
"THE LIGHT SHAFT"

December 2021



How many Austin 7s have posed at that sign on SA Border Runs.

Story on Page 21 about this 1951 photo from David Maxwell

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My Austin — Greg Hallihan and Brian Gibbons story.

See My Austins on Page 24 etc.

Below: During restoration in 1970s Above: Now





Magazine of the Austin 7 Club Inc. In its 72nd 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.**

CALENDAR OF EVENTS

DECEMBER

1	Wed	7	A	M.G.M./Spares
4	Sat	7		Spares/B.B.Q
5	Sun			Year End Luncheon – Mulgrave Country Club
15	Wed	7	A	Spares/Christmas Pudding in the Park /Awards Night

JANUARY 2022

19	Wed	7	A	Picnic in the Park
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FEBRUARY

2	Wed	7	A	MGM / Spares
5	Sat	7		Spares/BBQ
12	Sat			Club hire – Janne’s All Day Craft Day Austin 7 Heaven — Safety Check Day
16	Wed	7	A	HAS / Spares
20	Sun			RACV / AOMC British & European Show Yarra Glen with MG Concours
27	Sun	7	A	<i>Progressive Lunch</i>

NOTE: - Attendance at Club Events is subject to ALL attendees producing a valid current COVID-19 Certificate

The Club's Meeting and Spares Days will recommence, but with an expectation that everyone will "socially distance" and applicable COVID-19 Rules will be respected and enforced.

This use of the Clubrooms is only possible if attendees "CHECK-IN" their attendance with a "QR" code, and ALL attendees producing a valid current COVID-19 Certificate.

Spares Hours Saturday - 12:00 Noon to 2:30pm

Spares Hours for MGM. - 7:30pm to 8:00pm sharp

Spares Hours for Hot Air Session. - 7:30pm to 9:00pm sharp

LIGHTSHAFT COPY CLOSING

Copy for Lightshaft **closes** late on

Sunday 16 January 2022.

Austin Seven Clubs Association

The Online Archive

Handbooks, Parts Books, Body Parts Book and lots more.

Just download it to your computer - all part of our membership of the Association.

More being constantly added.

These references are a great way to identify parts for your Austin7.

Also it may help to determine the year of the various parts.

PRESIDENT'S REPORT

As we start December, we look forward to kissing 2021 goodbye and we wait with anticipation for what 2022 will bring with our long awaited covid restrictions being eased.

To see 2021 out, we have the end of year luncheon at the Mulgrave Country Club, which I am pleased to say is fully booked to the covid limit set by the Country Club. If however the number is increased, an email will be sent to all members. The final event is unrestricted in numbers as it will be the Christmas Pudding in the Park. BYO your chairs and nibbles and the club will supply the puddings.

2022 will be a big year for the club as we return to some normality. It will however see the club put under some strain as we have a National 100 year Anniversary Rally at Warrnambool in April, which our task is to showcase our state. The 45th Historic Winton, a milestone event that the club should be proud of, follows this Rally in May. If this is not enough we follow all this with the traditional Border Run. Then there is the OST to get back on course to a full season of 12 trials.

As you can see there is much to be done so please if you can assist in any way with these events please step up.

As we close the year I would like to thank all members for embracing the covid changes in the club, such as zoom meetings, spares, etc. I thank all of the committee for their time and dedication to the club. To all the sub committees thank you for your efforts.

To all members keep well, stay safe, enjoy Christmas, and we look forward to seeing you all in 2022.

2021 was meant to be fun!

Len Kerwood 0419 504 233

MEMBERSHIP

Memberships become due at the end of December and for those receiving a hard copy of the Light Shaft, your renewal will be included as part of the mailer for the December Light Shaft, **so don't throw it away**. Fees have been kept at the same level as this year for 2022. An emailed copy of the renewal will hopefully be sent to those who receive a soft copy of the Light Shaft or possibly sent out by standard mail. Anyone who has a car on the CPS will need to make sure they remain financial to drive their cars legally using the Red Plates.

A huge thank you to John Shiells for the enormous amount of work he has done in getting the new Membership Database up and running properly and in setting up the necessary reports and mailing data lists, such as the membership renewals, that are required to operate the club.

We are pleased to welcome three new members to the Austin 7 Club.

Bruce Legg from Russell Island Qld. has an ex Victorian fibreglass bodied Meteor that he is building up into a show car.

Brad Forgeard from Moss Vale NSW has recently purchased the Fleming Special race car.

Robert Carrozza from Wentworthville NSW has a 1934 Special in need of restoration.

