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# THE "LIGHT SHAFT"

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September 2020

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Richard Unkles has a good story about this Austin 7 “utility”

See My Austin Article on Page 16.

**AUSTIN 7 CLUB INC. Reg No. A0003290N**  
**P.O. BOX 462**  
**MOORABBIN VIC 3189**  
**[www.austin7club.org](http://www.austin7club.org)**



See Ramki's My Austin article on Page 17 & following

Before photos of Ramki's a7.





**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**

#### **SEPTEMBER**

2 Wed 7 A M.G.M. Online by ZOOM

**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 16 September 2020.***

## PRESIDENT'S REPORT

Well here we are again, all dressed up in our Sunday best and nowhere to go. So what is the answer? Put on the overalls and go and work on the Austin or Trials car, so when this dam virus is over we can all get together and enjoy the club environment. Your Committee has been working in the back ground via Zoom meetings to keep the Club ticking over.

I am pleased to report that a new work group has been formed to investigate how to attract new members, and younger ones to the Club. This group comprises Courtenay Rumble, David Isom and Rick Perry. They have already been in touch with Liane Kate in the UK who is a young lady who has produced a video with the Austin 7 Association and developed a Kit for clubs to use to attract members, we have requested a copy. I strongly recommend that you Google "Liane Kate video " and here you will find two YouTube, both are worth a look, and for our OST members there is footage of English Trials.

Unfortunately due to the virus regulations we are no longer able to provide a mail order spare parts service. However please continue to email your request for spares to Robert Humphreys and as soon as we are able to despatch goods Robert will advise you.

John Shiells who has been doing a great job in emailing members various magazines will shortly send out Zoom details to enable you to join us at an MGM. This will be a new way for the Club to keep in touch and we would welcome our remote and interstate members to join us.

The time has now expired for the nominations for the committee for 2021. I would like to thank all those people who have accepted their nomination

**More Photos and news on the website**

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

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

<b>PRESIDENT'S REPORT cont.</b>
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and the club secretary will advise the results in the Light Shaft.

To the outgoing Committee thank you for all your effort and input in the running of the Club in a year that will go down in not only the history of the Club, but of Australia and the world.

Your Committee is still hopeful that we can have some events before year-end.

Please keep well and in touch with fellow members.

Len Kerwood.

**“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

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**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..'**

## SECRETARY'S REPORT

### NOMINATION OF CANDIDATES FOR COMMITTEE 2021

As advised in last month's Lightshaft, an emergency procedure was adopted for the nomination of candidates as Officers and ordinary members of Committee, as a substitute for a Special General Meeting that was unlikely to happen in unrestricted circumstances.

Written nominations were invited closing at 6:00pm on Wednesday 19 August 2020.

At that closing time, nominations, as follows were received for all positions.

Since no position had more than one candidate nominated, it is declared that the following are elected unopposed:-

President	Len Kerwood	1 Nomination
Club Secretary/Vice President	Glynis Gibbons	2 Nominations
Treasurer	Paul Goethel	2 Nominations
Membership Secretary	Russell Dickson	3 Nominations
Minute Secretary	Tony Press	2 Nominations
Competition Secretary	Gary Hawkins	2 Nominations
Property Officer	John Shiells	1 Nomination
Social Secretary	Ron Crellin	1 Nomination
Editor	Robert Humphreys	1 Nomination

Glynis Gibbons

Club Secretary

**EDITOR's RAMBLINGS**

Letter to Editor

Hello Robert.

During these unusual Covid times some members have little to do and then there are the tireless workers, like yourself, as the editor of the 'Lightshaft' who maintain the direct link as to what is happening in our corner of the Austin 7 world. From my family who are avid readers of the monthly magazine may we personally thank you for the quality of the magazine and your continued hard work. In the words of the late Spike Milligan, 'Keep smiling'.

Wayne Styles.

**SPARE PARTS Catalogue August 2020**

So now that you have had the new Spare Parts catalogue for a month, you may have an opinion about it - please share with us.

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

Rob.H.

\*\*\*\*\*

In this last month, the Club has had the first part of what is effectively our first General Meeting EVER, by electronic means.

This was an emergency measure, but we hope it worked successfully.

**EDITOR'S RAMBLINGS**

*Also from Wayne Styles*

Something to brighten your day.

Smiling is infectious  
you catch it like the flu  
when someone smiled at me today  
I started smiling too

I passed around the corner  
and someone saw my grin  
when he smiled I realised  
I'd passed it in to him

I thought about that smile  
and then realised it's worth  
a single smile, just like mine  
could travel around the earth

So if you feel a smile begin  
don't leave it undetected  
let's start an epidemic quick  
and get the world infected

SM.

**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

### Monthly General Meeting - Wednesday 2 September 2020

Get out and polish your Austin 7, even if you live in the country, interstate or overseas, then give it a short run.

