunday 28th July 2024 - Gold Coast Swap Meet to be held by the Gold Coast Antique and Classic Auto Club at the Mudgeeraba Showgrounds. Gates open from 6 to 12noon. Free parking. Adult admission \$5. For more details contact David 0428 279 291

THE SPECIAL INTEREST VEHICLE SCHEME (SIVS)

A gentle reminder to our members about the rules of the do's and don'ts of using a car on Concessional registration.,

USING A SPECIAL INTEREST VEHICLE IS RESTRICTED. THE VEHICLE MUST NOT BE USED FOR:

- General purposes - e.g.: to commute to and from the registered operator's place of employment, running down to the shops or other forms of everyday vehicle use.
- Hire or reward - a fee cannot be charged for use of the vehicle and the owner cannot receive any consideration or reward for supplying the vehicle.

YOU AND ANYONE DRIVING YOUR SPECIAL INTEREST VEHICLE MUST ONLY USE THE VEHICLE FOR:

- Participating in incorporated vehicle club rallies or events of your own car club or another car club. A rally is a social event where a parade of special interest vehicles travels together for

competition or to meet at an agreed location. Rallies and events must be listed before the event in the incorporated club newsletter or on the incorporated club's website or social media page.

- Exhibiting the vehicle in displays/fetes/similar functions conducted for religious/charitable/educational purposes.
- Ceremonial purposes (such as weddings, formals, funerals) involving immediate and de facto family members, or as part of a sanctioned club event, provided this is not done for fee or reward.
- Preparing for, proceeding to, and returning from any of the above activities, including events in other states and territories in which the club is directly involved with.
- Direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale.
- Travel in order to have the vehicle repaired is allowed. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator.
- Road testing within a 30km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general maintenance and not for any other purpose.

CARRYING PASSENGERS:

- Vehicles with a special interest vehicle concession are permitted to carry passengers when travelling to and from an event permitted for special interest vehicle use, e.g.: rally, fete or procession.

USE OF VEHICLE FOR SUPPORT TO SCHOOLS, CHARITIES AND THE COMMUNITY:

- The event must be recorded and promoted through the car club newsletter.
- No direct payment to the SIVS vehicle owner is permitted (donations may be made to a charity nominated in the event flyer, newsletter listing).
- The event must commence from a common point, that is, no door-to-door service.
- Event must terminate at a common point, e.g.: the venue where event is being held.
- Display vehicles at the termination point, and Charity must be a recognised charity and event coordinator, or designated person must have authorisation from the relevant charity to act as a fundraiser at this event.

CONTINUING CLUB MEMBERSHIP IS MANDATORY:

It is a condition of SIVS registration that the vehicle operator must belong to an incorporated vehicle club. There are two new provisions to note:

- The SIVS Concession Registration must be removed if the driver is no longer a current member of an incorporated car club and
- Use of the vehicle while not being a member or in contravention of any other SIVS restriction e.g.: driving to and from work now carries a penalty of up to \$2757. In addition to the penalties, both Third Party and Comprehensive insurance entitlements may be put at risk if a SIVS-registered vehicle is involved in an accident and the registered driver's club membership has lapsed.

MINUTES OF PAST A7R9

MEETINGS

Austin Seven Register of Queensland Inc

Meeting No 633. 9th February 2024

Held at the Veteran Car Club Hall, Carindale

Meeting Opened: The President declared the meeting opened at 7.47 pm with a welcome to all & apologizing for last month meeting.

Present: 19 members signed the attendance Book

Apologies: Doug C, David & Molly N, Ted B, Peter B, Gay J, Fiona R.

Minutes: Robyn read the minutes of the January meeting & moved it be accepted as a true & correct record. Seconded by Lindsay. Carried

Business arising from Minutes: NIL

Correspondence IN: Newsletters from other clubs

Forestdale Neighborhood Watch Motor Show, 19th May 2024

Office of Fair-Trading receipt, also Get ready for July 2024 changes.

McLeans Bridge Classic & Sports Car 14th July, Caboolture Aero Club

QHMC January 2024 minutes

OUT: NIL

Robyn moved the correspondence be accepted as read. Seconded by Colin J. Carried

Business arising from Correspondence: NIL

Treasurer's Report: Sharon gave her report on the club's finances & asked for it to be accepted. Seconded by Elaine M. Carried. Then asked for the Clubs Term Deposit of \$20,000 which will mature on 25th February be reinvested. That money plus interest be made up to \$21,000 & reinvested for 9mths. Moved by Trevor M, Seconded by Colin J. Carried.

