

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

JANUARY 2017 VOLUME 219



AUSTIN 7 CLUB OF S.A. INC

Club Patron: Hon Stephen Mullighan MP State Member for Lee.

2017 COMMITTEE

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PROPERTY ALAN BAKER

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Working Bees to maintain the property are held on an "as required basis". Members will be advised of any working bee planned at a meeting prior or by email.

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The Austin 7 Journals is published quarterly by the club and is available on the club web site and at meetings in January, April, July and October. Items for inclusion of each issue close at the end of the previous month.

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THE AUSTIN 7 CLUB OF S.A. INC IS AFFILIATED WITH:

CONFEDERATION OF AUSTRALIAN MOTOR SPORT, and

FEDERATION OF HISTORIC MOTORING CLUBS SOUTH AUSTRALIA INC.

FINANCIAL: The Club is able to accept payment of subscriptions, for events or fees by Internet Banking.

Banking details are: BSB 085-333 A/c 838545354. When transferring funds to the Club please quote your name or a reference so that the Treasurer is able to identify your payment.

All correspondence to:

The Secretary

AUSTIN 7 CLUBROOMS: 262 TAPLEYS HILL ROAD, SEATON 5023

Annual subscriptions Full: \$70.00: Associate/Remote: \$40.00

The Austin 7 Club SA Internet address is: www.austin7clubsa.com.au

Monthly Club Meetings (second Monday* of each month) commence at 7.30pm, please bring plate of supper to share. *Check club calendar for correct date.

Austin 7 Journals

Volume 219 - JANUARY 2017

A Word from GB



Hi Members and Friends,

As I put pen to paper I have been thinking about the diversity of our membership and the expertise that we have in our club. It's great to be able to tap into skills of different people and get all types of ideas on how to do things.

With Ralph deciding to take a rest from the President's position after 9 years I was elected your President for the forthcoming year. It was also rewarding to know that we have a full committee and I welcome all who were elected.

Ralph will still be an active and important member of the committee as the Assistant Secretary, and has assisted me during the takeover period.

Three new members of the committee are, Scott Appleyard and Simon Mander who have taken on the positions of Touring Coordinators and David Garnett is our new Registrar responsible for Log Books.

It's great to have all the people on the team willing to help run your club for the next year.

The club has been very successful in maintaining its numbers, with natural attrition and the gaining of new members during the past year. This has been achieved by the success of Modern Regularity run under the name of Track Time Motorsport with a number of new competitors.

At the last two meetings at Mallala Modern Regularity, the Dorian automatic timing devices purchased by the Club have been used very successfully. The Timing Team and competitors now have the exact time for each car.

We have had two retirements during the past month, one being Marie Drage, who for over 9 years has run the Quarterly Luncheon. On behalf of the Club, I thank you Marie for your organisational skills in maintaining this luncheon over that period of time.

Also Ruth Perry who has donated prizes for the free raffle at the Christmas Dinner each year, spoke at the Sea Rescue Squadron saying that 91 years of age meant it was getting too hard to go shopping for the prizes. We all thank you for your contribution to the success of our Christmas Dinners.

Please feel free to approach me on any club matters of concern or ideas that you have as I have easy listening ears including the hearing aids.

Let's all work together to keep the Austin 7 Club of SA Inc. the top club in the State. I am looking forward to meeting you all during the year.

Supper is where we socialise at the end of the meeting so don't forget to bring that plate along to enjoy with your friends.

I hope you all had a Merry Christmas and wish you a Happy New Year

Drive Safely

Graham Buesnel
President



COMING EVENTS for 2017.

January 2017

- 21 A7/TTM 2016 End of Season Dinner at Royal Coach Motel
- 26 Australia Day Run to Walker Flat
Departs Mt Pleasant 10.15am sharp.
- 29 Cars of Australia - Strathalbyn

February 2017

- 6 Committee Meeting
- 12 All British Day - Echunga Oval Meet
Victoria Hotel car park for 9am
departure morning tea at Meadows, all
vehicles to be in place at Echunga by
10.45am
- 13 Monthly Club Meeting
- 19 Modern Regularity R1
- 21 A7 Leisure Run
- 27 A7 Technical Night & Run

March 2017

- 2/5 Clipsal 500
- 6 Committee Meeting
- 19 VSCC Display Day at Keswick
- 20 Monthly Club Meeting
- 21 A7 Leisure Run
- 23/26 Aust F1 GP Melbourne
- 26 A7 Social Day Run
- 27 A7 Technical Night

April 2017

- 2 McLaren Vale Vintage & Classic
- 3 Committee Meeting
- 9 Modern Regularity R2
- 9 Rock 'N' Roll Rendezvous Birdwood
- 10 Monthly Club Meeting
- 8/13 95th Austin 7 Tour Toowoomba Qld
- 14/17 Austins Over Australia Ipswich Qld
- 22/23 Historic Racing Mallala.

May 2017

- 1 Committee Meeting
- 7 British Classics Tour - Victor Harbor
- 8 Monthly Club Meeting
- 16 A7 Leisure Run
- 21 Cavalcade of Classics - Copper Triangle
- 22 A7 Technical Night
- 27/28 41st Historic Winton
- 28 Modern Regularity R3
- 28 Coast to Coast Run - Morris Register

June 2017

- 5 Committee Meeting
- 10/12 Border Run to SA/Vic Border
- 19 Monthly Club Meeting
- 20 A7 Leisure Run
- 25 A7 Social Day Run
- 25 Modern Regularity R4

- 26 A7 Technical Night

July 2017

- 3 Committee Meeting
- 10 Monthly Club Meeting
- 16 A7 Hills Luncheon
- 18 A7 Leisure Run
- 24 A7 Technical Night
- 30 Modern Regularity R5 Club
Championship

August 2017

- 7 Committee Meeting
- 14 Monthly Club Meeting
- 20 A7 Social Day Run
- 22 A7 Leisure Run
- 28 A7 Technical Night

September 2017

- 1 Old Car Day
- 4 Committee Meeting
- 10 Modern Regularity R6
- 11 Monthly and A G Meetings
- 19 A7 Leisure Run
- 24 Bay to Birdwood Classic
- 25 A7 Technical Night
- 30 Pre War Austin 7 Run.

October 2017

- 1/2 Pre War Austin 7 Run
- 4 Committee Meeting
- 8/15 World Solar Challenge
- 9 Monthly Club Meeting
- 15 A7 Social Day Run
- 23 A7 Technical Night
- 24 A7 Leisure Run
- 29 Modern Regularity R7

November 2017

- 6 Committee Meeting
- 13 Monthly Club Meeting
- 14 A7 Leisure Run
- 18/19 Bendigo Swap Meet
- 19 A7 Social Day Run
- 19 Modern Regularity R8
- 27 A7 Technical Night & Run

December 2017

- 2 Subs & Rego Day at the
Clubrooms 10am to 2pm
- 4 Committee Meeting
- 5 A7 Leisure Run
- 10 Subs & Rego Day at the
Clubrooms 10am to 2pm
- 10 Christmas Function
- 11 Monthly Club Meeting

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The magazine of the Austin Seven Clubs' Association (pictured left) is available to all members on an annual basis via the Club Membership Secretary. The cost is \$22.00 per annum and is a wealth of knowledge to all those interested in the Austin Seven motor car. The cost can be included in your membership.



Club regalia for sale:



The club has a variety of items of interest to members which are available from the Treasurer each meeting at the clubrooms.