Then go inside make yourself a coffee and boot up the computer.

We are having an MGM via ZOOM, in the cosiness of your home.

If we do not have your email address, please advise [austin7club.events@gmail.com](mailto:austin7club.events@gmail.com) - so that we can send you an ZOOM invite to the meeting.

The meeting will commence at 8:00pm.

Visitors welcome.

You are providing the supper - yum yum

Spares will not be open, due to distancing, that may, or may not, be social.

### **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 Mornington 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.

### **Barossa Vintage Collingrove Hillclimb**

**2 October ~ 4 October 2020**

It is with regret that the Sporting Car Club of South Australia has been forced to **cancel this event**. In previous years we have had many entrants from interstate, particularly Victoria, and it is clear that it will be problematic for these competitors to attend.



**COMING EVENTS**

This decision is made even more painful by the Governor’s acceptance of our invitation to present trophies. Without our interstate visitors, entry numbers will be very low which apart from being an embarrassment for the Club, will also be financially disadvantageous. Further restrictions on social gatherings have been imposed in recent days and health authorities have advised that there is a strong possibility that these will be further tightened.

With this announcement we hope it finds you all well and coping with the new way we do things for now.

If you have accommodation booked can you please let them know that our Event has been postponed this year.

But you could make a tentative booking for 1<sup>st</sup> – 3<sup>rd</sup> October 2021?

**Annual General Meeting – Annual report**

**????????????????**

The Annual General Meeting of the Austin Seven Club Inc. will be held at a time. And in a manner to be advised.

The existing restrictions may result in an alternative format for the meeting.

The existing restrictions are not adversely affecting our Treasurer, or our Accountants ability to produce a timely report and statement, BUT the restrictions will potentially affect the completion of the required audit.

The ordinary business of the meeting is:-

to receive from the Committee reports upon the transactions of the Club during the preceding financial year; and

to receive and consider the financial statement submitted by the Club in accordance with Part 7 of the Associations Incorporations Reform Act 2012.

**Club Secretary**

## COMING EVENTS

### 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.



### **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/>**

## COMING EVENTS



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

**Austin Seven**

**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.

## **INITIAL APPLICATION FOR A CLUB PERMIT**

Given the new responsibility for compliance with eligibility, the Committee has decided that it will not authorise CPS applications for MODIFIED vehicles, other than Austin 7s and their derivatives, since the Club Permit Officers would not have sufficient experience to judge eligibility, and are now required to attest to eligibility.

*‘An applicant for a \*Club Permit for any vehicle **other than an Austin 7** must be a **Full Member** of the Austin Seven Club Inc.’*

To this end the Club Permit Officer will request a statement from any applicant for new CPS vehicles that are NOT Austin 7s, to state that the vehicle is not modified outside the Regulations, or the VSI 8 or the VSI 33, whichever are applicable, and that any vehicle manufactured after 30 June 1975 meets the ADRs

### ***TO APPLY FOR A NEW PERMIT***

Your Club Permit Officers require the following with any CPS application:

- MUST be on the VicRoads Club Permit Application Form
- MUST be accompanied by a VicRoads Vehicle Eligibility and Standards Declaration for Club Permit Vehicles Form
- MUST be accompanied by a current Certificate of Roadworthiness (within 30 days of the Declaration Date)
- Dated photographs of front, driver’s side, back, driving positions (side on with driver’s door open), and where possible - Chassis number, engine number, car number and a photo of ALL modifications.
- An application for a “modified” Austin 7 MUST be accompanied by a VASS approval certificate
- An application for a “modified” Austin 7 motorcycle MUST be shown to meet the Standards applying to Motorcycle & Mopeds VSI 4

## CLUB PERMIT APPLICATIONS AND RENEWAL ARRANGEMENTS - COVID 19

### AUTHORIZATION BY CLUB PERMIT OFFICER

During the period that Club Meetings are Suspended, due to the health crisis, approval of your Club Permit Renewals or Applications will need to be mailed, WITH A SELF-ADDRESSED STAMPED ENVELOPE, to the Club Permit Officer, at:-

Geoff Taylor

10 Albany Pl.

BULLEEN, VIC., 3105

**OR**

Robert Humphreys

27 Peters Dve.

CHELTENHAM, VIC., 3192

***Electronic RENEWAL applications, following the VicRoads process will NOT be accepted by the Austin 7 Club Club Permit Officers.***



## MY AUSTIN ? Where is it now?

Hi Rob

Attached are 3 photos I have taken of what I believe to be an original A7 ute.

Think I first saw it in the farmer's shed in 1985 when on the sesquicentennial tour of Vic. Went there as he is custodian of a large vintage Fiat.

Background is a giveaway as to the occupation of the owner.

