

Chapter 8

1988-1992

The end of an era and a new beginning

The make up of the committee for 1988 reflected some of the changes that were affecting the Club. No one was willing to take on the Secretary's role (subsequently handled by the Treasurer) while David Pound had to represent and run the Sports Sedan Register on his own. Despite these shortcomings, the President was able to report to the AGM "1988 was a year of much activity for the A7C. We had an event, run or competition on virtually every weekend. I thank the members who were involved in the organisation of these club events – the runs were always well received and the reports in *Austin 7 Journals* were always full of praise."

The Secretary's dilemma was solved for 1989 with Charlie Adams accepting the role but Sports Sedan representation had ended. During this year, the committee held several joint meetings with the A7 Owners to ensure that all members' needs were being looked after.

However, a major concern from 1988 into 1989 was the poor attendances at general meetings, in contrast to Owners' meetings, which attracted "full houses". This trend continued during early 1990 and it was obvious that this could not continue. In August, the committee examined a proposal to restructure operations; this was agreed to at a joint committees' meeting in September.

The Annual General Meeting on 12 November ratified these changes and this closure of a chapter of the Club's history was recorded in *Austin 7 Journals 114*.

Since the founding of the A7C in June 1953, the General Meeting has always been on the last Monday in the month. This tradition came to an end on November 26, the last meeting for 1990.



Those present at the historic last general meeting in 1990. Standing, from left – Tony Morgan, Bob Moylan, Tim Williams, Barry Frost (President), David Searles (Secretary), Daryl Beasy (Treasurer), Dean Qualmann, and Tony Grove. Sitting, from left – Paul Godden, Bruce Went, Charlie Adams, Ian Jones and David Gear (Competition Secretary).

The amalgamation of the general committee with the A7 Owners sub committee resulted in a reduction in the number of members needed to serve the Club, a redefinition of duties for all committee members and the change of meeting nights from the last Monday in the month to the second.

The last A7 Owners meeting was held on 10 December 1990 and the Club's monthly meetings were now held on the second Monday. *Austin 7 Journals 115* March 1991, noted "The committee has been very pleased with the attendances at our "new-look" monthly meetings... please keep coming as they are what makes our Club tick."

Work continued to improve the Clubrooms; the roof was redone in April 1988 and *Austin 7 Journals 105* reported on progress and plans.

A building committee has recently been formed to recommend and arrange improvements to our Clubrooms and grounds, and comprises Daryl Beasy, David Hall, Andrew Dawes and Kevin and Jean Gilbert.

The Clubrooms interior has been lined, courtesy of Arthur Addyman, Merv Perry, George Bell, Peter Monaghan, Tim Williams and others.

A new entrance is planned from the side street to make entry into the grounds safer than at the moment. A new gateway will be made through the tennis court and the existing front gate will be closed. Plans are in hand to improve the toilets, spares shed and

trailer area. The only way that this project can proceed is for all members to support our fundraising drives during 1989.

We didn't have long to wait for success as the *President's Piece* in *Austin 7 Journals 112* for July 1990 reported.

Events have moved quickly on the building front. Taking up an offer too good to let pass by, we have purchased an ATCO transportable building and toilet block. These were moved and positioned at the Clubrooms on June 2. Many thanks to those involved in preparing the site. Our plans are now to fit it out as an efficient spares operation and to modify the toilets. Fund raising efforts will be increased in the coming months.

At the October 1990 Committee meeting the building committee was formally disbanded, as it had completed its task. All members were thanked for their input and "Dave Hall was specifically praised for his efforts in obtaining the extraordinary deal for the transfer of the building and the preparation of the drafting details for the Council."

By March 1991 the toilets were operational, due to the efforts of Bruce Went, Merv Perry, Bruce Williams and others who toiled at several working bees in February; in June a new door and counter were installed. By September, the

YEAR	1988	1989	1990	1991	1992
Owners	67	57	60	63	
A7	89	74	73	82	105
Big7	2	1	1	1	
A7 Sports	20	12	13	13	
A8	10	3	5	4	5
A10	12	11	12	10	12
A16	4	4	4	4	9
A20		1	1	1	1
A30/35	7	5	6	8	15
A40					2
Other	29	22	24	28	36

Numbers of owners and cars on the Club Register

side street entry and gates had been completed and in December the paving was completed.

In February 1992, the kitchen was revamped, with new lino and a new back door and the ramp to the men's toilet was completed. In August, the spares service began operating from the building.

The strong support at A7 Owners meetings mentioned above had continued although in May 1988 "concern was expressed at the poor attendance on Club runs".

A7s under restoration were well served by the excellent spares service, as by November 1989, faxed orders to the UK had cut delivery time to six days. This service was not without some problems, as one delivery in August 1991 was lost, but the supplier's insurance covered the cost. As well as new spare parts, in February 1991 Dave Hall was authorised to buy second hand parts as they became available; this was mainly to assist members preparing their cars for the coming Canberra rally.

As a result of the growth in A30/35 cars in the Club, John Horsell began to maintain a spares register and as another service, we joined the UK A30 Club in 1990. During 5 general meetings in 1991, John recounted the history of A30/35 design and production and wrote this history in serial form for issues 116-119 of *Austin 7 Journals*. The National Secretary of the UK A30/A35 Club, John Jewison and his wife Christine, were guests at our 1989 Xmas party.

In 1990, the Federation of Vintage Car Clubs, after studying other State's concessional registration schemes, began work on a new scheme of vintage vehicle registration. At the February 1991 general meeting, club members supported the proposed system and in March the

Federation put the proposal to the State Government. In November, "the A7C expressed its appreciation to the Federation for the work put into the new scheme". The *President's Piece* in various *Austin 7 Journals* reported on the scheme's slow progress to implementation.

Issue 115, March 1991

The Federation of Vintage Car Clubs has been addressing the problem of permits and Registration Plates for cars on Club runs. After considerable investigation and discussion, they have put a proposal to the Government. The status of these negotiations should be known by the March 11 Club meeting...

Issue 119, January 1992

The Historic Vehicles legislation has been passed by parliament but will not be operational until the Handbook for Clubs has been issued. The latest guess is that this may not be available until February/March...

Issue 120, April 1992

The Historic Vehicles registration scheme is up and running and had very few teething problems. Those who have their cars registered in this scheme are well aware of their obligations and the restrictions imposed by the Registrar..... If you have any queries about this scheme, please talk to Ralph Drage and he will be able to set you straight. Many thanks must go to Ralph for his time and effort in getting the scheme working so smoothly.

Issue 121, July 1992

I mentioned in the last issue that the Historic Vehicles registration system was operating smoothly; since then the Registrar has issued additional guidelines for us to follow.