Austin 7 Club Decal small:	\$1.00	
Austin 7 Club Decal large	\$2.00	
Austin script hat/lapel badge:	\$3.00	
Austin 7 Club Cap	\$12.50	
Austin 7 Club Hat	\$12.50	
Austin 7 Club Badge Metal Radiator	\$22.00	
Austin 7 Club 50 th year history book:	\$20.00	
Austin 7 Short Sleeve Yellow & Blue top:	\$20.00	
Austin 7 Short Sleeve Dark Blue 3 button top	\$30.00	sizes in stock M,L, & XL.
Austin 7 Long Sleeve Polar Fleece Jumpers:	\$45.00	sizes in stock S,M,L & XL.
Track Time Motorsport Cap	\$10.00	
Track Time Motorsport Polo Shirt	\$34.00	
Austin 7 Lubrication Chart, Laminated	\$20.00	(available from A7 spares shed)

The following is a press release from the Transport Minister that will be of interest to many Club members.

Hon Stephen Mullighan MP
Minister for Transport and Infrastructure

Sunday, 18 December, 2016

Conditional registration to be more flexible and accessible for historic vehicles

The State Government is removing red tape to allow more classic car lovers to enjoy their hobby out on the road.

Widespread changes to the conditional registration scheme are being considered to remove restrictions currently preventing thousands of car club members from accessing limited 90 day registration scheme.

Under current laws, historic vehicles are not allowed to be significantly modified from their original design to any significant extent, meaning even slight modifications, such as a CD player or air conditioner, can prevent them from using the scheme.

The same restriction also prevents historic left-hand drive vehicles which have had safety upgrades, such as better braking systems, from taking to the roads.

The State Government will begin formal consultation with key stakeholders such as car clubs on the changes which include:

- Providing flexibility to allow owners to improve the ride, handling and safety of these classic vehicles, as well cosmetic enhancements
- Moving away from a fixed cut-off manufacture date of 1979 to a rolling 30-year vehicle age
- Removing bureaucratic requirements for motoring clubs to undertake vehicle inspections, reducing the administrative burden on these groups
- Reducing limitations which ban left-hand drive vehicles with safety improvements such as updated braking systems
- Making the scheme more nationally consistent

This is another example of the State Government's commitment to reducing red tape recently announced in the Simplify Day reforms.

Background

Conditional registration allows classic cars to be driven on public roads for up to 90 days each year, reflecting the lower level of use for historic cars compared to other vehicles.

The scheme was first introduced in the 1990s enabling access to vintage and veteran vehicles to improve the participation in car club events such as the Bay to Birdwood run.

Vehicles with major modifications such as engine upgrades or major structural changes will still be required to undergo safety inspections and obtain relevant approvals to gain access to the road network.

Following the consultation, legislative changes are expected to be finalised to start from July 1, 2017.

The Austin 7 Club SA Inc is expected to receive correspondence from the Government early in the new year outlining the proposed changes and the effect on clubs by asking for comment on these changes.



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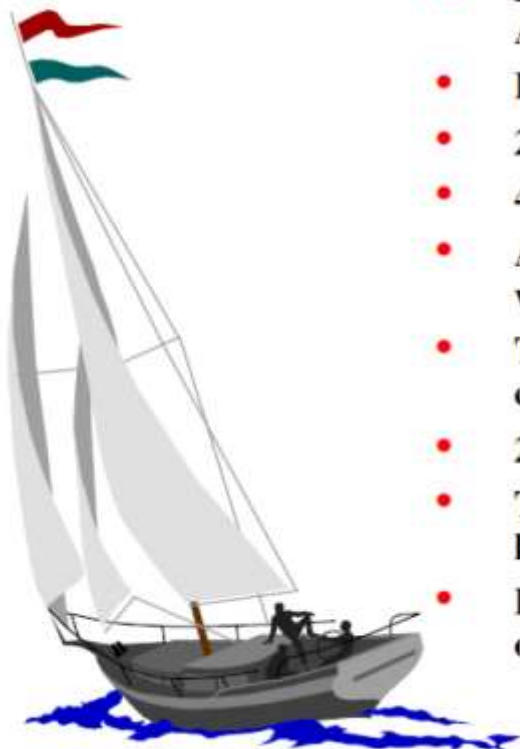
Austin 7 Club Members Welcome

Lindsay Dean

Mob 0408 269 444

Ph 08 8269 4444 Fax 08 8269 5537

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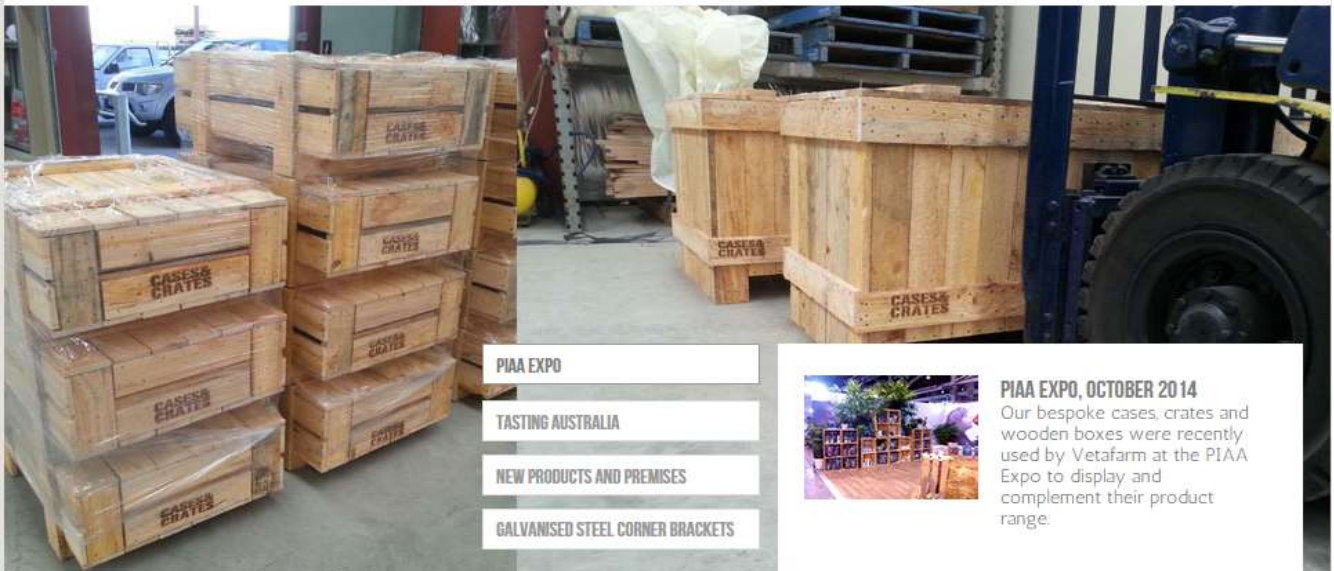
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PAST EVENTS

LOXTON MALLEE RUN

1st – 3rd October 2016

On October 1 seven cars, comprising of Lewis's Austin 16, our Austin A95, Rix's Cadillac, Schache's Datsun Fairlady, Sutton's Datsun 120Y, Grear's Ford Mustang & Baker's Mercedes Coupe, met at Measdays Lookout just past Eagle On The Hill to go to the Loxton Mallee Run. With everyone arriving on time we headed off to Murray Bridge (via the old road) where Martin had made a booking for us at GCS Espresso Bar and Café.



After having a delicious lunch we travelled to Loxton via Tailem Bend, Karoonda & Alawoona. When we arrived at Loxton we went straight to Flight Motors (the local Holden & Mitsubishi dealer) to register for the event & have a cuppa & bickie. We then went to the Loxton Hotel Motel where we were staying for the next 2 nights. Here we were met by the Keegan's & their Austin A30 Countryman (they left home the previous day). Some of us had pre-

dinner drinks and a nibble before heading off to the Loxton District Bowling Club for dinner.

