
THE "LIGHT SHAFT"

August 2020



Geoff Hall's Austin 7, in Canberra

See My Austin Article on Page 16.

AUSTIN 7 CLUB INC. Reg No. A0003290N
P.O. BOX 462
MOORABBIN VIC 3189
www.austin7club.org





Yes, I know, many of you have seen an old rear axle before, and even a few remnant ice cream containers with bits (commonly hiding in dak corners of the shed containing bits - and wondering - why did I keep those)

See Geoff Hall's My Austin article on Page 16

For those who are not computer savvy - read what Geoff says about the "Friends Forum" - it is a valuable source of information.



**Magazine of the Austin 7 Club Inc. In its 71st year
Foundation Patron of the Club**

**Col. A C R Waite,(dec.) MC, OStJ, DL, JP, Freeman of the
City of London 1894—1991., Life member of the British Racing Drivers Club.
Winner of the first Australian Grand Prix.**

Mail Order Spares are operating as usual.

CALENDAR OF EVENTS

AUGUST

19 Wed 7 Nominations for Committee 2021 Close

SEPTEMBER

16 Wed 7 Any voting for Committee 2021 Close

**KEEP IN TOUCH ABOUT RESUMPTION OF EVENTS
DUE TO CURRENT RESTRICTIONS NOTHING
DEFINITE IS PLANNED AT THIS TIME**

**The Club will advise when other
active events are likely to resume**



LIGHTSHAFT COPY CLOSING

Copy for Lightshaft **closes** late on

Wednesday 19 August 2020.

PRESIDENT'S REPORT

Welcome to August.

Just as we were showing signs of freedoms returning and your committee was looking at new events and arrangements for the coming months, the shutters have come down again making the chances of any form of organised event highly unlikely.

During these difficult times your committee has been meeting, and in recent times meeting via the wonders of the digital world using zoom. Club matters that needed to be addressed included such questions as follows:

- ⇒ How do we reopen the club?
- ⇒ How do we continue the operation of spares?
- ⇒ What social events are possible?
- ⇒ What might Historic Winton look like next year and in the future?
- ⇒ Can the OSTs run with the current restrictions?
- ⇒ What is our financial position?
- ⇒ Renegotiate the tenancy for unit 2.
- ⇒ Investigate a possible insurance claim for the club's OST trailer, which was broken into.
- ⇒ How do we continue to communicate with you the members and keep that club involvement between members?

More Photos and news on the website

<http://www.austin7club.org/>

And you can check for up-to-date information on events and news.

PRESIDENT'S REPORT cont.

Club Committee elections are due shortly and are normally conducted via a Special General Meeting in October.

In order to comply with the Club Rules the following procedure will apply.

Nomination forms will be enclosed in the **August Light Shaft**.

Nominations close on Wednesday 19th August, and must be forwarded either via mail or email to reach the Club Secretary (Glynis Gibbons) by the due date and time.

In the event that we receive more than one nomination for a position, then:

Voting papers for those positions will be in the September Light Shaft. (Remember that only Full Members can vote).

The closing date for these votes will be **Wednesday 16th September and must reach the Returning Officer by that date, either by mail or email.** The committee have engaged **Rick Perry as the Returning Officer for the elections, if a vote is required.**

Members will be advised in the **October Light Shaft** of the elected committee members.

Please note that the current committee have indicated that they are willing to re stand with the following exceptions.

After many years of service as Membership Secretary Geoff Taylor has decided to retire. We take this opportunity to thank Geoff for his service and trust he will continue to enjoy his club and the OST movement.

Wayne Styles who stepped in to fill the roll of Minute Secretary has found that with the virus issues and the requirements for more digital interface

PRESIDENT'S REPORT cont.

that he is no longer able to continue. We thank Wayne for being prepared to have a go. In the interim, the Committee have co-opted Tony Press as Minute Secretary.

Whilst the committee have two people willing to stand to fill these positions, if you would like to serve on the Committee then please put your hat in the ring.

As we cannot get together there is still plenty to do to support your club. The Editor is always looking for articles for the Light Shaft. It might be a technical article or report on a past event of many years ago that lives on in club history, or an article on your car and how or who restored it. Perhaps you need some questions answered, or you have an idea for the National Rally or an event.

For those members who have supplied their email details you will continue to receive other car club newsletters and historical articles like the last one on the Australian GP at Philip Island.

Keep Safe and support your fellow members with a phone call.

Cheers Len Kerwood

EDITOR's Note

For those who only receive the Lightshaft by Mail, if you want to also receive the Lightshaft by email, then please advise the Membership Secretary and the Editor of your email address.

You will then also receive digital copies of the Member List and the Spare Parts List, together with other club reminders and other car club newsletters.

EDITOR'S RAMBLINGS**SPARE PARTS Catalogue August 2020**

With this Lightshaft is a significantly revised version of the Parts book.

Graeme lead a small group from Spares Committee, which eventuated in most of the part descriptions being renamed, with NOUN FIRST, many details clarified, and then the Parts book sorted into the same categories, but sorted by Description, NOT by Part Number.

