

## *Austin 7 Club of S.A. Inc.*

CLUBROOMS:  
262 Tapleys Hill Road, SEATON S.A. 5023

### **Bulletin Number 11**

**5.6.2020**

## **What has been happening over the past 30 years ?**

Stoking my shed heater today with more offcuts (mistakes), prompted me to think about how I came to be trying to build another Austin 7. I realised, not for the first time that I contracted a virus some 30 years ago while walking on Greenhill Road to buy morning papers. We saw two Austin 7 roadsters and thought they would be more interesting than a Cooper S and a Moke as club cars.

A phone call (first of many) saw us meeting a bewhiskered bloke in a Model A Ford at a Coles car park as the A7 Club headed off on a run. That's a 28. but that's a 33, and that's an early roadster but that's a special. So began the confusion and the contagion I've lived with for nearly half my life. There are no two ways about it, the Austin's get into your blood! The net work within the movement soon had us buying a special in Alice Springs, delivered to home in Casterton. "Alice" was our first Austin 7 experience, but as a special, wasn't a proper Austin and was soon joined by 'Aggie', a 1928 Chummy.

The more we enjoyed the activities with the club, the greater the urge grew to find a roadster. Again the wheels within the movement saw me collect 'Li'll Addie' to restore. The target date was 1998, I'd be 50 the car would be 70. Rebuilt as close to 1928 specs we made it to the 2000 Bay to Birdwood run.

At a Border Run in Mt Gambier I made the mistake of admitting I didn't have a current project. Two weeks later I was fitting new woodwork to a genuine Wasp body. We quietly enjoyed as many events as we could for a while until there was a whisper about a Wasp special on the market. At a Prewar run in Meningie I think more people knew about me buying the car than I did!!

All was quiet, peaceful until Bendigo swap meet in 2016 when I came across an ad for a 1927 Moth. The year was wrong but not the challenge. It took one week short of three years to see the Moth ready for Austin's over Australia in Tanunda.

And in 2019 I was allowed to go to the Bendigo swap meet.....

A purchase at that event saw an unspecified kit come home to be resurrected as a ute, and that's where the fire wood is coming from. I have a photo, most of the panels from the doors forward, a collection mechanicals, too many ideas but a dream to get another A7 on the road.

With no mechanical skills, and a sign on my shed declaring me to be a Woftam Specialist, I cannot begin to thank the wonderful members of the Austin Seven Club of South Australia for their patience ,advice and assistance as I have moved through the various mutations of the Austin Seven Virus.

Greg Lindsay (and an equally grateful Julie)



## Past Events



### Derek Jolly Rob Roy 1953

**Note the radiator mounted behind the engine.**

Derek Jolly led a full life, he was a man of many parts.

A visionary with money who had many interests including motor racing, business, photography, music, science and technology, the arts and fine wine- something of a renaissance man really.

Born into the wealth of South Australia's Penfold Wines family, he played an important role in improving the performance of early Austin 7 engined Lotus cars, designed, built and raced his 'Decca Specials' and then two Lotus 15s with much success in Australia. In addition to his motor racing he also played a role in Australia's nascent music industry from the 1960's and was seminal in the redevelopment of the Melbourne Street, North Adelaide precinct in the 1960/70's. Later in life he lost a good deal of his wealth on Australia's stock market, undeterred he moved back to the Barossa Valley and commenced a new business there.

**This weekend we should have been at Portland on the border run.**

**In 1988 the Border Run went to Cape Bridgewater (near Portland)**



**Don Smith, Merv Perry, Tim Williams, Doug Hogg.**



## **Coming Events**



### **All British Day February 2021**

The ABD annual general meeting has been postponed.

The Austin 7 is 100 years old in 2022 and we need to be the featured Marque at the ABD in 2022.

To be the featured marque we need members to stand on the committee of the ABD to claim the date for us.

### **Austins Over Australia 24<sup>th</sup> – 29th August 2021**

Is being held at Port Stephens in N.S.W.



**We also need to be thinking about what else we are going to be doing in 2022 to celebrate the 100<sup>th</sup> Anniversary of the Austin 7.**

**National rally in Warrnambool Victoria. April 2022. I have already booked 20 rooms in a suitable Motel in Warrnambool for us to stay in.**



**Centenary Celebrations of the Austin 7 in England. July 2022**



# **Austin 7 by another name Number 4**

## **American Bantam**



American Austin Car Company was founded in 1929, in Butler, Pennsylvania, in premises that had belonged to the Standard Steel Car Company. Their intention was to assemble and sell in the United States a version of the Austin 7 car, called American Austin. After some initial success the Great Depression set in, and sales fell off to the point that production was suspended. In 1934 the company filed for bankruptcy.

The automobile was designed in the hopes of creating a market for small-car enthusiasts in the United States. The cars had 747 cc (45.6 cu in) inline-four engines, enabling the car to return 40 mpg<sub>-US</sub> (48 mpg<sub>-imp</sub>; 5.9 L/100 km), and travel 1,000 miles or 1,600 kilometres per 2 US qt (1.7 imp qt; 1.9 l) fill of

oil. It was capable of 50 mph (80 km/h) in high gear. Styling resembled small Chevrolets, with Stutz- and Marmon-style horizontal hood louvres. The bodies were designed by Alexis de Sakhnoffsky and made by the Hayes Body Company of Detroit. The coupe was billed as a sedan, and sold for \$445, slightly less than a Ford V8 roadster. The Great Depression made the cheaper secondhand cars more appealing, so sales dropped off.

More than 8,000 cars were sold during the company's first (and best) year of sales, but sales fell off to the point that production was suspended in 1932. It restarted in 1934 with bodies now made in-house, but stopped again between 1935 and 1937.

About 20,000 cars were produced.

### **Austin 7 Sports & Specials.**

### **The Good The Bad and the Ugly.**







## **Austin 7 Special Tools**



Camshaft follower brass guide remover Mk 1    Gudgeon Pin holder.

## Buy Sell & Exchange

My Dad, Dave Baynes passed away three months ago and as his daughter and executor I am tasked to clean up his property, along with my siblings. Dad was an avid car collector and had an Austin A40 van that he never got round to doing up. The van is at his Holden Hill property, in Adelaide's North Eastern Suburbs. I have a photo of the front of the car and have attached it to this message. I wondered whether you could please advertise it within your club. It might be good for someone from a spare parts perspective. All offers accepted and it would be up to the buyer to take it away. I am also open to what you consider a reasonable offer as I really have no idea. I am happy to take more photos if needed/required. if no one is interested, then I would be taking it to the scrap metal yard within the next couple of months. Trust you can assist. Regards Kylie Baynes 0402 081 738



## Friday Funnies



Ah! I knew the handbook had it covered. The fragility of the front suspension results in the occasional wheel loss. This is more than compensated for by the vehicle's otherwise disappointingly low top speed.