

## Chapter 4

### 1968-1972

#### Moving into the big time

The drop-off in A7s competing has been already noted; however there was an increase in the number of new members joining the Club, without a motor sporting background, who were keen to restore A7s and use them on runs.

At this stage, the Border Run to Mount Gambier was their main annual outing, driving under special permits issued by the Motor Vehicles Department. The 1968 Run was cancelled as no suitable date could be agreed on with the Victorian A7C. However as compensation, later in the year a "Touring Assembly" was held - destination Waikerie. *Austin 7 Journals 23* 1969 reported.

On 2 November, 4 Austin 7s left Gepps Cross, heading for Waikerie, driven by Tony Grove, Bruce Bridgart, Ian Motley and Merv Perry, with other cars and trailers in convoy. The A7s were able to cruise at 40-50 mph and made good time to Greenock, when the drive to Tony's magneto called it a day. Eventually we were mobile again, having been joined by Neville Linke from Loxton. The remaining drive to Waikerie was enlivened by short bursts of speed from one member and attacks by water-propelling devices from others. At Waikerie we were joined by Doug Trengove who had only finished painting his car that morning and had trailered it up, hoping to catch us on the way.

That night a pleasant BBQ was held on the riverbank. Next morning, another magneto was fitted to Tony's 7, and after a couple of hours water-skiing, the convoy pushed off for home. Lunch was held under the Blanchetown Bridge and as all cars were still running like clocks, everyone kept driving and all arrived home under their own power.

This run was such a success that those who took part are eagerly awaiting the Border Run to Mt Gambier in April. Those who missed this run and have heard of the fun we had, are also looking forward to the next run.

This report had the desired effect, as the 1969 Border Run on the Anzac weekend of 25/27 April had a record number of A7s. *Austin 7 Journals 25* 1969 reported.

Border Run, April 25-27

Five Austins left at 4.00 am on Friday for the drive to Mt Gambier. Those belonging to Tony Grove, Bruce Went, Bruce Bridgart and Doug Trengove were driven whilst the Ian Jones/Charlie Adams car was on a trailer, as it had boiled whilst being driven to the assembly point. Breakfast was at Murray Bridge 90 minutes later and then on to Tailern Bend where Neville Linke from Loxton joined us.

Whilst eating lunch outside Naracoorte, having been joined by the 8.00 am starters, Ian and Charlie changed the radiator and from then on all six A7s travelled to the Mount with no trouble. To this stage, two of the support cars had had trouble - Col Zytveld broke a fan belt and John Lemon had mysterious ignition troubles.

On Saturday we met the eight Victorian A7s and joined with the Mt Gambier Vintage and Veteran Club for the 50-mile trip to Coleraine, where we took part in a procession through the main street, in aid of an historical carnival being held there. At the Border we paused for photos etc. and here Bruce Bridgart suspected internal damage (a broken crankshaft) and loaded his car onto a trailer.

After lunch we took our place in the parade through Coleraine; there were 28 Vintage and Veteran cars, 14 of which were A7s and then spent the afternoon at the oval enjoying a country fair, before returning to the Vintage Clubrooms for the evening.

On Sunday morning, all A7s fired up except Tony's, which again had developed magneto trouble and joined the trailer brigade. A fairly struggling convoy made it to Kingston for lunch, where Ian and Doug put their cars on trailers too, so that the rest of the trip home would be a bit quicker. However, just after Murray Bridge, Bruce Went's motor began to lose oil pressure and as a safeguard, he stopped and waited for the convoy to catch up. Doug's car was unloaded and Bruce's put on for the drive home.

And so the Border Run was over for another year, with enthusiasm for the next event running high.

A comment in the local Coleraine paper noted that cars for the parade "had come from as far a way as Adelaide"!

The 1970 run was held on 23/24 May but then it reverted to the April weekend closest to Anzac Day. On

the 1971 run, Tony Grove, Ian Jones, Charlie Adams, Trevor Knuckey, Bruce Bridgart and Trevor Mander were in A7s while Bruce Went drove his Austin Special; along with the attending cars, 33 people made the trip, which due to the heavy rain for the return journey from Mount Gambier, was very unpleasant.

The 1971 issue of *Austin 7 Journals 33* reported.

The gathering moved off about 4.30 a.m. and reached Murray Bridge for breakfast. Charlie Adams suffered a "lights out" and ignition failure while negotiating curves near Aldgate but managed to avert disaster by stopping just short of a deep creek at the side of the road. We reached Mt Gambier at 3 p.m. where we found that we had one more A7 than the Vics - the first time ever!

After being entertained and fed that night by the Vintage and Veteran Club, we farewelled the Vics next morning at the border and then drove to Port Macdonnell for lunch, by which time the rain had begun.

We got away at 9.30 a.m. on Monday and decided to return via Keith because of the weather. The early model A7s were making about 20 mph into the gale-force head wind and rain and we finally made to Keith where we had a quick lunch stop. Torrential rain fell on the final stage, cutting visibility to a few yards in daylight while at night it was difficult to see past the bonnet. Charlie Adams, clad in an ex-army greatcoat, was piloting his open 2-seater and when he arrived home, he had to be lifted from the car as the coat had soaked up so much water.

The 1972 run, with the A7s of Charlie Adams, Bruce Bridgart, Dean Jones, Ian Jones, Trevor Knuckey, Trevor Mander, Merv Perry and P Bourne and the Morris 8/40 of Colin Hanks in attendance, also had to endure wet weather and "relatively minor problems" with the cars on the run home.

Following the success of the 1968 Touring Assembly, the Club made the October date a regular event. In 1969, the run went to Goolwa on 6/7 December; but the date reverted to October for the 1970 run to Loxton. By 1971, enthusiasm for these outings had grown to the extent that an extra run

to the Barossa Valley was held on 26 September. This was followed by a trip to Port Vincent in October and then in 1972, we were invited to Port Pirie.

Ian Jones wrote this report for *Austin 7 Journals* 39 1973.

The annual end of year two-day touring assembly was held on 28-29 October at Port Pirie, the Club taking advantage of an invitation from the National Trust to participate in a pageant and display to mark the opening of the old "Ellen Street Railway Station" as a transport museum.

Assembly was at Gepps Cross at 5.45 am and all left in convoy at 6.15 am – 13 A7s, one DKW and one Morris 8/40. Five stopovers were listed on the itinerary, allowing an hour from stop to stop, giving an average speed of 28 mph. Two A7s lagged on the first section: one had to be trailered from the first stop, while the other had the front suspension modified and then it performed well for the rest of the tour.