Russell Dickson

Membership Secretary



DRIVE CAREFULLY THIS CHRISTMAS SEASON

Letter to Editor

Hi Robert and Janne,

I thought that you may like to know where the Ruby Badge had gone to that David McKenzie advertised in the October Light Shaft magazine. When I saw that badge I thought how much similar it is to my own 1936 Ruby with red body and black wheels. So I made an offer and David accepted. The badge itself was still sealed in its bag and never fitted to a car, so I was happy to make an offer the same price as one of our own newly minted Austin 7 Register of Qld Badges.



You could say I was a motivated buyer!

Thank you for advertising it. Hopefully we will all meet up in Warrnambool!

Tim Braby

PS All of you who read all the magazines, that Tony Press circulates to all email members, would probably recognise Tim Braby's name, as he is the Editor of the magazine of the Austin Seven Register of Queensland



COMING EVENTS

SPARES

To comply with COVID requirements and being fair to others, Graeme Logan has asked that you come to Spares with a list prepared beforehand, to speed up being served, and enable compliance with our COVIDSafe Plan.

Please also be prepared to use the QR Code, from your phone, which saves the Club from needing someone to act as “SIGN-ON MARSHALL”.

MGM / Spares - Wednesday 1 December 2021

There is potential that the COVID restrictions will permit a limited meeting to occur, and also that limited access to Spares may be available.

Keep an eye on the website.

Saturday Spares/BBQ - Saturday 4 December 2021

Spares is likely to function in a limited manner on this day, but please watch for alternate advice.

Please follow the instructions at top of Page 8.

Young Teresa came home with some dreadful news.

“I’m pregnant” she cried.

“Are you sure it’s yours?” shouts her father.

COMING EVENTS**COVID breakout lunch!!!*****A7 Club Christmas Lunch 2021******Mulgrave Country Club***

(Cnr Jells & Wellington Roads, Wheelers Hill)

Noon Sunday **5 December 2021** in Panorama Room**Seniors Mains & Dessert – Menu TBA, but likely to be as follows:**

- * **Roast Turkey & Baked Ham served with Cranberry and Seasonal Vegetables &**
- * **Plum Pudding with Brandy Custard**

including one bottle of red and white wine per table, other drinks at bar prices with complimentary tea and coffee

\$Cost TBA**Austin 7 General Account****083 323 811316316 “surname MCC LUNCH” or cash/cheque****BUT we need your INTENTION to come to be with me asap****ronandhelencrellin@bigpond.com or socialsecretary@austin7club.org****Do all Australians deserve to celebrate****our 90th Birthday, in December 2021**

The Statute of Westminster obtained Royal Assent on 11 December 1931.

It can easily be argued, by Humphreys at least, that since the Commonwealth of Australia gained legislative independence from the United Kingdom then, that is when we really became “Australia”.

A good argument for a celebration - a good reason to party!

COMING EVENTS

*“PUDDIN' IN THE PARK”
“Still” Coming out of COVID 2021*



*Covid Roadmap restrictions of the day will
apply*

Plum Pudding/HAS/Awards Night

Le Page Park

Argus Street Cheltenham

Wednesday 15th December 2021

Commencing at 6.30pm

We will keep this as normal as possible

*BYO tables/chairs and dinner/beverages (hot
and cold)*

COMING EVENTS

PICNIC IN THE PARK - Wednesday 19 January 2022

VENUE: - Kingston Heath Reserve (locally known as the 50 Acre),
entry from Farm Rd, Cheltenham MELWAY Map 87F1

– on driveway to Ron Brownlees Hockey Pavilion, and Southern United Hockey Club (there is a sign on Farm Road).

This new venue is:-

- Close to the A7 Clubrooms, allowing relocation if weather is inclement
- In a park with good parking that is paved
- In a park with multiple areas of tree shade
- Plenty of room to have a number of groups, but separated to potentially meet any COVID19 restrictions
- In a park with plenty of nice walks, a lake, and the Kingston Heath Botanic Gardens
- A good playground – but a bit remote, at 300 metres
- Good access
- Public toilets in adjacent pavilion
- Usually a quiet area of this park
- Room for extra cars out in Farm Rd – areas to park a car with trailer on Farm Rd.

Early birds at about 5:45 pm.

There are usually lots of Austin 7s at this event which is a great time to bring the family for a barbecue. There is good parking for the “baby”.

This is a good time to shake, or blow, the cobwebs out of your Austin ready for the New Year, and to also catch up with your friends after Christmas. A quick jog around the oval might be in order for those who indulged too freely during the festive season.

BYO everything. the BBQ is unfortunately too remote (at 450 metres, in the other end of the park).

Rob. Humphreys - 9583 6316

COMING EVENTS

MGM / Spares - Wednesday 2 February 2022

There is potential that the COVID restrictions will permit a limited meeting to occur, and also that limited access to Spares may be available.

Please follow the instructions at top of Page 8.