When we went to leave the Motel trouble struck (we were entry number 13 & Ralph had just put the number on the car). Ralph pressed the started button on our 95 but nothing happened – dead as a door knob. Luckily another entrant from Broken Hill came to the rescue with a starter pack & once it was attached the old girl roared to life, so off we went to tea. When we arrived Ralph tried to start it again - nothing. With the symptom pointing to a dead battery, David Grear drove Ralph to a couple of garages to buy a new battery – not the easiest thing to find in a country town at 7pm on a Saturday night. Ralph then replaced the old battery with a new one – still nothing when the button was pressed, so it was now time to call the RAA. Ralph had a chance to get a few bites of tea whilst waiting for the RAA man to arrive. When he did arrive & do some tests he wasn't sure if the starter or the solenoid was faulty. Whichever it was, it was either push it to start it all week end, or get it trucked back to Adelaide & thumb a lift with someone else for the weekend. Not wanting to be blamed for someone having a heart attack while pushing the 95, I insisted it be put on a truck. Luckily Ted Rix & Janis offered for us to travel in style in their Cadillac for the weekend.



The next day (Sunday) we had a very nice breakfast at the Loxton Club before heading off to Paruna for morning tea. All entrants were given an Observation Questionnaire which we attempted to answer unsuccessfully. When we arrived the more than 80 vehicles were lined up on the oval in their various years of manufacture. This enabled entrants to vote for their choice in each group.

PAST EVENTS

LOXTON MALLEE RUN

1st – 3rd October 2016 Cont:



After morning tea we picked up our Running Board lunch then drove to Lloyd Griffith's property for lunch & to see his very extensive collection of "things". Firstly we were able to view several huge open sheds which contained tractors (new & old – big & not so big), lots of Headers (new & old) & other farm machinery & heaps of parts thereof.



After lunch we drove to his house property several k's away where we viewed 2 huge shed with at least 30 cars in each. One shed also has few nicely restored motor bikes. His collection of cars, mainly in excellent original or restored condition is every man's dream. We then had a nice afternoon tea in the front yard of Lloyd's home. As you know, eating is very important.

Then it was back to the motel to get ready for the Presentation Dinner at the Loxton Club. It was a fun night with a nice 3 course meal, entertainment & lots of laughs. Ralph almost got the hard luck trophy, but was pipped at the post by a Zephyr which a broken steering rod thingo & it too had to be trucked back to Adelaide.

Just as well Ted agreed to bring us home in the Caddie because Ralph had packed far too much, so we needed a big boot. After having another nice breakfast at the Bowling Club we set off for home whereas the others left a bit later & had lunch at Swan Reach before heading home.

It was a fabulous weekend. The weather was very kind to us & the company was great as always.

Thanks must go to Martin & Dianne for organising the weekend for us & to Ted for chauffeuring us around.

Marie Drage
new battery.

PS – The 95 had a faulty starter motor – So much for the



MODERN REGULARITY 16 OCTOBER 2016

TTM Trophy #7			16 October 2016					
REGULARITY								
Name			E1	E2	E3	E4	Total	
			5 Laps	6 Laps	5 Laps	8 Laps	24 Laps	
1	79	Noel HARRIS	43	27	24	71	165	
2	37	Jordan JOHNSTON	35	145	25	39	244	
3	24	Stephen DRURY	74	70	38	76	258	
4	68	Gavin LYMN	31	186	21	32	270	
5	53	Jason THIELE	33	80	53	108	274	
6	66	Philip SCADDING	75	120	32	63	290	
7	10	John ELLIS	89	53	72	95	309	
8	95	Kristen BAILEY	112	64	28	110	314	
9	77	Andrew BAOHM	47	172	28	137	384	
10	45	Karl FLEMING	43	200	68	79	390	
11	36	Sandy WATTERS	49	154	56	132	391	
12	26	Brett WATTERS	128	135	22	143	428	
13	69	Colin TUCKER	46	320	22	42	430	
14	21	Colin GENDERS	92	590	56	113	851	
15	78	Neil MARTIN	204	490	58	259	1011	
16	34	Adam SAVIS	553	254	31	207	1045	
17	32	Peter TRUDGEN	163	1316	46	144	1669	
18	2	Peter HOOD	222	576	21	854	1673	
19	96	Matt BOTTRILL	247	1286	24	140	1697	
20	23	Graham HEWETT	142	286	81	1380	1889	
21	8	Geoff STEPHENS	121	127	267	1487	2002	
22	29	Gavin JENNINGS	173	1324	252	350	2099	
23	39	Shaun PANNOWITCH	73	1072	34	1232	2411	
24	3	Asher JOHNSTON	118	926	17	1472	2533	
25	25	Aaron BROWNE	110	1661	87	1487	3345	
26	17	Josh HEAVEN	346	1646	40	1487	3519	

Scores in italics either DNS, DNF or did not nominate a time

DNF Score

361

1661

267


1487

denotes track record

under previous track record

Open Wheelers

16 October 2016



Regularity

Name			E1	E2	E3	E4	Total
			5 Laps	6 Laps	5 Laps	8 Laps	24 Laps
1	16	Adam NEWTON	199	120	182	81	582
2	77	Callum NORRIS	259	104	50	187	600
3	42	Michael LLOYD	246	291	108	319	964
4	44	Frank CHESSELL	27	272	924	119	1342
5	2	Charlie WATERS	130	359	667	265	1421
6	32	Ron STEVENS	372	537	990	381	2280

Scores in italics either DNS, DNF or did not nominate a time

DNF Score

385

552

1005

396

denotes track record

under previous track record



Noel HARRIS



Jordan JOHNSTON



Stephen DRURY



Gavin LYMN



Jason THIELE



Philip SCADDING



John ELLIS



Kristen BAILEY

TTM Trophy #8

13 November 2016

REGULARITY



Name			E1	E2	E3	E4	Total
			5 Laps	4 Laps	10 Laps	5 Laps	24 Laps
1	1	Jackson LOMAS	39	10	44	38	131
2	68	Gavin LYMN	83	29	55	25	192
3	78	Neil MARTIN	144	11	32	18	205
4	88	Richard BAILEY	46	54	89	33	222
5	95	Kristen BAILEY	57	40	109	28	234
6	46	Michelle WEGENER	82	67	74	17	240
7	70	Paul TAYLOR	116	32	94	24	266
8	69	Colin TUCKER	174	21	50	21	266
9	21	Colin GENDERS	63	36	131	39	269
10	37	Jordan JOHNSTON	54	62	103	57	276
11	24	Stephen DRURY	176	35	56	23	290
12	32	Peter TRUDGEN	104	60	93	41	298
13	42	Adrian FLYNN	106	51	178	21	356
14	8	Geoff STEPHENS	76	48	196	63	383
15	12	Matthew TOTANI (Jnr)	69	64	225	48	406
16	44	Craig MARSHMAN	212	31	97	68	408
17	31	James ARNERIC (Jnr)	154	33	210	12	409
18	6	Tyler CLARE (Jnr)	202	43	132	32	409
19	15	Colin CORNELIUS	23	85	259	47	414
20	18	Adam BENNETT	213	86	89	109	497
21	74	Peter REIMANN	76	69	219	160	524
22	61	John TILLER	353	106	70	17	546
23	10	John ELLIS	368	45	39	129	581
24	14	Wayne HOFMEYER	191	65	168	164	588
25	75	Tony BERNARDO	99	91	282	160	632
26	87	Shane CHANCELLOR	89	79	347	145	660
27	25	Aaron BROWNE	200	23	362	164	749
=28	40	David ZOLLO	368	106	362	164	1000
=28	66	Philip SCADDING	368	106	362	164	1000

TJDP

13 November 2016

Regularity



Name			E1	E2	E3	Total
			4 Laps	3 Laps	5 Laps	12 Laps
1	4	Heath THORNE	45	43	56	144
2	3	Caitlin HOWIE	110	58	120	288
3	12	Ethan FITZGERALD	144	14	137	295
4	2	Nathan THORNE	200	83	133	416
5	10	Isabelle KEANE	295	24	104	423
6	8	Jackson FRANCIS	45	731	36	812
7	6	Zac SHARRAD	615	87	198	900
8	23	Henry BOWDEN	600	82	436	1118
9	5	Jessica KEANE	615	144	455	1214
10	9	Grant MANNING	127	750	661	1538

On 22nd October 2016 the Club was asked whether it would like to put on a display of club vehicles at Bunnings Woodville as a lead up to the Herbert Austin run on 6 November, so ten of us brought our cars along and did just that.