The third leg (from Port Wakefield to Snowtown) was something of a disaster as five cars failed to take the right hand fork outside Port Wakefield. However, the pick-up car caught them and eventually all reached Port Pirie safely.

The street parade consisted of two trips up and down a three-block section of Ellen Street. One car developed a puncture during the parade: several strong fellows assisted by lifting it while a prolonged wheel change took place.

In the evening, after a smorgasbord dinner, members were left to arrange their own entertainment, which culminated with a get-together in the President's room - all 30 of us!

On Sunday morning, after Bruce Went had led the group on a mini-tour of the town, we left at 10.15 for the trip home. From the beginning, the hot temperature was a problem, as a lot of cars boiled and it was some time before all reached the first stop. Lunch was at Clare and then on the home run most of the mechanical problems occurred. Ian Motley came to a sudden stop with a broken crankshaft; Dean Jones and Geoff Kain both ran big ends and Trevor Knuckey's car consumed two gallons of oil.

The following cars and drivers took part – Charlie Adams '29 *Chummy*; Bruce Bridgart '37 *Tourer*, K Bryson '27 *Roadster*, John Garnett (Higgs) '32 *Sports*, John Garnett '35 *Ruby*, Dean Jones '35 *Tourer*, Ian Jones (G Lambert) '28 *Chummy*, Ian Jones (Geoff Kain) '37 *Tourer*, Trevor Knuckey '36 *Tourer*, Trevor Mander '37 *Tourer*, Ian Motley '35 *Sports*, Merv Perry (David/Lyell Perry) '37 *Sports*, Merv Perry '35

*Tourer*, Bruce Went '37 *Tourer*, Colin Hanks '38 *Morris* 8/40 and John Stoneham '38 *DKW*.

The Club's competition side continued to flourish with night trials, ¼ mile sprints, gymkhanas, circuit sprints, economy runs, grass sprints and our race meeting being held each year. The race meetings relied heavily on members volunteering their services for flag marshal and pit lane duties, but these were always filled (albeit with some "encouragement"), ensuring their continued success. In 1968, the Beach Run in early February was established and became a very popular way to begin the year.

Grass sprints and mudlarks grew in popularity, with members building specials to compete. Some of the regular competitors included: A7s – Ian Schultz, Bruce Bridgart, Ian Motley, Geoff Bryson, John, Paul Garnett and Kevin Joy.

*Specials* – Bruce Went, Rob Brosnan, Max Dillon, Terry Melville, Malcolm Ramsay and Merv, and David Perry.

*Small cars* – Chris Milton, Graham Bishop, Kevin Brown, Steve Caston, Steve Wright and Dan Larsen.

*Large cars* – Ivor Benneche, Gary Hoffman, Colin Morris, Trevor Chilman, Ian Chilman, Steve Brown, Bruce Bridgart, Gerry van Loon, Geoff Eardley, Len Jeffries, Bob Frost and Bill Smith.

Our ¼ mile sprints at WRE continued; the one on 17 March 1968 was reported in *Austin 7 Journals* 19.

32 competitors braved the heat for our first speed event of 1968. Unfortunately, the heat affected the transistors in the timing mechanism and after the first run, no speeds at the end of the ¼ could be recorded. Rick Hosking, in the Eller's dragster took FTD with 12.1 secs. Ian Alexander's new Shrike made its first appearance – a front wheel drive, blown Hillman Imp motor, the car recorded 18.6 secs.

A second sprint scheduled for October 20 was cancelled, as both the WRE and Mallala tracks were unavailable.

## 1968 COMMITTEE

**President** - Bruce Went  
**Treasurer/VP**– Rob Brosnan  
**Secretary** – Tony Grove  
**Assistant Secretary** – Barry Frost  
**Comp. Secretary** – Ian Motley  
**Committee** - John Lemon,  
Graham Taylor,  
Peter Hood, Colin Morris  
**CAMS Delegate** – Bruce Went

The 1969 issue of *Austin 7 Journals* 25 reported.

The first ¼ mile for 1969, on 1 June, at WRE attracted 27 entrants, with FTD going to John Walker, Elfin 600 12.5 secs. Bruce Bridgart, A7 with 22.6 secs defeated Ian Schultz 22.8. Doug Trengove brought out his new A7 special and defeated Merv Perry's special, 18.4 to 22.4 secs.

The Monaros of Graham Boulter and John Kay battled out their class, Graham winning with 16.1 to 16.8 secs. Graham Bishop and Cyril Nancarrow both recorded 15.7 secs in their Cooper S's, beating Lynton Dale 17.5. David Armstrong, Cicada BMC recorded 16.3 to beat Bob Goldsworthy's Delta, 17.3 secs.

Tony Grove, running with an 1100 cc motor won his class with 15.5 secs and Glenda Grove won the Ladies class from Marilyn Searle with 17.5 to 19.2 secs.

The second SA Championships were held at WRE on 26 October 1969. These extracts are from the *Austin 7 Journals* 27 report.

In conjunction with the WREIMC we ran the second SA State Championships on October 26. Due to the fact that until three weeks beforehand it was uncertain if the event could be run, publicity was not as widespread as previously. However a crowd of approx. 1500 attended and saw Zeke Agars retain his title with FTD of 11.9 secs in the Eilers' dragster. 49 competitors took part in 26 classes of which 13 were contested.

Doug Trengove's A7 special ran in 18.4 secs, beating Bruce Bridgart's Production bodied A7, 21.1 secs.

Rob Brosnan debuted his Holden but his early runs were slowed by fuel problems. These were cured for later runs and he recorded 19.3. Winner of the class was Alan Reid 16.2, easily beating Graham Boulter and Bob Frost, each on 16.7 secs.

Ian Schultz, Condor BMC and Jim Bickford were tied after three runs but on the last, Ian improved to win the class, 15.8 to 16.0 secs.

Brian Worthley, driving a Holden dragster in 13.3 secs beat Ray Harris, 17.0 secs.

Tony Grove's Wedge won the best turned out car and crew trophy, donated by Australian Engravers.

Although unknown at the time, this was the last ¼ mile sprint organised by us at WRE. In 1970, the March event was cancelled and we were advised that in future the WRE Club would run these events themselves, inviting our members to compete. Malcolm Ramsay won on 25 October 1970 and Stan Keen won the 7 March 1971 meeting with 11.3 secs in his new Elfin 400. Other class winners were: Ala

Reid XU1 Torana 15.0 secs

Graham Bishop Cooper S 14.4, Ian Chilman Holden 15.3, Bruce Bridgart A7 20.0, Ian Schultz Condor BMC 14.6 and C. Tormay Zephyr dragster 11.8 secs.