Saturday Spares/BBO - Saturday 5 February 2022

Spares is likely to function in a limited manner on this day, but please watch for alternate advice.

Please follow the instructions at top of Page 8.

AUSTIN 7 HEAVEN WORKSHOP DAY

AUSTIN 7 SAFETY CHECK DAY—SATURDAY 12th FEBRUARY, 2022

Bring your Austin 7 along to Austin 7 Heaven, and have the opportunity to put it up on the hoist, and do a thorough check of all those important chassis, braking, steering and suspension components.

IT IS IMPORTANT TO KEEP YOUR
CAR ROADWORTHY

You may even get some good advice from other members, or perhaps help another member.

If you are coming from afar, perhaps your partner may be interested in joining Janne's Scrapbooking Day.



COMING EVENTS

JANNE'S SCRAPBOOKING DAY—SATURDAY 12th FEBRUARY, 2022

Bookings are now open for my first event to be held on Saturday 12th February, 2022 at the Austin 7 Club.

There will be a card making session from 1.30 pm to 3.30 pm in the afternoon where you will be able to make 6 greeting cards and you may wish to make an Easter Card for that grandchild who loves the Easter Bunny. The cost of the session is \$15 which includes all the materials to make the cards and afternoon tea.

The cost of just attending the all day scrapbooking session is \$40 and if you wish to do both sessions the cost is \$50.00

Please contact me by email or phone or speak to me at the February MGM if you would like to come. I would love to see members of the car club at these events.

Contact details are as follows:

Email: janne.humphreys@yahoo.com.au

Mob: 0427 772 261

Phone: (03) 9583 6316

The final date for payment/booking is 7th February, 2022..

The complete list of dates for my scrapbooking days is shown in the Club Calendar.

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.

DO NOT OBSTRUCT ACCESS TO OTHER UNITS

RACV BRITISH & EUROPEAN MOTORING SHOW 2022

Open to all Vehicles manufactured in England & Europe

Incorporating
The MG Car Club (Vic)
Annual Concours

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS

21 Rosalie Street Springvale Vic 3171



RACV



Gates Open from 10.00am

Event details 0473 832 277

For site plan and more info:

www.aomc.asn.au/

[britishandeuropean2022](https://www.facebook.com/britishandeuropean2022)

[fb.com/infoaomc](https://www.facebook.com/infoaomc)

See over page for entry times,
costs etc.

Sunday 20th February 2022

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

COMING EVENTS

Progressive Lunch - Sunday 27 February 2022

This is always a popular event.

More news to come.

AUSTIN 7 National Rally 2022

Newsletter Volume 2 is now available with full details of the Itinerary for the event, together with how to enter.

Not entered yet?

Go to the Austin 7 Club Victoria website - On the Home Page you will find a link “Newsletter No 2 and Booking Form” which will take you to:-

- ⇒ Newsletter No. 1
- ⇒ Accommodation details
- ⇒ Newsletter No 2
- ⇒ Booking Form

You can also get a paper copy by contacting

2022rallyinfo@gmail.com or 0417 109 251.

Andrea Casabene — Austin 7 National Rally Chairperson



COMING EVENTS - HELP NEEDED**HISTORIC WINTON - 2022**

Saturday 21 May 2022 to Sunday 22 May 2022

Date to be confirmed

HELP WANTED - HISTORIC WINTON

With the Austin 7 National Rally happening in April 2022, and some retirements from the Sub-Committee, we are short of volunteers to help with Historic Winton.

Many of the tasks do not need lots of meetings, and for some you do not need to attend Historic Winton.

There will also be someone to train you in the task, and give you assistance when required.

There are a wide variety of tasks, some short-term.

Please contact one of the following:-

Len Kerwood

Robert Humphreys

0419 504 233

0427 772 281

president@austin7club.org

editor@austin7club.org

More Photos and news on the website

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

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

HELP NEEDED - CLUB CURATOR/S

The Club Archivist, Laurie Allen retired last year after spending a few years doing a sterling task of recording all our club archives, historical memorabilia, trophies, photos, paintings etc. All this information is computerised.

We now need one or two persons who would be willing to bring some order to our displays and interpretative signs.

Some artistic ability to create uniformity to our displays would be a prime requirement.

The creation of a Style Manual would be desirable.

The Club already has good descriptive information for about 60% of our collection.

The same person, or another person, could add value by assembling detailed information to describe each of our photos and similar items, which may require interviewing our dwindling number of older members.

A further task is to review our method and style of display of our artworks and paintings, so that they are more artistic.

Some of these tasks may not need regular attendance at the A7 Clubrooms.