..and then on Monday 24 October the Austin 7 Technical Night run was to Regency Park Tavern Days Road, via Mawson Lakes, and about 15 vehicles took the journey. Forming up at the clubrooms, were various club vehicles before being given run sheets and sent on their way. Another excellent run to get your Austins on the road.



150th Birthday of Sir Herbert Austin

Herbert Austin, the founder of the Austin Motor Company, was born on 8th November 1866. On 6th November 2016 the Austin 7 Club hosted a run from Woodville to Modbury to commemorate Herbert's 150th birthday.

Cars began arriving at the start point at the former Holden's Motor Body Builders site at Woodville at around 9:30am on a pleasant Sunday morning.

"Why a Holden site for an Austin event?" you may ask.

From the 1910s through to 1934 Holdens assembled many makes of imported vehicles from CKD kits (Completely Knocked Down). General Motors acquired Holdens and from 1934 assembled only vehicles from the GM family. Austins were among the cars previously assembled by Holdens, and it is quite conceivable that some of the A7s participating on the day had actually been assembled at the site.

Bunnings, who have control of the carpark in front of their store were very cooperative and had no objection to us taking over a large section to assemble the cars. I had informed the Police that we were going to hold the run, and just before departure time a couple of uniformed officers arrived and then travelled with the convoy for part of the journey to make sure we had no problems at major intersections. While we didn't need their assistance, it was good to have their presence.

We had advertised the event at several clubs which we knew had Austin owners amongst their membership. As a result the 25 cars from the A7 Club were joined by cars from the Austin Healey Owners Club, Sprite Club, NARC, Adelaide Hills Motor Restorers, Sporting Car Club, Model T Ford Club, and All Makes Historic Car Club.

At 10:30am, after a welcome address by the Club's Patron, the Hon. Stephen Mullighan MP, the convoy of 42 cars was flagged off by our Patron. The route was up Port Road to Park Terrace, Hindmarsh, along Park Tce, Fitzroy Tce and Robe Tce, onto Northcote Terrace and then to Main North East Road. It was a pretty straight-forward route, with only left turns, that took about 40 minutes to complete to arrival at Civic Park, Modbury (opposite the Tea Tree Plaza shopping centre).



Leigh & Marilyn Thomas in their 1929 A7 followed by Peter Dover & Margaret in his A7 "Tow-Hook"

While this was happening, Ralph Drage and some non-Austin-owning members were at Civic Park, setting up our parking area and marshalling the cars as they arrived. It was a pleasant, sunny day to enjoy looking at the cars from other clubs, generally talking cars and relaxing at the park.



The two lines-up of Austins at Civic Park in brilliant sunshine.

The cars attracted a fair amount of attention from passers-by, and we held a “People’s Choice” competition to select the most popular car. The winner of the “People’s Choice” trophy was Peter Dover in his Nissan-powered, Austin 7 tow truck. It was clearly a popular win.



Congratulations, Peter.



By about 1:00pm some owners began to drift away so we concluded the day with an official cake-cutting ceremony. Pam Sutton had made a delicious fruit cake and decorated with an iced picture of an Austin 7. It was a superb looking and tasting cake for us to celebrate Sir Herbert’s birthday.

By about 2:30pm everybody had left and Ralph and I had made sure the area was clean to ensure we got our deposit back from the Tea Tree Gully Council. As we went to lock the gates we discovered that a member of the public had parked a car in front of the gate and we would not be able to close the gate until the car was moved. It looked like we might be waiting for an indeterminate time, but we located the owner on the other side of the park, so we were able to lock-up and depart at a reasonable time.

I thought it was a good day, and thanks need to go to Josephine, Activities Coordinator at Bunnings, Woodville, SA Police, City of Tea Tree Gully, Stephen Mullighan, Ralph who was a great help through the planning stage, the members who assisted him at Civic Park, and to Pam for the fantastic cake.

Martin

Some more Austins being flagged off from Woodville by our Patron, (less flamboyantly than Glen Dix would have done, but nevertheless we thank him.)



Graham & Pam Thorpe Austin 8 (A7C)



Brian & Joy Grant Austin Healey (SCC)



Ken Farminer Austin Healey (AHOC)



Michael Poland 1926 Austin 12 (SCC)



Paul & Carol Daniels 1934 Austin 10 (A7C)



Les Dienhoff & Meryl Kafka 1954 Austin A70 (A7C)



Bill Gower's 1957 Austin A55 (A7C)



Graham & Carol Buesnel 1957 Austin A105 (A7C)

150th Birthday of Sir Herbert Austin Cont:



David & Meg Woods Austin Healey (AHOC)



Tim Sciberras 1960 Austin A40 Farina (A7C)



Simon Mander 1937 Austin 14 Goodwood (A7C)



Brenton & Cyndy Spangler 1933 Austin 10 (A7C)



Brad Scrivens 1955 Austin A30 (A7C)



Steve Connell 1969 Austin 1800 MkII (A7C)



Ron Hassett 1936 Austin 20 York (AHMRC)



Bob Upton Austin Healey 3000 (AHOC)

150th Birthday of Sir Herbert Austin Cont:



Paul Bradley Austin Healey 100 (AHOC) Arthur & Nadia Addyman 1932 Austin 7 Saloon (A7C)



Don MacLean 1960 Austin A110 (A7C) Robyn Vickridge-Smith 1958 Austin Lancer (A7C)



Murray Packer 1956 Austin A90 (AMHCC) Phil & Jean Bunker 1929 Austin 7 Ulster (A7C)



Robert Brand 1968 Austin 1800 MkII (NARC) Chris Watters 1932 Austin 7 Special (A7C)

2016 Austin 7 Club Cruise through the Great Barrier Reef

Enthused by glowing reports of the joys of cruising from several members during 2015, Ralph Drage proposed that the Austin 7 Club should embark on such an adventure. After consultation with interested members, we opted for a week's trip through the Great Barrier Reef and eventually 22 members/friends paid their money and eagerly waited for Thursday 17 November 2016 to arrive. The itinerary was thus: pick-up from home to the airport, fly to Brisbane for 3 nights, sightseeing on 2 days before sailing on the **Sea Princess** for 7 days cruising to Airlie Beach, Cairns, Port Douglas, Willis Island and return to Brisbane for return flights and delivery back home.

Those attending were Ray/Ann Gallagher from Canberra; from SA were Ralph/Marie Drage with friends Jack/Cheryl Peacock, Alan/Val Baker, Trevor/Lyn Clerke, Bob/Christine Gell, Laurie/Pam Sutton, Barry/Rae Frost, Christine Cutting and Vivian Oehlich, Marcia Sciberras and Judean Kennewell and Bronwen Williamson with her mum, Susan Jones.

Thursday 17th - On arrival at our hotel in mid-afternoon, we settled in and explored the shopping nearby and dinner was enjoyed in the Irish pub next door.

