
"THE LIGHT SHAFT"

October 2020



Peter Laughton, Bob Booth and Dennis McIlroy consider the problem of a departed wheel on the Innamincka epic journey - the page 8 tribute to Peter Laughton tells the story - story and photo by Ilona Booth

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Yes, it's a reproduction Austin Brough Superior, with its Austin 7 engine.
AND IT CAN BE YOURS - See For Sale - on Page 35.



An Observed Section Trial tribute - in a year of limited competition activity - See Page 28 The Bogaduk Trial 1967, at Jumping Creek.
Ken & Jillian Innes-Irons, being observed by Ian Wells.



**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.**

CALENDAR OF EVENTS

OCTOBER

- | | | | | |
|----|-----|---|---|-----------------------|
| 7 | Wed | 7 | A | M.G.M. online |
| 21 | Wed | 7 | A | H.A.S./ TRIVIA online |

NOVEMBER

- | | | | | |
|------|----------|---|---|---------------------------------|
| 31/3 | Fri/Tues | 7 | | Bob Booth Pub Crawl - CANCELLED |
| 4 | Wed | 7 | A | M.G.M./A.G.M. online |
| 18 | Wed | 7 | A | H.A.S. ???? |

DECEMBER

- | | | | | |
|----|-----|---|---|---|
| 2 | Wed | 7 | A | M.G.M. ???? |
| 5 | Sat | 7 | | Spares/B.B.Q. ????? |
| 13 | Sun | | | Year End Luncheon – Mulgrave CANCELLED |
| 17 | Wed | 7 | A | H.A.S./Spares/Christmas Pudding/Awards Night ?? |

For events that show ???, the format is still to be debated, based on COVID restrictions in Victoria. The resumption of Spares open days is still to be decided.

We hope that Mail Order Spares may resume soon.

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

LIGHTSHAFT COPY CLOSING

Copy for Lightshaft **closes** late on

Wednesday 21 October 2020.

PRESIDENT'S REPORT

As we are all aware 2020 has not been a good year, and sadly most of you would have received an email from the club advising of the passing of long time member Peter Laughton, who passed away on the 14th September, not quite 12 months since his wife Trish died. I will leave it to others to commemorate Peter's life in the Light Shaft.

Sadly John Fleming, one of the early foundation members and a keen motor racing member has suffered the loss of his wife Dianne. Our condolences go to both Peter's and John's families.

Whilst this has been a difficult year for club, and you the members in particular, we are fortunate that gone are the days of the Gestetner for our communications, we now have the wonders of the digital world Zoom. Whilst the Main Committee, Winton Future Planning Committee and the National Rally Committee have been able to conduct their meetings via Zoom, the members have been left in the dark until September when we were able to hold the MGM via Zoom. This meeting proved to be most successful with a number of interstate and remote members having access to an MGM for the first time. We were all fortunate to be able to greet and welcome Godgere Vedandi Ramakrishna (G.V. for short) from OMAN. We will continue with the MGM Zoom format, and when we are able to resume our clubroom meetings we will invest in the Zoom equipment to allow all members to join in remotely.

Your treasurer Paul Goethel and our accountant have completed our accounts ready to be audited. Due to the virus there have been some major revenue changes and costs. Stocktake was conducted this year using a

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.

different format as a total physical count was not possible. This means that the accounts will look different to last year and it is hard to relate some figures. There was some cost and revenue that were carried over from last year's Historic Winton that were not received or paid until this financial year. All in all our bank balance, whilst it shows some downturn, we are still in a healthy position to ride out this virus and get back to normal.

On the National Rally front you should have received the first newsletter electronically, or alternately a hard copy is with this Lightshaft, giving accommodation details, general information and an expression of interest form. Please read and action now, and if you have any questions refer them to Andrea Casabene.

Please forward the newsletter on to anyone you know with an Austin7 as the more Austins the better.

On the social scene, please join your fellow members for the Trivia night on Wednesday 21st October. Refer to Light Shaft for details.