Robert Humphreys
0427 772 281



COMING EVENTS - OSTs

Coming & Past Events – How to drive OST - Geoff Taylor August 1964

Geoff is probably our Club Member who has continuously competed in OSTs and other motor sport events than any other member. Editor

THE ART OF DRIVING IN MUD

With the Observed Sections Trials Season upon us again, I will attempt to give a few pointers to the LEARNERS in the Noble and Ancient Art of "Mud Plugging". Assuming the car to be in reasonable mechanical condition and thoroughly waterproofed, the following technique should be applied: The section should be first studied on foot, taking particular note of the positions of such items as Flags, Marker Boards and Pegs (which mark the route you must take). Any bends, changes of slope or camber, a change of surface conditions and any small bushes, potholes, ruts that are on your intended route or must be avoided. Remember that you must drive between the flags and markers but otherwise you may follow whatever course you desire. Small bushes and trees are easily run over and may give you a much better run at the more difficult parts of the course. Before returning to your car to attempt the section, watch the competitors ahead of you to see what happens to them and try to see how you can improve on their course. When competing the section keep your car in low gear. Speed is relatively unimportant - the important thing is that maximum power is available when you need it. Corners, especially downhill ones, should be taken as slowly as possible with respect to the rest of the course to come. The car will steer much better at reduced speed and your chances of running off the course are reduced. However, some sections must be taken as fast as possible to get

AUGUST, 1964.

The "LIGHT SHAFT"

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up the following hill. On these sections the right foot must be firmly screwed down and courage screwed up to cover the early part of the section as fast as possible so that you will have enough speed to cover the final part of the section. If you look like stopping then, and only then, should the gentle art of "bouncing" be used. The power should be applied in time with the bouncing, continuous revs will not help the tyres to obtain a grip and you will cease.

I hope these few points will help you to go further up a section before you stop. The best way to learn is to watch others and to try it yourself.

GEOFF TAYLOR.

PADDY: "Hey Shaun, what's Mick's surname?"

SHAUN: "Mick who?"

COMING EVENTS - OSTs

OST Members may have wondered about the origins of the principal Perpetual Trophy that they compete for:-

OST History April 1965 - 56 years later.

WANTED

WANTED

WANTED

Contributions for the "LIGHT SHAFT": If you feel the urge to write a description of a Club event, or perhaps a discourse on a technical matter, or even an hilarious anecdote, don't hesitate! Write it on a scrap of paper or whatever else is handy, and give it to the Editor, who will receive it with much gratitude. Remember, this is YOUR Club magazine - help to keep the interest up, and the magazine full by writing something **N O W**.

CHANGES TO SCORING SYSTEM
(Decided at March Committee Meeting)

Motion: "That Park Orchards and other Observed Section Trials be removed from the Trials Drivers and Trials Navigators Aggregate, and that Financial Members of the Austin-7 Club driving in Observed

Section Trials organised by the Club be eligible for a special Observed Section Trials Driver Trophy. Points being scored on a 10, 9, 8 basis."

Accepted.

G. Taylor has offered to donate an Aggregate Trophy for the 3 Observed Section Trials during 1965. (Drivers).

Motion: "With reference to the existing rule requiring that contenders for the A.7 Trial Drivers and A.7 Navigators Trophies are required to act as Officials in at least one event counting towards these trophies to be eligible for the award. The Park Orchards Trial and similar events are not deemed to provide the required qualification." Accepted.

APRIL, 1965.

The "LIGHT SHAFT"

Page Two

You will also understand that even past Editors have been groping with the best way to inspire members to write articles for the Lightshaft.

If you can't think of a word say "I forgot the English word for it." That way people will think you're bilingual instead of an idiot.

OUR AUSTIN 7s - WHERE ARE THEY NOW? - STRINGER AUSTIN 7 SPECIAL

Stewart Edwards used to be a Club member with three Austin race cars.

He would like to find any information about his race car, the 'Stringer Special' which was owned by Col Haste then Stewart in 1994. He believes it was sold to an historic bike rider and is in a shed in Wagga Wagga?



Gavin Stringer, who lived in Mickelham, built this car which was fairly successful in the Austin 7 racing scene in the late 1950s or early 1960s.

On the subject of the Stringer Special, a few comments. From the Editor:-

1. I think that Peter Matthews did an extensive search a few years ago, to try to find where it is.
2. I may have a reasonable photo of the car when Colin Haste competed with it at Historic Winton - I think that he did the extensive rebuild, and painted it red.
3. A further record of history, from me:-

Fred Robert owned the car up to 1968, and I can research further to establish how long he used it for, as he is mentioned in Lightshafts.

I purchased the car on 6 June 1968, from Fred Roberts (Registration JCF378), for \$100.

In quick succession it had about 2 different Austin 7 engines, (M238718 and M235863) and I then fitted it with a Renault 750 engine. (The engine came from a Dauphine, that was dumped in the Collingwood Tip, as it was an abandoned vehicle, which I purchased)

I ran it for a while with the Renault engine and then reverted to an Austin 7 engine No M274941.