Also some have new numbers, as they have been repositioned in our retail area with like items - eg valve parts all together.

So read it carefully, and please use it when ordering parts.

For those who receive an electronic copy only, we can also supply a hard copy, on request.

Rob.H.

In a brave new world there are challenges, and opportunities.

The media, as usual, reports on plenty of bad news; and football, which amounts to more of the same (particularly if it's about Collingwood – my old nemesis).

But, have we really got a lot of bad news, particularly when compared with past generations. My parents lived through two world wars, and many other significant skirmishes, and the depressions that were produced by each, a number of pandemics, some much more severe than what we are going through, and the “great” depression of the early 1930s. Each of these produced suffering, challenges and opportunities.

As you read the President's Report you'll see that the Committee has decided to take an alternate path to meet the Club's obligations, and to carry out those annual

EDITOR'S RAMBLINGS

procedures to agree on the management of the Club for the coming year. Many of these procedures are similar to the processes followed by public companies.

The challenge has been addressed, and may well suggest an alternate path for the Club's future.

Similarly, the Committee has been meeting, face to face, on screen (using Zoom). A challenge - but with opportunities. I'm sure that Gary Hawkins, for one, appreciates that he does not need to travel from Maryborough to Cheltenham for our Committee meetings, for one.

This new way of operating will potentially identify opportunities so that regional members can be more involved in the conduct of Club business, services and events.

Len, in his President's Report, has, or will in future, identify the sequence of processes that will follow for elections, Annual Meetings, setting Subscriptions etc.

So, I am resurrecting COMING EVENTS, sorry that it does not involve trips in your Austin 7s, but it does give many more members an opportunity to be involved.

Rob. Humphreys

Editor

DISCLAIMER

The Austin 7 Club Inc. (A7C), its Officers and the Committee cannot be held liable for any errors and/or omissions in items that are published in The Light Shaft in good faith. It should be noted that the publication of an advertisement, or expression of views in articles and reports, does not necessarily imply endorsement by the A7C of the advertised product or service, or the views expressed in any articles or reports published in The Light Shaft.

COMING EVENTS

I'm breathing new life into COMING EVENTS, from this month, as we reach the period of the year that we have our meetings to meet our obligations under our Club Rules.

Len has described in his President's Report the process that we will be following due to the COVID Lockdown.

However, it seems to me that all of you will be deprived of many opportunities that occur during these meetings.

Firstly, you get the opportunity to talk to your mates, and visit Spares to browse and buy - you can still do this by calling Robert or Janne to arrange mail order parts.

Then, we get that terrible call that Spares is CLOSING, because the formal meeting is starting - if you don't hurry up, Len will start banging his Chairman's gavel on that suffering brake drum.

We then all get a welcome from the Chair, and usually, with a bit of luck Len will have a joke - he always seems to present it in an amusing manner, something I have never quite mastered.

Then we hear about those who have formally apologized, and then hear about all those who have fallen off ladders, had their piles attended to, or have another suitable infirmity that prevents them from attending, with appropriate comments of commiseration, empathy, or "... silly old fool." I notice that it is never the female of the household who falls off the ladder - either too smart, or was the one holding/pushing the ladder.

Humphreys cannot help interjecting at various stages during any meeting—bloody old fool.

COMING EVENTS

Throughout these proceedings, there is commonly another sotto voce meeting occurring at the back of the hall, or possibly gentle snoring.

Then, if we have a Special General Meeting, Len adjourns the MGM, and starts the SGM, and in this case it's the Elections of Officers and Committee - the tension and excitement mounts, as Len shuffles the papers, provided by Secretary Glynis, and starts reading the nominations.

WELL THIS YEAR IS DIFFERENT,

REMEMBER TO CONSIDER WHO YOU WANT ON YOUR COMMITTEE

So here's the new COMING EVENTS

Hope you don't get too excited

AUGUST

19 Wed 7 Nominations for Committee 2021 Close

See Form in the middle of this Lightshaft.

SEPTEMBER

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THE BEND CLASSIC 5-6 September 2020

Organisers of The Bend Classic have chosen the Australian Auto Sport Alliance (AASA) to sanction the second edition of the event, which will take place at The Bend Motorsport Park in South Australia.

Entries for the 2020 Bend Classic opened last week to a variety of historic cars and categories including Group J (Vintage), Group K (Post-Vintage), Group L and M (Sports and Racing), Group N (Historic Touring Cars), Group Q and R (1970-87 open-wheelers), Group S (Production Sports Cars), Formula Ford, Formula Vee and Sports Sedans.

COMING EVENTS

Watch this space for further coming events, as any news becomes available.

When safe conditions prevail an adhoc 2020 Picnic in the Park will be announced!!

Ron Crellin
Social Secretary 2020

SWAP DAY - Saturday 3 October

This event is now cancelled due to restrictions.

**54th ANNUAL AUSTIN SEVEN RALLY
Morningson Park Sunday 4th October 2020****CANCELLED**

For those who have already lodged and paid, please let Paul Goethel know your Bank Account details so that a refund can be transferred.