The main change is that only 30 days will be approved for Club runs and test days. Separate journey permits will be limited to 60 days, subject to

1988 COMMITTEE

President – Barry Frost

Vice President – Ian Brown

Treasurer – Daryl Beasy

Secretary –

Comp. Secretary – David Grear

Committee – Charlie Adams,

David Searles,

Ian Brown,

Margaret Beasy

A7 Owners – Merv Perry,

Jean Gilbert, Kevin Gilbert,

David Hall, Bill Austin,

David Franklin, Dianne Franklin

Sports Sedan Register –

Secretary, David Pound

Delegates:

CAMS – Bruce Went;

FVCC – David Searles

justification and the Club's calendar for approval must cover the period July to June each year.

In January 1992, the Club applied to the Registrar for recognition as an Approved Club for the concessional registration of historic vehicles. This allowed the committee to dispense with the existing Club plate system. At the same time, Ralph Drage instigated a new method of recording ownership of A7s (and other historic cars) for the Registrar. David Searles continued as Club delegate to the Federation until 1990, when Jean Gilbert took on the role.

The focus on Club room improvements meant that on-going fund-raising efforts were needed and new avenues for income were explored. During 1989, we were able to sell drinks for the first time at the Australian Touring Car Championship meeting at Mallala. (Note: drink sales at major Mallala meetings are still a valuable source of income in 2003).

Also that year a progressive dinner was held and in 1990 there was a craft day at the Clubrooms: both were a success.

Various raffles and the annual Trash and Treasure days continued. However, following the successful 1992 Trash and Treasure, the President, after praising the small band of helpers and donors of

goods, reported, "we feel that we have run our course with this, so this will be the last we will be doing for some time. The market seems to be saturated and the return for effort is becoming harder to justify". As it transpired, these were never revived.

While serving as Editor of *Austin 7 Journals*, Nell Williams embarked on a project to research the history of the A7 car in South Australia. This involved combing 1920s issues of *The Advertiser*, *The Mail*, *The Chronicle*, *The Observer*, and *SA Motor*. As a result of that research, the following notice in the April 1998 issue of *Austin 7 Journals 103* heralded 1998's major run.

60th ANNIVERSARY RUN

Arrangements are in full swing for the A7 Club to commemorate two events during 1998.

June 26 marks the closest day for us to commemorate the 60th run of the Austin Car Club of SA, when that club ran their first event in their A7s to Bridgewater on 28 June 1928. Needless to say, our run on 26 June will also be to Bridgewater. Our Club's 35th anniversary run will be incorporated in this run and a special medallion will be struck for the combined celebrations.

Sunday 26 June was a perfect day for the 30 Austins that left the south parklands and travelled via 63 Franklin Street (the original run's starting point) to Bridgewater for morning tea and wine tasting. The cars then returned via the freeway to the Clubrooms for judging and lunch. Merv Perry had the honour of announcing the winners: Peter Monaghan's early A7, David Grear's A7 Ruby Tourer and Harry Hewson's A10.

Ian Brock now owned and raced the ex-Ken Virgin/Henry Short A7; in 1988 he had success at the Victorian A7Club's Winton historic race meeting. *Austin 7 Journals 104* gave a brief report:

A number of our members attended, including Dean Qualmann, David Grear, David Searles, Merv Perry, Daryl Beasy and Ian Brock. Ian did our Club proud by winning the Colonel Arthur Waite Trophy for A7s - this against some pretty distinguished

drivers - while David Grear and David Searles both took out placings in the Regularity event.

The 11-13 June 1988 Border Run went a little further than usual. 25 members journeyed to Cape Bridgewater, near Portland; 17 A7s in total from both clubs made the trip. The weekend's report noted that "we all had an enjoyable time and the hospitality and the meals were excellent". A feature was the number of cars running out of petrol!

The 10-12 June 1989 Border Run to Mildura attracted 67 people in 25 cars. Organised by Dave Hall, the weekend was packed full of activities, including visits to a sultana vineyard, a dolls collection, a fuchsia and herb garden, a river cruise at Mildura and a run to Red Cliffs to visit the "Big Lizzie Engine". The report in *Austin 7 Journals 108* concluded with:

A wonderful border run again with incredible organisation and staying power by Dave Hall. Not once did he relax until everyone was accounted for and enjoying themselves. A very modest man but without whom we would not have such wonderful memories of a fantastic weekend.

The 1990 run, on 9-11 June, organised by the Victorian A7Club, travelled further into Victoria than any previous one; this time to Rose's Gap near Stawell. Staying at the function centre, where meals were lavish, members were able to indulge in bush walking, visiting a wool factory, socialising and generally relaxing. A highlight of the weekend for many was the opportunity to drive two special A7s - Ian Brock's racing A7 and Merv Perry's Ace. Ian had joined the group on his way home from the Winton races, with the racing car in tow, while Merv and Ruth had driven their car on the run. The report in *Austin 7 Journals 112* commented:

This year full marks to Director Dennis McIlroy and Co-director David Searles. The venue was excellent, the food superb, even the weather was fine, and the fellowship between both clubs is most rewarding.

The 8-10 June 1991 run, organised by Ralph and Marie Drage, returned to Mt Gambier, using it as the base for several forays into the surrounding countryside. John Wills wrote for *Austin 7 Journals 117*.

As a newcomer to the Border Run, I have attended three of these events, each year they seem to become better and better. Ian Brock trailered his A7 racing car to Mt Gambier. Thank you Brocky for being more than generous to allow some of us to drive this famous A7. Brocky then won some of the ladies' hearts when he gave them a thrilling ride in the car. Just a thought - how many ladies in the world have travelled at more than 80 mph in an A7?

Although the 6-8 June 1992 Border Run to Mt Gambier was held on the same weekend as the Port Augusta rally, 24 members attended. The above reports show how the expectations of those attending had grown; the events were now more structured, with the organisers including interesting visits in the itineraries.

The 1988 Port Augusta run clashed with the border run, but as it was part of the Bicentennial celebrations 15 cars and 31 people made the trip. "An excellent weekend was had by all and we thank the Port Augusta Vehicle Restorers Club for a well organised and fun packed weekend which is highly recommended to everyone".

The clash of dates began to have an effect; at the March 1990 Owners meeting when "the Chairman called for a show of hands, a poor response was recorded. Those people wanting to attend the Port Augusta rally were advised to make their own arrangements". In 1992, it was noted, "that about six members are to attend."

The biennial PADARC rallies on the other hand, went from strength to strength. Despite it being held only a month before the Border Run (the long weekend in May) in 1988 seven cars with 14 members joined the 120 other cars at the rally and "thoroughly enjoyed the hospitality of the Port Pirie club". The 1990 run was even more

rewarding for members, as eight of them won trophies. Best classic car – *Ralph Drage*, MGY: Judges' Choice - *Ralph Drage*, MGY: Mystery Car/Observation – *David Searles*: Hard luck – *Brian Barber*: Best Dressed in era of the Car – *Marie Drage*.