In 1971 the 30 May meeting was changed to 27 June because of wet conditions; Brian Worthley took FTD.

Two meetings were calendared for 1972. Roger Main, Charger won the 13 February meeting, with 14.65 secs from Ian Chilman, Holden 14.79 secs but the 6 August meeting, which "was postponed due to petrol shortages" was never rescheduled.

From May 1960 the Club had grown on the strength of those members who built and ran cars in ¼ mile sprints at WRE – this venue had now closed but sprinting continued at Mallala.

However, the change of venues did not affect members' enthusiasm for sprints. These extracts are from *Austin 7 Journals 24, 1969*.

April 13, 1969 – 2 lane 9 chain sprint, Mallala

Despite an hour's delay while the heavens fell, this event provided some extremely close finishes. FTD went to Ron Bach with 10 secs although like all competitors, this time was affected by the wet track. Ian Schultz was again unable to beat Bruce Bridgart – this is becoming as regular as Ian's wins were last year. Ian had some consolation by beating Bob Goldsworthy in their sports

cars. Bob Frost, having his first drive in Denis Dix's Elfin FV, won the racing cars class up to 1500 cc from Kevin Brown and Tony Grove. Ann Ramsay and Sue Chilman again battled out the ladies class with Ann winning. Barry Worthley defeated Tony Orlando in the racing Holdens class.

#### *Austin 7 Journals 25, 1969.*

July 6, 1969 - Circuit sprint, Mallala

Highlights of this meeting were the first appearance of two new cars and Kevin Farissey's time of 1-33 secs in his Holden, 0.3 secs under his newly set lap record.

Stan Keen's new Sports/Closed Anglia with Lotus twin-cam motor set FTD of 1-26.5. The other new car was Tony Grove's "Wedge", fitted with the engine from his "Ausford". Despite blowing a Welsh plug on one lap and braking troubles, Tony's best was 1-38.

Bruce Bridgart was the only Production-bodied A7, recording 2-10.2 before running a bearing. Doug Trengove's A7 Special recorded 1-46.

Graham Boulter, Monaro and Stan Keen, Holden V8 battled all day – Stan leading 1-37 to 1-38.3.

Ian Landsmeer, 1-40.2 was too quick for Graham Bishop's street Mini 1-43.7. Mick Ford, 1-29.5 beat Lynton Dale 1-36, both in Cooper S.

Runner up to Stan Keen was Dave Wallis, 1-33.

Bob Frost Elfin FV recorded 1-35.2 to defeat Tony Grove.

The competition was keen all day with spins all round the track (even on the warm up lap!) and the "infamous" Armco in front of the pits almost had another three victims.

#### *Austin 7 Journals 28 1970.*

18 members accepted an invitation to the MGCC's Lanac Park sprint on February 15, 1970.

Although scrutineering (non-existent until our Competition Secretary arrived and organised it!) ran late, three official runs were held. The circuit proved a handful for many cars – the start/finish area provoked wheel spin easily and the rough braking area at the end of the straight took some mastering. Malcolm Ramsay's new beach buggy was one of the fastest cars all day. Roger Main cracked a distributor in his Valiant and Tony Grove bent suspension mountings in his Wedge.

#### *Austin 7 Journals 29 1970.*

Mallala Dash, May 31

It was pleasing for the Club to see a number of new competitors, although only six classes were contested. The

### **1969 COMMITTEE**

**President** - Bruce Went

**Treasurer/VP** – Rob Brosnan

**Secretary** – Tony Grove

**Assistant Secretary** – Barry Frost

**Comp. Secretary** – Ian Motley

**Committee** - John Lemon,

John Walker, Bob Frost,

Bob Goldsworthy

**Social** - Peter Hood, Bob Goldsworthy, Kym Murphy, Glenda Grove, Ann Ramsay, Alan Brown

**CAMS Delegate** – Bruce Went

event was a ¼ mile dash, starting before the esses and finishing at the normal Start/Finish line.

The A7 specials class was a duel between Merv Perry's very neat new machine and Doug Trengove's familiar special. However, the fastest times in each were set by the sons of the owners – David Perry and Colin Trengove – with Colin leading 28.8 to 33.7 secs, although Merv's car still has to have motor modifications done to it.

Steve Brown recorded 26.8 with a spin at Woodies Corner on his final run. Rob Brosnan and Gil Cameron fought out the Holden class. After three runs they were tied on 28.2 secs. On Gil's last run bottom gear broke as the car left the line; Rob lowered his time to 27.5 to win.

Ian Schultz, Condor BMC and Bob Frost Elfin FV, fought out FTD. After four runs they were tied on 25.6 secs, which Ian equalled on his last run but Bob improved to 25.4 to take the win.

Len Jeffries, Morris Minor special recorded 27.3 to beat Ivan Piatanesi A30/Holden who had gearbox trouble and was unable to complete a run. Len had a big spin at Clubhouse on his second run, nearly collecting the new Armco barrier in front of the pits: he also had the bonnet blow off on one practice run.

Ian Chilman had an easy win with his Holden, 26.4 from Ian Kester 30.0 (who joined the "spinners", losing it on the final run) and Andrew Phillips 31.3. Clubhouse claimed two other competitors – David Williams and John Edyvean who was driving Roger Main's new automatic Valiant-powered A/Healy Sprite on its first outing.

Other annual trophies were added to encourage competition - from 1969, the Hoffman Dry Cleaners Trophy from Gary Hoffman, for the best turned out car and crew at speed events, and from



1970, the Gilbert Motor Bodies Trophy from John Walker, for the night trials series. For 1972, Len Jeffries provided the Jeffries Garden Soils Trophy for the best man/woman team in Club trials.

These were won by -

**1968:** Goldsworthy Motors *Ian Schultz*

**1969:** Goldsworthy Motors *Bruce Bridgart*, Hoffman Dry Cleaners *Bruce Bridgart*

**1970:** Goldsworthy Motors *Len Jeffries*, Hoffman Dry Cleaners *Tony Grove*, Gilbert Motor Bodies *Len Jeffries/Alex Cochrane*

**1971:** Goldsworthy Motors *Ian Chilman*, Hoffman Dry Cleaners *Tony Grove*, Gilbert Motor Bodies *Len Jeffries/Alex Cochrane*

**1972:** Goldsworthy Motors *Graham Boulter*, Hoffman Dry Cleaners *Dan Larsen*, Gilbert Motor Bodies *Bruce Bridgart/Wig Willoughby*, Jeffries Garden Soils *Graham/Chris Boulter*

The *News-Castrol Safety Drives* in 1968 and 1969 were directed by Tony Grove and Barry Frost, while in 1970, they swapped roles - Barry directed with Tony assisting. This was the final year of these contests and in appreciation of our hard work, Castrol rewarded all officials with a dinner.