QHMC Report: Steve briefed members on things happening.

Spare Parts Report: Trevor has made some sales & another order for parts has arrived from Melbourne.

2nd Hand Parts Report: \$831 made at the sale & \$51-15 from scrap metal.

Editor's Report: Newsletters emailed out & ready for postage.

Dating Officers Report: NIL

Web Master Report: Neil has everything up to date. If you know of any event, please tell him.

Club Events:

12th Feb Valentine's Day Run, organized by Colin & Gay. Meet 9am at Mt Coo-tha.

23rd March Wamuran Day Out, organized by Russel & Vanda

14th April Day at the Bay 3, organized by Hugh & Judy. Meet clubrooms 9am

Other Events:

7th-11th March Austins over Australia, Orange

9th-19 March Warwick Vintage & Veteran 50th Anniversary.

24th March Bayside Swap, Ormiston State School.

Past Events:

14th Jan 2nd Hand Parts Sale, Boronia Heights.

26th Jan Australia Day, Ormiston State School

27th-28th Jan Allora Heritage Weekend

3rd-4th Feb Toowoomba Swap. John Q reported 1929 block & crankshaft for sale. Many empty stands and sites.

Library Report: NIL

General Business: John Q asked if the club is interested in buying a First Aid Kit.

Colin J has found some folding chairs which fit into an Austin 7.

Raffle: Valds selling tickets for tonight's raffle. Winner John Q

Report on cars &/or car troubles: NIL

Birthdays: Members having a Birthday in February wished many Happy returns.

Sick members wished a speedy recovery.

Supper Organizer: Thank you to Ian McD for tonight's supper.

March Murray R.

Committee Meeting: TBA

Next Meeting: 8th March 2024

Meeting Closed: 8.35 PM. Austin Seven Register of Queensland Inc

Austin Seven Register of Queensland Inc

Meeting No. 634, 8th March 2024

Held at the Veteran Car Club Hall, Carindale.

Meeting Opened: The President declared the meeting opened at 7.47 pm with a welcome to all.

Present: 19 members signed the attendance book.

Apologies: Peter B, Hugh C, Ted B, Ian & Valda McD, Sharon J, Tim B, Justin McC.

Minutes: Robyn read the minutes of the February Meeting & moved it be accepted as a true & correct record. Seconded by John Q. Carried.

Business arising from Minutes: NIL

Correspondence IN: Newsletters from other clubs

QHMC February minutes & newsletter

Veteran Car Club Tenants Meeting notes, 19th February & report on items addressed 28th February.

RACQ Motorfest registration has now opened.

VCCA re rent invoice.

10th Biennial Qld Heritage Rally, Biloela, 19th-31st July 2024

The NATIONAL Transport Museum Inverell Car Show, 11th May

OUT: Card to Peter D (Get Well) & Justin McC (Sympathy)

Robyn moved the correspondence be accepted as read & the outward endorsed. Seconded by Neil. Carried

Business arising from Correspondence: NIL

Treasurer's Report: Lindsay read the report on Sharons behalf. Then moved it be accepted & all accounts be passed for payment. Seconded by John. Carried.

QHMC Report: Steve read report to members & it has been sent to Tim for some items to be published in the newsletter.

Spare Parts Report: Trevor has had a good month in sales.

2nd Hand Parts Report: Thank you to Doug for his help.

Editors Report: NIL

Dating Officers Report: NIL

Web Master Report: Neil has everything up to date & events listed to July.

Club Events:

23rd March Wamuran Day Out, organized by Russell & Vanda

14th April Day at the Bay 3, Organized by Hugh & Judy. Meet at clubrooms 8am

Other Events:

24th March Bayside Swap, Ormiston State School

4th May Bayside Biggest Morning Tea

5th May LAMA Swap

18th-19th May HTA Truck Show, Rocklea Showgrounds

19th May National Motoring Heritage Day

Past Events:

11th Feb Valentine's Day Run, organized by Colin & Gay

All information on Events is listed on the Club Website.

Library Report: NIL

General Business: Apology from Lyn Stanner for next month's meeting.

Trevor informed members of a Car Show at Tennyson on the 28th of May. \$30-00 per car, money going to cancer research.

Raffle: Tonight's winners were Murray, Lindsay & Karyn. Congratulations.

Report on cars &/or car trouble: MIL

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

Sick members wished a speedy recovery.