Telling the Time

Tower received a call from a crew asking, "What time is it please?" Tower responded, "Who is calling?" The crew replied, "What difference does it make?" Tower replied "It makes a lot of difference. If it is an American Airlines flight, it is 3 o'clock. If it is an Air Force plane, it is 1500 hours. If it is a Navy aircraft, it is 6 bells. If it is an Army aircraft, the big hand is on the 12 and the little hand is on the 3. If it is a Marine Corps aircraft, it's Thursday afternoon and 120 minutes to "Happy Hour".

COMING EVENTS

Sporting Car Club South Australia hosts this event, and it appears, at present, that it will happen, but likely to be without the ability for Victorians to cross the border.

There are other events, promoted by others, that I have I have not promoted in the Lightshaft, as it seems equally unlikely that they will happen.

It is noted that the Maryborough Energy Breakthrough has now been cancelled for 2020.



Geelong Revival

25th to 27 November 2020

The Geelong Revival Motoring Festival team are pleased to see that Motorsport Australia have started issuing event permits.

Once we get the green light, the Geelong Revival Motoring Festival team are ready to mash the pedal to the floor.



COMING EVENTS



If you can help in some way to make our 2022 National Rally a great event, please contact the Rally Committee

100 YEARS

WARRNAMBOOL National Rally 2022

We are excited
And you are invited!

National Rally
Saturday 9th April - Thursday 14th April

Celebrate 100 years of Austin Sevens
whilst exploring this beautiful part of Victoria
Come have a whale of a time in Warrnambool!

Enquiries: 2022rallyinfo@gmail.com

AUSTIN 7 NATIONAL RALLY 2022 SUB-COMMITTEE

Chair- Andrea Casabene, Leanne Goethel (Minutes), Graeme Logan, Bev Logan, Tony Casabene, Russell Dickson, Greg Drummond, David & Judith Finn, Peter & Lesley White, Ron & Helen Crellin, Carole & Len Kerwood, Maria & Colin Cheesman, Robert Baudinette, Helen & Michael Shegog, Peta Lee, Neil Rickard.

MY TOYS

Have you been naughty, or nice?

Either way, perhaps the inside back cover may be a good stocking filler for Christmas.

Looks to me that it may take about as much garage space as an Austin 7.

- ⇒ You don't need a trailer
- ⇒ No aggravation at scrutineering
- ⇒ No driving and parking at the race circuit
- ⇒ You can have a beer with your mates, and have no aggravation
- ⇒ You'll have plenty of mates
- ⇒ It's easy to buy the fuel
- ⇒ Buggar the Armco—you were always worried about the panel beating bills
- ⇒ Surely the accountant can make it part of the fleet, and make it fully tax deductible in the first year, or as:-
 - ◆ a training aid, or
 - ◆ a vehicle to use when you are forbidden to travel.

Humphreys is a heretic

OUR CHUMMY

Lately, we often see the statement, “This program was made before social distancing, or travel restrictions were imposed.”

Each time I see the statement I think of the cars that we love – a mode of transport where social distancing is impossible. There is little doubt why the early Austin 7s, swiftly had the term “chummy” attached to it, as it was a term that was used for the close coupled body style of the smaller, mostly, cyclecars. So, as most of the cyclecars ceased to thrive, our Austin 7s accepted this as their sobriquet for our favoured transport.

As for the second part of the statement, about travel restrictions, during the era before Austin 7s, this statement universally applied in Britain for families. Whilst the railways had economised freedom of travel along coasts and between most of the cities, travel was still expensive for families, and trains rarely followed the route to other close relations, and were still quite expensive for a family.

Lord Austin’s Austin 7, provided freedom of travel, was versatile, coped well with hilly, windy and rough roads, and was truly the “motor for the millions”.

So I hope that you can soon get chummy in your Chummy and at the same time have the pleasure of escaping from those restrictions.

Rob.H.

PRESERVE OUR HISTORY

Hello Robert, delighted to see that you were able to use the photo. Perhaps you would like to mention these two links which feature Australian racing Austin 7’s. I have been helping both Stephen and Mark and would very pleased if other members would add their photos.

<https://primotipo.com/2020/05/28/1928-100-miles-road-race-phillip-island/>

<https://forums.autosport.com/topic/215085-austin-seven-racing-in-australia-from-1928>

Cheers Tony Johns

MY AUSTIN

Austin 7 Update by Geoff Hall, Canberra

Just before I moved house, In Jan 2019, I let my nephew have a drive up and down our long driveway. Unfortunately on one take off with high revs he dropped the clutch.

Turns out an axle key broke. We didn't realise at the time as there must have been enough tension on the tapered joint to get drive on low gradients.

April last year I tried to back out of the steep driveway at my new house and there was a horrible grinding sound.

I rolled the car into the garage and set about thinking about the problem, and in the meantime got the Fiat 500 finished.

When I popped into a Canberra Antique and Classic Motor club picnic I was chatting to Harry Crawford and he agreed it could be an axle key.



I pulled the hubs apart and found the destroyed key melded onto the left axle and hub.