Friday 18th - On a warm sunny morning most of the group departed by tour bus for the 1 3/4 hour drive north to the **Australia Zoo**, which is very impressive with wild-life interaction set in a very large tract of land, which was previously a macadamia nut farm. When we had seen (most of) it all and eaten enough we returned to our hotel. The nearby Casino beckoned a few until dinner; afterwards several adventured to the mall to marvel at their Christmas lights display and how the place was humming with people.

Saturday 19th - This warm sunny day was left to everyone's own devices and at 5.30 we again were on a tour bus south to the Gold Coast for the **Outback Spectacular**, which delighted and educated us all: it deserves every word of praise given to it. *Both these tourist attractions get the A7C seal of approval and are highly recommended, particularly the dinner service/quality of food at the Outback Spectacular.*



Sunday 20th - After a short mid-morning bus tour of the Brisbane inner-city area, we came to our embarkation point, off-loaded our baggage and boarded the ship at 1 pm for the start of our **Sea Princess** cruise. Following a buffet lunch, the obligatory safety drill was held, our bags were unpacked and we settled in to ship

2016 Austin 7 Club Cruise through the Great Barrier Reef - cont:

life, which began a bit later than scheduled at 5.30 pm, due to maintenance issues. In the evening, we were treated to a welcoming production in the ship's theatre, showcasing the talented singers and dancers (and comedian Steve Allison) who would be our entertainment on the cruise.



Monday 21st – Today was spent at sea, on our way north to Airlie Beach. Daily on-board amusements were many and varied – from bingo, trivia sessions, physical activities of many types, shopping for clothes, jewellery, watches and an art auction - and morning and afternoon tea for those who didn't eat enough at breakfast/lunch – and concluded this night with a specially-written and designed *Encore* performance in the theatre.

Tuesday 22nd – We awoke to find the ship was moored off **Airlie Beach**; for those going ashore this required a ½ hour tender/catamaran trip. Tours to the Reef were available from here, as were the local markets. All were back on board at 3.30 and by 4 pm we were sailing towards Cairns. The concert tonight was a tribute show to Adele.

Wednesday 23rd – On arrival in **Cairns** at 9 am, we awoke to a hot 33° for those going ashore for trips to the hinterland and sightseeing tours to Port Douglas etc. The evening show was a disco-themed production. In a rare occasion for the ship, we stayed in Cairns overnight because of an unfavourably low tide at Port Douglas, which would have caused the ship to be moored too far offshore for transfers.



2016 Austin 7 Club Cruise through the Great Barrier Reef - cont:

Thursday 24th – The heat continued for the daily sight-seers and at 5.55 pm the ship left Cairns to sail easterly to **Willis Island**. The evening show was a singing group “*The Aussie Boys*”.



Friday 25th – Willis Island appeared on the starboard side at about 10 am. This island is Australia's most easterly meteorological station and it gives the first warning of impending disastrous weather conditions. It is 450km east of Australia and has an elevation of about 9 metres. The staff

spend 6 months on duty and if evacuation is needed due to a tsunami etc. it takes a chopper 4 hours to reach them from Cairns. An interesting talk on the island and its function was presented and then the ship began the return to Brisbane.

Entertainment that night was a “*British Invasion*” themed concert. The Captain in his daily report on the ship's position noted that the water depth below the keel at one stage was 700m as we sailed south through the Coral Sea.

Saturday 26th – On-board activities occupied most of us until we gathered for a 4pm group photo for posterity. The final show of the cruise was an encore for “*The Aussie Boys*” then it was dinner and bags packed and out for collection for an early disembarkation next morning.

Sunday 27th – The ship docked in Brisbane at about 7am; as our group had a mid-morning return flight to Adelaide, we were the 6th group to leave the ship at 7.50 am, board our bus and be delivered to the airport – a whole 10 minutes drive! On arrival at Adelaide, our transport soon arrived to deliver us to our homes, concluding a very enjoyable trip.

In summary:

- *congratulations to Ralph for taking on the role of “tour organiser”
- *he noted his thanks that no one got sick!
- *Brisbane and the 2 tours were very enjoyable and perhaps the highlight of the trip
- *the cruise let everyone “do their own thing” and visit/experience the varied attractions of the Reef
- * as an official A7CSA trip the first and most important criteria was that the quality/range and supply of food was up to our high standard – on this score it surpassed expectations!! As the Cruise Director said – “we came on as passengers and left as cargo!!”
- *a special mention of the final cruise dinner – an impressive display of fine food and presentation
- * thanks to all in the group for making it so enjoyable
- * Princess Cruises can certainly be recommended.



The Austin 7 Club's Christmas Dinner for 2016

In a departure from what's happened over the past few years, it was decided that the Club would organise its own Christmas Dinner. So, following a discussion over coffee one afternoon in Barb Grear's kitchen early in the year, it was decided that the Sea Rescue Squadron Clubrooms would be the ideal venue with Debbie Grear organising the whole event with the main course catering done by Texas Bull Machine and Debbie doing the appetisers and sweets.

So, after six months in the planning all turned out on Sunday 11 December as a lovely warm day with bright sunshine where 80 Austin 7 Club members and partners gathered at 6pm at the Sea Rescue Squadron Clubrooms West Beach.

Upon arrival, and on the balcony overlooking Gulf St Vincent, appetisers were served with drinks and chatter where many enjoyed light conversation.



The group on the balcony.



Wendy Seidel and Bronwyn Stephens.



Merawyn Hocking, Grace Schache & Val Baker.



Marcia Sciberras, Chris Cutting & Pam Sutton.



Bill Gower & Laurie O'Connell.



Marcia, Chris & Pam with Laurie Sutton

The main course of Roast Lamb and Chicken served with fresh salads and gravy was done cafeteria style table by table. Soon after we'd finished our main course, an

The Austin 7 Club's Christmas Dinner for 2016

announcement was made by our President, Graham Buesnel, that there was a visitor in the room, and lo and behold Father Christmas joined us in our celebration.



Having done the rounds of the tables handing out some Christmas cheer, Father Christmas left us to enjoy the rest of the evening.

In between courses a few ventured back onto the patio and enjoyed the sunset.



Wendy Seidel & Michele Grear.

Rick Hoffman, Wendy Seidel & Matthew Grear

Many thanks to Debbie Grear, her husband, Robert, Deb's son, Matthew & Deb's friend Heather for all the work they did to make our evening a tremendous success that it was, quite a few of us helped in the clean-up afterwards, eg removal of bows and chair coverings, table decorations, spent bon bons, tablecloths and vacuuming the carpet.



May, 1932



THE AUSTIN MAGAZINE

ANNOUNCING A

NEW AUSTIN

I HAVE been urged on many occasions to transform the Austin Seven into a larger car and have always refused because, as the designer of the Austin Seven, I know that it will continue pre-eminent in its own class and would not benefit by promotion. This decision has been completely justified by our sales figures and those of new car registrations. I may as well mention that recent Austin Seven sales have equalled all previous records, and between one hundred and one hundred and fifty cars have poured off the Seven assembly lines at Longbridge every normal working day. Further, the latest official figures reveal that Austin Seven registrations form over 48 per cent of the 8 h.p. class; they almost equal all other makes combined. This, surely, justifies my determination not to be influenced by that section of the public which entreats me to enlarge the Austin Seven, regardless of this big demand for a highly mobile and dependable small car.

It is quite obvious that the success of the Austin Seven has inspired these requests.

The improved conditions of 1929 and '30 gave everybody the impression that good times would continue and that the demand for larger cars would increase, but instead, the economic depression has enforced a retrenchment of expenditure amongst most sections of the community, with the result that the demand for motor vehicles has been scaled down to lower price levels, and in particular has focussed on cars of 10 h.p. or less.