For the 1992 event, 90 cars were displayed for judging and trophies were won by Joy O'Connell and Ken Hislop, who reported, "*the weekend was an outstanding success*".

The 1989 Kernewek Lowender weekend had a special significance for the Club, as noted in *Austin 7 Journals 108*.

The Governor of South Australia, Sir Donald Dunstan performed the Official Opening of the 9th Kernewek Lowender Festival at 12 noon in Kadina's Victoria Square. A plaque which Mr Howard Curnow, Town Crier of Helston, brought from Cornwall had been presented to members of the A7C SA in Rundle Mall for transportation to Kadina. Jean Gilbert duly presented the Northern Yorke Peninsula Mayor Mr Ashley Schilling, with this plaque from the Mayor of Helston. The A7C was honoured to be involved.

It was also reported that for the Cavalcade of Cars "*about 650 cars were entered from about 50 individual clubs*" and "*Jean Gilbert's painstaking efforts in the preparation and organisation of the entire Club activities for the weekend*" were accorded special thanks.

For the 1991 Festival, which provided "*an excellent weekend, weather perfect*", the Club was again honoured, as *Austin 7 Journals 117* reported.

Saturday morning it was on the move early, as there was a procession through the main street of Kadina and the baby Austins were asked to take the Queens of Yesteryear. Ralph Drage and Len Ward carried the A7C flag and did it proud. Bruce Williams led the Austins with his Queen, followed by Merv Gear and Doug Hogg. There weren't enough girls so John Wills missed out. We all thought this a giggle, as the men were quite excited about having a young Queen in the car. John had the last laugh though, as he drove Glen Dix.

The All British Days in early February each year continued to be supported by a group of about 15-25 members. The general pattern for these days was to depart from the Burnside Town Hall for a scenic tour through the hills to Mt Barker, where the cars were assembled on the oval.

Each year's calendar began with the "Round the Houses" tour and then monthly outings to various locations and over varying distances followed. These gave members the chance to use their organisational skills, e.g. a short run to the chosen venue preceded the popular Hills Luncheons. The "Camp and Capers" weekends

were still popular and were held at Wall Flat, Meningie and Kapunda.

In 1988 a run to Beaumont House had 20 cars (10 A7s) and 44 people. For 1990 "*A7 owners were looking to increase day runs*"; in August about 20 members enjoyed a Club weekend at Auburn.

The Federation continued to organise the Bay to Birdwood rallies as well as others e.g. on August 1989 a run to Wirrina attracted 300 cars. Several members attended the weeklong Federation Rally to Warrnambool in April 1990 and one in September 1991 had 175 entries.

Merv and Ruth Perry and Ian and Cheryl Jones, driving their A7s, embarked on a weeklong holiday to Bright, taking in the Victorian A7Club's Winton races, in May 1990. Merv's account of the trip for *Austin 7 Journals 112* included:

On arrival at the Winton track we were marshalled into an enclosure for "cars of interest". Now I've heard of people having to drink radiator water to survive but – well it happened this way! Because of Ian's car's water loss problem, he was carrying extra water in two containers tied on the back. On returning to the cars, we were told of a spectator who asked if the cars were ours; he had been told that the water at the track was not suitable for drinking so he had helped himself to the water to boil in his billy!

Overall I can't think of it as a holiday but a great experience. I was most surprised with the performance of "Bubbles", considering the load carried and the obvious questionable condition

1989 COMMITTEE

President – Barry Frost
Vice President – David Searles
Treasurer – Daryl Beasy
Secretary – Charlie Adams
Comp. Secretary – David Gear
Committee – David Searles,
Margaret Beasy,
Tim Williams

A7 Owners – Merv Perry, John Wills, David Hall, Bill Austin, Kevin Gilbert, John Atkinson, Kevin Hollister

Delegates:
CAMS – Bruce Went
FVCC – David Searles

of the engine. For the 1286 miles travelled, 147 litres of fuel was used and more than 12 litres of oil – so the new oil rings fitted about a week before leaving did no good at all.

These four then followed up with the next big adventure - a tour of the Flinders Ranges in A7s in October 1990. The idea, proposed at a Club meeting, was received by an enthusiastic group of five couples (Perry, Wills, Hogg, Bell and Jones) who took up the challenge. The A7s - 1925, 1926, 1928, 1930 and 1937 models - set off on 21 October.

After overnight stops at Terowie, Wilpena Chalet, Hawker, Blinman, Melrose and Clare, the group returned on 27th, having travelling for 837 miles. The comprehensive report in *Austin 7 Journals 115* concluded with "*the whole trip was a great success, much fun was had by all and some are now looking forward to another similar adventure. So ended seven days in our sevens!*"

In April 1990 the Club was again invited by the VSCC to attend the Jim Bishop Memorial Run and nine A7s, five A10s and an A30 joined several others "*on a relaxing day in the sun*".

Another adventurer was Peter Monaghan who drove his 1930 A7 on an 18 day round trip to Alice Springs with the Ford T Club in June 1991. *Austin 7 Journals 118* recounted the story, parts of which are included here.

Day 1: Tuesday June 11 was the departure. Lower Light was the meeting place for the 17 1917-1936 cars... arrived at Port Augusta at 3.45

Day 2: Departed at 8.30 a.m. for Pimba, by 9.30 they were in thick fog. During the stop at Woomera journalists from *The Advertiser* photographed the A7 leading the cars. So far the A7 is travelling without problems.

Day 3: Arrived at Coober Pedy at 3 p.m. The A7 is averaging 55 mpg, which Peter thought was a little too much so he made the mixture richer to avoid valve burnout.

Day 5: Early start from Coober Pedy at 7.30 a.m. for Kulgera Station, 255 miles away. Strong north winds delayed arrival until 5 p.m. Peter reported that 3 hours non-stop in the A7 did dampen enthusiasm a little.

Day 6: Seventeen cars arrived at Alice Springs; total distance so far is 978 miles at 49.9 mpg without a problem. The next six days were spent sightseeing by bus.

Day 13: Cars assembled at The Gap for photos before departure.

Days 14-18: The return journey was completed without problems. The total travelled was 2046 miles at 48 mpg – an excellent result.

Bryant and Unice Lawson, who had moved to the Atherton Tablelands in northern Queensland, in 1991 left on a round-Australia trip in their A7 known, as “Grandma”. A Club run to Burra on 12 October 1991, with 46 people in 17 cars, met them at Clare. On return to Adelaide “we were met at Gepps Cross where the Lawsons were interviewed and appeared that night on the Channel 7 news, with a background of enthusiastic A7 members”.