I scrounged through some spare parts my dad had kept since the 60s, and that, in true family tradition, I didn't throw out when I moved house, and found what I needed. A spare axle in an old diff housing.

It was not easy to separate The diff centre from one half but with a few suggestions from the Austin7 friends forum and a look around my garage, a bit of heat and the use of a puller as a pusher helped free the parts. The outer bearing race had become Stuck in the diff housing.

I now need to remove the diff from the car. Stay tuned...



Rob, you may have published this back in 2017, I am not sure. ws

An Austin 7 coupe barn find.

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

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

For many years Melbourne was the host of an annual motor show where the importers of motor vehicles displayed their latest offerings. The Austin distributor in Victoria state had been 'Austin Distributors', since 1928, and at the 1936 motor show they chose to display a cream over black Holden bodied coupe which was dressed up with a rear window blind, timber internal trim and elevated on a large rotating pedestal.

Mr. Hunt was the successful purchaser of the car and it was registered with the numerals 216-318 on black and white plates as they were in that period. He was the first owner and retained the vehicle for 36 years where he resided in the Yarra valley.

As a commercial traveller during this period I was always on the lookout for 'seven' bits and pieces to assist in the restoration of my 1929 chummy which was finally completed in 1975 but still in the need of fettling. Upon my return trip each month I would travel through the small town from time to time where Mr. Hunt resided and on one occasion around 1968 I noticed the aforementioned car and struck up a conversation with him. I have never been fond of 'sevens' post 1934

and unlike other previous callers I never once asked him if the car was for sale, I was only interested in our mutual interest of the Austin Seven and he in my restoration progress.

Mr. Hunt owned a male dog which was evident by the condition of the four road wheels as all of them were rusted beyond redemption but it didn't stop him from traveling the 3 km's each day to buy the daily paper which he did into his senior years.

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

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

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

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

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

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

Wayne Styles.

WHO DO YOU WANT ON THE CLUB COMMITTEE

This is the back of the nomination Form.

- ◆ Physical signatures are not required,
- ◆ as printed names will do
- ◆ as long as permission of the nominee , nominator, and seconder have been obtained.

Austin Seven Club Inc.

Reg. No. A0003290N

Nomination Form for Officers & Committee of Management under emergency arrangements.

Closing - 6:00pm on Wednesday 19 August 2020.

I hereby nominate.....for the position of

President	Treasurer	Secretary/Vice President
Membership Secretary	Minute Secretary	Competition Secretary
Property Officer	Social Secretary	Editor

(Circle one of the above)

Member making nomination(Print name)

Nominator must be a Full Member, nominee must be a member.

Signed..... Date.....

Person seconding nomination.....(Print name)

Signed.....

I hereby agree to my nomination

Signed..... (Signed by nominated member)

NOTE: Written nominations must be lodged, to be received by the Secretary before the time nominated above, at:-

Secretary, Austin 7 Club Inc., 8 Clare St,

CROYDON SOUTH, VIC 3136,

or by electronic lodgement to secretary@austin7club.org

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HEALTH ISSUES

The Herald Sun issue of Friday, 10 Jul 2020, reported

Moto jackets failing the test

MOST motorcycle jackets sold in Australia perform poorly in safety testing and would put riders at risk of serious injury or worse in crashes.

Of more than 100 popular jackets tested by Deakin University experts, the average safety rating was fewer than two stars out of five. Just one jacket attained a five-star rating. But 45 — almost half — came up as one star or less.

If you are a motor cyclist, the full report from Deakin’s MotoCAP is very revealing.

Someone shared some jokes with me, and these seemed the most pertinent.

The spread of COVID-19 is based on TWO factors:

- 1. How Dense the Population is, and
- 2. How Dense the Population is.

If these few weeks have taught us anything - it’s that stupidity travels faster than any virus on the planet.

Another Saturday night in the house, and I realized, even the trash goes out more than me.

When this virus is over
I still want some of you to stay away from me.

HEALTH ISSUES

From John's Hopkins Hospital

Hope this info sheds more light on this serious health issue.....Good information.

"Stay Well and Be Safe"

This virus is not a living organism. It is a protein molecule (RNA or DNA) covered by a protective layer of lipid (fat), which, when absorbed by the cells of the ocular (eyes), nasal (nose) or buccal mucosa (mouth), changes their genetic code (mutates) and converts into aggressor and multiplier cells.

* Since the virus is not a living organism, but is a protein molecule, it cannot be killed. It has to decay on its own. **The disintegration time depends on the temperature, humidity and type of material where it lies.**

* **The virus is very fragile; the only thing that protects it is a thin outer layer of fat and that is the reason why soap or detergent is the best weapon. The foam CUTS THE FAT (that is why you have to scrub for 20 seconds or more, to create lots of foam).**

By dissolving the fat layer, the protein molecule disperses and breaks down.

* HEAT melts fat; this is why it is necessary to use water above 77 degrees for hand washing, laundry and cleaning surfaces. In addition, hot water makes more foam, making it more effective.