Consequently, some time ago I came to the conclusion that the time was opportune, not to increase the size of the Austin Seven and so sacrifice the characteristics which have made it famous, but to design a car specially for this need, to be intermediate in size and price between the Seven and the Twelve-Six. I further realised that the Austin range only needed the addition of this model to include every size of car in normal request by the general public.

Months of intensive work followed, tens of thousands of pounds were spent on machinery of the latest type and of proved efficiency to ensure rapid and accurate production at a low cost of the new design. To-day the result of our efforts stands revealed in this new Ten-Four, which I am confident will meet with a hearty reception and immediate response from the car-buying public.

This is not the first occasion on which a car of this power has emanated from Longbridge. Twenty-one years ago we produced an Austin Ten which proved very successful. With a wheel-base six inches longer,

THE TEN-FOUR

By Sir Herbert Austin, K.B.E.

and a bore dimension larger by half-an-inch than that of the new Ten-Four, it was a slightly bigger car and at £390 for the landaulette model it was undoubtedly good value in its day, although priced at well over twice the figure at which the new Ten-Four is to sell. This early Austin Ten, and the single-cylindere Austin Seven by which it was preceded, eventually gave place to models of higher power, in accordance with the trend of demand of that time. The advent of the Austin Ten-Four therefore completes a cycle of design. Yet twenty-one years of continuous development have improved the small car out of all recognition. It has been endowed with wonderful new possibilities. It has acquired a new significance for the motoring multitude of to-day and though still small in dimensions and cost, looms large as a factor of every-day life.

The new Austin Ten-Four is a model distinct from the Austin Seven and Austin Twelve-Six. Almost throughout it is dimensionally a new design, though actually, as I have shown, it embodies the fruits of a long experience gained during many years of producing small cars in large numbers. A glance at the chassis or complete vehicle will immediately confirm that this car is not the hybrid offspring of preceding types, nor an old model in a new guise. I ascribe the success of our products very largely to the fact that they are never evolved in the first place by these casual methods. Every new Austin is designed detail by detail, assembly by assembly, to meet a definite demand, and we have not departed from this policy in evolving the Ten.

The motoring public can have complete confidence that this new car will do the work of a Ten in typical Austin fashion, while being as economical to run as any car of its size. It will uphold the Austin tradition for dependability and sterling value. In short, it will meet a vital need of to-day in providing economical motoring for the average British family.



TEN-FOUR FEATURES—

Low poise, and clean lines devoid of extraneous fittings, render the Austin Ten a car of character and appeal. This de Luxe Saloon costs but £168.



THE advent of a new Austin inspires the greatest interest in the motor world, for the designing genius of Sir Herbert Austin invariably produces a model of considerable appeal and outstanding capabilities.

The new Ten-Four now making its appearance has been introduced to meet a very definite demand yet it cannot be said to follow the orthodox conception of the majority of cars of this particular horse-power range.

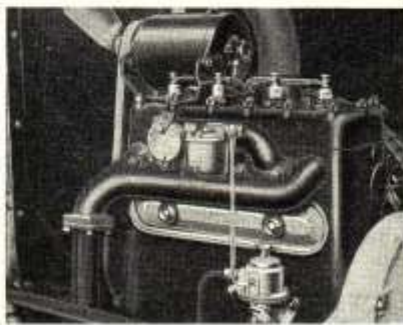
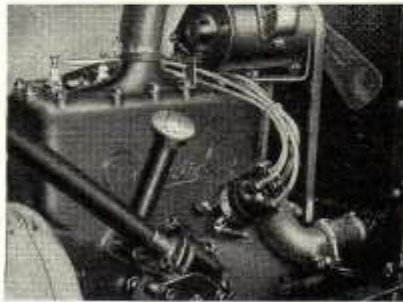
Though there is nothing freakish about the design of the newcomer, the car has individuality, and no greater compliment could be paid than to say that it is a product worthy of the Austin tradition. Certainly, at £168 for the de Luxe Saloon, it is unrivalled value.

The design is clean, definitely practical and obviously the outcome of many years' experience in the manufacturing of small and light cars.

The four-cylinder engine which has a bore and stroke of 2.5 in. x 3.5 in. (or 63.5 x 89 m.m.), giving a cubic capacity of 1,125 c.c., with an R.A.C. rating of 10 h.p., is notable for its compactness and accessibility of the important auxiliary units.

The engine suspension utilises silentbloc bushes at three points to accommodate movement in two planes and absorb any vibrations. The crankcase is integral

Engine, off-side view, showing accessible oil filler and distributor.



with the cylinder block, a design which provides exceptional strength and rigidity.

The extremely sturdy crankshaft and camshaft rotate in three bearings, which are exceptionally large for an engine of this rating and benefit to the full by the rigidity of the crankcase.

This robust construction ensures consistent and lasting engine performance. Power is well maintained even at the lowest speeds and the available output, namely 21 b.h.p. is responsible for the high road performance of which the car is capable.

Aluminium pistons of special design are used, each having three rings near the crown, of which the lowest is a scraper, the pistons being drilled for the return of excess oil to the crankcase. Lubrication is by forced feed from an efficient gear type pump driven off the camshaft.

A small detachable cover in the oil reservoir enables the gauze filter to be easily removed for cleaning.

The oil filler is large and conveniently placed and an adjacent dipstick is provided for testing oil level.

A detachable cylinder head gives easy access to valve heads and piston crowns, affording every facility for decarbonising. The fuel feed is by pump from a six-gallon tank at the rear of the car. A Zenith horizontal type carburettor of new design is fitted.

The battery in its container under the bonnet.



May, 1932



THE AUSTIN MAGAZINE

-LUXURY at LOW COST

Leg-room, head-room and ease of access to the seats—notable features of the Austin Ten—are clearly depicted in the view below. The floor, almost level with the running board, is but 14 ins. above the ground, and the doors are over 27 ins. wide. Few cars are so easy to enter or alight from.



The instruments include speedometer, clock, petrol gauge, ammeter and oil gauge.

A neat apron covers the petrol tank and enhances the rear view. The convenient carrier and spare wheel mounting are here shown, as also the sturdy bumpers and the combined stop-and-tail lamp. The absence of body overhang is another asset of the Austin Ten-Four.



The inlet and exhaust manifold are cast as one unit, thereby giving an even distribution of heat to the ingoing fuel.

Ignition is by battery, coil and distributor, all of which are mounted in most get-at-able positions, the distributor being located on the off-side of the engine, and the battery in a special container in front of the dash. With this layout wiring is simplified and battery care, especially important with coil ignition, is robbed of all inconvenience.

Twin - top four-speed gear box, another Ten-Four feature.

The dynamo, together with the fan, is mounted in a special adjustable bracket above the engine and the starter motor is incorporated forward of the flywheel housing and can be reached from under the bonnet without lifting the floor boards.

Particular attention has been given to the cooling system in which thermosiphon circulation ensures a constant engine temperature with an adequate cooling reserve for exceptional conditions yet without over-cooling during normal running.

From the engine the power is transmitted by a single plate clutch of large engagement area, a feature which ensures long life and smooth operation, to a four-speed, twin-top, gearbox, with the constant mesh gears of double helical design. The gear ratios have been carefully selected

The road-worthy rear axle is three-quarter floating and uses spiral bevel drive.



to enable full advantage to be taken of the engine performance. The ratios are 5.25, 8, 12.8 and 20.7 to 1. The gearbox is silent and changing is simple.

The speedometer drive is incorporated and a combined oil filler and level indicator simplifies oil replenishments.

The open propeller shaft has all-metal joints, the complete assembly being carefully balanced.