Keep well and in touch with fellow members

Len Kerwood



Vale John Selwyn Potter

The President and the committee are saddened to advise that former member, John Potter of Echuca, has passed away from cancer on Friday the 21st at the age of 73. John was a member for many years and manufactured a fabric sports car. The club caught up with John from time to time at the Energy Breakthrough, where he was the teacher in charge of the Echuca College entry, and for some time the Club supported John and his team.

I don't remember when I first met John, it would have been in the early 70s and through the Austin 7 Club. We struck up a lasting friendship that involves many other Austin 7 people, Alan Loughron, Russell Grabert, the late David Davidson, John Heagney & the late Trevor Cole who would gather at my shed on a Saturday Arvo for a "few" beers to talk about the Austins we were working on, etc.

John's Austin was a long chassis for which he designed and built a green fabric skinned 2 seater sports body. He built the motor using a brand new old stock crankshaft which he got from a lucky chance conversation at smoko at work which was Melbourne University and I built him a close ratio gear box.

John was a Toolmaker-Fitter & Turner by trade, but he always wanted to improve his qualifications, so undertook a Degree in Education which led to him moving to Echuca where he became a much respected member of the local motoring fraternity, advising and making many bits and pieces for others. I will be forever grateful for some of the special thrust washers he made for me in my business of repairing gearboxes. I still have some left. He also fitted out the inside of Kathy's art studio when we moved to Campbells Creek in 2003.

One of my fondest memories of John is our trip to Adelaide at Easter 1978 in my DeLuxe Sports Austin 7 for the Historic Racing at Adelaide International Raceway and the Collingrove Hillclimb. I was pulled up by the police in Adelaide and checked for drink driving, somehow we were let off and were allowed to continue on to the next pub - it was .05% in those days. We missed our flight back the next morning (hic!) but caught the next one, so all ended well. We left the Austin in Adelaide and Kathy & I flew over the next Friday for a week long motoring extravaganza, Nuriootpa, Loebethal, Collingrove etc.

John also built a Special based on a 1936 Graham Paige, the tail section of which was the bonnet of a small truck. His last rebuild was a 1966 MG”B” for which I gladly built him a later all synchro gearbox.

For nearly 50 years Kathy & I have known John & Gwen and he will be truly missed. He has been taken too soon, but his good deeds and the memories will endure,

Vale John

John Needham

Editor’s Note

Many members will also remember John Potter and Alan Loughron, as startline officials at many of our earlier HISTORIC WINTON race meetings.

Peter Laughton’s chummy parked under the wing of an aircraft at Innamincka.

See tribute on next page.



Vale Peter Laughton

Recently another wheel fell off my wagon with the loss of long time close friend Peter Laughton. I find it difficult to think of Peter as a separate entity. He almost always came equipped with Trish, she in turn often bearing a delicious cake. We had many a Club run with them, often as not sharing sleeping quarters and tossing for the bottom bunk

There was a memorable Pub Crawl run through Gippsland, where the group managed to ascend an almost vertical hill twice - the second time by accident. Can't recall if this was one that Peter ran, but there was a fairly riotous group gathered back at the Dartmouth Dam Motel for the evening, of which I believe there are still photos extant.

When Bob heard about Dick Smith's invitation to attend the opening of the restored inland mission, arriving by the most unusual mode of transport at Innamincka, he ran the idea past Peter. Trish had never rough camped, so Peter thought he would give it a go, and joined Dennis and Jenny MacIlroy and us in our Austins. We spent some weeks in the desert, crossing the borders of three states so many times we lost track.

On arrival at Innamincka (Pub/general store/petrol Pump) we set up camp with the multitude camped on the common, and went to provision up at the store. Peter came out to the car park and found a light plane parked beside him with one wing over his car.

After the Celebrations we headed out on the Lyndhurst track to check out all the things in the desert, like Tibbooburra Pub, School of the Air, Flying Doctor, Underground living at white cliffs.

Peter's light vintage wheels finally succumbed, and he had the experience of seeing his wheel pass him as the Austin squatted on the rough road. We fitted Dennis' spare and continued on to a station where we were given a

magic camp site on the banks of the Menindie lake where the boys re-spoked the wheel.