In April 1970, CAMS Secretary Norma Hoffman retired and Peter Wright was appointed, operating from new offices at Magill Road Beulah Park. CAMS also initiated the *CAMS Service Awards*, for services rendered to the sport over a long period, and in September 1970, *Bruce Went*, *Tony Grove*, and *Max Bowden* received their awards along with other outstanding South Australian recipients.

In 1968, the London - Sydney Marathon was held, passing through northern South Australia. A team from the Club travelled to a property, about 40 miles northwest of Olary, to man gates on the rally route. Arriving at the station on Sunday afternoon, they camped overnight, ready for the passage of competitors early Monday morning. The complete field had passed through by later in the afternoon

and the team returned to Adelaide, arriving early Tuesday morning. In 1970, another London - Sydney race took place, this time for planes. *Austin 7 Journals 28* 1970 reported.

The February issue of *Camsreport* mentions the high praise from the organisers of the London - Sydney Air Race for the excellent timing provided by Cams officials. Barry Frost and Dave Fergusson were the starters at Parafield Airport on January 2 and spent 4 hours at the end of one of the runways, getting the planes underway.

In March 1970, the Club entered two teams in an engine assembly contest at the Festival Motor Show at Wayville. *Austin 7 Journals 28* 1970 reported.

The idea of the contest was to assemble and run an early model Holden motor in the fastest time. There were five heats of two teams conducted on the nights from Monday to Friday and a final on Saturday night, which comprised the two fastest teams.

Our two teams won their respective heats and with fastest times, both made the final.

The teams were:

No 1 - Graham Boulter, John Reynolds, Ken Leigh and John Vidau, with a heat time of 29 minutes 38 secs.

No 2 - Denis Dix, Ross Loader, and Gordon Jeffries, with a heat time of 25 minutes 59 secs.

The final was a heart-stopper, as they built the motors in record time. Team 2 won in a time of 20 minutes 50 secs, just 5 secs ahead of team 1.

Hot on the heels of this show, another engine assembly contest was held at the 1970 Sports+Racing Car Show at Wayville from 8-13 May. This time a Ford Cortina motor had to be assembled and we again entered two teams. No 1 was the successful team of Denis Dix, Ross Loader, and Gordon Jeffries: No 2 comprised Noel and John Hurd and Ern Hancock.

*Austin 7 Journals 28* again.

Both teams won their heats, but Denis and co. were put out in the semi-final due to some unconventional wiring. Team 2 reached the final and were against a team from Maughan Thiem, winning in the record time of 6 minutes 28 secs, beating the previous time of 7 minutes 3 secs set by a Queensland team.

## 1970 COMMITTEE

**President** - Bruce Went

**Treasurer/VP** - Rob Brosnan

**Secretary** - Bob Frost

**Assistant Secretary** - Barry Frost

**Comp. Secretary** - Ian Motley

**Committee** - John Lemon, John Walker, John Reynolds, Bob Goldsworthy

**Social** - Ann Ramsay, Glenda Grove, Bob Goldsworthy, Alan Brown, Graham Boulter

**CAMS Delegate** - Bruce Went

**Life membership to Tony Grove**

Next stop was to Sydney for the grand final. In a practice session, the team had set a time of 4 minutes 32.5 secs. However in the final, they were beaten by 3 secs by a team from the Ford Motor Company.

The Club organised three major controls for the 1970 Ampol Trial. On 20 June we started the Adelaide section of the rally to Alice Springs and then on 1-2 July the cars returned to the Adelaide Control in the trial section. President Bruce Went was full of praise for members' efforts, as this extract from the 1970 issue of *Austin 7 Journals 29* shows.

President's Piece

My sincere thanks go to you, the members of this Club (and other clubs), for the excellent job done in manning controls for the 1970 Ampol Trial. Some members travelled up to 2000 miles, took days off from work and went without sleep for periods exceeding 24 hours, all for the love of motor sport. The major controls and impound areas at Port Augusta, Alice Springs and Adelaide went like clockwork and we received many favourable comments from competitors. A word of thanks also to those who volunteered to go into the wilderness at extremely short notice, enabling us to man a couple of controls allocated to us by Ampol just three days before the start.

1970 Ampol Trial

Many Club members helped to man controls for the rally section and the Adelaide Control. They all worked hard and for long hours and all deserve the highest praise.

However, John Lemon deserves special mention. He had complete charge of the Alice Springs finish of the Rally and start of the Trial, with the

assistance of Alan Radley and Dean Walker. In an effort to get the Rally sorted and results issued they worked for 34 hours straight with townspeople assisting.

Bob Frost also spent many hours organising the other clubs and attending to the 1001 details that needed sorting out. Bruce Went, Bob Goldsworthy and John Walker controlled activities at Port Augusta. John Lemon, Bob and Cindy Frost, Barry and Rae Frost, Tony and Glenda Grove, Gary Hoffman, John Reynolds, Ivor Benneche, Pam Thorpe, Alan Radley, Dean Walker and many others all helped at the Adelaide Control, which some competitors called the best organised of those they had passed through.

Ampol donated \$100 worth of trophies plus a cash bonus to the Club. For every gallon of petrol bought by members before the end of August, they offered us 3 cents—this brought in \$160.

In 1968, the search for land for clubrooms or a competition site was still at the forefront of the Committee's thoughts and in April, an approach was made to the Onkaparinga Racing Club at Oakbank for their comments on building a motor racing track. Their response was encouraging; preliminary layouts and designs were prepared and at the September general meeting, members were given some details of our proposal.

In October, a sub committee of Bruce Went, Barry Frost, Rob Brosnan and Tony Grove was appointed by the Committee to take the ideas towards finality. At the 1968 AGM, *"the President gave a lengthy report on the Oakbank race circuit proposal, outlining all the steps the organising committee had taken, with the Club waiting on a reply from the Onkaparinga Racing Club. A map of the proposed circuit was shown and discussed"*.