Supper Organizer: Thank you to Murray & Fiona for tonight's Supper.

April: Elaine M

Committee Meeting: TBA

Next Meeting: 12th April 2024

Meeting closed: The President declared the meeting closed at 8.25 pm wishing everyone a Happy & Safe Easter.

Robyn



EVENT REPORTS

Valentine's Day "Welcome to the West Run" Sunday 11 February



Despite the forecast of showers, the day of the Valentine Welcome to the West Run turned out to be a warm, sunny day. Under a mainly blue sky, Club members arrived in a variety of cars at the Planetarium overflow carpark at the base of Mt Coot-tha. In their A7s were President Steve, Trev & Elaine, Ian & Valda, Lindsay & Sharon, and our hosts for the day, Colin & Gay. Peter & Gayle were in their MG, and visitors on the Run, Ross & Robyn, were in their recently acquired Austin A30. In their moderns were Twink, John and Neil & Karyn. Other Club members joined us enroute – Merv & Margaret in their Austin Freeway and Murray & Fiona in their modern at morning tea, and Lyn in his A7 at lunch.

The absence of our run stalwarts, Doug & Robyn, was noted, but everyone was pleased to hear that Doug was expected to be out of hospital in the next few days. A run without them present just wasn't quite the same.

After a Run briefing by Colin, Neil distributed his annual Valentine's Day creation to the ladies –



a small glass etched with a red heart and containing a red rose. We then set out along the Western Freeway and through the leafy Western suburbs, unfamiliar territory for many Club members.



The run took us through Kenmore to Brookfield, past acreages and over creeks, and out to the Gold Creek Reservoir. The greenery along the route was lovely to drive through. At the Reservoir, we got our daily exercise by walking an uphill track to view the Reservoir.

We then returned to the centre of Brookfield in our cars and out past housing estates to the Brookfield Gardens Nursery. This pleasant garden centre contained the Wild Canary Bistro, where we were booked for morning tea. We were seated in our own secluded area of the café, surrounded by lovely

plants and garden decorations. The café was very busy and obviously a popular location for a Sunday brunch or morning tea. However, thanks to the efficient service, we were soon enjoying the



delicious cakes, scones and muffins and a variety of hot and cold drinks.

After morning tea, we headed via backroads through Pullenvale and Bellbowrie to a lovely lunch stop, Westaway Park, in Moggill. Once the cars were parked, we came together under a picnic shelter. The timing was perfect because a light shower passed through. Some of us enjoyed our picnic lunches, others went to the nearby shops to buy lunch, and some were still too full following morning tea to eat anything.

The group's chatter came to a halt when President Steve thanked Colin & Gay for an enjoyable run and Neil for his Valentine's Day gifts. It was then time for us to return to our respective abodes, having experienced a lovely day in the green of the western suburbs of Brisbane. Well done Colin & Gay.

Karyn

More about Gold Creek

The Gold Creek Reservoir was created in response to concerns about the Enoggera Reservoir's ability to provide sufficient water for Brisbane residents. Work commenced in 1882 and on completion in 1885, the reservoir was fourteenth largest dam in Australia, with facilities spread across 80 hectares. It was then the second source of Brisbane's reticulated water. Subsequent episodes of drought and flood tested the dam and ongoing modifications were made to pipelines and the bye-wash, including the construction in 1890 of the distinctive stepped concrete channel, which diverted overflowing water into Gold Creek. There were also problems; how safe was it to drink the water, the stability of the dam wall, which is unreinforced and in 1904, the cast iron outlet tower had collapsed. Early in 1906 problems with the wall were finally corrected and the tower replaced, but in subsequent years the quality of the water continued to concern the Board.

Plans were made to build treatment works at each source of Brisbane's supply – Enoggera, Gold Creek and Mount Crosby, which had opened in 1893. The Gold Creek plant was never built, and the reservoir was taken out of service in 1919. Eventually a pipeline to the Enoggera Reservoir was constructed so that Gold Creek water could be processed there. Intermittent boggy patches on the downstream face of the dam gave cause for concern over the ensuing decades and after the 1974 Brisbane flood the spillway weir was lowered to reduce pressure on the structure. The pipeline to Enoggera was decommissioned in 1977, recommissioned in 1986 and finally decommissioned in 1991. The Gold Creek Reservoir is now used only to supply untreated water to some properties in the upper reaches of Gold Creek.

In 2005 minimal works were taken to repair and stabilise some of the significant components of the site.