The urge amongst members of the “have Austin - will travel” association, who were keen to drive their Austins on longer trips, as evidenced by the foregoing accounts, was to continue with another lengthy adventure - The Canberra Hub Rally in 1992. Planning for this had begun in August 1990 with the forming of a subcommittee, and this event was to be a boon to spare sales as A7s were readied for the trip. The *President's Piece* in *Austin 7 Journals 120/121* for April/July 1992 reported on this historic event.

From *A7J 120* - The Canberra Hub Rally, from 20-24 April, to

commemorate the 70th Anniversary of the A7 is almost upon us. It will be the culmination of a lot of hard work by Austin Seveners throughout Australia and should be a terrific week.

From *A7J 121* – The Hub Rally to Canberra was the success that everyone hoped it would be. A pictorial memento of all the cars at the Rally is being compiled by this Club and will be printed soon. Congratulations to Ian Jones for receiving the trophy for the greatest distance driven by an A7 to get to Canberra.

The arrival of the Austins at the Canberra Motor Village started at 4 p.m. on the Thursday before Easter when Ian Jones ended his 3-day drive. The remainder of our Club contingent had left in two waves; one Friday morning, the other Saturday morning – both had arrived by Sunday afternoon. On Monday Ralph Drage had arranged a bus tour of Canberra before registration for the Rally began that evening, 20 April. *Austin 7 Journals 121* noted.

At 9.15 a.m. on a crisp but fine Canberra Tuesday morning a cavalcade of 104 A7s assembled at a park in Banksia Street, O'Connor for the commencement of the first run, encircling Canberra, visiting its many attractions en route. It was the largest assembly of A7s ever arranged in Australia and to the organisers of the rally it was a satisfying and rewarding sight for a job of planning well done.

The cars were divided into three groups and guided around Canberra by members of the Canberra Antique and Classic Motor Club.

They visited the High Court building, the Telecom Tower on Black Mountain, the Australian National Botanic Gardens, the Museum of Australia and Red Hill Lookout before rendezvousing at Parliament House. After the three groups arrived, drivers and passengers were asked to move away from the cars to allow the press and many enthusiastic photographers to view the impressive display of A7s in front of Parliament House.

On Wednesday, an Observation trial was held. At the lunch stop “the usual viewing of the many types and models of A7s was again

possible, with much discussion taking place as it seemed that there were no two cars the same.” From lunch the trial continued until an afternoon tea stop, after which the cars returned to base; “The whole day run was very enjoyable with magnificent views of autumn trees in splendid colour”.

Although Thursday was officially a free day, our members were organised for a photo session at Old Parliament House, followed by another shoot at New Parliament House, and then the day was to everyone's one devices. Friday, the fifth rally day, was devoted to a gymkhana at Fairbairn Air Force base; those not competing attended a small swap meet. After the gymkhana finished, the afternoon was free until the Presentation Dinner that night, where John Wills “thanked the organisers for such a marvellous week in Canberra” on behalf of the SA contingent, who left for Adelaide next morning.

Willsy's Chit Chat and *Ramblings of Ron* in the July 1992 issue of *Austin 7 Journals 121* added to the story.

The Canberra Rally was well attended by representatives of the A7CSA with 3 Ruby tourers, 1 Ruby roadster, 1 Ace sports, 1 Meteor sports, 4 Chummy roadsters making the trip, a grand total of 15 cars – an excellent Club effort.

Special congratulations to Ian and Cheryl Jones who drove their Chummy all the way. Not only was the little car loaded with luggage for ten days – the rear seat also had a passenger. None other than Sam, their favourite pooch!

Twelve cars were in the convoy to Canberra; six were fitted with CB radios which was not only a safety factor but also great fun. We even had fellow motorists joining our conversation wanting to know our destination with the A7s.

During the run to Uriarra Crossing I (Ron) twice suffered the indignity of Jonesy thundering past on the uphill sections but I managed to even the score on the way home between Narrandera and Hay however - only in the Sigma! Sat behind him for a while doing a genuine 80 kph, but later he dropped back to 72 kph out of respect for strange noises!

For the duration of the Rally, Canberra-ites must have thought they had been hit by a plague. At every intersection you came up to there would

be an A7 or two waiting to turn or else lost and doing a U turn in the middle of the road – they were everywhere!

A successful offshoot of the rally was the Official Souvenir book. It was a pictorial record of all entrants, with photos taken by David Searles, John Heuzenroeder and Wayne Styles and produced by Ron Burchett, Ralph Drage and Barry Frost.

Ron Burchett had begun his second stint as Editor of *Austin 7 Journals* with issue 103, April 1988. His first editorial “*thanked Nell Williams for the time, effort and imagination that she put in to improve the quality of these Journals during her stint as Club scribe*”. His “Ron’s Ramblings” enabled him to cover any Austin subject of interest, including snippets from history, gleaned from many sources.

Stories of adventures with A7s in Australia’s outback were recounted in issues 113, 114 and 119; the story of “Van”, an enterprising A7 enthusiast was serialised in issues 117-119 and stories on *How an A7 came into my life* were in issues 108, 110, 111 and 113. Continuing at A5 size, the quarterly journals still relied on members’ reports on Club outings.

The two-round “Champion of AIR” race series, organised by A7C and AIR, continued in 1988, on 20 February and 3 July.

Austin 7 Journals 104, July 1988 reported, in part.

Our Club was the organiser for the history-making race meeting at AIR on 3 July, when the first “endurance” race for Sports Sedans in SA was held. Run in conjunction with the final of the “Champion of AIR” series for 1988, the meeting attracted an entry list of over 100 and was rated one of the best race meetings held at the Raceway, by all who raced and spectated.

The program catered for all local competitors, who raced in three scratch events scoring points to decide the overall Champion in each category.

The feature event of the day was the “Super Sedan Challenge” over 45 laps and incorporated a compulsory pit stop and driver change. The field comprised Sports Sedans and Road Registered cars and 34 cars started the race....

The first pit stops began at 20 laps and for a while the race order changed on every lap. The winning car, the ex-Allan Moffatt Mazda RX7, had been steadily moving up through the field, after dropping to the back of the field with a first-lap spin, taking the lead on lap 27 and holding it until the end. At the chequered flag there were 26 cars still running...

This event was conceived to stimulate interest in the Sports Sedan category. It certainly achieved this aim and in the process produced an exciting and entertaining race that was praised by all competitors. The number of competitors who came from interstate showed the interest that it created; they all expressed their pleasure at the way the race meeting was run.

The success of the meeting was due in no small way to the hard work of Ian Brown as Secretary of the Meeting and David Pound, who liaised with the interstate Sports Sedan drivers. The support of the SA Road Registered Racing Association, SAMROA, Women for Wheels, Scrutineers, timing team members, other club members and the office staff at AIR is gratefully acknowledged.