By the time we got home were Very Well Acquainted.

Following year Peter and Trish joined Dennis and Jenny and us for a modern run to the Oodnadatta track, Dalhousie springs, the old Ghan railway up to Ayers Rock which Peter and Trish hadn't visited. Took in all the usual tourist spots and had an enjoyable stay with Malc and Sandy Trull in Alice.

Peter took on the editorship of the Light shaft for a couple of years before moving house to Berwick. Practically next door, very handy to visit from swap meets.

One of Peter's hobbies, other than his Austins was clocks. He made magnificent polished wooden cases for regulator wall clocks. We did a bit of timber swapping. He had better wood working machinery than Bob.

When became immobilised be his cancer, Peter was there for him, visiting and taking Bob and the wheel chair to the club, helping to keep his spirits up. I was not able to do this for Peter in the present situation ,could only phone. So now I am feeling more isolated than ever, with the loss of such wonderful friends-Trish's enthusiasm and Peter's quiet pommy sense of humour.

Life's a Bummer...

By Ilona Booth

Peter and Bob respoking the early 19" wheel at Menindee Lake



EDITOR'S RAMBLINGS

If you cannot predict when you will get your Lightshaft, it's not all to do with the Editor.

More likely it's the change in postal volumes and also effects of the virus. Recent news reports said that, due to the effects of the lockdown in Victoria, and staffing issues, some Victorian mail was being processed in South Australian Mail Centres. I thought that sounded like a bit more political flim-flam.

However, Ilona Booth phoned and asked if I'd received her Club Permit Renewal form, in my role of Club Permit Officer - she'd sent it two weeks before. Two days later it arrived, quite clearly marked by AusPost to indicate it had been rejected by the CHELTENHAM, South Australia, as the Post Code on the letter was for CHELTENHAM, Victoria.

I was glad it didn't also go via CHELTENHAM, New South Wales.

I received an email asking whether our Club had spare parts for a Big Seven - from an enthusiast in England. As usual, I responded, by email, that we sold to Club Members only, and he may be better placed to purchase the spares from a selection of suppliers in England. The enthusiast thanked me for the assistance, and said that he saw that our website mentioned CHELTENHAM, and he naturally thought of CHELTENHAM, England. This was not the first time.

Perhaps moving our Club to a more distinctive address, like Kalangadoo, Yackandandah, Tootgarook, Ghin Ghin, or perhaps (to save ink) Yea.

Talk about saving ink - last month's Lightshaft had an article about "printing" car parts. I think that someone more expert could probably expand on this article and tell us the range of materials or applications that may be possible. Last week's "Better Homes and Gardens", Episode 30, took us on a visit to a commercial 3D printing producer, who gave quite a good presentation, showing a range of goods all being produced in a batch.

Rob.H.

COMING EVENTS

SWAP DAY - Saturday 3 October

This event was cancelled due to restrictions.

54th ANNUAL AUSTIN SEVEN RALLY Morningside 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

The Sporting Car Club of South Australia has been forced to **cancel this event**. They explain, - “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.

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.

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



COMING EVENTS

Monthly General Meeting - Wednesday 7 October 2020

A few members prepared for last month's MGM and polished their Austin 7s, and we visited the garages of a few, even if only digitally.

So prepare in advance and upgrade your computer with a camera and come and visit without any of the driving.

We are AGAIN 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 - so that we can send you a ZOOM invite to the meeting.

The meeting will commence at 8:00pm.

Visitors very welcome.

You are providing the supper - yum yum

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

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**TRIVIA NIGHT****Wednesday 21 October 2020****Time 7.45pm****Location - Your Place****What's Required**

Nibbles, Glass of wine, Pen and paper and a connection to Zoom.

This is how it works. You will be required to register by clicking the link below before **Saturday 17 October. To allow groups to be formed.**

<https://www.eventbrite.com/e/austin7-trivia-night-tickets-120613254491>

The Zoom link will be sent to you by Tuesday 20 October.

When you log on to Zoom at 7.45pm on the 21st you will be advised of the group that you will belong to.