Despite our hard work and hopes, in March 1969 the proposal was rejected. On following up with the Onkaparinga Racing Club for their reasons, although they had been impressed and interested, flooding problems at the track in the winter months (up to 1 metre of water in the betting rings and stables), were the main reasons for refusal. The costs to control this

flooding were financially out of the question. Interestingly, the goodwill within the business community that the Club had built up during the running of the *News-Castrol Safety Drives* had been one of the factors in our proposal being considered in detail by the Onkaparinga Club.

Following this rejection, a subcommittee (Bruce Went, Tony Grove and with Stuart McLeod as publicity agent) was formed in April, with the aim of maintaining the momentum and keeping our newfound expertise intact. Operating under the name "Adelaide Motor Racing Promotions", it was charged with the task of furthering our search. Land at Cudlee Creek was looked at in 1970 but was totally unsuitable and in February 1971 the sub committee was disbanded, as there was news of a new international racetrack to be built at Virginia.

Another survey of members was conducted in January 1970, which resulted in an equal preference between clubrooms and a track

Tony Grove retired as Secretary at the end of 1969 and was awarded Life Membership in January 1970. Bob Frost took over as Secretary. Bruce Went retired as President at the end of 1971, and was awarded Life Membership in January 1972. Both Tony and Bruce had completed ten years in their respective positions, guiding the Club through a period of growth and change.

At the September 1970 General Meeting, Ian Motley had presented a motion for consideration at the AGM to change the name of the Club to "All Cars Club of SA", to reflect the diverse nature of its membership and remove the historic connotations with Austin 7s.

This provoked lengthy discussion at the next committee meeting and the "President's Piece" in the October *Austin 7 Journals* argued strongly against such a change, concluding with *"I ask you all to think very carefully about this issue; the advantages of changing the Club's name are impossible to assess while the main disadvantage*

## 1971 COMMITTEE

**President** - Bruce Went  
**Treasurer/VP** – Rob Brosnan  
**Secretary** – Bob Frost  
**Assistant Secretary** – Barry Frost  
**Comp. Secretary** – Alan Radley  
**Committee** - John Lemon,  
John Walker, Tony Grove,  
John Reynolds  
**Social** – Bob Goldsworthy, Alan Brown,  
Glenda Grove,  
Ann Ramsay, Graham Boulter  
**CAMS Delegate** – Bruce Went

*is that the Austin 7 Club as it is known today will cease to exist and that would be a tragedy".*

At the 1971 AGM, Ian advised, *"that he wished to withdraw the motion."* This was greeted with the unanimous approval of the meeting. Three changes to the Constitution were then approved. They were: 1 - the tenure of Presidents was limited to two consecutive years; 2 - any person filling the office of President must have had at least 12 months service on the A7 Committee and 3 - the offices of Treasurer and Vice President were separated. Rob Brosnan was elected as President

The growing demands from members for social functions saw a Social Committee being elected at the 1968 AGM. Their first function was a wine tasting on 23 February 1969. They continued to provide for the social side of the Club, with annual dinners, Christmas cabarets and other fund raising events, which were well supported and appreciated by members. For example, the 1969 Christmas cabaret at the Payneham Civic Centre attracted over 600 people.

Monthly general meetings continued to be held at the Westbourne Park hall, except in June each year, when that meeting was held in the Rothmans Theatre at Wayville, for the showing of films.

Club members continued to have success in racing, both at Mallala, interstate and overseas.

On 29 January 1968, Geoff

Vercoe and Eric Boord finished 2nd and 3rd in the Australian Tourist Trophy at Mallala. Also at this meeting, Mel McEwin won the racing cars scratch and John Walker set a new lap record. At the Easter meeting, Cyril Nancarrow was second to Norm Beechey in the SA Touring Car Championship, with Kevin Farrissey first pre-EH Holden. Ian Alexander debuted the Shrike, taking second in the sports handicap. At the June meeting, John Walker won the SA Road Racing Championship and Ian Alexander won the sports handicap. John also won the Victorian Racing Car Championship at Phillip Island. Garrie Cooper won the 1968 Singapore GP and was equal Australian 1.5 litre Champion with Max Stewart.

In 1969, Garrie was the first Australian in the Tasman Cup race at Sandown and again raced at the Malaysian and Singapore GPs with Malcolm Ramsay, who finished fourth in both, while Garrie did not finish in either. However, he redeemed his faith in the car, the Elfin 600 with Repco V8, by winning the Gold Star round at Mallala on 13 October. John Walker added the WA Racing Car Championship to his list, winning by two laps and lowering the lap record by 6 secs. He also won the Victorian Lucas-Davison Series at Calder and repeated this success in 1970, also finishing second in the Australian F2 Championship at Lakeside. In 1971, John raced in Malaysia for a win and 3 second places and in Japan for 8th place outright.

From *Austin 7 Journals* 28, 1970.

Graham Boulter, John Reynolds, Kevin Farrissey and Stan Keen went to Albury at Easter 1970. Kev and Stan were successful, winning and placing in a couple of races. Graham burnt a piston and John had the worst luck of all – breaking a front hub and finishing head-on into a concrete wall.

The sport in SA was slowly becoming more professional, with teams being formed to prepare and

enter cars – eg Underdale Auto Port, Gilbert Motor Bodies, Ecurie Rapide, Aunger Racing, Vimy Ridge Service Station and City-State Racing among others.

The growing Formula Vee Association proposed in February 1971 that a “Women for Wheels” type organisation, based on the Victorian model of fundraising by the wives and girlfriends of racing drivers, be set up to provide modern fire-fighting equipment at race meetings and hillclimbs. With our strong competition base, the Club fully supported this move. Glenda Grove and Ann Ramsay were among the original steering committee, and after a public meeting in May, “Women for Wheels” was established.

The search for clubrooms continued: in 1970 six sites were inspected to no avail and then in 1971 an offer was made for clubrooms to be built and for us to lease them - this was rejected as being too expensive. In October, the lack of success so far prompted the Committee to debate at length the wisdom of pursuing the search any further but it decided to continue and to make fundraising the main aim for 1972, with the running of a “Clubrooms Lottery”. To this stage, one or another of the committee or a club member had found virtually every site inspected.

Early in 1972, negotiations were begun with the Marion Council regarding possible lease of land on which to build clubrooms; in May the application was rejected so in July details of our requirements were given to three land agents in the hope that this would bring success. At the AGM, the President reported “*We believe our aim in the coming year would be to purchase a property and then progress towards clubrooms from there – using the abilities of many of our members*”.