* Alcohol or any mixture with alcohol over 65% DISSOLVES ALL FAT, especially the external lipid layer of the virus.

* **Any solution with 1 part bleach and 5 parts water directly dissolves the protein, breaking it down from the inside.**

- * Oxygenated water increases the effectiveness of soap, alcohol and chlorine, because peroxide dissolves the virus protein. However, because you have to use it in its pure form, it can damage your skin.
- * **NO BACTERICIDE OR ANTIBIOTIC WILL WORK** because the virus is not a living organism like bacteria; antibodies cannot kill what is not alive.
- * The virus molecules remain very stable at colder temperatures, including air conditioning in houses and cars. They also need moisture and darkness to stay stable. Therefore, dehumidified, dry, warm and bright environments will degrade the virus faster.
- * **UV LIGHT** on any object that may contain the virus breaks down the protein. Be careful, it also breaks down collagen (which is protein) in the skin.
- * The virus **CANNOT** go through healthy skin.
- * Vinegar is **NOT** useful because it does not break down the protective layer of fat.
- * **NO SPIRITS, NOR VODKA**, serve. The strongest vodka is only 40% alcohol, and you need a minimum of 65%.
- * **LISTERINE** is 65% alcohol.
- * The more confined the space, the higher the concentration of the virus there can be. The more open or naturally ventilated, the less.
- * You have to wash your hands before and after touching any commonly used surfaces such as : mucosa (mouth area) , food, locks, knobs, switches, remotes, cell phones, watches, computers, desks etc. and don't forget when you use the bathroom.
- * You have to **MOISTURIZE YOUR HANDS** due to frequent washing. Dry hands have cracks and the molecules can hide in the micro cracks The thicker the moisturizer, the better.
- * Also keep your **NAILS SHORT** so that the virus does not hide there.

Letters to Editor

Dear Austin 7 Friends,

I hope everyone is keeping well and staying connected during these unprecedented times. I am writing to encourage all our members to use this time at home proactively and focus on getting your Austin 7 cars ready for that day when we will all be able to get back behind the wheel.

Let's get busy and work on our cars, getting them in tip top shape for when the racing and touring season commences once again. When the time comes, and the first event is announced it would be wonderful to see a large contingent of cars. Without the participants some events will run the risk of fading away and being removed permanently from our annual calendar of events. That would be such a tragedy. So, let's use this down time to fine tune our automobiles and start 2021, if not sooner with a bang.

I competed in my very first hill climb at Rob Roy many years ago. I had a 1926 chummy and it took me over 2 minutes to complete the renowned course. And to rub salt into the wound, I was embarrassingly beaten by a Morris Minor! That was motivation enough to get me working on my car, and it paid off. The next time I raced this course I managed to cross the line in 1 minute 30 seconds. But even though pushing the limits and trying to go as fast as you can is great, it's perhaps not what keeps us all coming back year after year. It's not just about how fast you can get up a hill, it's about being involved, being amongst other Austin enthusiasts, mateship, and most importantly it's about participating to keep this community and events alive and thriving.

So take this down time to reconnect and reach out to your fellow Austineer mates and those muddy people (OST); check in to see how they're getting on, talk about your cars, then work on your cars and get excited about that day when we can emerge out of this and hit the road!

Until that day, stay safe and be well.

Kind regards

Phillip Hallo

Letters to Editor

Hello Robert.

I refer to the photograph of the 'Ace' as illustrated on the front cover of the July edition of the Lightshaft that Tony Johns provided.

John Dallinger [Jack] was a photographer in Albury and like a number of photographers in the regional areas of Victoria expanded during the 50's into selling photographic items. As his business flourished he later had the opportunity to purchase a substantial building in prime location in Dean street Albury to accommodate the family camera store which is still there to this day.

Had I have met Jack a few years later he may have been an inspiration to me in my interest in Austin Sevens.

I had the privilege to meet Jack on many occasions in the 1960's as a commercial traveller as 'Foto supplies' was a client of mine and by then managed by John junior.

Many pleasant hours were spent with John junior and his family over dinner, water skiing etc and he would stay in our home when he came to Melbourne on business from time to time. John jr died of a brain tumour around 20 years ago and his wife Jonnine took over the business and it is still a senior member of the 'Camera house' organisation to this day

Wayne Styles.

A man was telling his neighbour,

'I just bought a new hearing aid.

It cost me four thousand dollars, but it's state of the art..

It's perfect.'

'Really,' answered the neighbour . 'What kind is it?'

'Twelve thirty..'

AUSTIN 7 CLUB INC. - COMMITTEE 2020

PRESIDENT	Len Kerwood	president@austin7club.org	9435 2544
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SECRETARY /VICE PRESIDENT	Glynis Gibbons	secretary@austin7club.org	0427 837 555
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COMPETITION SECRETARY	Gary Hawkins	competitionsecretary@austin7club.org	(03)5461 4460 0459 135 496
SOCIAL SECRETARY	Ron Crellin	socialsecretary@austin7club.org	9431 0502

AUSTIN 7 NATIONAL RALLY 2022 SUB-COMMITTEE

Chair- Andrea Casabene, Leanne Goethel (Minutes), Graeme Logan, Bev Logan, Tony Casabene, Russell Dickson, Greg Drummond, David & Judith Finn, Peter & Lesley White, Ron & Helen Crellin, Carole & Len Kerwood, Maria & Colin Cheesman, Robert Baudinette, Helen & Michael Shegog, Peta Lee, Neil Rickard.