He does not seem to wish for

publicity so I can only say it is a bit north of Albury.

Seems it will sit there for some time yet.

Sorry my camera in 1985 was not as good as my later one.

The knowledgeable may be able to say if the body is original. A discussion point I guess. No idea if I will be going there again.

Pity the spares access day had to be cancelled, but we live in hope for the future. However I have not ground to a halt yet.

Keep safe.

Chin up, chest out, mask on.

Kind regards      Richard Unkles



## OUR AUSTIN

### *Editor's Note*

*Tony Press, passed this email from our member Ramki in Oman.*

*It's good to occasionally receive a comprehensive set of photos of a restoration in progress.*

### **From: Ramakrishna Godgere Vedandi**

Further to my email, attached the photos of my Austin 7, 1932 year of manufacturing which is owned by a single family from the day one and currently the car is under complete restoration.



We feel it is a pride to have this car as there are no car probably in India which is owned by single family since 1932.

The car should be on road by this year end. We will share the complete picture and I have also attached the photo of the car and the ownership copy which is in my name who is a Austin Club member.

The best part is which is very rare we still holding the original service book and manual since 1932 which probably again as per my understanding no one else is holding in India.

Do let me know if you need any further details.

Regards

Ramki

REG NO : MYV3132		FORM-23A (See Rule 48)	
REG DATE	: 25/11/1932	O.SL.NO	: 03
CHASSIS NO	: C120212	COLOUR	: NA
ENGINE NO	: M120804	CLASS	: Motor Car
MFR	: AUSTIN LTD		
OWNERNAME	: RAMAKRISHNA GOWDGERE VEDANDI		
SWID OF	: G V SRINIVAS		
ADDRESS	: OLD NO-32 NEW NO-9 6TH PARALLEL ROA D BHD ATHENA PUBLIC SCL CHAMARAJPET Bangalore KA 560018		
MODEL	: AUSTIN 7		
BODY	: SEDAN	NO.OF CYL	: 04
WHEEL BASE	: 000000	UNLADEN WT	: 000000
MFG DATE	: 11/1932	SEATING	: 00
FUEL	: PETROL	STDG/SLPR	: 00
REG/FC UPTO	: 04/09/2024	CC	: 000747
TAX UPTO	: LTT		

Registering Authority  
Bengaluru(E)

## MY AUSTIN cont



The progress of Ramki's restoration.

Also see inside front cover.





It will be interesting to see the final result of the restoration



## A SONG OF REPRODUCTION

### 3D Printing a Lucas Switch panel Knob

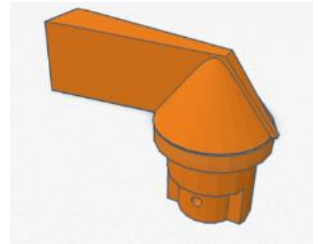


I have a kit of bits for a 1929 Austin 7 and was missing a switch knob for the Lucas SM5 switch panel. I had always wanted to try out 3D printing and thought this would be a great opportunity to attempt something new. The single knob I had didn't look too difficult to model.

The internet recommended Tinkercad as a very simple design software. It is basic and with only 3 main commands (place, align, group) and mixing solids and holes, quite complex shapes can be made.

I sat around with the existing knob, measuring it then translating to the 3D model. It took me a few evenings but it was finally starting to look like a knob!

Printing was the next step. Businesses like Officeworks offer a service but they are quite expensive (they estimated \$15 according to plastic volume). I managed to find a hobbyist Chris on Gumtree who had a great price (\$2 each) and fantastic service. I just sent through the file on email and said which colour I wanted.

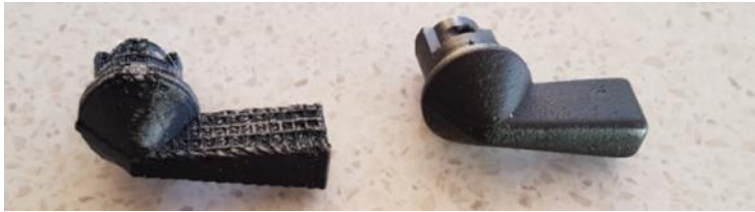


There are many “libraries” of 3D models available which have everything from Star wars models to battery covers for your remote control. These are free and can be downloaded and used straight away. I was able to find an existing design for some bike clamps that I needed from Thingiverse.com (Tinkercad is also searchable for available designs). The next day Chris put the knob and bike clamps in the post.

Finally, they arrived and was able to compare the knob with the original. I

modelled 2mm too long in the switch but otherwise my design was pretty good. Print resolution is important as well as orientation when printing. You can see on the picture that the plastic print quality is poor due print orientation and the supports that are needed when printing (for reference this was with 0.4mm nozzle). The next time I would do it with a finer resolution and ensure the supports are placed where they cannot be seen when mounted.