The trivia will start at 8pm and the questions will be displayed on your screen. Write down the question and your answer. At the end of the set of questions you will be sent to your group, where you can talk amongst yourselves in private about the answers. You will need to appoint a Group Leader and when asked he/she will submit the answers.

The correct answers will then be displayed and progressive

COMING EVENTS

group scores will be displayed.

Please join us for a fun social night. The groups will have car type names like Austin, MG and OST. Etc.

**Any Questions please give me a ring Len Kerwood
0419504233.**

PUB CRAWL - Cancelled

Having studied Comrade Dan's and the Chief Muddleical officers road map to oblivion, I see no option to cancelling the Melbourne Cup week end Bob Booth Pub Crawl.

Regards Ron Townley.

Annual General Meeting – Annual report

Wednesday 4 November 2020

The Annual General Meeting of the Austin Seven Club Inc. will be electronically as a Zoom meeting, to be held at 8:15pm on Wednesday 4 November 2020.

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

CANCELLED



YEAR END LUNCHEON

Cancelled, as making the arrangements and bookings in advance is unable to happen.

What do we learn from cow, buffaloes & elephants?



It's impossible to reduce weight by eating green grass and salads and walking



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.

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

Begonia Rally - 2021 CANCELLED

Could you please advise your members that the Begonia Rally in Ballarat scheduled for February 2021 has been postponed, of course, because of the COVID pandemic.

The 50th Rally will now be held on **18th-20th February 2022**. Entry forms and Rally details for this milestone event will be sent out later next year.

Many thanks for your help

Nerene Backhouse, Begonia Rally Committee, 0427 348 060



AUSTIN 7 NATIONAL RALLY 2022 SUB-COMMITTEE

Chair- Andrea Casabene, Peta Lee (Minutes), Graeme & 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, Neil Rickard.

COMING EVENTS

AUSTIN 7 NATIONAL RALLY 2022

In the centre fold of this Lightshaft is Newsletter No 1 about this exciting National event, for all Austin 7 enthusiasts.

It also comes with a EXPRESSION OF INTEREST FORM.

If you know of Austin 7 owners who are unlikely to receive news of the event, have a chat with them, and give their contact details to the Rally Sub-Committee, so that they can receive news about the event.



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

The poster features a large black and white illustration of a whale. The text "Austin Seven" is written in a cursive font across the whale's body. To the right, "100 YEARS" is written in large, bold, white numbers. Below this, there is a small illustration of a vintage car and the text "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

COMING EVENTS

Austin 7 Heaven 2020-2021

The Austin 7 Heaven facility is available to foster friendship between all Austin 7 enthusiasts and is not an Austin 7 Club run activity that counts towards aggregate points.

The team from Austin 7 Heaven were hoping to hold a one day work shop in late 2020 if we had freedom from the Covid 19 restrictions but this is looking increasingly unlikely Therefore we will hold this workshop as soon as practical in 2021.

Austin 7 enthusiasts will be able to observe Walter Raschle's skills with his special brake shoe machining device that allows machining whilst still fitted to the car. This assists to make all Austin 7s stop safely whether using two wheel brakes or four wheel brakes.

Keep an eye on the Light Shaft for dates and times.

When restrictions are relaxed, Austin 7 Heaven will also recommence opening Monday, Thursday and Friday for Austin 7 owners to utilise the car hoist, metal folder, guillotine, metal rollers, garage press, sandblaster, welders and range of panel making and car servicing equipment in a friendly environment **at 3 Murdock Street Clayton South.**

Or just come along for a chat and enjoy lunch and coffee.

Contacts for information.

Bruce Walker 0409 410 700.

Michael Shegog 0419 007 033.

Russell Dickson 0409 577 215

SOMEONE'S AUSTIN

Not My Austin – Thanks Heavens

I was thinking of you harassed Melburnians and thought this might make a little lighter your woes. The photo is from the AA and published in a magazine from 1980. I love the intent overseeing from the women and the use of the sun roof but wonder why he is working on the non-electrical side of the engine.