CLUB VISITOR

If you know of a Member who is unwell or in Hospital please contact Bruce Walker, our Club Visitor. He will visit or send a card to the Member.

Contact Bruce on brucewalkerartisan@gmail.com

9807 1729 or 0409 410 700.

**Three old guys are out walking.
First one says, 'Windy, isn't it?'
Second one says, 'No, it's Thursday!'
Third one says, 'So am I. Let's go get a beer..'**

SUB-COMMITTEES 2020**HISTORIC WINTON SUB-COMMITTEE**

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John Shiells supplied this article

AIRWORTHINESS BULLETIN AWB 85-021 Issue 1 – 29 March 2017 Piston Engine Low Utilisation Maintenance Practices

Editor's Note

Now while the article is readily available on the internet, it seems salient to precis the parts that are applicable to preserving our vehicles, when they may be laid-up for any reason.

This Airworthiness Bulletin (AWB) identifies the recommended maintenance practices which effectively minimise the corrosion condition for piston engines not used frequently.

It is widely acknowledged that piston engines that are not used frequently are susceptible to damage from corrosion and contamination, which may adversely affect their expected service life. Susceptibility to corrosion is influenced by a number of factors, including but not limited to, geographical location, season, usage and storage. When a piston engine is exposed to adverse environmental conditions such as coastal areas and areas of high relative humidity, corrosion attack can occur within a few days. Conversely, engines under more favourable environmental conditions can remain inactive for several weeks without evidence of damage by corrosion. Experience has shown that the best course of action to reduce the likelihood of corrosion attack on engine internal surfaces is to operate the engine regularly. In circumstances where this action is not possible engine preservation procedures have been promulgated to combat and minimise the corrosion condition as a direct result of engine inactivity. A number of other contributing factors which lead to this corrosion condition are also within the control of the operator and maintenance personnel if the appropriate preventative actions in the following recommendations are performed.

Recommendations

Engine Preservation

In general, manufacturers recommend that for engines which won't be operated for 30 days or more, a preservation regime should be instigated. The need for

engine preservation should be evaluated by the operator having regard to the prevailing environmental conditions and period of inactivity. When an engine does not achieve operating temperatures for an adequate period, on a regular basis, moisture and other by-products of combustion that form, are not vaporised and eliminated through the exhaust and crankcase breather. The mechanism by which moisture may accumulate inside the engine is by condensation. More specifically, during each heating and cooling cycle that the engine goes through water vapour may be drawn into the engine which then condenses on internal surfaces and results in increased water content of the oil. During engine operation the oil also picks up various by-products of combustion. When these by-products mix with water, acidic compounds are formed; which are capable of etching metal and providing a point for corrosion and rust to take place on vulnerable surfaces, such as, cylinder walls, camshaft and tappets. As the engine is subsequently run this corrosion and rust becomes a very fine abrasive causing internal engine wear. As these components wear, they make more metal which attacks the softer metals in the engine compounding the problem. Preservative oils protect an engine from corrosion and rust in a manner that standard engine oils do not. These preservative oils are specifically formulated with robust corrosion inhibitors that allow the lubricant to chemically protect metal parts, resulting in a superior barrier against the formation of corrosion and rust. CASA supports the notion that if the engine is more than 50% through the manufacturers published oil change interval, the oil should be changed and the aircraft flown to circulate the fresh oil. By parking the engine with fresh oil this will reduce the likelihood of corrosion that may result from contaminated or acidic used oil.

Engine Oil Change

Almost all engine manufacturers' maintenance schedules specify not only an hour time limit, but also a calendar time limit for oil changes. The calendar time limit

PARKING AT CLUBROOMS

In the interests of all members could those attending meetings please park only ***in the marked spaces***. Please leave the forecourt for ***AUSTIN 7s ONLY*** and any ***handicapped members***, and please make access available for those ***delivering or collecting*** goods or club equipment.

is often misunderstood and is thought to be of less importance than the accumulated time in hours of operation however; both criteria are of equal importance to the condition of the engine.

The need for the calendar based time limit is not caused by oil breakdown, but rather by the oil becoming contaminated with the by-products of combustion, and water, as previously mentioned. Changing the oil on a calendar time basis for a low utilisation engine is an effective means of removing these contaminants thus minimising the conditions within the engine that are conducive for corrosion attack.