The ABS plastic is strong enough to resist the switching loads, but sands easily. I then painted it to fill in the gaps between the plastic layers.



**Raw 3D Print**

**1929 Original**



**Sanded 3D Print**

**Painted 3D Print**

In summary an interesting exercise to try out and good for unobtanium with difficult to replicate shapes. There are a huge number of free designs (some of them super complicated) and different materials available (from squishy to hard). Someone has probably already modelled what you want and then its just download and print. Perhaps not so many vintage guys however because my Lucas SM5 knob remains without “likes”! I imagine because you can save yourself the trouble and just order a proper one from the Austin 7 club spares!

Happy restoring, Matthew Hassall

## MY AUSTIN - WHERE DID IT COME FROM

### An appeal from an Austin 7 owner

I am writing to your club in the hope that someone might be able to throw some light on my request, approximately two years ago I purchased an Austin seven special from a couple living in Mildura , with the car came the attached screed , and as a member of the South Australian A/7 club I noted your email address on the recently published newsletter ..

I can send pictures of the car from when I picked it up, and how it looks now, it still isn't finished but it is certainly a nice looking special, so if you are able to help let me know - I wouldn't mind if you were to ask your members through the newsletter about it's history .

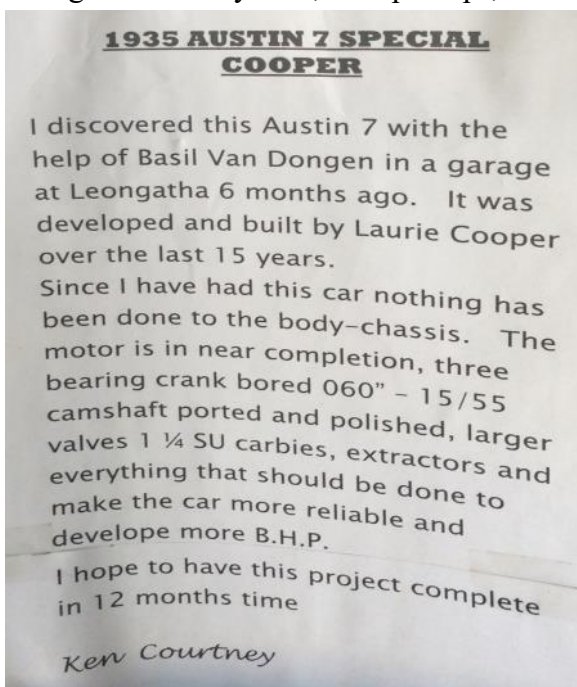
Even though I have this screed I don't have firm dates; it's all ambiguous to say the least, and so, I am thinking if I don't try now, then perhaps, some of its history will be lost forever.

By the way it wasn't a complete car, the engine and gearbox were missing, the head lights were modern, there weren't any gauges. It wasn't ,the full quid as they say.

My phone number is 0458 647668

Len Ward .

Austin Seven Nut



Robert ,

Thanks for responding so quick , the email system we have in our world today does have some good features ...

The first photo shows the car as purchased, the second, is the latest one but doesn't show the now installed lights and the aero - flite wind screens on.

I am particularly interested in understanding the time frames for how the car was built as it seems it was never really completed, but spent a lot of years in storage, both in Leongatha and Mildura , and who knows where else. I

understand Ken was a very competent race driver, so any information would be appreciated ..

For now Len in appreciation.



**AUSTIN 7 CLUB INC. - COMMITTEE 2020**

<b>PRESIDENT</b>	Len Kerwood	president@austin7club.org	9435 2544
<b>TREASURER</b>	Paul Goethel	treasurer@austin7club.org	0412 534 131
<b>SECRETARY /VICE PRESIDENT</b>	Glynis Gibbons	secretary@austin7club.org	0427 837 555
<b>MINUTE SECRETARY</b>	Wayne Styles	minuteseecretary@autin7club.org	9592 1672
<b>PROPERTY OFFICER</b>	John Shiells	propertyofficer@austin7club.org	0403 228 559
<b>EDITOR</b>	Robert Humphreys	editor@austin7club.org	9583 6316
<b>MEMBERSHIP SECRETARY</b>	Geoff Taylor	membership@austin7club.org	9850 5670
<b>COMPETITION SECRETARY</b>	Gary Hawkins	competitionsecretary@austin7club.org	(03)5461 4460 0459 135 496
<b>SOCIAL SECRETARY</b>	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](mailto:brucewalkerartisan@gmail.com)

**9807 1729 or 0409 410 700.**

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

Co-Chairs - Peta Lee—Secretary of the Meeting, Entry Secretary & CoChair, Len Kerwood CoChair, Noel Wilcox, Tony Press (Minutes), Mike Belcher, Graeme Burbidge, Colin and Maria Cheesman, Paul Goethel, Russell Dickson, Robert Humphreys, Faye Stevens, Ted Thompson, Ron Crellin, Alan Barnes, Tony and Andrea Casabene, Leanne Goethel, Yolanda Filip, Graeme Logan, John Needham, Greg Drummond

**HISTORIC SPRINT**

Secretary & Entry Secretary – Phil Fitton,

**OST SUB -COMMITTEE**

Chairman – Geoff Stritch, Vice Chair Grant Della, Finance: Leanne Coakley, Promotion: Cooper Schweiger, Alicia Randle.