The endurance race winners were: *Sports Sedans* – Matt Wacker (Vic) and *Road Registered* - Allan McCarthy (WA). The overall “Champion of AIR” winners were: *Superkarts* – Barbara Hepworth and Glen Robertson; *Formula Vee* – Steve Wright; *Sports* – Ian Davis; *Racing* – Dean Hosking; *Road Registered* – Phil Hanlan; *Group N* – Serge Deluca and *Sports Sedans* – James Rosenberg.

Our 1988 Trophy race meeting of 16 events, at AIR on 18 September, had entries from 70 drivers and included Regularity entrants at our race meeting for the first time. Also for the first time in many years was the A7C trophy for the first A7 – won by Ian Brock. Mick Monterosso again won the Denis Dix memorial, and Jim Doig won the Garrie Cooper memorial for the first time.

The “Champion of AIR” series continued over two rounds again in 1989 – on 25 February and 9 July. Carrying on from the success of the previous year, the July meeting’s highlight was the 60-lap “Super Sedan Challenge”, with drivers from WA, Vic and NSW, plus a 20-lap SA F2 Championship race and a

1990 COMMITTEE

President – Barry Frost
Vice President – David Searles
Treasurer – Daryl Beasy
Secretary – David Searles
Comp. Secretary – David Gear
Committee – Ralph Drage, Tim Williams, Ian Jones

A7 Owners – Merv Perry, John Wills, David Hall, Bill Austin, Jean Gilbert, Kevin Gilbert, John Atkinson

Delegates:

CAMS – Bruce Went
FVCC – David Searles

Life membership to Jean Gilbert

25-lap Road Registered race. Dick Ward (WA) won the “Challenge”; the F2 race winner was Barry Ward (Vic) and the Road Registered winner was Rob Collins (WA).

The 1989 “Champions of AIR” were: *Superkarts* – Michael Bareham, Glen Robertson and Barbara Hepworth; *Racing* – Barry Ward; *Formula Vee* – Paul Tucker; *Sports Sedans* – Tony Ross; *Sports* – Bernie van Elsen; *Road Registered* – Greg Mildren and *Group N* – Daryl Schultz.

Two months later our Trophy race meeting was again on at AIR on 17 September. After a round of 5-lap scratch races, each category competed for its main trophy, over 8 laps. The Denis Dix memorial was the 15th time it had been raced for and was won by Tony Ross. Bob Piper started from pole in the Garrie Cooper memorial race for FVs, and maintained this advantage to win narrowly. As usual, a round of handicap races concluded the racing. This was the first Club meeting at which HQ Holdens raced; they had made their SA debut at the 12/13 August meeting at Mallala, when 9 cars competed.

Racing at AIR in 1990 began as for the previous two years, with a joint A7C/AIR meeting on 18 February. The intention was to continue with the “Champion of AIR” series, but due to changing circumstances, this did not eventuate.

We had planned for our annual trophy races to be a two-day meeting on 1-2 September, again featuring a 45-lap Sports Sedan race, and “*although support for this was not forthcoming, other categories were strong enough to provide a full program of 19 races*”. The Denis Dix memorial winner was James Rosenberg and the Garrie Cooper memorial winner was Neil Richardson (Formula Ford). Several of the faster HQ Holdens were checked by the Scrutineers after their first race, and were excluded due to carburettor irregularities.

Another Club first at this meeting was a relay race for FVs. At the end of practice, the fastest car and the slowest car were paired; the second fastest with the second slowest and so on. One member of the team had to race for 10 laps, make a pit stop and then the other would complete the final 10 laps. Ten teams were formed; the winners were Neil Corey and Barry Dickson. Unbeknown at the time, this meeting was to be our last at AIR.

Motor racing at this time, in particular teams competing in the ATCC, relied heavily upon tobacco company sponsorship. To present a healthy lifestyle message as an alternative, various State governments instigated the “Quit” campaign and in 1989, the Bob Jane-owned tracks of AIR and Calder accepted this sponsorship. The consequence of this was that no meetings with tobacco-sponsored competitors could be run at these tracks. The ATCC with SHELL sponsorship then moved to Mallala for 1989, ending a 17-year tenure at AIR and beginning one at Mallala that lasted until 1998.

1972	Bob Jane	1973	Peter Brock
1974	Peter Brock	1975	Colin Bond
1976	Allan Moffat/Alan Grice		
1977	Colin Bond/Alan Moffat		
1978	Colin Bond	1979	Bob Morris
1980	Kevin Bartlett	1981	Peter Brock
1982	Dick Johnson	1983	Peter Brock
1984	Alan Grice	1985	Jim Richards
1986	Robbie Francevic	1987	Dick Johnson
1988	Dick Johnson		

The ATCC at AIR had seen some top-class racing with some of Australia’s best drivers and cars taking the honours, as seen from the list below.

As well as the ATCC, open race meetings were also removed from the AIR program leaving the only races there as Club meetings run by A7C, FVA and the SCC. In December 1990, Bob Jane withdrew from all CAMS race meetings. The *President’s Piece* in *Austin 7 Journals 115* for March 1991 reported on the effects of this decision.

Just before Christmas, Bob Jane, owner of Calder and AIR, announced that he had severed all contacts with CAMS and would be conducting racing at his circuits on his terms and with rules adopted from NASCAR in the USA. The effect of this move is that CAMS-affiliated clubs are unable to use either of these two tracks for race meetings. We are thus forced to alter our race meeting on 1 September. Other car clubs who had planned meetings at AIR are similarly affected. For competitors, it means that they will get to know Mallala pretty well in 1991!

And so for our 1991 trophy race meeting we were once again at Mallala, the President noting in *Austin 7 Journals 118* that;

The move to Mallala created a few logistical problems but these were easily overcome and the meeting and racing went very well. There are various people and organisations that are vital to making a race meeting function smoothly and I pay tribute to David and Michelle Grear, Graham Taylor, Tim Williams and Geoff Sykes for the excellent work put in on the day.

An 18-race program, notable for another FV relay and an HQ Holden handicap with the cars starting in single file to avoid first lap accidents, was held in perfect weather. The memorial trophy winners were: Denis Dix – John Cook; Garrie Cooper – Jim Doig. Another set of “firsts” for the Club were established at our 12/13 September 1992 trophy race meeting, as this extract from *Austin 7 Journals 122* records.

This year, for our annual Trophy race meeting, we were able to include the 1992 Formula Vee Nationals and the inaugural “Master of Mallala” for HQ Holdens. To fit in all of the practices and races needed, we held the meeting over two days.

There are several people who worked extremely hard to make this meeting happen and deserve a specific mention and thanks - David Grear and Michelle, Tony Morgan and Barry Frost were the mainstays in getting the organisational stage of the meeting organised.

On race days, the Cam s scrutineers, Women for Wheels fire crew, SAMROA personnel...in particular Geoff Sykes (Clerk of Course), Ted Blackwell, Alan O’Dea and Bryce Crawford all worked very hard. Blessed with marvellous weather, both days ran with the minimum of fuss.