In accordance with Austin practice the rear axle has three-quarter floating drive shafts which are thus only called upon to take torsional load. The drive is by spiral bevel pinion and crown wheel, accurately adjusted for mesh to ensure complete silence both in the drive and the over-run. A compact bevel pinion differential is included. Provision is made for

lubricating the axle and universal joints from inside the car. Throughout the transmission ball bearings are used.

For a car of such light weight and low horsepower rating, the frame is remarkably sturdy. It is exceptionally wide and sweeps low, with a 2½ in. drop behind the engine. This allows the body to be mounted directly to the chassis, which in addition to imparting great strength, provides a low centre of gravity. Actually the floor level is only 14 ins. above the ground when the car is fully loaded. The value of this feature is apparent in the splendid road-holding qualities of the car at all speeds.

Exemplifying sturdy construction and sound design—the Ten - Four front wheel brake.

*The New Austin Ten-Four—contd.*

As in the Twelve-Six, the long semi-elliptic springs are shackled directly under the frame and Silentbloc bushes are used throughout the suspension system. In addition, Silentbloc shock absorbers are fitted.

It is no secret that the success of this suspension system in the car has been very largely achieved by the study of load distribution within the wheelbase. Overhang has been almost entirely eliminated.

The brakes, which are of the mechanical two-shoe type, easily applied, are of most generous dimensions for a small car and give smooth and rapid retardation from all speeds.

Following previous Austin practice, greasing points have been reduced to a minimum, zinc bushes being used on all bearings of the braking system, a fact which will be appreciated by the owner-driver, as will the single point brake adjustment conveniently located under the front floor boards.

Apart from the universal joints there are only seven greasing points, all of which are situated at the front of the car and easy of access.

This consideration for easy maintenance by the owner-driver is apparent also in the body design, for the absence of extraneous fittings, and uninterrupted surfaces make washing and polishing an easy task.

The coachbuilt body, which is of the four-window type, has an eddy-free front and exceptionally wide

Austin Ten*Leading Features*

ENGINE: 4-cyl.; Bore 2.5 ins. (63.5 m.m.). Stroke 3.5 ins. (89 m.m.), 1,125 c.c. R.A.C. rating 10 h.p. Detachable head, 3-bearing crankshaft, side valves. Coil ignition. Forced lubrication. Single-plate clutch.

GEARBOX: 4-speed twin-top. Ratios 5.25, 8, 12.8 and 20.7 to 1. Central control.

REAR AXLE: Spiral bevel three-quarter floating.

FUEL FEED: By A.C. pump from rear 6-gallon tank.

BRAKES: Four wheel, operated by hand lever and pedal.

SUSPENSION: Semi-elliptic springs front and rear with shock absorbers. Silentbloc shackles.

STEERING: Worm and wheel. 16 ins. diameter steering wheel.

WHEELS: Wire, three-stud mounting, with Dunlop 4 in. for 19 in. tyres.

ELECTRICAL SYSTEM: Dynamo, 6-volt battery, starter, five lamps, including stop-light.

BODYWORK: Special Austin construction, cellulose finish, four wide doors. All windows lower. Single panel screen, Triplex glass throughout. Sliding roof. Front seats adjustable. Leather Upholstery.

EQUIPMENT: Bumpers front and rear, luggage grid, dipping beam headlamps, electric horn, electric windscreen wiper, combined air strangler and throttle control, clock, speedometer, driving mirror, licence holder, spare wheel and tyre, full kit of tools.

PRICE (at Works): De Luxe Saloon £168.

doors. This model was adopted in preference to a body with six windows, as such a design would have necessitated the curtailment of door width.

Ingress and egress are remarkably easy and are further facilitated by the fact that there is no valance nor wells, the floor line being practically on a level with the running boards. This feature also makes the cleaning of the interior of the car an easy matter. The doors close on the centre pillars and are fitted with locks.

The seats, of which the front are individually adjustable, are roomy and well upholstered in hide.

Visibility is exceptionally good, the one-piece windscreen and narrow corner pillars giving the maximum of view. A very neat dashboard in polished wood carries a full set of instruments in front of the driver and allows of an exceptionally large cubby hole opposite the passenger. Instruments include clock, speedometer, ammeter, switch board, petrol gauge, oil pressure gauge, starting switch, and carburettor slow running and starting control. An electric windscreen wiper is built into the head above the windscreen.

The steering wheel is of convenient size (16 ins.) and steering, which is light, is of the worm and wheel type, with provision for taking up wear. The angle of rake gives a comfortable driving position. In the centre of the wheel are the dipping beam control and electric horn buttons, whilst on the steering column a lamp is mounted

[Continued at foot of next page.]



The chassis of the Ten-Four is notable for its straightforward and sturdy build. The double down-swept frame with one cross-member below the propeller shaft provides an extremely low body mounting position so that the floor level is but 14 ins. from the ground. Stability is also assured by the fact that the frame widens to the rear to utilise the full available width between the rear wheels. Accessibility of the engine and the convenient location of all controls is achieved by the careful design of this chassis which will add yet further prestige to the Austin reputation for dependability and sterling value.

The New Austin Ten-Four—contd.

for illuminating the instruments.

The control pedals are of ample size and the accelerator is placed on the extreme right. Centre controls are fitted, the long gear change lever being positioned conveniently for the hand. The brake lever is equally handy and operates the brakes on all four wheels.

All windows are of Triplex glass and controlled by quick-lift mechanism. The sliding roof, easily operated by the driver, affords a wide aperture when open and is completely weather-proof when closed.

The backs of the front seats are so constructed as to provide additional foot room for rear seat passengers. The rear seat is wide and of such a height as to allow plenty of head room.

The interior and exterior finish is of a high quality rarely found in a car of this price and size, and is well in keeping with the high standard of Austin workmanship.

The six-gallon petrol tank which is mounted at the rear of the chassis is fitted with a large filler having a spring cap. The spare wheel is between the body and the extremely neat folding luggage grid. An apron embodies the rear number plate and

carries the stop light. Looking at the car from behind, one is immediately impressed by the clean design and completeness of the fittings.

The front and side views are equally pleasing, the cleverly proportioned lines of the car, the newly-designed radiator, the sweeping wings, wire wheels, neat bumpers, plated headlamp rims and high-grade finish establishing a new standard of small car elegance.

A car of low poise, high quality, workmanlike in every detail, and obviously capable of upholding the family tradition of dependability—this is the Austin Ten-Four.

Austin 10 idea grinds to a halt

**By Motoring
Writer**

BOB JENNINGS

A leading town planner's suggestion that people should drive cars such as the 1934 Austin 10 was not widely acclaimed in Adelaide yesterday.

Some pessimists predicted that Austin 10 drivers would be blinded by the speed of passing bicycles; others mentioned the possibility of being run down on uphill grades by heavily laden semi-trailers.

The professor of town planning at the Queensland University (Professor L. B. Keeble)

told the ANZAAS conference in Perth on Monday that the widespread use of Austin 10s would cut pollution and road casualties.

He said that if cars' performance could have been held to that of the Austin 10, a road system could have been produced by now on which they could run safely.

However, Adelaide owners of Austin 10s — produced in vast quantities by Austin of England in the thirties — are either very few or particularly well hidden.

A day-long hunt yesterday unearthed only two examples — one owned by David Searle, of Lincoln street, Largs Bay, and the other by Austin 7 Club enthusiast, George Gliddon, of James street, Clarence Park.

Neither car, however, was available for immediate road test.