**SPARE PARTS SUB-COMMITTEE**

spareparts@austin7club.org  
Graeme Logan (Spares Coordinator), Neil Rickard (Spares Treasurer), Dennis Hourigan, Graeme Burbidge, Robert Humphreys, Marcel Hemme, John Shiells, John Neve, Ted Thompson, Mark McKibbin, Ken Stuchbery, Bruce Shearer, Tony Press (Minutes)

**SPARES MAIL ORDERS**

[mailorderparts@austin7club.org](mailto:mailorderparts@austin7club.org)

Robert Humphreys (03) 9583 6316

**CLUB VISITOR**

Bruce Walker 9807 1729, 0409 410 700

**PUBLICATIONS and ARCHIVE SUB-COMMITTEE**

Robert Humphreys, John Neve, Robert Taylor, Allan Tyrrell, Laurie Allen—Archivist

**LIGHTSHAFT MAIL OUT SUB-COMMITTEE**

Manager - Geoff Taylor, John Fatouros, John Shiells, Robert Humphreys, Lyn Innes-Irons, David Crebbin.

**URRRS EVENTS COORDINATOR****TECHNICAL ADVISORS*****Model & Parts Identification, Bodywork & Literature***

Bill Sheehan 0435 582 294  
Tony Press 9509 7115

***Mechanical and Engineering***

Tony Press 9509 7115

***Racing and Special Construction***

David Lowe 9827 8124 AH

***O.S.T. and Motorkhana***

Grant Campbell 9787 3640

***Spares Engineering Review***

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

**RACING SPOKESMAN**

Phillip Hallo 0413 185 576  
Noel Wilcox 5428 2689 AH

**WEB MASTER Tony Press 9509 7115****TIMING TEAM SUB-COMMITTEE**

Daniel Morling, Gary Hawkins, Geoff Taylor,  
Stephen Harrison

**AOMC DELEGATES**

Len Kerwood and Robert Humphreys  
alternate John McMillan

**CAMS DELEGATE**

Gary Hawkins 0459 135 496

**CLUB PERMIT OFFICER**

Geoff Taylor, Robert Humphreys (Deputy)

**FEDERATION DELEGATES**

Noel Wilcox &/or Remote Member as agreed

**CLUB BUILDINGS OWNERS CORPORATION DELEGATES**

John Shiells, Robert Humphreys, John McMillan

**CLUB LIBRARY**

Wayne Styles

<b>OST MATTERS</b>
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Hi Everyone

I hope you are all safe and well.

Due to the current COVID-19 restrictions it has become highly unlikely that we will be able to run any of our scheduled trials, and the thought of extending our season is not possible. Too that end we have made the difficult and sad decision to cancel the remainder of the season.

As we are not having any trials, we will not be able hold committee elections, the current committee has elected to stay on for another year. If you have any queries or would like to nominate for any position on the committee please let me know via email.

Once the restrictions have been lifted, we will try to have a social event instead of the presentation night so we can catch up. Until then we will be working on next season and hope to see you then.

Please stay safe.

Geoff Stritch.

\*\*\*\*\*

Thanks Rob.

It's just an old article from the first trial of 1969. I figured seeing as there's no motorsport we might enjoy a reminisce.

I will send some more thru for future Lightshafts if you like?

I included the trials photos as in the Lightshaft, which was Ed.August 1969

Yes going ok with COVID out here. Thank god I don't have to wear a mask, though I do agree with them.

I've finished farming due to an injury and lack of financial earnings and am now training up for aged care work. There's a lot of job opportunities in that field and employment is good?

Cheers,

Jo (Stritch)

LIGHT SHAFT

August, 1969

## MUDLARK MUTTERINGS

MUDLARK 1969Allan Marsh

A fine sunny day dawned at Domney's to show a motley collection of cars assembling for the first of this years' Mud trials. This year the Mudlark was run as a competitive event.

Several new cars appeared this year and many others have been revitalized with engine transplants. The most notable of the new cars was Graham Hoinville's English type trials special, which showed very good finish and workmanship, and is the ideal of what many people have tried to build before. The car is a space-frame chassis with a well tuned 1172 motor and Prefect/Anglia running gear.