52 drivers entered for the FV Nationals; they were divided into four groups, each of which had two 5-lap races before a semi-final, a consolation race and the 15-lap final, won by Frank Haire.

39 HQs faced the starter for the inaugural “Master of Mallala” title. They had arrived there after a similar qualifying format to the FVs and after the 25 laps only 31 were still running. The winner was Bill Lakstins.

The memorial trophy winners were: Denis Dix – Tony Ross; Garrie Cooper – Al Callegher. 30 races were conducted at this meeting, making it the largest we had conducted to date.

Austin 7 Journals 122 reported on the meeting and ended with this piece on the 70 vintage cars that attended, with 58 joining the parade.

Although not a part of the competition side of the day, on Sunday we invited several other Clubs to join our Austins for a run to Mallala as a final shakedown before the Bay to Birdwood. As an added bonus, these cars were able to drive around the track behind a pace car for two laps during the lunch break. Everyone enjoyed these laps immensely, as it gave the drivers a taste of what the track is, although several of our “lead foots”, led by John Wills, wanted the pace car to get out of the way, as he was slowing them up!

Dick Johnson followed up his win in the last Australian Touring

Car Championship race at AIR by winning the first one at Mallala. He subsequently won his second successive title (and fifth in total). *Austin 7 Journals 108* reported on the 7 May 1989 meeting, noting:

This meeting saw the return of top line racing to Mallala for the first time since its reopening. It featured the ATCC, the first round of the new Formula Holden Championship, and Australian Championship rounds for Australian Production Cars, Formula Fords, together with the SA FV Championship.

Colin Bond won the race in 1990 but Jim Richards won the title. *Austin 7 Journals 112* reported on the meeting; note the references to Mark Skaife and Russell Ingall.

At the ATCC meeting on 10 June, six lap records were broken, due no doubt to the extensive track resurfacing that has been done and the intensity of the competition. Mark Skaife, SPA Formula Holden set the outright record at 1-03.15, while Russell Ingall set the outright Formula Ford record at 1-13.0. Other records were set by: Peter Ormsby, Formula Vee – 1-25.77; Des Wall, Sports Sedan – 1-09.92; Mark Skaife, Touring car – 1-11.48 and Peter Fitzgerald, Production Car – 1-25.29.

Russell Ingall is the first SA driver to win an Australian Racing Championship since John Walker won the Gold Star in 1979 and Ian Richards won the AF2 Championship in 1983.

Mark Skaife, who lowered the lap record to 1-09.48, won the 1991 race on 23 June, but Jim Richards won the title. In HQs “*an almost capacity field of 39 cars faced the starter for the first race*”. For 1992, the ATCC format changed and at Mallala was run as two 21-lap races - Mark Skaife won both and went on to be the new champion. This was then the end of the turbo era and in future the cars would be Ford/Holden V8s.

Members’ support for circuit sprints, which had varied over the past three years, suffered in early 1998 as the *President’s Piece* in *Austin 7 Journals 103* noted.

Our program of runs and weekends away gets into full swing in the next few months culminating in the Border Run on the long weekend in June. Not so successful was our circuit sprint

planned for 27 March. Due to the lack of entries, we had to cancel this event, a decision that we did not take with any great pleasure, as these events have usually been an enjoyable day’s motorsport. However, they must also be financially viable and when it was obvious that this was not going to be the case, it had to be cancelled.

Things had improved by May 1989, and a successful sprint was run at AIR; *Austin 7 Journals 108* reported the highlights.

It is pleasing to record that our sprint on 21 May was a resounding success. We were able to open the event to clubs that had not competed with us and this made the difference in the number of entries received (48). Although the ambulance was late, we were able to conclude practice on time. There were three official runs, using the long circuit and each run was of two laps with competitors’ best two runs aggregated for the winner.

“Bruce’s Beaut Barbeque” was in attendance and fed officials and competitors...the food was excellent and was sold out early in the afternoon. Many thanks go to Bruce Went and his willing assistants, Margaret, Michelle, David and Daryl.

Unbeknown at the time, although the writing had been on the wall, this circuit sprint was the last one organised by the Club. The last of our annual awards were presented in 1988, as due to the lack of support, the competition ones were no longer viable and the A7 Owners Geoff Lobb trophy “*was discontinued due to the difficulty in obtaining independent judges on Club runs*”. Now that sprints were no longer being organised, the club trailer became redundant and was sold in November 1992.

At the 1990 annual general meeting, Life Membership was presented by the President to Jean Gilbert “*to the acclamation of members*” and Certificates of Appreciation to David Hall and Bill Austin “*for their services to the Club*”. At the April 1991 general meeting, the President presented Ron Burchett with his Certificate of Appreciation, “*for his outstanding services to the Club*”.

Another CAMS “Motorsport Day” was held in 1988, as reported in *Austin 7 Journals 103*.

1991 COMMITTEE

President – Barry Frost
Vice President – John Wills
Treasurer – Daryl Beasy
Secretary – David Searles
Comp. Secretary – David Grear
Assistant Secretary – John Wills
Touring - Ralph Drage
Spares - David Hall
Registrar - Kevin Gilbert
Ladies Liaison - Jean Gilbert

Delegates:

CAMS – Bruce Went
FVCC – Jean Gilbert

On 6 March, we combined with other clubs to organise the CAMS motorsport day at Mallala, where members of the public were invited to try their hand at Club motor sport events. The A7C organised a timed sprint over a portion of the track – this was extremely popular as 160 sprints were timed during the day. Other events included track rides in a Road Registered car and over a rally course in a rally car. As President, my extreme thanks go to the following who conducted our event and made it such a success: Bruce Went, Tim Williams, Ian Brown, Alan McLean, Rae Frost, Cindy Frost and Geoff Sykes.

The system for licensing and training all race officials had been progressing slowly: the July 1989 issue of *Austin 7 Journals 108*, the *Presidents Piece* noted:

The method of grading, training and accreditation has been agreed to and it is planned to have it operating on 1 January 1990. This will mean that for the first time, Australia will have properly trained and licensed officials, capable of working at any racetrack in the country. This will raise the already high standard of the sport.

SA became one of the first States to get this system operational and for a long time had the highest ratio of licensed officials. In 2003, it has the third highest ratio of licensed officials in the scheme.

CAMS annually recognised deserving and dedicated officials with its “Official of the Year” award and three Club members were successful from 1990-1992. This extract is from the *Presidents Piece* in *Austin 7 Journals 115*.

I offer my and the Club's congratulations to Glenda Grove for receiving the CAMS 1990 Official of the Year award, in recognition for Glenda's hard work with Women for Wheels over a long time and in particular for the organisation required for each year's Grand Prix, where the fire fighting team is the biggest section at the AGP. Glenda was also awarded the CAMS Service Award for 1990, in recognition of her services to motor sport.