(source <https://heritage.brisbane.qld.gov.au/>)

Gold Creek Reservoir is a 3.2 mile/1.5 hour lightly trafficked loop trail that features a lake and is rated as moderate. The trail offers several activity options including bird watching, hiking and running and is accessible year-round.

A7 WAMURAN DAY OUT – Saturday 23 March



Early on Saturday morning under an overcast sky, the sound of roaring A7 engines could be heard driving through the small township of Wamuran.

This small rural town, located west of Caboolture on the D'Aguilar Highway, has a population of over

Ready to go! Lindsay and Sharon in the Chummy, Doug and Robyn take a bit longer with only one door. It was great to see Peter's Big 7 as it had not been seen on runs for a few years.

3000 people. The area is known for growing delicious fruit crops, such as strawberries, bananas and pineapples.

The cars gathered at the Wamuran Sports Complex carpark at 8.30am, ready to depart at 9.00am. A brief shower did nothing to dampen the spirits of the drivers and their passengers.



A nice variety of Austins from the 1920s to early 1960s

In their A7s were Lindsay & Sharon (trailed), Doug & Robyn (trailed),

our hosts Russell & Vanda. It was also good to see country member Peter Rigden. from the Glass House in his Austin Big 7.



Parking was a bit tight at the markets but our cars were an added attraction

Ian & Valda arrived in their Austin Lancer, while Merv, Karen & Bill were in their Austin Freeway. Arriving in their modern vehicles at the Sports Complex were John, Tim, Joe & Margaret and Neil & Karyn.

At around 9am, after confirming by phone that a breakaway group of A7 members were already at

the markets enjoying coffee and cake, Russell briefed the group and we drove the short distance to the markets. Here we were met by Trevor & Elaine, Peter & Jo, Peter & Gail, and Colin & Gay, who had all arrived in their modern cars. Brett Reif also arrived soon after in his A7.

The monthly Wamuran Country Markets were bustling with activity. Stalls included food, preloved items, books, plants and crafts. The old school building was the venue for partaking of coffees and Devonshire teas in the schoolhouse and on its verandas. Members enjoyed morning tea here, with some instead opting for freshly made bacon and egg rolls from the Wamuran Men's Shed BBQ.

Our group of Austins were parked central to the markets and were greatly admired by the local community.



At 10.30am after much eating and shopping, those driving moderns made their way to the nearby water tower to wait for the Austins, which were travelling cross-country from the markets through a local's property. We all then travelled together via a scenic route through beautiful countryside, ranging from rainforests to running creeks, until we reached the Curtis' property.

On the Road, oldies in front, all moderns to the rear thank you!



We firstly inspected a large shed full of cars and machinery, as well having photos taken with Vanda's very cute roaming donkeys,

two of which were heavily pregnant.

Here we were met by Justin & Patti in



One of Russ's many projects, an A7 sports body, with its chassis next to it

their modern car. We then drove our cars a short distance to the base of the Curtis' driveway, where we parked and walked up to the Curtis' residence. Here we were greeted by an excited Tilly, the Curtis' dog. En route up the driveway, we also stopped at another of Russell's sheds to view his machinery and works-in-progress.

At the beautiful timber home built by Vanda's father, we gathered on the veranda that surrounded three sides of the house to eat our BYO lunches. Our lunches were supplemented by some of Vanda's delicious home-made treats – zucchini slice and ANZAC biscuits. It was very calming to be seated overlooking the lush green landscape in which the property is situated.

Following lunch and on behalf of the members present, Rally Coordinator, Neil, thanked Russell and Vanda for hosting this interesting and adventurous A7 run. It was agreed by all 29 members



The enchanted cottage in the forest

present that the day had been most enjoyable and a huge success. Russell then gave the group directions to get back onto the highway, for which everyone was most appreciative.

After more chatter and time spent looking around the grounds of the house, members made their way back down the driveway to their cars for the trip home.

Well done Russell, Vanda & Tilly their friendly farmyard pup.

Karyn and Neil

The “Jerusalem” Donkey



The friendly donkeys we met at Vanda and Russell’s property are sometimes called Jerusalem donkeys, they have an interesting history that also have a direct link to our Easter traditions. Donkeys, scientifically known as “*Equus africanus asinus*”, have undergone a complex evolutionary journey that

has shaped their physical characteristics, including their unique markings.