Here in Canberra we have had a tough year with my business cut badly by the bushfires and then strangled by the covid. At least we have not had floods.

Thinking of you all,

Harry Crawford

Thanks Harry,

Great photo.

I thought that the “muff” around the radiator cowl was a strange attachment, but presumably the bottom portion rolled up for cold weather.

Rob.H.

If poison passes it's expiration date, is it more poisonous or is it no longer poisonous?



MY AUSTIN

The rebirth of our 1926 Austin 7 Chummy began some 6 years ago.

I was always interested in stationary engines and started looking for an Austin 7 motor to restore as a stand-alone engine, this then started the train of thought why not a motor car. At that time I was the owner of a 1923 Essex Speedster which weighed

about 2 ton, and I was having trouble with my shoulder which was worn out and needed an operation, the realisation came that the Essex was too big for me to manage.

Thus started the journey of the Austin 7. I approached a former member of our club and was able to purchase an Austin 7 tourer body and chassis, this needed to have a reasonable amount of rust cut out, which was done whilst the body was still attached to the chassis. The hunt now began for more parts for the car. An estate auction at Wangaratta advertised that there were a number of old cars for sale along with a large amount of Austin 7 parts, so off I went and was successful in being the winner bidder on several lots and the 6 x 4 trailer came home full.

When we started to work on the body of the car we found it was not very square (what early cars are). The chassis was checked on the jig, and the body was re-aligned to the best it could be, but it still is longer on one side from the door jamb to the rear by about 1 ½ inches.



I have also joined the Austin 7 Club, who have a great spare parts section, and I have been able to



obtain many parts. In one of the Club's magazines there was an adv. for a 1926 motor and gear box at Clunes, so off I went again accompanied by a member of Murray Heritage Motorists, the motor had been on a dam driving a pump, the gear box was full of water, the motor looked ok, it turned out it needed a full rebore and restoration with many other problems along the way.

The body was painted and fitted out with semi original upholstery, the wiring is almost complete, and the Austin 7 can now be driven up and down the driveway, and is not far off going for a roadworthy. Future jobs will include completing the upholstery in the rear, then hood irons to be made and fitted and then hood made and blinds fitted.



Being a small tourer it fits into an 8x5 trailer, and being British it has been a challenge. I sincerely thank the members of MHM and other friends who have helped me to bring this little tourer to near completion. Sandra and I look forward to attending short rallies in the Austin 7.

Barry Rogers

Editor's Note This car has the most interesting original side-curtains, as they are roller blinds.

MY AUSTIN

Letter to the Club Permit
Officer

Hi Rob,

Please find enclosed my Club
Permit renewal for 2020.

Also enclosed is a photo for the
Lightshaft.



*The letter then goes on to detail
the extensive rejuvenation that Robert Neve has arranged over the last few
years.*

Original Standard 1929 sports

New aluminium body except for the top of the boat-tail.

Original radiator cowl and radiator.

Original guards and wheels.

Original running gear throughout

New seats and windscreen.

Coachbuilder rejuvenator - Steve Barnett - from Harcourt.

Mechanicals by - myself, Grant Cowie and Walter Raschle.

Nickel plating, glass and seats from Bendigo.

Parts:- AUSTIN 7 CLUB - HOORAY!

Warp speed is about 80 kph and after that it feels like a trip to the spoon
drain is imminent.

Great fun and a crowd puller.

Regards Rob Neve

Sorry about handwriting, arthritis and lack of practice.

PS spare wheel inside boat-tail, as per original brochure and period photos I
have.

MY AUSTIN

In the 60s I belonged to the Light Car Club of Canberra. as there was no way the Veteran boys would tolerate my vintage Austin 7. This photo was taken at a gymkhana in about 1966 . The EJ wagon on the right was a 'modern' , my tourer is in the middle and the others are roadsters owned by other young people I befriended. They comprised all going A7s in Canberra at this time!

One (ACT 1934) was restored by 2 brothers as a project to get over the loss of an elder brother in Vietnam. The other is an original 1936 owned by Kerryn who bought it from the first owner. I reunited with it in 2007 at the Mudgee rally.