Frank Walter has rebuilt last years' with the motor of the Austen. This car is faster, noisier and more expensive than previous F.A.W.'s and looks very promising (it won).

Dennis McIlroy has acquired Rich Perry's old car and has done a few mods to make it a very competitive vehicle. (like std cam Ed).

Brian Tunks has built a special based on Triumph Herald mechanicals.

Dale Shaw put an Imp engine in the 4 x 4 mk. flyer (IMP-ROVED), and with a sound resembling a fully race chainsaw it really goes. Athol Lamont has gone Renault in the 4 mk flyer. Chris Athey has repowered with Renault in his Austin based car. Willy Morling had a new motor of doubtful origin, and he wasn't about to explain to the unwashed what it was (FIAT 1100 & SMOKE).

Two ring-in's were Roger Cornelius and Mel. Mason. Roger driving the Fugitive, which the Scrutineers woke up to as not being eligible, (Wells is a Fox), and he consequently had to run as an unofficial entry.

The first section was along a badly rutted creek bed which was very slippery. The Course was very tightly pegged to the extent that Harry Firth went along with a stick to see if his car would fit; this fact established, we got under way. The more cagy competitors had noted a flaw in the pegging, which allowed them to bypass a tight corner with a big loop; this put the directors on their toes for the following sections.

The second section ran along a creek bed and in between some protruding trees, which the Beva, Willie Morling and Dale Shaw managed to hit hard.

Third section went along another creek bed (with Landrover marks in it), and up a steep slope with a camber on it. Most experienced competitors passed this one.

The fourth section was through the dam; this always has great spectator appeal and is enjoyed by all entrants. By this stage the field was beginning to thin out, and the fifth stage, and last before lunch, along the same creek bed again stopped quite a few of the hopefuls.

Lunch gave us time to look at the damage to the cars, fiddle with carbys and change tyres. Some of us even had time for lunch.

After lunch there were three relatively simple sections which required very careful use of power, and experience showed through here. Then we went down below the dam to a new section which wound its way through the blackberries and along a creek bank, which didn't cause very much trouble to anyone.

Back to the dam again and the fun started again; Athol Lamont insisted on driving through, rather than around a tree, just past the start.

Contd. on page 9

## LIGHT SHAFT

August, 1969

MUDLARK Contd. from page 4

Brian Winsall struggled halfway across and expired; this meant his navigator had to bail out and help, which he didn't relish. Graham Hoinville really blasted across, as did Harry Firth. We had the Beva all screwed up and almost got out when a plug got wet. We reversed across to the commentators (Taylor) Landy, and splashed him before we got out.

The second last section was through the creek bed up the gully from the dam again. Well that was tough, but the last one was a real killer, deep holes, tight pegging and lurking trees, plus failing light made this one really difficult. No one completed this section and F.A.W. and Graham Hoinville got the best scores here.

After this it only took a few minutes for results to be finalised, and showed Frank Walter clear winner, and he was quite happy because its the first time he has ever won in his own car. Dale Shaw was second with Harry Firth third.

Many thanks must go to the directors for a tough and varied event; may this be the start of a good season.

(Ed's note: I only had to twist his arm twice to get this. How about a few more people writing articles).

EXTRACTS from "HOW OLD IS THAT CAR" - (AUSTIN SALESMAN'S MANUAL.....

kindly lent by Geoff McGrath. and with thanks to  
the V.S.C.C. Mag. "The Vintage Car".

1924 Seven. 4-cyl. 7-8 h.p. Tyres 26.3, high pressure. English bodies only. Touring or family models. Open wheel hubs. Two hinges in bonnet. No self-starter. No speedometer. Magneto ignition. Chassis Nos. prefixed by CH.AI on instrument board.

1925 Seven. As 1924 above, but with self-starter. Chassis Nos. prefixed by AI on dashboard.

1926 Seven. Australian and English bodies. First model roadster. 26 x 3.50 balloon tyres. Local bodies by Richards and Steenbom. Speedometer on left of instrument-board. Chassis Nos. prefixed by A2' on dashboard.

1927 Seven. Australian and English bodies in touring models. Local touring bodies by Holden. Sports and Saloons by Propert. Coupes by Agate. Enclosed hubs. Speedometer on left of instrument board. Three hinges in bonnet. Chassis Nos. prefixed by A3 on side of scuttle.

1928 Seven. Australian and English bodies. Local bodies assembled from Holden panels by Sweeney and Propert. Fabric saloons by Holden. Sports by Green and Propert. Speedometer in centre of instrument-board. Large type spokes. Chassis Nos. prefixed by A5, A6 and A7 on dash under bonnet.