The ancestral origins of donkeys can be traced back to the African wild ass, a species native to the arid and semi-arid regions of northeastern Africa. Over millennia, these wild ancestors underwent a process of domestication, leading to the emergence of the domestic donkey as a distinct subspecies. There are an estimated 41 million donkeys in the world.

One of the most intriguing features of most donkeys is the presence of a cross-shaped marking on their backs. This distinctive marking, often referred to as a "cruciform dorsal stripe," has garnered significant attention from researchers and enthusiasts seeking to unravel its evolutionary origins. While the exact evolutionary purpose of this marking remains a subject of scientific inquiry, several theories have been proposed to shed light on its significance.

One prevailing hypothesis suggests that the cross-shaped marking on donkeys' backs may have served as a form of disruptive coloration, providing camouflage and protection in their natural habitats. This theory posits that the contrasting pattern of the dorsal stripe could have helped donkeys blend into their surroundings, making them less conspicuous to potential predators.

Furthermore, the evolutionary history of donkeys and their markings is intricately linked to their role as domesticated animals. As donkeys accompanied human migrations and trade routes, their distinctive markings may have been selectively favoured by early breeders, leading to the perpetuation of this unique trait within domestic populations.

The presence of the cross-shaped marking on donkeys' backs serves as a testament to the enduring legacy of these remarkable animals and their capacity to inspire wonder and curiosity through the lens of evolutionary biology.

Furthermore, the cross on donkeys' backs has been associated with fertility and abundance in certain folklore traditions. In some Mediterranean societies, it is believed that donkeys bearing this distinctive marking are harbingers of prosperity and agricultural abundance, often evoking notions of protection and good fortune. This belief has deep roots in agrarian cultures, where the presence of such donkeys is regarded as an auspicious omen, heralding bountiful harvests and agricultural success.

In addition to its association with luck and fertility, the cross-shaped marking on donkeys' backs has also been linked to ancient mythological narratives. In Greek and Roman mythology, donkeys were



often depicted as companions to deities and revered figures, symbolizing wisdom and guidance. The presence of the cross-shaped marking on these mythical donkeys was seen as a divine imprint, signifying their sacred role as messengers and guardians of esoteric knowledge.

In some cultures, it is believed that the cross-shaped marking represents the burden of humanity that donkeys willingly carry, embodying the virtues of selflessness and service. Christian tradition tells us Jesus led his followers into Jerusalem riding on the back of a small, common donkey. That donkey followed Jesus to Calvary and stood in the shadow of the Cross and the shadow of the Cross fell on the back on the donkey. These special donkeys have borne the sign on the Cross since that day.

The Conoulty “Comet”



Thomas William (Bill) Conoulty Senior was born in Sydney, NSW, Australia in 1901 and attended Ultimo Technical College. He married and had three children. One son William (Bill) Conoulty Junior followed in his father's footsteps choosing engineering as his profession. Bill Conoulty passed away in 1961. Thanks to Bill Conoulty Junior, much of his father's early motoring history has been preserved.

William Conoulty Senior is best known for his involvement with building and racing Austin Sevens, motorcycle racing (Douglas Isle of Man) and NSW motor sport from the late 1920's to the late 1940's. He was the first man in NSW to achieve 100 mph on a motorcycle. He was an avid supporter of the controversial Maroubra

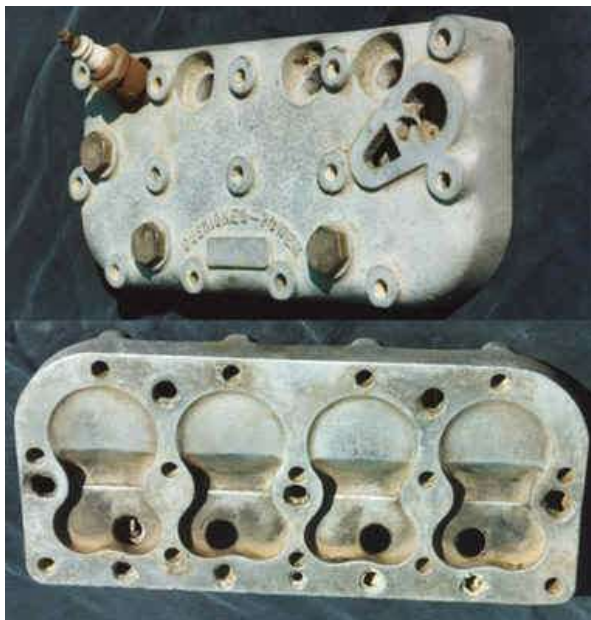
speedway in the 1920' and early 1930's. Bill Conoulty is also known for his design of the 'Musso' (also referred to as the 'Conoulty Special Austin Comet'), the 'Cushioned Power' Austin Seven head, an overhead valve conversion and an overhead cam conversion for the Austin Seven.