From Austin 7 Journals 119:

The 1991 Motor Sport Official of the Year was awarded to Barry Frost; here is the citation, which preceded the presentation.

"Barry volunteers thousands of hours per year of his personal time in supporting and organising motor sport. His main interest is with motor sport timekeeping, which he began 30 years ago and now he is Australia's only International Grade 1 Timekeeper. He also commenced his 11th year as President of the A7C SA, where he is the driving force behind the always-successful A7C race meetings and other club events. He is a member of the Officials Accreditation Committee and has been a member of numerous advisory committees in the past".

As Barry was unable to attend the Awards Dinner, Bruce Went, who presented it to Barry at our Christmas dinner, accepted the award on his behalf.

From Austin 7 Journals 123:

At the CAMS Awards night on 3 December, Tony Grove was awarded the prestigious "Motor Sport Official of the Year" for his services to SA motorsport. Tony and wife Glenda become the first husband and wife team to be awarded this honour, and our congratulations go to them both.

Bruce Went continued to represent the Club at the State council of CAMS (with David Gear as his deputy) and in August 1991, Bruce was appointed Chairman of a new Motor Race Advisory Panel.

The CAMS Racing Driver of the Year winners were: 1988 – Phil Hanlan, 1989 – Bernie van Elsen, 1990 – Jim Doig and Ken I'Anson tied, 1991 – Peter Holmes, 1992 – Bill Lakstins. The Peter Wright Memorial winners were: 1988 – Serge Deluca, 1989 – Bernie van Elsen, 1990 – Jim Doig, 1991 – Tom Hutchinson, 1992 – Jim Doig.

Another motor racing "first" for Australia was set on 6 March 1988, when the first NASCAR race meeting outside of America was held at the new Calder Thunderdome. The timing team were proud to be involved and learnt a totally different approach to lap scoring and race timing. The first NASCAR meeting at AIR followed in 1989 (28 January) and the timing team continued with this aspect of timing at both tracks.

The team continued to be associated with motorcycle racing, timing the Australian Road Racing Championships round at AIR in 1988. This meeting, the first run by Bob Barnard's organisation, featured two one-hour endurance races, with 36 riders over 58 and 62 laps respectively, giving the timing team a real workout. The success of our team led to timing the Victorian round at Phillip Island in 1989 and 1990. From 1990, the SA round was at Mallala.

The success of the Adelaide F1 meetings gave added strength to moves to bring the 500cc World motorcycle championship to Australia. These were successful and on 9 April 1989, Australia's first 500cc World championship meeting was held at Phillip Island – history repeating itself, as the Island was the site for the first car Australian GP meeting, won by an A7. The timing team were appointed as timekeepers and were again part of another "first" in Australian motor sport. They timed again in 1990 at Phillip Island and in 1991 when, due to political manoeuvring, the race moved to Eastern Creek, west of Sydney.

The costs of promoting this meeting caused the collapse of the Barnard organisation, which then resulted in changes to the race organisation and officials. This was the last of these Championship meetings involving the A7C timing team.

However, before then, they had worked at other World Championship motorcycle meetings. On 11 November 1990 the first of the World Superbike

Championships at Phillip Island was held and these continued in 1991 and 1992. The meeting on 20 October 1991 also included a round of the World 6-hour Endurance Championship. This was one of the hardest races the team ever timed, due to the extreme weather conditions - freezing cold and driving rain affecting riders and officials.

The team continued to time motorcycles for Australian Championship rounds at Mallala. In 1992 the Australian Superkart Championship was added to its list of achievements.

The 1988 F1 AGP was the last held under the turbocharged formula, with the cars running with reduced turbo boost compared to the previous year. Of the 31 cars that fronted for qualifying, five missed out on the race, in which only 11 of the 26 starters finished.

Ayrton Senna, who was already the World Champion, snatched pole from Alain Prost in the last seconds of qualifying but the tables were turned in the 82-lap race, which Prost won by 36.7 seconds after setting the fastest lap – 1-21.216.

In 1988, the Australian F1 Grand Prix Board presented a special award to CAMS, in recognition of its outstanding contribution to the three previous AGPs.

In 1989, the F1 engine regulations changed to 3.5 litres and this brought new teams to F1. The AGP had a field of 39 cars for prequalifying; nine did not get into the qualifying field and of those who did, four did not make it to the race. Prost, who had won the World Championship at the previous meeting in Japan in controversial circumstances, was again upstaged by Senna for pole position. But the real drama was to unfold on race day.

Sunday morning's warm up was held with threatening skies and at midday the rain began in sheets and soon the track was flooded. As the drivers had done no wet weather practice, they were given a 15-minute session to check out the

conditions. It was obvious that the track was virtually undriveable and several drivers tried to dissuade the officials from starting the race, which had been put back half an hour to see if things improved. They didn't and the rain continued with strong winds. Several drivers threatened not to start but eventually all did; Prost withdrew on lap one. Senna, who was driving like it was dry and began lapping back markers on lap 13, crashed into Martin Brundle and was out of the race. Thierry Boutsen took the lead on lap 14 and held it to the conclusion of the 70-lap race, in which only eight cars finished.

The 1990 AGP, which was the 500th race to count for World Championship status, was held in perfect hot conditions. This year, after another controversial race in Japan, where Prost was eliminated at the first corner, saw Senna in Adelaide as the new World Champion. He claimed pole (again) with a new qualifying lap record of 1-15.671 while the race lap record was set by Nigel Mansell at 1-18.203: both times proving that attempts to slow the cars by limiting engine size power only encouraged engineering advances in other areas which made the cars quicker. The race winner after 81 laps was Nelson Piquet from Mansell and Prost; Senna had crashed on lap 61.



**1990 TIMETABLE
SUNDAY NOVEMBER 4**

This meeting was notable for several reasons. Firstly, there was the attendance of seven past World

Champions – James Hunt, Jackie Stewart, Denny Hulme, Nelson Piquet, Juan Manuel Fangio, Ayrton Senna and Sir Jack Brabham – who posed for a trackside photo on race morning. Fangio also drove demonstration laps in the Mercedes W196. Secondly, there was the spectacular rollover by Mark Skaife's Nissan in Touring car qualifying and thirdly, and most importantly, the race won the FOCA Award for the best race in 1990, adding to the accolades already received for Adelaide's organisational excellence.

The 1991 race was billed as "The Ultimate" and it lived up to this claim but for all the wrong reasons. Another bumper field of 34 cars arrived for prequalifying on Thursday; this was reduced to 32 for qualifying. The Saturday qualifying session began on a wet track that slowly dried; by the final 15 minutes, a dry racing line had appeared. Newly crowned World Champion Senna bided his time, watching his rivals' efforts and when a gap opened in the traffic, he slotted into it and captured his fifth consecutive pole in Adelaide.