In about 1970 I transferred the registration to my 1930 Austin 7.

I sold the car to Graeme Logan, with engine M274941, UNREGISTERED, for \$150, on 3 June 1972.

Four years of great fun as a road car.

During this time it was black, with dim headlights, and since it was so low, driving on the road was a matter of defensive driving, to prevent being run over.

4. I have a couple of poor photos, when it was in tatty condition, when Stewart Brown and I both competed in a Bottom Paddock Gymkhana, at "Tulloch" Mickelham.

If you have some information, of the cars present location, please contact:-

Stewart Edwards 6 Rupert Ave, Mount Stuart TAS 7000

0416 228 664 Stew Edwards <macme22@me.com>

OUR AUSTIN 7s

COVER STORY

David Lowe is working on an Austin 7, owned by a potential new member, who David encouraged to send us this cover story.

Editor

Peter Maxwell wrote:-

Hi David, Here's a photo of my mother-in-law, Shirley Heron, on her honeymoon in 1951 at the SA/Vic border on the way to Melbourne.



OUR AUSTIN 7s

Whilst most of us are most interested in Austin 7 rejuvenation, we also have many members with a passion for boats.

So I know that the prolonged rejuvenation of the Alma Doepel has caught the imagination of many.



In the past month the Alma Doepel was returned to the water.

My interest is threefold:-

Firstly, I am aware that for a while during the 1980s, or 1990s, a former club member, with a passion for old wooden boats, operated the Alma Doepel in Port Philip waters for cruises - Jaques Sapir also raced Austin 7s. But his great passion was restoring wooden boats - I think they kept him poor.

Secondly, the passion to restore old wooden water craft makes the time, and cost, of restoring an Austin 7 pale into insignificance.

Thirdly, I am always amazed at the engineering of the massive crane ship that lifted the Alma Doepel into the water.

OUR Austin 7s



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.

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.

OUR AUSTIN 7s

In January 2020 Greg Hallihan and Brian Gibbons bought one of the less common Austin Sevens in the hope that it could be regularly seen at Club events (little did we know that a pandemic would get in the way of this).



It is a 1927 Longbridge Factory bodied “R” model saloon that is affectionately called a Top Hat.

Austin produced approximately 5000 of this aluminium bodied model between 1926 and 1928.

I thought it would be great to find out a little more about this car. To this end, and with the assistance of Courtenay Rumble I contacted an earlier owner of the car (Ross Vesey - the archivist of the New Zealand Vintage Austin Register). Ross kindly provided a lot of useful information and photos, which I now present.

According to the copy of the Certificate of Registration (provided by Ross) this 1927 Austin Seven Top Hat was first registered on the 3rd of November, 1927 in Amberly (about 30 miles north of Christchurch) on the South Island of New Zealand. The first owners was a: Sydney Roscoe Bird of Tarakohe (a port set up by the Golden Bay Cement Company in 1908). Port Tarakohe is located at the top of the South Island. This document listed most of the owners (up to Ross) and we could see that the

Certificate of Registration of Motor Vehicle Under the Transport Act 1949
THIS IS TO CERTIFY that the motor vehicle, particulars of which are given below, has been registered under the Transport Act 1949

PARTICULARS OF MOTOR VEHICLE

Name of owner (in full): Sydney Roscoe BIRD
 Address of owner: Tarakohe
 Make of motor vehicle: AUSTIN *Seating-accommodation: 4 persons.
 Type of vehicle (car, cycle, goods-vehicle, etc.): CAR
 Engine No. 142124 Chassis No. 1 h.p.
 Whether vehicle new or used: New
 Whether intended for private use—i.e., other than for hire: Private
 Whether intended for conveyance of passengers, or conveyance of goods, or conveyance of passengers and goods: PASSENGER
 † Manufacturer's gross laden weight of vehicle: _____ lb.
 * Not required for motor cycles. † Not required for motor cycles or private motor cars.

Deputy Registrar. *R. Vesey*

DATE STAMP
 1st Nov.
 1927
 Amberly

NOTE—This certificate must be produced to the Deputy Registrar when applying for a transfer or cancellation of the registration or when a vehicle is relicensed at an office other than that holding the records of the registration.

OUR AUSTIN 7s

car spent most of its early days in and around Wellington on the North Island and exchanged hands 10 times before moving to the Christchurch area just before WWII. It remained in the hands of 11 more owners in Christchurch until it was exported to Australia in the early 2000's.

We are the 24th owner(s).