Right the 'Cushioned Power' Austin Seven head.

Supplied by William (Bill) Conoulty Junior

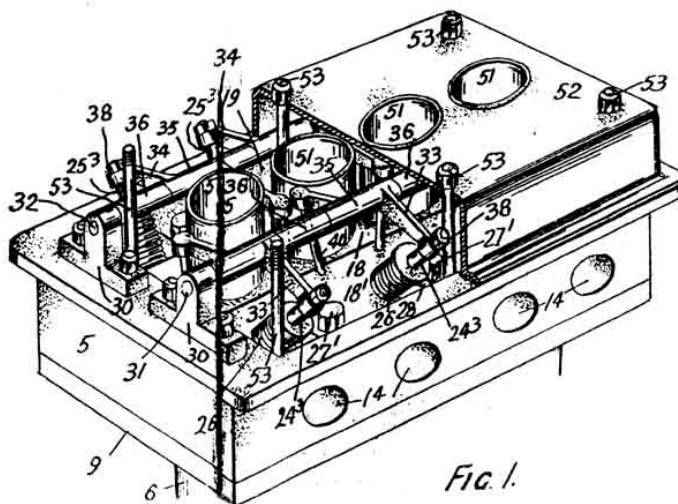
He also designed small Austin Seven power "tractors" for indoor use featuring enclosed exhaust gas collection. The Royal Prince Alfred Hospital in Sydney commissioned one of these in 1937 to pull linen trolleys around the wards. One of his more interesting projects was the Sydney version of the 'Globe of Death', which in its original form, featured a modified Austin Seven and a Douglas motorcycle travelling in opposite directions!

In 1934, Bill Conoulty Senior met Murray Jamieson. Murray was in Australia visiting Larke Hoskin Pty Ltd, the main Austin Seven importer in NSW. During this period Murray was interested in the prototype overhead cam conversion that Bill Conoulty had developed and was running in his Australian bodied 'Comet Special'. This car succeeded in winning many NSW Light Car Club



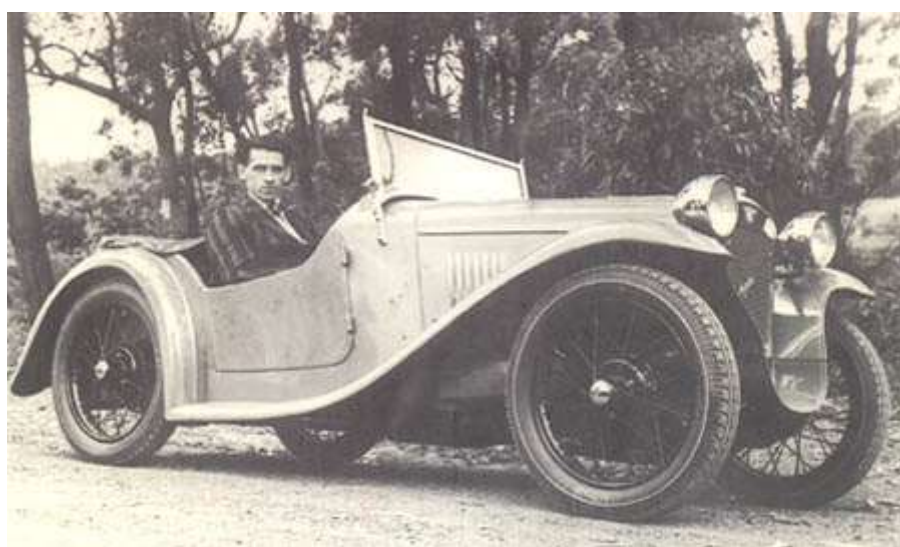
events, one of which was the Fastest Time in the Mountain Trails – Class A – on the 17th of November 1934. As history tells us, Murray Jamieson secured funding from Lord Austin in late 1934 to develop an overhead valve engine.

Right drawing from the 1934 Patent for the Austin Seven Overhead Valve Conversion.



This Austin Seven Sports, dubbed the "Comet 65", was built by William (Bill) Conoulty, a Sydney Austin agent. Nine Comets were built during 1933-34, three of which were exported to the UK. During this period the company employed up to 40 people at a number of locations in the eastern suburbs of Sydney.