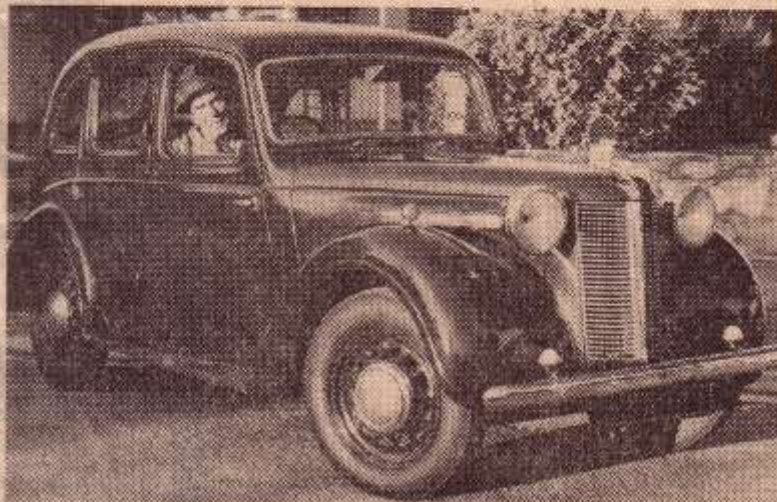
Mr. Searle's is having a new exhaust made and Mr. Gliddon's is only driven on public roads when a Motor Vehicles Department permit is issued for special occasions.

Mr. Gliddon did not think Professor Keeble's suggestion absurd.

"It's really quite a nice little car — it's easy to drive, rides very well and has a four-speed gearbox with synchromesh," he said.

"It's got a 10 h.p. side-valve motor with a rather heavy body, so you have to wind it up a bit, but it will go up hills in top gear.

"It will do 50 m.p.h. and on a recent club run to Tanunda it gave just over 30 m.p.g."



Mr. George Gliddon, of Clarence Park, in his 1939-built Austin 10 yesterday.

Get yourself a fire blanket and fire extinguisher

What a week----- no past 2 weeks.

1. The fish tank is now empty and in the middle of the lounge room.
2. Lounge suite is now cleaned.
3. Lynne has just finished cleaning all her Royal Doulton, dusting the books and the bookshelves.
4. Cleaners come in on Wednesday to do what is termed a horizontal clean and to wash the walls and ceiling.
5. All the rugs going to the steam cleaners.
6. Tapestries to be professionally cleaned.
7. Painters come in on Friday.

Why may you ask? Part of the Christmas plans maybe?

10.15pm Thursday 1-12-2016 we were watching TV, both dogs fast asleep on the floor, and us already agreed that we would get ready for bed after the next advert.

Smoke alarm goes off with an ear-piercing scream.

Lynne turns around in her seat and said some thing no one wants to hear, "the house is on fire".

Well maybe not the whole house, but just the corner of the lounge where the fish tank sits. Smoke and flames above the tank.

We have a fire blanket that has hung uselessly in the pantry for years, in this home and a previous home, just waiting for the opportunity to prove useful. Now was its time.

Threw the blanket over the top of the fish tank.

The blanket kept the flames away from the window blinds just long enough for me to run to the shed and get the fire extinguisher, dodging the black smoke Lynne removed the fire blanket whilst I pull the handle on the fire extinguisher.

It's the fine powder from the extinguisher that Lynne has been cleaning up for the past few days, the cleaners, organized by the insurance company, will come in and clean the residue left by the plastic burning smoke, the insurance company would have done all of the cleaning, but Lynne was not going to live in a total mess for the week and a half that the insurance company takes to organizes the cleaning.

All a work in progress! I never expected the fish tank light fitting would burst into flames, a well-known propriety brand, built to suit my fish tank.

The sobering thought about all this is that if we hadn't had a fire blanket and fire extinguisher we would have had a much bigger mess to clean up. Without this equipment the window blinds would have gone up in flames within seconds.

We also keep telling each other how lucky we were to be at home at the time of the fire, if we had been out we would not have had a home to come back to!

After that it would be a matter of waiting for the fire brigade to arrive, then you have a real mess.

Kevin Haley

For Sale

1937 Austin 7

Tourer with original sales docket and photos needs restoration \$3000

Austin 7

Running chassis more details to follow

1938 Austin 10 Holden Body overhauled engine

Vehicles are located in Renmark.

Phone Mick 0403 179 051



FOR SALE

1959 AUSTIN A60

\$6,500

Very clean car in really good condition inside & out. The air conditioner, which has been fitted, works very well.

Ring Tania 7225 2076 or 0412 298 326 (West Lakes

Shore).

Give away: - Austin 10 wheels

4 spoke wheels & 2 solid wheels. Need to ascertain the year of spoked, 19" =1932; 18"=1933; 16"=1935 Jim Henderson 0471 781 178 or

jim.henderson2@bigpond.com

FOR SALE:

1929 Austin 7 rolling chassis ready for a body (ideal for special). Engine bored and honed to +30"; new pistons, rings and gudgeons. Crankshaft ground and new white metal big ends.

Cylinder block has improved ports with 29mm inlet valves.

Gearbox original in good condition; differential in good original condition; front end restored; brakes are good. Wheels need cleaning and painting. Honeycomb radiator core, surround needs work. Generator and starter need overhauling. Carby needs cleaning.

1929 incomplete rough Austin 7 Wasp body can be included, if purchaser wants.

Price: \$2,600.

Phone: 02 63 62 6810 or 0410 659 810 Les Cridland

A Small Touring Car, to seat two adults and two to three children or a third adult, up to a total weight of 30-32 stone. It has every quality demanded of a larger car, is thoroughly reliable, and will give continuous hard service. Hood, screen and side curtains afford complete weather protection for all occupants.

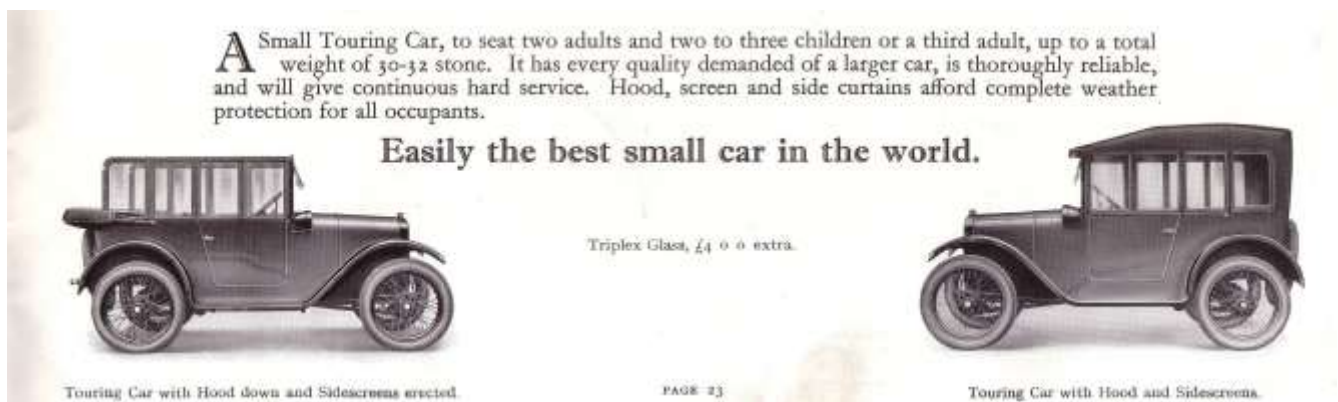
Easily the best small car in the world.

Triplex Glass, £4 0 0 extra.

TOURING CAR WITH HOOD DOWN AND SIDESCREENS ERECTED.

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TOURING CAR WITH HOOD AND SIDESCREENS.



If undeliverable return to:
Austin 7 Club SA Inc
262 Tapleys Hill Road
SEATON SA 5023

Austin 7 Journals

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