Getting these thru rego with wobbly kingpins and dubious brakes was an annual nightmare.

My car is minus windscreen.

At a prior event it went up on 2 wheels and I thought 'where the hell am I going to get another windscreen pillar' ! I got it back on 4 wheels but stripped it down a bit for the next event.

I sold it at the end of the 60s as I had all the bits for my current roadster then. it made its first appearance at the 1992 Hub Rally (without hood but with umbrella).

Harry Crawford



A SONG OF REPRODUCTION

3D Printing a Lucas Switch panel Knob

Matthew Hassall's article, about 3D printing, appearing in last month's Lightshaft, appears to indicate a simplified way to reproduce a small run of articles, without costly patterns etc.

I'd love to hear others share their experiences with club members.

It would also be interesting to know what the limitations are on the types of materials that can be used on the various 3D printing systems.

Rob.H.

MY AUSTIN

Hi Rob and Richard,

A couple of photos of commercial built utes. The green ute was my late older brother Neil's first car, note the slide has been digitised back to front. I was with him when he bought the ute in 1952 from a private house in Essendon, an odd

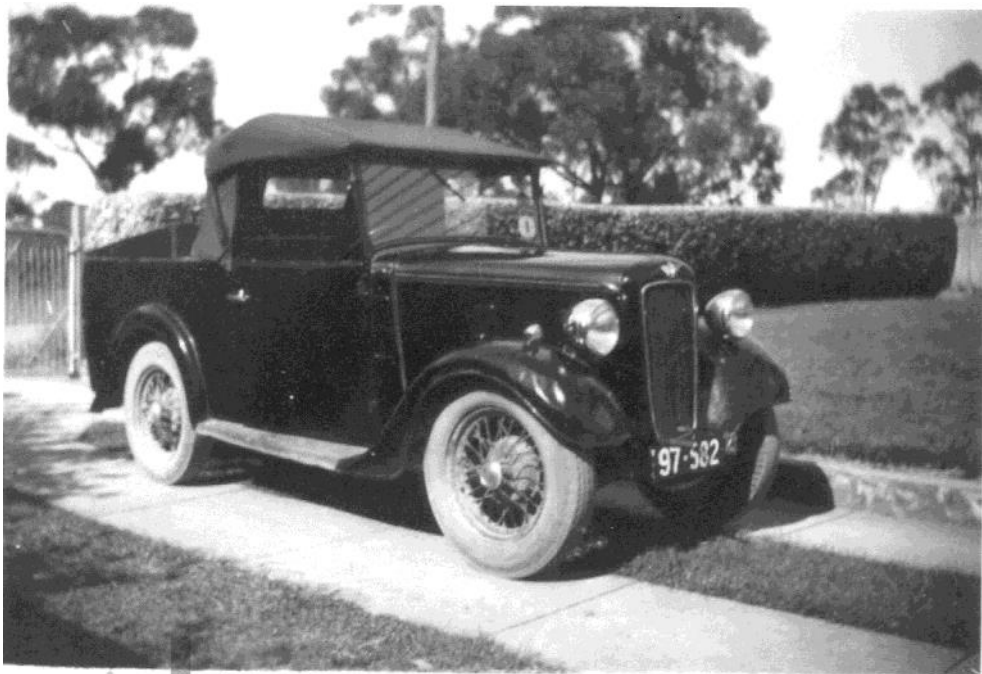


coincidence when I met Barbara in 1982 and went to her mother's house I realised it was that house. Turns out her brother sold the ute to my brother.

But about the cars. The green ute was obviously a commercial build and bodily it was in fairly good condition but you can just see an aluminium plate covering rust in the dog leg. Neil joined the A7 club and I remember

MY AUSTIN

going on a night trial on the Peninsula finishing at a restaurant opposite the Croydon Drive In. I vividly remember coming into a control point in the gloomy fog at Foxeys Hangout. The three bearing engine eventually broke a crank, so he bought a running two bearing engine from Ron Warren the owner of the black ute. I caught up with Ron when I joined the club, he had been a member all the years, I don't know what happened to Ron's ute and sadly Ron is sadly no longer with us.