1929 Seven. No English touring bodies. Local bodies assembled from Holden panels by Sweeney and Propert. Battery ignition introduced about March. Large-type radiator fitted about April. Large gauge spokes. Fabric saloon by Holden; Sports Coupe by Green; all Sports by Green. Chassis Nos. prefixed by A8, A9 and B on dash.

LIGHT SHAFT

August, 1969

MUDLARK

- T.L. Brian Winsall (learner) in his Alltorque Ford 10, gets a helping hand.
- T.R. Frank Walter & Susan Pryce (they won) paddle their way through the dam.
- B.L. Graham Hoinville and son stir up the water in the dam. Further back the water was up to the top of the wheels.
- B.R. Stan Rodda & Bill Williams in the Nixon 1172 concentrate going up a hill. Note single pivot for the front axle which allows the rear wheels full weight at all times and both front wheels maximum steering effort.

**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.

## OUR CARS

### **EDITOR's Note:**

This article is a mixture of a history of, what was the new breed of Austin 7 racing specials in the 1950s and 1960s.

These cars were sometimes built to a Formula adopted by one of the Austin 7 Clubs, in an attempt to make most of the cars equally competitive, and with enough to form a class of their own.

Those Formula cars, constructed mainly of Austin 7 components were unlike the original cars, as most had sophisticated suspensions, and commonly, an independent front suspension.

Our own Club had a Formula, initially using an Austin 7 engine (allowing significant modifications, but naturally aspirated), then, in an attempt to preserve the stock of A7 engines, an 1172 Formula (using the Ford Anglia/Prefect engine), and eventually morphed into a 750 Formula.

A few of these cars ended up with Hillman Imp engines.

This is s story of one.



## OUR CARS

### YOU CAN OWN IT

Robert ,

As discussed with my father today Kevin Harte here are some details of a 1950's race car that started life powered by a Austin 7 engine and gearbox,



Then was changed to a Hillman Imp set up,



Attached on the other email are some photos to add to the history and once dad talked to the owners widow again she pulled out a book where the car is referenced a number of times. ( Bathurst, the Cradle of Australia's Famous Racing Circuit by John Medley) some photos from the book as well, we photo copied the pages to show anyone that may like to look at the car.

As discussed before the car is located in Carlingford Sydney and can be viewed most days by appointment .



Good morning Robert,

Just letting you know that we have sold another of our little Austins.

The 1936 Tourer with a Dickie Seat has gone to Brisbane to a chap who has joined the Brisbane club and has got the little car re registered and driving her around and extra happy.

As you know Mal Hill bought the Box Saloon and it arrived at his place yesterday morning by carrier from Brisbane.

Brian said to remove the Chummy from sale as we are not fussed about selling her.

Hope this is not too late for your magazine. Thank you for your help in advertising our little ladies.

Hope you and Janne and your daughter are all safe and managing to keep away from this bad Covid 19 breakout.

Thank you,

Ann and Brian Brindley

\*\*\*\*\*

COVID Reality John Fleming

After watching Four Corners last Monday - which was very disconcerting - this explanation of the reality of "recovery" from Covid 19 is more illuminating.

Here you go folks.... For those people who don't understand what it means to be on a ventilator but want to take the chance of going out without a mask.

For starters, it's not an oxygen mask put over the mouth while the patient is comfortably lying down and reading magazines. Ventilation for Covid-19 is a painful intubation that goes down your throat and stays there until you

live or you die.

It is done under anesthesia for 2 to 3 weeks without moving, often upside down, with a tube inserted from the mouth up to the trachea and allows you to breathe to the rhythm of the lung machine. The patient can't talk or eat, or do anything naturally – the machine keeps you alive.

The discomfort and pain they feel from this means medical experts have to administer sedatives and painkillers to ensure tube tolerance for as long as the machine is needed. It's like being in an artificial coma.

After 20 days of this treatment, a young person loses 40% of muscle mass and gets mouth and vocal cords trauma, as well as possible pulmonary or heart complications.

It is for this reason that old or already weak people can't withstand the treatment and die. Many of us are in this boat, so stay safe unless you want to take the chance and of ending up here. This is NOT the FLU.

Add a tube into your stomach, either through your nose or skin for liquid food, a sticky bag around your butt to collect the diarrhea, a Foley catheter to collect urine, an IV for fluids and meds, an A-line to monitor your BP that is completely dependent upon finely calculated med doses, teams of nurses, CNA's and MA's to reposition your limbs every two hours and lying on a mat that circulates ice cold fluid to help bring down your 104 degree temp.

Anyone want to try all that out? Stay home and wear a mask when you go out!

Stay safe and well.