Sunday's forecast was for rain but it had become a torrential downpour by the time the race started. It was only 4 laps old before the first of many accidents on Brabham Straight happened – fortunately with no serious injuries to drivers or marshals – and eventually the appalling conditions caused the race to be red flagged on lap 16. For an hour there were heated deliberations concerning a possible restart but ultimately this did not happen and results were declared at lap 14, giving Adelaide the dubious honour of holding the shortest Grand Prix in World Championship history. The race winner was Senna from Mansell and Berger: only 20 cars finished.

By the time of the 1992 race, which continued with "The Ultimate" theme, Nigel Mansell was the new World Champion. By now, some of the smaller race teams had disappeared from the scene meaning that only the full

1992 COMMITTEE

President – Barry Frost
Vice President – John Wills
Treasurer – Daryl Beasy/Tony Morgan
Secretary – David Searles
Comp. Secretary – David Gear
Assistant Secretary – John Wills
Touring – Len Ward
Spares - David Hall
Registrar - Ralph Drage
Ladies Liaison - Jean Gilbert

Delegates:

CAMS – Bruce Went
 FVCC – Jean Gilbert



complement of 26 cars arrived.

Mansell, with a practice lap record of 1-13.732, took pole from Senna. These two led the race until lap 18, when they came together at the hairpin behind the pits in another controversial incident, putting them both out.

Gerhard Berger won by 0.741 seconds, from a fast-finishing Michael Schumacher, who set the race lap record of 1-16.078 in the process - this was the closest result in the history of the Adelaide AGPs. As only 13 of the 26 starters finished, this added to Adelaide's reputation as a car-breaking track.

Mark Skaife had created his own piece of motor racing history during the year – the youngest to win the Australian Touring Car Championship and his second successive Gold Star as Australia's Champion Driver, the first man ever to hold both at the same time. To

underline his ability, he set a new Formula Brabham lap record at the AGP of 1-31.09 during the race.

Of the many activities associated each year with the AGP, the "Climb to the Eagle" was the one that created the most excitement amongst members. Ron Burchett, who took part in the 1991 event, recorded this for *Austin 7 Journals 119*.

THE GRAND PRIX FRINGE

My participation in the GP fringe events was a lot of fun but not without its dramas.

With the Club's decision to contribute a display of sporting-related A7s in the Historic British cars exhibition in the Wakefield Street garage and the invitation to put the special in, I first had to find it (in the shed) and then get it out from under the accumulated junk. After an engine transplant, and then an eleventh hour radiator rebuild courtesy of George Bell, we made it to the display with a few hours to spare.

The energetic team of Ian Brock, David Grear, Tim Williams and David Searles did a sterling job of setting up a very workmanlike display.

The cars included Ian's racer, David Grear's Austin Special, Stan Gafney's Nippy, Merv Perry's '29 Sports, my special and the '25 and '29 roadsters of Merv Grear and Bruce Williams. There were plenty of descriptive posters and Ian had a video of Winton racing which generated a lot of interest.

The Friday "Climb to the Eagle" was a fun run and all made it to the top without mishap, Stan's Nippy minus a fan belt. In the Special, I particularly enjoyed the Norton bikes bellowing past at ear level with open megaphones – there is no sound like it!

On our return from the Eagle, the cars were assembled in Hutt Street and in between practices we were let loose on the GP circuit for a ceremonial lap. It was a glorious day and I think we got the better run for our money than the big boys did on the Sunday disaster.

As noted above, the annual Club Trophies were discontinued after 1989 – winners were:

1988: Goldsworthy Motors *Daryl Beasy*, Geoff Lobb *David Searles*, WA Currie Cup *Graham Johnson*, Denis Dix Memorial *Mick Monterosso*, Garrie Cooper Memorial *Jim Doig*.

1989: Club Driver of the Year *Mark Burridge*, A7 Owners Clubman award *David Searles*,

Denis Dix Memorial *Tony Ross*, Garrie Cooper Memorial *Bob Piper*

1990: Denis Dix Memorial *James Rosenberg*, Garrie Cooper Memorial *Neil Richardson*

1991: Denis Dix Memorial *John Cook* Garrie Cooper Memorial *Jim Doig*

1992: Denis Dix Memorial *Tony Ross* Garrie Cooper Memorial *Al Callegher*

Summary

The demise of circuit sprints brought an end to a long-standing chapter of the Club's life, as did the change of monthly general meetings days. The Club proved the quality of its membership and not only weathered the change from competition to Austin 7-based activities (in fact returning to its roots) but continued to flourish, despite suffering a gradual decline in membership to 125 in 1991. This was back to 150 in 1992.

With the support from all members, fund raising in all its forms continued to be successful. The Clubrooms upgrading was finalised and the new spares shed came into its own.

The swing to extended touring in A7s was established with the Hub Rally to Canberra; this was to lead to greater adventures in the coming years, particularly 1995 when a tour of Tasmania was being planned.

New initiatives undertaken to improve our sporting events were the endurance races for Sports Sedans at AIR and running our Trophy race meetings over 2-days.

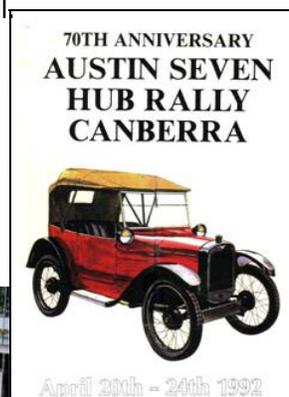
The loss of AIR as a racetrack in 1990 lost us the "Champion of AIR" series but resulted in Mallala returning to the National calendar.

We made the successful transition back to Mallala, where our Trophy race meetings continued and the 25 lap Mallala Masters for HQ Holdens was initiated. The invitation to other clubs to attend our trophy race meeting at Mallala and participate in laps of the track at lunchtime was begun; they still continue with enthusiasm in 2003.

The Club was still involved in timing major motor sport events and had added NASCAR at AIR and Calder, and World Championship races for 500 cc motorcycles and Superbikes at Phillip Island and Eastern Creek to the AGP in Adelaide.

Whilst the 35th year celebrations had been on a low key, sub committees had been set up to ensure that our 40th year event was much grander.

Canberra Hub Rally, 1992
Rally program and cars on display in the Canberra Centre
23 April





1989 Border Run to Mildura. Cars lined up for the photo shoot (above) and Merv Perry (right) has many supervisors as he repairs his A7, "Bubbles".



1990 Border Run to Roses Gap, Stawell
The A7 Specials assembled for their photo



An A7, A30 and A10 at Auburn on a weekend run, 1988.



Cars on the 60th Anniversary run of the Austin Car Club 26-6-88



SA contingent Hub Rally cars in front of new Parliament House, Canberra, June 1992



1991 Border Run to Mt Gambier.
Cars are at "Yallum Park" Homestead.