Engine Ground Runs

Engine ground running is not a substitute for regular driving, in fact, the practice of ground running will tend to aggravate rather than minimise the corrosion condition for the following reasons;

- ⇒ Short duration ground running only serves to heat the engine components and actually promotes the condensation process, and
- ⇒ During a ground run the engine is not operated at the necessary temperature for the proper duration to vaporize the water in the oil. Such a ground run increases the potential for water formation and corrosive attack. Similarly, the practice of pulling engines through by hand when the engine is not run for extended periods can also exacerbate the condition for the following reason;
- ⇒ Engine lubrication systems are designed to provide either pressure or splash oil to the areas of the engine that are subjected to frictional loads. When the engine is turned over by hand, the rings wipe oil from the cylinder walls and the cam load created by the valve train wipes oil from the cam and followers. Repeatedly performing this action without engine start will leave these components without a protective oil film thus increasing susceptibility to corrosion attack whilst also causing excessive wear during subsequent engine starting.

Conclusion

When an a piston engine will not be operated for an extended period;

- ◆ The use of preservation oil is required to prevent internal engine wear due to corrosion.

- ◆ Variables such as geographic location, local temperature and humidity need to be evaluated in order to establish an appropriate engine preservation threshold and regime.
- ◆ The adverse impact of water content, acid formation and contaminants are minimized when calendar time oil changes are performed.
- ◆ Engine ground running is not a substitute for regular driving and can aggravate the corrosion condition. Operators need to consider their individual circumstances and recognise the conditions that are conducive to corrosion and take appropriate precautions by adjusting their maintenance schedule accordingly to combat the corrosion condition as a direct result of engine inactivity.

FURTHER NOTE

Penrite, together with a few other oil manufacturers, provide advice on special oils designed to suit our era of vehicles, and particularly oils that suit low use.

The Club stocks some of these oils that are suitable for low-use Austin 7 engines.

PS Look after your babies insides, and while its bottom end may still leak, like many babies, it may be much happier.

“Going Strong”
A history of the Austin Seven Club in Victoria.
By *Bob Watson*

A great read for \$25.

Posted copies will be plus cost of Postage and Packaging. .Postage and packaging will cost \$13.30 (for single copies for members in Australia) .

For some Metro Melbourne members the postage is less, but contact us.

You can order your copy by contacting:-

Janne or Robert Humphreys (03) 9583 6316

She wanted to serve her guests mushroom-smothered steak, but she had no mushrooms and no time to buy them.

Her husband suggested, "Why don't you go pick some of the mushrooms that are growing wild down by the stream?"

"No, some wild mushrooms are poisonous."

"Well, I see squirrels eating them and they're OK."

So she picked a bunch and washed, sliced and sauteed them for her dinner. Then she went out on the back porch and gave Spot, their dog, a double handful.

Spot ate every bite.

All morning long, she watched the dog. The wild mushrooms hadn't affected him after a few hours, so she decided to use them.

The meal was a great success.

After everyone had finished, her daughter came in and whispered in her ear, "Mum, Spot is dead."

Trying to keep her head about her, she left the room as quickly as possible, called the doctor and told him what had happened.

The doctor said, "That's bad, but I think we can take care of it. I'll call for an ambulance and I'll be there as quickly as I can. We'll give everyone enemas and we'll pump out their stomachs and everything will be fine. Just keep them calm."

Before long they started to hear the sirens as the ambulance tore down the road.

The Paramedics and the doctor had their suitcases, syringes, and a stomach pump.

One by one, they took each person into the bathroom, gave them an enema, and pumped out their stomach.

Well after midnight, after the last one was done the doctor came out and said, "Everything will be okay now," and with that he left.

The hosts and the guests were all weak and knackered sitting around the living room when the daughter came in and said to her mum..... "I can't believe that guy!"

"What guy?"

"You know, that bastard who ran over Spot..... He never even slowed down

SPARES NEWSBREAK**SPARE PARTS****AUGUST 2020**

For those of you who go directly to the MARKET PLACE.

Please read the article on Page 7, about the release of our new catalogue of parts.

Please help Robert and Janne, when you are ordering parts, and include both a brief description AND the Item Number from this CURRENT Catalogue. That will reduce the workload, and will also ensure that you receive the correct part.

Remember, due to the ability to make an Austin 7 from parts from differing years, it may pay to mention, for instance, that you have a four speed gearbox in an early car.

**THE AUSTIN 7 CLUB ROOMS AND CLUB SPARES
are located at
UNIT 8, 19-23, KYLIE PLACE, CHELTENHAM NORTH.**

**All correspondence to the Secretary:
Austin 7 Club Inc. P O Box 462, Moorabbin. Vic 3189**

Please do not send mail to clubrooms

Spares are open:-

M.G.M. from 7.30 p.m. to 8.00 p.m.

H.A.S. from 7.45 p.m. to 9.00 p.m. and between 12:30 p.m. and 2:30 p.m. on the Saturday following the M.G.M. (or the following Saturday if the former clashes with a Club Event)

Spares can be ordered by mail from:

Janne and Robert Humphreys, 27 Peters Drive, Cheltenham Vic 3192

Or mailorderparts@austin7club.org

MARKET PLACE

***Market Place advertisements will normally appear
for FREE in two consecutive Lightshafts Editor***

FOR SALE Deceased Estate

1935 Ruby, Sedan, Red, was used at Toowoomba Rally and also driven to the Bay to Burwood run.

The Ruby requires some tender care, to put it back on the road.