Ross Vesey first came to know the car in the 1970's, Ross spoke of one of the car's former owners from the 1960's - David Marshall. *"David said that when he had the car it had Princess headlights on it and I think he said it was black. The car had quite a hard timehe said going round and round Cathedral Square with girls falling out the windows.....driving into the Selwyn riverbed....."*

David was a vet who we've known for close to 40 years and my middle daughter trained as a vet nurse with him. David's brother John damaged his fingers whilst handling explosives. David told me that making and fitting the wooden dashboard (that still exists in the car) was part of John's rehabilitation".

After David Marshall's ownership, the unrestored car was passed onto a chemist - Ian Williams . It was then purchased by a Dutch chap (Ton). Ross didn't know how complete it was and seemed to remember Ton telling him that Ian had kept the motor and the two body tags. Ton used to bring the restoration project out to the annual Canterbury VCC swap meet so Ross saw it over a number of years and was familiar with some of the details of the restoration.. Ton brush painted the car with house paint! (Tight-arsed Dutchman?) His colour choice (two tone brown) was based on a Dixi he remembered from his youth in Holland. He also placed the headlights in the forward position and not in the more common scuttle position, The upholstery is fabric but isn't Bedford cord or the like. Ton's

OUR AUSTIN 7s

wife did the upholstery and she wove the fabric. Ross thought that she may have also spun the wool. Ton fitted a replacement engine no. 60836.

The last time he displayed it was when he had completed it and he told Ross that he was going to sell it. Ross said “Ton that is the most stupid thing you can do but I’m buying it”.

Ross stated that he thought that the Top Hat saloon was the best looking A7 saloon. He purchased the car for his wife Sue as with three young daughters he had run out of room in his Chummy. Sue used it as her everyday car for quite a while. Ross removed the



passenger seat and fastened a piece of ply over the battery box so she could fit the pushchair in. About the only thing that he did

New owners Ross and Sue Vesey in 1981.

to it mechanically was to fit an Alta head, which he found gave the car a little more pull on the hills. He removed the trafficators that Ton had fitted to the B pillar, and after losing a one year old out the passengers door (it has rear hinging doors) during a right turn he fitted bolts to the doors. After ownership for nearly thirty years, Ross advertised the car through Fazazz (a NZ motoring shop). The car was purchased by Maurice Monk, who was well known to the Victorian Austin Seven Club members and Australian Motorsport in general (being the founding President of CAMS). Maurie Monk imported the car to Melbourne and found the car to be overdue for an engine rebuild and after relatively brief use assembled the parts (and a spare engine) for this task. Sadly, Maurie passed away before this was completed. The family sold the car to Bob Watson (also

OUR AUSTIN 7s

well known to club members) in around 2012 and Bob gave David Lowe the task of assembling the 60836 engine, which he did. Bob ran the car for around 700 miles. During that time Maurie's grandson, Daniel Clark implored Bob to repaint the chocolate brown mudguards and radiator shell in black, which Bob duly did. Bob then decided that he wasn't using it enough, so in January 2020, we became the latest owners.

Incidentally, Daniel also stated Bob

"must" change the colour scheme from nipple pink and brown. This is yet to be done and it did get me thinking.



Margaret Monk driving Maurie's car at 2008 Annual Rally

It is an older restoration and I had initially considered repainting it to a standard period colour scheme as the paint colours were unusual and a bit weathered. I did raise the subject of "patina" with a good Austin Seven friend of mine and was interested by his response - "don't like it and consider it age damage. I also hate false patina. To me, restoration means restoring back to new condition. However, I can sympathise when someone has an original car that has been in constant use and is unrestored."

So the question is, should we sympathetically maintain the car and its history as it is OR do we remove the woodgrain dashboard, move the headlights back to the scuttle, reupholster it in correct fabric and paint it black to make it "new" again?

Car details are

Chassis: 42274

OUR AUSTIN 7s

Engine: originally 42124 (current engine 60836)

Car Number: Unknown (purportedly around A4-9190 according to A7CA Registrar, Chris Garner)

Body Number: 2660

Colour: previous colour Black (also purportedly), Currently light/dark brown.



These photos that detail the following unique aspects of this model and in particular this car. Please ignore the use of pinchweld and modern external mirror.

1. The dashboard manufactured in wood as described in the article (with extra clock, David Harcourt oil gauge and switch panel and speedo



in reversed position).

2. The small circular handles for the upper split windscreen are (I believe) unique to Top Hat Saloons.

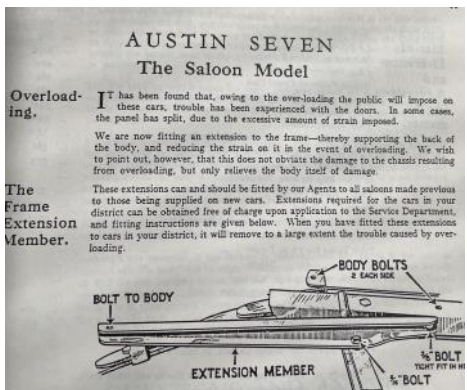


OUR AUSTIN 7s

3. The centrally hinged doors are unique to this model and incorporate the latter fitted sliding bolt (to “retain” passengers).