# MARKET PLACE



## FOR SALE

- ◆ AUSTIN 7 "IMP" Cams log books x3

Raced at,

- ◆ Bathurst, Amaroo Park, Oran Park, Katoomba, Warwick Farm, Hume Weir.
- ◆ Log books show all specifications of the build and any changes made over its racing history
- ◆ The Hillman IMP engine has a large hole in the block ,however we have it and the exhaust/carbies twin Webbers etc. to set up the car, or would suit early English Austin style engine .no gearbox however has Morris diff and 2 spare centres.
- ◆ The car was used for circuit and Hill climb events .
- ◆ Great project for anyone looking to get into historic racing .

Please contact me if you have any other question or would like to take a look,

**TONY HARTE**

0401895791

ANY ALTERATION TO SPECIFICATIONS TO BE REPORTED TO & ENDORSED BY C.A.M.S.

Make/Identity and Model AUSTIN '7' IMP Serial No. N 47  
 Year of Manufacture 1954 Cubic Cap. 875cc Date of Issue 11/1/1967  
 Category Racing Formula/Classification LICRE Issue -- { Original Continuation Replacement

DATE	CIRCUIT	REMARKS	SCRUTINEER
<u>29-1-67</u>	<u>Kat</u>	<u>OK</u>	<u>[Signature]</u>
<u>5-3-67</u>	<u>O.P.</u>	<u>OK</u>	
<u>12-11-67</u>	<u>Amadon</u>	<u>OK</u>	<u>[Signature]</u>
<u>27-3-67</u>	<u>Kat</u>	<u>OK</u>	<u>[Signature]</u>
<u>22-4-67</u>	<u>Kat</u>	<u>OK</u>	<u>[Signature]</u>
<u>7-5-67</u>	<u>Oxford</u>	<u>OK</u>	<u>[Signature]</u>
<u>0-6-67</u>	<u>Kat</u>	<u>OK</u>	<u>[Signature]</u>
<u>2-7-67</u>	<u>Oxash</u>	<u>OK</u>	<u>[Signature]</u>

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

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

Please read the article on Page 7 OF THE August edition, 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](mailto:mailorderparts@austin7club.org)

## MARKET PLACE

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

### **FOR SALE**

1927 Holden Body roadster.

Very nice looking car in great condition.

Runs very well and has just completed the 2019 Bob Booth Pub Crawl.

Magneto engine, three speed close ratio gearbox, (believed to be Ulster), 12 volt system.

Electric fuel pump with regulator, SU carb.

Reconditioned engine, new rings etc.

This car is ready to get in and drive.

\$18,000 ONO

Colin Cheesman 0409 774 485



## **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

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

***An original Handbook is also a handy reference.***

<b>MARKET PLACE</b>
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**FOR SALE – COMPUTERS**

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

That means I have a limited number of cleaned second-hand Windows 10 computers ready to go. Available at \$100 each.

Wife will be very pleased to see them go to a good home.

Contact John Shiells 0403228559

**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.

**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.**

**When paying ALWAYS retain your receipt.**

**Keep a scanned copy of your receipt with your logbook.**

## 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

### 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.*

The letter, dated May 1930, on the inside back cover congratulates Cyril Robert Dickason on his breaking the Sydney –Melbourne record by 31 minutes, which was in an Austin 7.

A mention is also made of the success at the “Austin Grand Prix”.

Also a look at the letterhead, will see that Latrobe Motors are the

“SOLE AGENTS: LATROBE MODEL AUSTIN 7

AND ALL STANDARD MODELS OF AUSTIN PRODUCTS”

LATROBE MOTORS



PROPRIETARY LIMITED

SOLE AGENTS: LATROBE MODEL AUSTIN 7  
AND ALL STANDARD MODELS OF AUSTIN PRODUCTS

OPP. HIS MAJESTY'S THEATRE

186 EXHIBITION STREET, MELBOURNE, C.1

TELEPHONE F 5679

15th May, 1930

*Lat*

Mr. C.R. Dickason,  
Sales Manager,  
Austin Distributors Pty. Ltd.,  
Bourke Street,  
MELBOURNE C1.

Dear Sir,

Allow us to offer you our sincerest congratulations in breaking the Sydney-Melbourne record by 31 minutes.

It seems a pity that you attempted it during this present wet weather, because we confidently believed and expected that you would do it in 12 hours dead, which no doubt you would have accomplished if you had had anything like a normal run.

Even your present record will, we are sure, stand many months.

It is certainly very good publicity and we trust that the chief will see his way clear to tell the world more about it than was done at the Austin Grand Prix at Cowes.

Yours sincerely,

*D. M. Crowe*

Secretary,  
LATROBE MOTORS PTY. LTD.

FRC:MB.

I hope you are all hard at work on your cars, preparing them for when we can use them again.

The story about Barry Roger's car is in next edition



If you want to expand your "fleet", then look in the For Sales, and you'll find a nice touring car, .....OR

A nice racing machine.