In 1971, the new racetrack at Virginia, being built by Keith Williams from Surfers Paradise in Queensland, was progressing well. At the February committee meeting, it was moved “*that the Club contact the promoters of the new circuit, for*

## 1972 COMMITTEE

**President** - Rob Brosnan

**Vice President** - Barry Frost

**Treasurer** – Colin Zytveld

**Secretary** – Bob Frost

**Assistant Secretary** – Barry Frost

**Comp. Sec.** – Mick Hammond

**Committee** - John Lemon,

Graham Boulter,

John Reynolds,

Tony Grove.

**Social** - Chris Boulter, Bev Reynolds, Gaye Zytveld, Ian Motley, Bob Goldsworthy, Regina Caston

**CAMS Delegate** – Bruce Went

*Life membership to Bruce Went*

*use of the facilities for club events and to offer services of the Club in any organising capacity whatever*”. At the May general meeting, Mr Bill Pickett, the general manager of the Adelaide International Raceway, (known by now as AIR) answered questions on details of the track, set to open in January 1972.

To safeguard their investment, in late 1971 the AIR owners bought Mallala and announced that from 1972, it would no longer be used as a racetrack. The Gold Star meeting on October 11 and the Australian Sports Car Championship meeting on November 14 were run under the new AIR management. The land was later sold to a farmer with the proviso that the track be ripped, making it unsuitable for use.

As it transpired, our Trophy Meeting on 2 May 1971 was our last at Mallala.

*Austin 7 Journals* 33 reported.

The meeting was well supported by businesses and members, and the Club is extremely grateful for their support.

The BP Hadley Trophy was for Touring Cars, events 1 and 5. John Lewis won both heats and the trophy. Second was John Kay from Lynton Dale. Keith Poole won the Stan Keen Motors Trophy for FV from John Cossick.

Aunger Accessories provided the trophy for Division 1 cars, which was won by Deane Clough, from Trevor Hill. Dean Hosking won the City-State



Motors Trophy for Division 2 cars with Ron Tatzell second. The Parade Motors Trophy for sports cars was run in the rain and Trevor Hill won from David Jarrett. Dean Hosking scored another win in the Underdale Auto Port Trophy for racing cars, with Ron Tatzell again second. The Indianapolis Speed Shop Trophy for touring cars was held with the track still wet and Lynton Dale won from Colin Morris.

Ian Davis narrowly won the Ian Richards Transmissions Trophy for sports cars from Ivan Piatanesi. The D. Smith and Sons Trophy for racing cars went to Deane Clough from Harry Aust. The program concluded with a handicap race for each category, where Rob Brosnan won the pre-EH Holdens race.

At the Australian Touring Car Championship meeting on 14 June 1971, A7C members continued to be successful, as *Austin 7 Journals 33* reported.

Malcolm Ramsay won event 2 in his Torana, setting a new class record of 1-28.8. Graham Boulter and Kevin Farrissey had a close tussle, with Graham leading for 4 laps and equalling Kevin's record of 1-32.0, which Kevin promptly lowered to 1-31.4 on his way to winning the pre-EH Holden section. In the Sports/Closed race, Bob Jane won easily but David Jarrett had a close tussle with John Vidau and Ken Leigh. The Division 1 race saw another win to Malcolm Ramsay, this time in his Elfin Waggott, from John Walker and Stan Keen. John lowered his class record to 1-12.5 while Stan set the outright Sports car record with 1-13.0.

Chris Milton had an easy win over Eric Boord in the Division 2 race. In the Touring Car Championship race, Graham Bishop, Malcolm Ramsay, Lynton Dale and Alan Reid took 6, 7, 8, and 9 places behind the interstate stars.

After what might be the final open race meeting at Mallala, club members hold 7 class records: they are John Walker, Chris Milton, Stan Keen, Malcolm Ramsay (2), Kevin Farrissey and David Jarrett.

(Information at the time indicated that this would be the case but as noted above, the AIR management continued with racing at Mallala until the end of the year).

The final Mallala meeting was held on Sunday 14 November 1971, featuring the Australian Sports Car Championship, so the track closed with a bang not a whimper.

John Harvey won the Sports Car Championship with Phil Moore 3rd

and Eric Boord 4th. The growing Sports Sedans class saw some of the closest racing on the day, with Colin Morris, David Jarrett, Alan Reid and Kym Sutherland providing the entertainment. Thus the curtain fell on 10 years of Club and National racing at Mallala.

Adelaide International Raceway opened on Sunday 9 January 1972 with a trophy race meeting. The wet weather contributed to several accidents, as the enclosed concrete walls were very unforgiving and drivers did not have the room to make mistakes as they had had at Mallala. Malcolm Ramsay set the outright lap record of 57.7 secs in his Elfin Waggott.

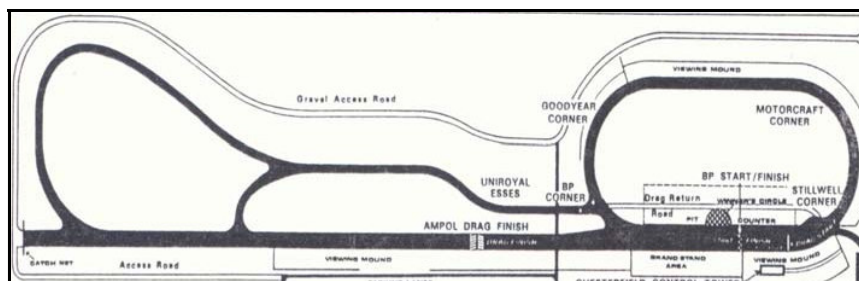
This was followed by the first International race meeting held in

placings. John Walker was fourth and first Australian driver.

A new lap record of 55.0 secs, average speed 105.5 mph (169 kph), was set by Frank Radisich McLaren M10B while average speed for the race was 100.5 mph (160.8 kph). The hot, dry conditions depleted the field and only seven of the 14 starters finished. Among the non-finishers were Frank Matich, Max Stewart, Warwick Brown, Graeme McRae and Robbie Francevic.

*Austin 7 Journals 36* 1972, now had "Raceway Rumbles".

Malcolm Ramsay showed his new "5000" Holden Kingswood for 5AD/City State team in event 3, blasting through the field from the back of the grid to a first lap lead which he kept to the end. In a later race, the car developed a



**Adelaide International Raceway** incorporated a short (1.1 miles -1.77 km), a long (1.5 miles—2.41 km) circuit and a 1/2 mile oval for bitumen speedway racing. The front straight was also a drag strip. Racing was clock- wise. The rallycross track used a water jump in the middle of the oval .