4. The car interior has eight equal sized sliding glass windows.



5. The complementary bolt on chassis extensions are fitted to support the body.

There were, of course other non-factory models that copied some of the features of this car (notably Gordon England), but these are rarely seen outside of Europe. I hope I have done it justice. I think it is important that Top Hats form part of the wonderful array of saved Austin Sevens.

Cheers, Brian Gibbons

Get On-Line

LIGHTSHAFT ON THE WEBSITE

You can receive the whole of the magazine in glorious technicolour - if you are happy with only receiving your magazine in this form, then please let the Membership Secretary know.

Rob. Humphreys

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

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

Check your date of EXPIRY of your Permit.

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

When paying ALWAYS retain your receipt.

Keep a scanned copy of your receipt with your logbook.

Renewal Notices are a bit flakey, as it appears that VicRoads is becoming more reliant on YOU having a My VicRoads Account.

A My VicRoads Account also assures you of an email reminder for renewal.

Check your My VicRoads Account to ensure that your CPS cars appear

AUSTIN 7 CLUB INC. - COMMITTEE 2021

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TREASURER	Paul Goethel	treasurer@austin7club.org	0412 534 131
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THE VICTORIAN CLUB PERMIT SCHEME

*It is the policy of our Club that owners of Austin 7 Club Club Permit vehicles **MUST** maintain financial membership at all times.*

Your Club Permit Officers are, our Membership Secretary Russell Dickson and Robert Humphreys.

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

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

SUB-COMMITTEES 2021**HISTORIC WINTON SUB-COMMITTEE**

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HISTORIC SPRINT

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Robert Humphreys, John Shiells, John Neve, Ted
Thompson, Mark McKibbin, Ken Stuchbery, Brian
Gibbons, Bruce Shearer, David Easton, Tony Press
(Minutes)

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mailorderparts@austin7club.org

Robert Humphreys (03) 9583 6316

CLUB VISITOR

Bruce Walker 9807 1729, 0409 410 700

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John McMillan

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Tony Press 0409 948 430

Mechanical and Engineering

Tony Press 0409 948 430

Racing and Special Construction

David Lowe 0458 172 494

O.S.T. and Motorkhana

Grant Campbell 9787 3640

Spares Engineering Review

Brian Williams, Russell Dickson, Denis Hourigan,
Tony Press (minutes)

RACING SPOKESMAN

Phillip Hallo 0413 185 576
Noel Wilcox 5428 2689 AH

WEB MASTER Tony Press 0409 948 430

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Stephen Harrison

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Motorsport Australia DELEGATE

Gary Hawkins 0459 135 496

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Russell Dickson, Robert Humphreys (Deputy)

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Noel Wilcox &/or Remote Member as agreed

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CORPORATION DELEGATES**

John Shiells, Robert Humphreys, John McMillan

CLUB LIBRARY

David Easton

COVID19 Event Controllers

Two vacancies

NEWS FROM SPARES***NEW SPARES*****NEWS FROM SPARES – December.**

Here we are at the end of another year and what a year it has been. Disappointments, frustrations, hopes and maybes, back to disappointments again and now perhaps a brighter future.

So to Christmas, how many of you have a family that asks what can we get Dad (or Mum) for Christmas? Why not pool your money and if he/she does not have one, purchase a copy of Doug Woodrow's book, "The Austin Seven Manual." At \$190 it is not cheap but well worth it.

I have another lot of second-hand bits to have a look at and I don't know what's there, maybe junk, maybe some goodies?

On closing for the year I would like to thank all the volunteers who contribute to the running of your Spare Parts Department, without them, what would we do?

Graeme Logan

0409 963 091

SPARES CHRISTMAS CLOSURE

Please note that Spares will close at the December Hot Air Session on the 15th December, 2021 and re-open again at the MGM on 2nd February, 2022.

I don't always go the extra mile, but when I do it's because I missed my exit.

My goal for 2021 was to lose 10 pounds. Only have 14 to go.

MARKET PLACE

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

1923/27 Austin 7 Gordon England Brooklands Replica

A beautiful light car that accurately replicates a significant Austin 7 racing car built by English aviator E.C Gordon England in the 1920's.

This accurate and well-built replica is a culmination of decades of collecting period correct parts.

The aluminium body was one of a batch constructed by noted Scottish expert Tom Abernathy (number TA8) that was imported by myself in the eighties.