William Shown in his Australian bodied Austin Seven Comet - 1934



William Conoulty's father-in-law Mr. Jennings, a highly skilled coppersmith, produced the prototype coachwork. Peter Resolay, a Sydney based coachbuilder manufactured the remaining bodies. Each Comet was pre-ordered for a price of £195 (or £225 with optional extras) and took six weeks to manufacture. Engines and mechanicals were as fitted on the imported rolling chassis.

This 'Conoulty' Comet is believed to be the only surviving car and is thought to have been his

personal car, used daily in Sydney. The 747cc two-bearing motor, featuring a rare 'Cambridge' alloy head. The manifold, typical of the period, uses a single 1-1/8" SU carburettor.

In 1959 Alan Banister of Sydney sold the car to Rod Wells. After driving the Seven through his early university years, Rod brought it to South Australia where, in 1994, the partly restored car (boxes of bits) was sold to



its then current owner Bruce White. The next two years he spent restoring the Comet to its present glory.

Bill Conoulty's average on his 500-cc machine was a record 92.6 - class speed which remained unbroken until the track was torn tip.

In 1927 he turned to cars. He got an Austin agency and began competition racing in 1929. From then on, he was known as the Austin Seven man. He found cars a lot different. Most of it was for fun.

At Maroubra, where he made some of his early starts, a large and excited crowd yelled, "Look at Conoulty passing all the bigger cars" and cheered him into the front in his little Austin 7.

Their cheers turned to derisive hoots as he pushed his car over the finishing line after the engine blew up. He took fourth place.

Bill then entered endless rounds of reliability trial, acceleration test, hill climb and slow-running feats which were the rage in the 30's.

Most of the trials were week-end affairs, with overnight stops in hotels along the way. After an arduous day of competition, the competitors had fun at night.

The hostilities rocked to the antics and prantics of the light-hearted motorists. All the well-known names rolled up - Gus McIntyre, Otto Herschel, Jack and Ray Murray, the Jones family, Hope Bartlett, John Sherwood; the list went on for thirty and forty carloads and 80 or 100 people.

There was the time when the local constable, at one overnight stopover, arrived to shut up the bar before the party got out of hand. He left in the dawn, singing happily with the rest. There was the time a frantic manager found his books had been audited overnight; it was followed by gunnery practice at bedroom utensils with a revolver; a competitor's room so filled with bushes he couldn't move; and Jack Murray feeding competitors hot dogs with teeth-breaking sticks cunningly inserted in the middle.

Another time, a noted strong-man and show personality made a cutting remark at Otto Herschel and Conoulty. Herschel picked the strong man up, shook him like a rabbit and threw him the full length of the pub hallway.

Later, in his new reputation of the Aim, Otto roused his fellow competitors from deep sleep with the admonition to let's live a little. Jack Murray reached out, doused him with a jug of water and Herschel decided, against bright living.

Against the razzle-dazzle background, Conoulty snatched the coveted Castrol Trophy, the year-round competition which involved all sorts of trials and tests. His win was given added lustre because he took it out in a diminutive Austin Seven.

Next year he won the trophy again, nearly equalling Gus McIntyre's feat of taking it out three times, although ill-health removed McIntyre during the third series, leaving his navigator, Frank Kleinig, to take the remaining events.

In one event in the year following his second win, Conoulty and his navigator were hurrying along Cleveland Street, Sydney, at a moderate sixty miles an hour to pick up time. They struck a silent cop and the vehicle plunged helter-skelter down the road.

Unhurt, they scrambled out, lost five minutes righting the dented but undamaged car - and lost that year's Castrol by five points.

In 1938 he built a freak for a petrol consumption - the "Hairpin Special". The chassis was barely heavy enough to support two bucket seats and the engine. The inner tubes were filled with water; there was no grease in the wheel bearing and light oil used in other moving parts. The driver had only to slam down the hand throttle for it to accelerate impressively with a thunderous roar for twenty yards and then coast majestically for hundreds of yards up hills and around curves.

Officials asked him about the large - and illegal - board built up behind the seats. Conoulty hoped it would act like the sail of a yacht. He told them it was to stop children throwing stones at him. The tricks were allowed, but his 134 miles per gallon was beaten.

Officials brought out a "No coasting" ruling next year, but he took an Austin 9 up to 85.34 miles per gallon without tricks.