SA. On 27 February, the final races in the 1972 Tasman Championship for racing cars (70 laps) and the Australian Manufacturer's Championship for Production Touring cars (55 laps) were held. Both these presented a challenge for our timing team, as they were the first races of such length that they had timed.

The Tasman International Championship series had been running in the Eastern states since 1963 but with Mallala deemed to be unsuitable for the modern F1-derived cars, SA had missed out.

In 1972, the cars were racing to F5000 regulations. The 70-lap Tasman Championship, round 8 of the series, was a victory for the International drivers: David Hobbs McLaren M22, Mike Hailwood Surtees TS8 and Teddy Pilette McLaren M10 took the first three

misfire and he finished third behind John Lewis and Noel Hurd. The Tasman race was the first outing for John Walker's new Elfin Repco F5000; he finished fourth despite brake troubles. John Bassett scored two wins in the Globe Products Escort, as did Deane Clough in his Elfin.

It was also the first time that the South Pacific Touring Car series was run in SA. Like the Tasman Championship, it had been a regular part of the summer racing scene in the Eastern states for several years. This 71-lap race was a victory for the Falcon GTHOs of Allan Moffat (lap record 1-05.5) and John Goss.

The next race meeting was on 9 April and featured the SA round of the Australian Sports Car Championship, which was won by John Harvey, McLaren. Malcolm Ramsay lowered the outright Touring Car record to 1-03.5, John



Lewis took his class record to 1-04.7 and Chris Milton set the F2 record at 59.2 secs.

The Australian Touring Car Championship in 1968 was held at Warwick Farm in Sydney and was won by Leo Geoghegan, Mustang: from then it became a series with races in five states. Mallala's race on 16 June 1969 was the third for the year and eventual Champion Ian Geoghegan, Mustang, won it.

In 1970 the Championship expanded to seven races; Mallala's 15 June meeting was the fourth in the series and the winner was again Ian Geoghegan, defeating eventual Champion, Norm Beechey, Monaro. At the Lakeside round at the end of the series, Dick Johnson scored his first Championship points.

In 1971, again a seven race series, Bob Jane won in his Jaguar at Mallala on 14 June and took out the Championship. In 1972 another round was added, taking the series to eight. Bob Jane won at AIR on 11 June, in his Chev Camaro (Malcolm Ramsay took fourth) and went on to win the championship.

On 5 March 1972 our Club ran the first circuit sprint at the new track, in conjunction with the Morris 850 and WRE Clubs. By using the short circuit, the event attracted a sizeable entry of circuit and road cars, with drivers keen to try the new track. FTD went to Alf Herbert at 1-04.3 in his Imp Special. Meredith Garwood in a Mini won the Ladies class in 1-12.3 from Chris Boulter, Monaro.

David Jarrett and Cyril Nancarrow, with equal times of 1-05.6, were the quickest sedans. Graham Boulter at 1-06.6 was the quickest old Holden, beating Tony Parkinson and Chris Davis.

A new form of competition had evolved during the late 1960s/early 1970s – rallycross/autocross. The track included water jumps and splashes and rough, boggy sections, which emulated conditions experienced by trials drivers but were set within a smaller area to accommodate spectators.

In 1971, the SA Autocross Championship was held over two

rounds – at Whyalla on 9 May and on 11 July at the Southern Districts Car Club site at Morphett Vale. Our timing team officiated at both these, adding to its growing expertise. These were the forerunners to the rallycross meetings to come at AIR and elsewhere.

The AIR management had set an ambitious schedule for the first year - race meetings, rallycross and oval racing or Super Speedway. The Club had taken on the task of running the four rallycross events; this included supplying all officials, including the timing team, and doing all the pre-event organising.

The first rallycross meeting was run on 2 April 1972 after the January 23 had been cancelled. In his "President's Piece" in *Austin 7 Journals 36*, Rob Brosnan noted :

At the beginning of the year, I pointed out that we would be in for a busy year and your cooperation was sought, particularly in the area of officiating at any of our functions. I would personally like to thank those who gave their services at the rallycross on April 2: over 30 officials attended and all did a good job. The event was well supported by the public and although entries were low, there were many spectacular incidents, which kept the meeting alive.

Rob had gained considerable experience in running speed events, as Clerk of Course at many of our Club race meetings and sprints. His expertise was recognised by AIR management who appointed him to be Clerk of Course for the rallycross meetings. His success at these gained him the appointment for all AIR race meetings from mid 1972.

The next rallycross meetings were held on 16 July and 26 November: the report in *Racing Car News* on the November meeting noted that "the meeting attracted a sizable entry of Victorian drivers, many of whom constructively criticised the track, directing their comments at its narrowness and prevalence of the mud".

At the December committee meeting the club was advised "that unless sponsorship can be obtained, AIR would be discontinuing rallycross for the time being". The

1973 dates were offered to the Club but these were declined and "for the time being" became forever, and rallycross at AIR was over.

Our Trophy Race meeting on 30 April 1972 was the first to be held on the short circuit at AIR.

*Austin 7 Journals 37* 1972, reported on the meeting.

Sincere thanks to all members who helped make this a very successful day – also thanks to those members and firms who donated trophies.

The main trophy race winners were:  
*Touring cars*, Indianapolis Speed Shop Trophy - Graham Boulter from Tony Parkinson. *Sports Sedans*, Maxwell Motors Trophy – Ian Chilman from Graham Masters. *Sports cars*, D Smith and Sons Trophy – Jim Doig from Mike Trengove. *Racing Cars*, Southern Power Centre Trophy – Deane Clough from Don Foster. *Formula Vee*, Barry Schapel.

Lap records were set by:  
RACING CARS -  
Deane Clough, Elfin Mono 52.2; FV - Barry Schapel, Nimbus 56.0; Up to 1100 cc – A Herbert, Imp special 55.3.  
SPORTS CARS –  
Jim Doig, Lotus 7 51.3; 1101-1500 cc Mike Trengove, Asp clubman 53.5; up to 1100 cc Dean Hosking, Asp Clubman 54.2.  
TOURING CARS –  
Graham Boulter, Holden 59.5.  
SPORTS SEDANS –  
Graham Bishop, Morris 54.7.

The February races had been just a warm up for the July 28 Australian Manufacturer's Championship meeting. 27 cars raced in the "Chesterfield 250", over 165 laps, the winner taking 3 hours 6 minutes – another successful challenge met by the timing team.