The car was assembled around this body to a high standard by Grant Cowie and his team at Up the Creek Workshop. A vintage Austin chassis was fitted with a set of early 6 inch brakes, brand new wheels with centres spun from solid material, a three speed close ratio John Needham Austin 7 gearbox and vintage differential.

The very early engine (no. 1405 – August 1923) was built by Grant Cowie to a very high standard for proper motoring. Fitted with a pressure fed English ‘Phoenix’ crankshaft and rods, sports camshaft, period correct extractor exhaust system and a Bob Booth magneto/distributor conversion. Original magneto can be supplied if desired. The carburettor is an updraft ‘barrel throttle’ bronze 30mm Solex that is correct for this model.

The car has the correct CAV headlights and Lucas sidelights, early CAV push-pull control panel, Smiths 0-60psi oil pressure gauge and ‘AT speedometer’ RPM/MPH rev counter. The staggered leather swab seats



beautifully made by Grant White Motor Trimming nicely finish off the period cockpit.

Prepared for sale by Grant Cowie and his team at Up the Creek Workshop, this little Austin is at home on both club rallies or Sprints and Hillclimbs. Perfect for the Austin 7 centenary rally next year at Warnambool.

Austin 7 Club member's price - \$40,000

For initial enquires please contact Stuart Steinfort 0419114222 (after 4pm please during weekdays) or stuart.steinfort@gmail.com



MARKET PLACE

FOR SALE - A7Badge

David has inherited an Austin 7 club car badge (for attaching to bumper).

The writing on the badge is 1950 1990 FORTY YEARS in burgundy red on gold with “Ruby” on the car number plate.

The badge is numbered 103 and is still in its original packaging.

The Badge is in Alphington, Melbourne.

If interested in purchasing this, please send an offer to David by 14th October - email address David Mckenzie david@jandmck.com



EDITOR'S NOTE These badges were minted by the Austin 7 Club and released for sale at the Club's Ruby Year Reunion, at Domeney Reserve, Park Orchards, on 21 January 1990. 150 badges were minted.

**THE AUSTIN 7 CLUB ROOMS AND CLUB SPARES
are located at
UNIT 8/9, 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. sharp

H.A.S. from 7.30 p.m. to 9.00 p.m. and between 12:00 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

FOR SALE

1928/29 Austin 7 Sports Special (E Super Sports Evocation). Light-weight 1.5mm plywood body, fibreglass sheathed. Standard motor and 3 speed gearbox. Bosch distributor. Recently reconditioned 22FZB Zenith carb and 6v generator. Linked brakes, alloy sump, reset springs and re-cored radiator. Completed about 5yrs. ago. \$18,000 ono

Alan Ray 0417 263 288 Bermagui NSW

FOR SALE - BOOKS

- * Austin A70 & A90 running and maintenance
- * Design for competition, a 750 club publication
- * Austin Seven in the Thirties ((Brooklands))

Stewart Edwards 6 Rupert Ave, Mount Stuart TAS 7000

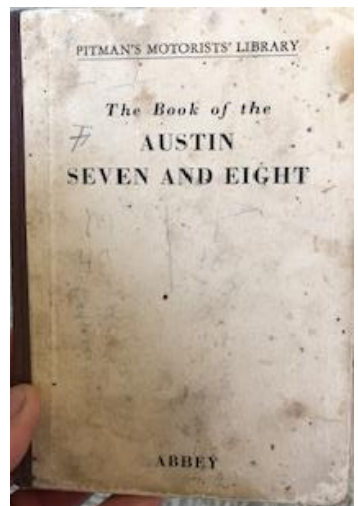
0416 228 664 Stew Edwards <macme22@me.com>

FOR SALE

The Austin Seven and Eight by Staton Abbey, published by Pitman, third edition, 1948.in excellent condition. Make an offer.

Peter Stewart 0409 017 788

Pete <petejs1959@gmail.com>



MARKET PLACE

WANTED

Austin Seven Panel van or Chummy in Going condition.

Graeme Tonkin

Geelong

0400 847 028

MAIL ORDER PAYMENTS TO AUSTIN 7 CLUB SPARES

Payment for parts is preferred by Direct Deposit.

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

Bank branches, if open, are operating reduced hours, making banking cheques difficult, and Credit Card payments, without card, are a risk to the Club and the member.

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

GEARBOX REPAIRS

To ALL AUSTINs, including F.W.D.

Special Ratios and Standard Ratios

Austin 7 - 4 speed boxes with better ratios from \$1,700

Changeover or yours rebuilt

John or Ben Needham

OLD CAR GEARBOXES P L (03) 9553 3203

I love approaching 80, I learn something new every day and forget 5 other things.



The Year Santa Hired a Consultant



The Stringer Austin 7 Special - See article Page 20