\$6,500 O.N.O..

The Austin 7 is at Austin 7 Heaven, Clayton Melbourne.

Contact Daniel Morling 0439 406 919 Lucas Morling 0438 800 040.

FOR SALE

1936 Doctors Coupe, Red
Maroon in colour

Very nice looking car, Goes
well

Robert Davis 0447017432



Austin Seven Clubs Association - The Online Archive

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***An original Parts Book, for your model is one of the most
valuable resources, especially for remote members.***

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I have wound back the business and I am currently decluttering the house.

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Payment for parts is preferred by Direct Deposit.

Please note Spares Banking Details, located at the bottom of our Invoices.

**Robert & Janne Humphreys-
mailorderparts@austin7club.org**

To all of you who have a car under the Club Permit Scheme.

Check your date of EXPIRY of your Permit.

Many have NOT received renewal notices on time.

**If you have not received your renewal by 2 weeks before expiry, give
VICROADS a phone call, on 9854 2432.**

ALSO check ALL details - including expiry date, addresses etc.

The “period of grace” has recently been reduced to 90 days.

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Rob. Humphreys

Even if you want a hard copy, consider updating your email, and requesting an electronic copy as well.

THE VICTORIAN CLUB PERMIT SCHEME

Owners of Club Permit vehicles MUST maintain financial membership at all times.

Your Club Permit Officer is our Membership Secretary Geoff Taylor

When Geoff is not available Robert Humphreys can act as Club Permit Officer

Remember to plan ahead if you need a Club Permit application or renewal signed or issued. You will find more detail on the club permit scheme on the Web Site

<http://www.austin7club.org/>



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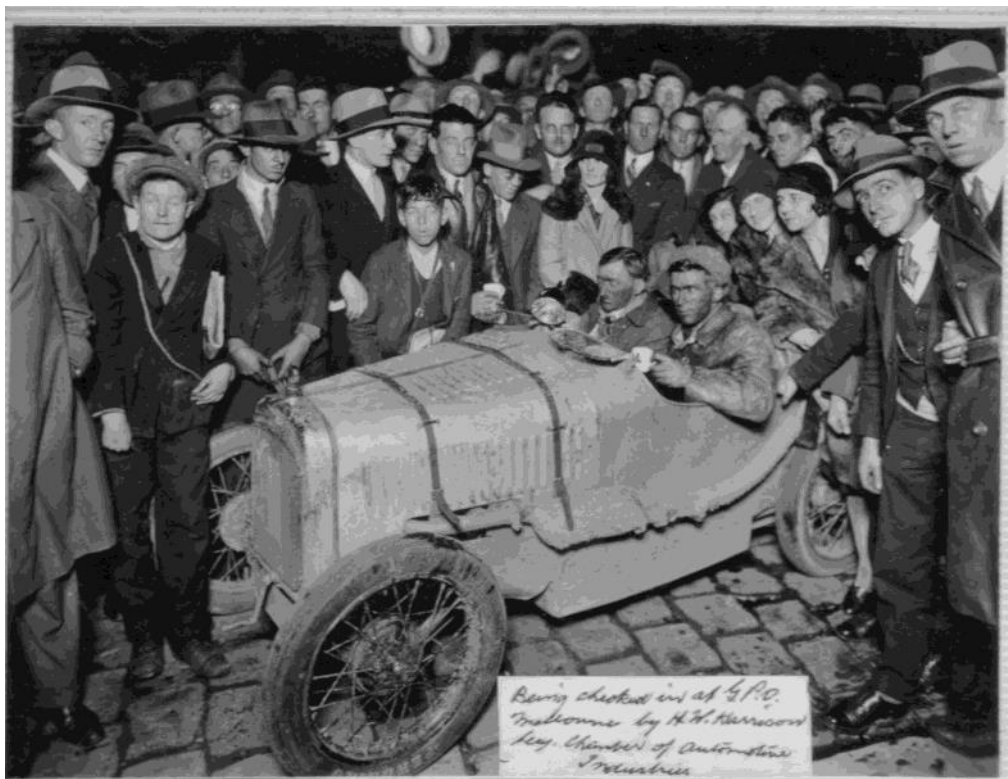
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CORPORATE ACTIVATIONS & EVENTS - RACE DRIVER TRAINING - FLIGHT - DEFENCE

SYDNEY TO MELBOURNE RECORD.



By completing the journey in 12 hours 34 minutes in an Austin Seven car yesterday Mr. C. R. Dickason (driver) and Mr. H. D. Birkill (mechanic) broke the Sydney to Melbourne record for cars under 2,000 c.c. by 33 minutes. Mr. Dickason and Mr. Birkill were welcomed at the Elizabeth street Post-office by a large crowd.

The “Argus” of 15 May 1950 included this caption with their version of the photo.

I still think that the drive was amazing, considering that the roads were mostly unmade, there were numerous (often oblique) rail crossings in towns, the road went through many towns that are now by-passed, and the weather was foul. Note that the car also has no mudguards.