AUSTIN 7 1937 THE "FLYING FLEA"

The green ute was Neil's daily driver and if he did not have a girlfriend in tow I would get a ride in it or go places with him. Philip Island (not the races) and Warburton come to mind. The Crank broke near Ballan on the way back from a trip Daylesford. He bought the engine from Ron and the

MY AUSTIN

following Sunday we went up, fitted it and drove home.

Drive in theatres were the flavour of month in those days and I can remember the ute struggling up the hill on Burwood Rd from Hartwell to Warrigal Road.

Thinking back on that, I sure am going to notice the difference driving the Saloon after the Sports Car with its worked over engine and close ratio gearbox.

Robert, not really Light Shaft stuff but mere ramblings caused by the Covid lockdown.

Kind regards, Mal Hill

Hi Mal and Rob

Glad to see my photos have raised some interest.

Actually would like to see it on the road sometime. Farmer owner has good intentions, but intentions are likely the same as another farmer I know who has the Fiat 501 bought new by his family in 1925.

Still in the shed where he put it in the early 60's. Says it has done some 12,000 miles.

Personally I remember going to the Croydon and Burwood Drive-Ins as a kid in the Oldies Holdens.

The Croydon one had a type of overhead people carrier like they have in the snow fields.

That would likely be in the later 50's or just into the 60's.

Guess that locates me as born in 1946.

MY AUSTIN

At that stage I had hardly been introduced into the world of Austin 7's.

That was by friends of my next door neighbours who bought one.

Both the boys had achondroplasia (means dwarfism.) so the little white chummy suited them well.

Cannot remember first names but family name was Patterson and lived here in North Balwyn.

The elder one eventually became the Head of the Health Dept.

Sorry I do not have a photo.

Must get the photo of my first A7 from the family collection with my brother. A 1936 two bearing coupe.

A good friend of mine has got the only Fiat Topolino ute known to survive. A 500C model from 1953 or thereabouts.

He would love to know of any others anyone knows of. Any clues?

Back to work.

Cheers Richard Unkles

EDITOR's Note

Come on members, can any of you help Richard's search

The Topolino was one of the smallest cars in the world at the time of its production. Launched in 1936, three models were produced until 1955, all with only minor mechanical and cosmetic changes. It was equipped with a 569cc four-cylinder, side-valve, water-cooled engine mounted in front of the front axle, (later an overhead valve motor) with radiator behind the motor. Records seem to show that it came as saloon, convertible saloon, van and estate. It started off with quarter elliptic rear springs, like an A7.

AUSTIN 7 CLUB INC. - COMMITTEE 2020

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AUSTIN 7 NATIONAL RALLY 2022 SUB-COMMITTEE

Chair- Andrea Casabene, Peta Lee (Minutes), Graeme & 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, 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.

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

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

OST MATTERS

To visit an OST from the past, was prompted by this note from Martin Stubbs.

I don't remember if our Club has any of these photos?

It was 1967 and the location was Park Ochards area. I met the Leyland Brothers at one of their film presentations at the Hawthorn Town Hall. It was of their West-East Crossing of Australia. It must have been a Saturday night as they had mentioned that they were attending the Austin 7 Club Mud Trial the next day and Land Rover Club of Victoria had been invited too. I had little knowledge of the Austin 7 Club and their activities then but was aware that Nigel Tait was a member as we went to the same school. I was a member of the Overland Jeep Club and a few of our member came to watch.

EDITOR'S NOTE

Martin was correct on date.

The event was

Bogaduk - Jumping Creek - 16 July 1967



Directed by Dave Salter of AMSC (Australian Motor Sports Club)

These events were initially arranged by Wally Mitchell, President, AMSC, who unfortunately died in 1967 as a result of injuries whilst racing his sports car at Symonds Plains.

The events used all the A7

Club rules and were a co-operative arrangement.

Results from Lightshaft September 1967

Chris Athey came 3rd outright, shown negotiating a boggy section.