Ignition trouble ruined his post-war debut in the races at Bathurst, N.S.W., in 1945, and bad luck came again at a later Bathurst meeting when a magneto became temperamental. He had to borrow another at the last minute, sliding into the starting line as the official was raising his flag.

He was well placed in the field while travelling over the mountain when he hit a corner with a thousand revs more than the corner would allow. The Austin 7 hung dangerously over a precipitous cliff for a fraction of a second as he braked, so he lifted his foot.

He approached a 60-mph corner at 70 a few miles further on and flicked his hand over the gear lever to change down. He missed the gear and the car rocketed off the road, turning over and over down a hundred-foot embankment, landing upside down on its stunned driver.

Conoulty groggily inspected the car and found no damage other than a broken steering wheel.

Regulations stated that drivers must report their accidents and get official permission to continue, so, confident of the outcome, Bill drove at breakneck speed to the pits.

He stood by, fuming at the delay while officials went over the car, and then all hell broke loose when they told him he could not continue. But his angry disappointment abated when he later found two rivets which had sheared from the front radius rods which held the wheels in position.

From the Austin 7 Friends website, Photos supplied by Bill Conoulty Junior

AUSTIN 7 REGISTER OF QLD MERCHANDISE

All Merchandise can be purchased from the Spares/Tech. Officer, Trevor Moore.

Ph: (07) 3848 5575 OR Email:

temoore@live.com.au

PRICES:

a Cloth Badge (sew to shirt or cap): \$10 (75mm tall)

b Lapel Badge: \$7:50 (30mm tall) **7**

c Dash Badge, 25th Anniversary 1967 – 1992 \$5 (35mm tall)

d Longreach Leap Badge 2009 \$8 (60mm wide)

e Brass Car Badge \$50 (85mm tall)

f A7 baseball Cap with adjustable strap \$25 - one size fits all!

Additionally official A7 Register Name Badges can also be obtained from Rhonda Guthrie for \$10 each email Rhonda at guthrie45@bigpond.com. Pricing MAY vary with future availability.



Austin 7 Classifieds

Please note: to avoid congestion, adverts may only be printed for 3 issues (6 months) depending on space. If you have also sold your car, PLEASE do tell the Editor, DO NOT assume I know! I have deleted a couple of adverts over the year as we have other members who wish to showcase their cars.

FOR SALE - AUSTIN SEVEN PARTS CLEAN OUT

1. 1929 differential 9 /44 (Date 11/4/29), complete except for half shafts. Teeth damaged on pinion with wear on crown wheel. This model has the bolt on torque Tube. \$100 (photo) Spare pinion also
2. Brand new 1928 to 1929 9 /44 crown wheel and pinion to suit above differential. Genuine new old stock. \$450 (or \$500 for both 1929 differential and new C/P set) (photo)
3. New deep finned cast aluminium sump \$100 (photo)
4. Vintage dashboard with pockets and patent plate, no instruments. will needs work, \$60 (photo)
5. Ruby side draft manifold. Painted in heat proof paint and ready to fit. \$30 (photo)
6. One interior window winder handle to fit 1928 to 1930 factory bodied saloon \$5 (photo)
7. Two rusty 17” Austin 7 rims \$20 the pair
8. Two narrow aluminium cycle guards \$40 the pair (photo)
9. Pair of Cast -iron brake drums, cleaned and painted red \$30 the pair
10. Later model brass tourer or roadster windscreen 37” wide with one upright. \$40

Tim Braby 0405740418. Prefer purchaser to pick up or can bring to meeting. Aspley, Brisbane



1. 1929 Diff



8. Aluminium Cycle Guards



2. New old stock c/w & pinion



4. Dashboard panel



5. Ruby manifold



3. Aluminium Sump

FOR SALE. ALL AUSTIN SEVEN ITEMS.

Windscreen, for saloon, grey primer condition.

Windscreen, [chummy] repaired, glazed and painted black c/w pillars.

Petrol tank, [chummy] repaired and painted black.

Wheels 19", [four] painted black fitted with new Avon tyres.

Axle, front, reconditioned with new King pins etc, painted black.

Seats, [chummy] a reproduction pair, grey primer.

Instrument set i.e., PA speedo, switch panel, oil button and patent plate. Will separate if required.

Steering column, reconditioned.

Steering wheel, in fine condition.

Engine, 1930 c/w new crankshaft, dismantled.

Wayne Styles. 0417 532 412. (Melbourne).

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