1972's racing concluded on 2 December with another innovation at AIR – night racing.

Also reported in that issue of *Austin 7 Journals 37* was the 18 June Economy Run .

In perfect weather, competitors travelled to Strathalbyn for lunch, returning to Adelaide via Chain of Ponds. Tony Parkinson achieved best mpg: Bob Frost again won best ton mpg from Alex Cochrane.

The A7 owners took the opportunity to give their machines a run, taking a more direct route to lunch and return. Of those who tried for economy, Trevor Mander beat Bruce Bridgart by two



The Club trailer was used as the control centre at sprints, with results posted on the board. Here, it is set up for timing a 9 chain sprint at Mallala, 1968.

cents worth of petrol!

## Summary

In this period, the Club had experienced a growth in members whose interests were in the restoration of A7s. They drove them on touring assemblies and other runs and camaraderie amongst them was developing. Membership was maintained at around 200.

Nevertheless, the strength of the Club was still with those who raced or sprinted or ran in trials or grass sprints or other competitive events, often with specials built for the purpose, echoing the skills of many founding members for their ingenuity. The growth of the class which became "Sports Sedans" reflects that being able to design and build a racing sedan had strong appeal to members. The skill and successes of several high-profile members racing interstate and overseas reflected the growing professionalism of the sport and the Club.

The following members were an integral part of the local racing scene, at Mallala and AIR in this period.

### RACING CARS

*Garrie Cooper*, various Elfins; *John Walker*, various Elfins, Repco Match; *Malcolm Ramsay*, Elfin Repco, Birrana; *Stan Keen*, Elfin MR5; *Mel McEwin*, Lotus Climax; *Chris Milton*, Elfin FV,

Elfin 600; *Ron Bach*, Elfin Mono Imp; *Bob Frost*, Elfin FV; *Kevin Brown* FV; *Wig Willoughby*, Velo Special; *Eric Spehr*, Elfin FV.

### SPORTS CARS

*Stan Keen*, Elfin 400; *Geoff Vercoe*, Cicada Ford; *Malcolm Ramsay*, Elfin 300; *Denis Dix*, Delta; *Ian Alexander*, Shrike; *Ian Schultz*, Conдор BMC; *Eric/Ralph Boord*, Olympus; *Bob Goldsworthy*, Delta, Delta II; *David Armstrong*, Cicada BMC; *Trevor Lewis*, U2 Clubman; *Ian Davis*, Holden Healey; *Dean Nitschke*, Ford Special.

### TOURING CARS

*Denis Dix*, *Kevin Farissey*, *Brian Worthley*, *Peter Finch*, *Peter Hood*, *Colin Morris*, *Alan Reid*, *Geoff Smyth*, *Tony Orlando*, *Graham Boulter*, *John Reynolds*, *Colin Zytveld*, *Kym Anderson*, *Ian Chilman*, *John Rosenberg*, *Barry Worthley*, *Gil Cameron*, *Rob Brosnan*, *Barry Warnes*, *John Lewis*, *Tony Parkinson* all drove Holdens. *Malcolm Ramsay*, Kingswood and Torana; *John Walker*, Torana; *Don Scott*, Skyline GT; *Peter Finch*, Mustang; *Graham Bishop*, *Lynton Dale*, *David Jarrett*, *Mike/Ashley Ford*, all drove Cooper S; *John Kay*, Nova; *Ian Landsmeer*, Holden and Ford Anglia; *Mel McEwin*, Toyota.

### SPORTS SEDANS

*Denis Dix*, Ford Anglia; *John Bassett*, Ford Escort; *Ian Landsmeer*, Ford Anglia; *John/David Jarrett*, *Graham Bishop*, *Graham Masters* all drove Cooper S; *Stan Keen*, Ford Anglia Lotus; *Len Jeffries*, Morris Minor; *Ken Leigh*, Holden and Morris Minor; *Alan Reid*, Torana; *John Reynolds*, *John Vidau*, *Brian Bennett*, *Kym Sutherland*, *David Baldock*, *Gil Cameron*, *Ian Chilman*, *Colin Morris* all drove Holdens; *Steve Brown*, Falcon; *Peter Finch*, Camaro, *Ivan Piatanesi*, A30 Holden; *Wayne Sutton*, Bellett.

The Club was prepared to take on and succeed with any new challenge that came its way. The *News-Castrol Safety Drives* had given us a good grounding in organising public events so that when the Ampol Trial came along, it was a natural step up to cope with this much higher profile National event which was a high point in the Club's achievements to date.

Our senior officials had been recognised by CAMS for their outstanding contribution to motor sport in this State.

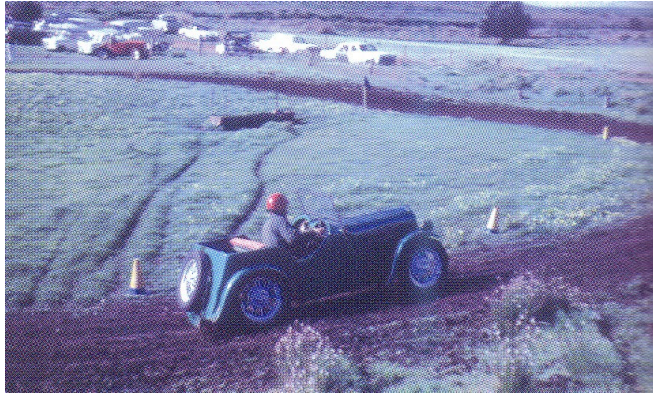
*Austin 7 Journals* had continued

to chronicle the Club's activities and had included photos on a regular basis from issue 23, January 1969. From issue 33, July 1971, its production had moved from foolscap-sized roneoed style to the more modern photocopying process, using APECO copiers.

The Club had put a lot of effort into finding suitable land for a racetrack; designing one for Oakbank, even though this did not eventuate, gave the Committee the confidence to continue the search with a dedicated sub committee. The advent of AIR removed the need for this to continue, allowing us to concentrate on looking for Clubrooms. At the end of this period, hopes were high for success, even though several promising prospects in the last few years had not fulfilled their expectations.

AIR gave the Club the opportunity to expand its organisational expertise with rallycross and took the sport in SA into another realm – that of top level Australian and International motor racing, with its attendant professionalism, exposure and standards. This would take the Club and its officials to new levels of experience and expertise.





**Reynella Grass Sprint action.** Above: Ian Schultz's A7, 1972 and above right: Rob Brosnan 1968  
Below: David Perry, RenAus, 1971