Bogaduk

FULL RESULTS:

Two wheel drive

1st	Dale Shaw	4 Week Flyer	63 Pts.
2nd	Gordon Elliott	Austin 7	61
3rd	Chris Athey	Austin 7	59
4th	Rich Perry	Ford 10	50
4th	Ian Wells	Fugitive Mk V	50
4th	Jeff Newman	Big 7	50
5th	Frank Walter	Fawd 10	49
6th	Tony Johns	AusTen	40
7th	Ken Innes	Irons Austin 7	39
8th	John Bowring	Beva	35
9th	Bevin Fenner	Austin 7	31
10th	Bill Sheehan	Ruddy Blush	10

Four Wheel Drive

1st	Fred Parker	LandRover	39
2nd	Ray West	LandRover	27
3rd	Bill Anderson	LandRover Bug	14
4th	L. Gallagher	LandRover	9
5th	Jim Parker	LandRover	7



SPARES NEWS

NEWS FROM SPARES.

Its been quite a while since you have heard from me due to the fact not a lot has been happening to report.

As we went into lockdown a shipment arrived from England with a few components not able to be used, this is disappointing as we then need to negotiate with the supplier to sort things out.

A lot of work was done in compiling our new parts catalogue and I thank Brian Williams and the team for their work. Please only use the pink parts book when searching for parts as some of the numbers have been altered.

Some of the projects underway are the blocks of course (a long term job), heads, aluminium sumps, water outlets, magneto conversions and a few other items.

Hopefully we can at least get back to mail order soon.

Graeme

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.

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

MARKET PLACE

FOR SALE

An Austin Rarity , the BS4.

Originally built in 1932-34 by George Brough of the Brough Superior SS100 motorcycle fame.



George built the best quality (called the Rolls Royce of motorcycles) also the fastest and most expensive of the time and achieved great fame at Brooklands and world speed records and speed trials. The BS4 was unique for its time being fitted with an Austin 7 engine to fill the need for the largest capacity motorcycle and also with a four speed gear box and reverse gear and electric start.

All these unique features made the bike ideal for sidecar work like no other. Also a great luxury touring machine. (More history at Wikipedia)

These bikes were made even rarer as only 12 were ever made due to the world depression stopping the demand for expensive Motorcycles.



This replica is to re-tell the history of the worlds best motorcycle builder (George



MARKET PLACE



Brough) and also to celebrate the mighty Atom(A7) yet again.

This bike has been built by a professional engineer to the highest standards and features the A7 engine , shaft drive , and the luxury of rear suspension.

Built to Ride , Show , rally or Club outings. In perfect order.

Regards & Carpe Diem

Leigh Goodall , CEO, **Proud Products Pty Ltd**

T (03) 8368 2522 **M** 0417 368 058

E leigh@proudproducts.com.au

A 47 Burns Road (PO Box 69) Altona VIC Australia 3018

Editor's Footnote

BROUGH SUPERIOR BS4 SETS NEW RECORD FOR A BRITISH BIKE SOLD AT AUCTION



It's interesting to compare to an original, with the twin rear wheels to suit use with side-car.

This one was in a 2016 Bonham's sale with a number of other Brough motorcycles.

All original it sold for a new world record for a British motorcycle)
£331,900

MARKET PLACE

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

FOR SALE

1927 Holden
Body
roadster.
Colin Cheesman

SOLD
Tough Luck, it's
heading to Queensland



SOLD

FOR SALE

- ◆ AUSTIN 7 "IMP" Cams
log books x3

TONY HARTE

**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.

MARKET PLACE

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.

“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

BOGADUK 1967

Right:- Chopped amphibious Jeep

Below:- Tony Johns was driving the Austen, built by Geoff Taylor, with mostly A7 chassis and running gear, and a Ford Ten engine.



One of the Land Rovers, with someone I recognise as Navigator, but cannot recall his name - must be getting aged.

All photos Martin Stubbs





Thanks to Harry Crawford for this period photo - See short article on Page 19



But there are other ways of getting stuck, or having fun.

This is the Leyland brothers Land Rover