

Chapter 7

1983-1987

30 years old and our own Clubrooms; the AGP comes to town and Adelaide's Alive!

By way of introduction to the Club's 30th year activities, the *President's Piece* in *Austin 7 Journals* 78 January 1983, appealed "for members' support at all Club events, particularly general meetings, which had diminished to an all time low at the end of 1982. As a record of our 30 years of existence and achievements, special mementoshave been made available and special events have been planned".

The first of these commemorative events was the Easter race meeting, planning for which had begun in the previous October, and it was previewed in *Austin 7 Journals* 78.

The Easter race meeting in 1983 is at Mallala and is jointly organised and promoted by the A7 Club and the Historic Racing Register of the SCC and will be on Saturday 2 April. A full program of racing has been planned with special emphasis on A7s, as the meeting will commemorate our 30th anniversary.

Not only racing Austins – which have a special event – but also sedans, tourers etc are catered for in two Regularity runs. We are hoping for plenty of support from A7 owners, both here and interstate.

The race meeting programme noted, "This meeting is significant for a number of reasons. Firstly, it heralds the return of historic motor sport to one of Australia's greatest circuits of the 60s and once again the SA Historic Tourist Trophy will be run. Secondly, it coincides with the 30th anniversary of the A7 Club SA and we are confident of great support from A7 owners, both in regularity and race events. Thirdly, we are delighted to have the support of Channel 7 and BP Outward Bound as sponsors for the

meeting." There was also a brief history of the Club's achievements to date.

A fund had been organised by the Club to establish a memorial in Garrie Cooper's name, to be raced for at A7C race meetings. This was well supported by many of his friends and fellow competitors and the 1983 meeting was the first one at which it would be awarded, as *Austin 7 Journals* 79 reported.

The features of the meeting were a return of vintage and historic vehicles to Mallala, many of which had raced their in their heyday, a commemorative race for A7s, the Denis Dix memorial and a new memorial in honour of Garrie Cooper.

A small hitch in the works occurred when Channel 7 announced the cancellation of the 1983 Good Friday Appeal. However, the publicity, which the event would have received from this appeal was replaced by a lengthy segment on *State Affair*, which featured David Grear's A7 among other cars.

The Denis Dix memorial trophy was raced with a depleted Sports Sedan field and Mick Monterosso was an easy winner from Ken Leigh and James Rosenberg.

The next event was the A7 Club 30th Anniversary Trophy, which was won by Bryan Sellick in a Ford Special; second and first A7 was taken by John Ould. It was on the first lap of this race that the only serious accident occurred. Coming out of Magnum Corner, towards the S/F line, Max Foster's A7 tripped and rolled sideways, finishing on its wheels on the edge of the track. Max's helmet was worn from hitting the track, while the roll bar was almost worn through as it scraped along the bitumen.

The inaugural Garrie Cooper Memorial was for historic Group M cars and 16 cars faced the starter. John Ampt, Brabham BT14 won fairly easily from David Maders and Tony Armstrong, both in Elfin Monos. After the event, Bruce Went then introduced Mrs Lorraine Cooper to present the trophy.

During the afternoon our Commemorative Port and glasses were on sale. Thanks to Davids Grear and Searles and friends and Lyn Masters, in excess of \$700 worth was sold.

Regularity run entrants included Merv Perry, David Searles, David Grear and Dean Qualmann, all of whom thoroughly enjoyed the outing.

The organiser's hopes of support from A7 drivers was justified as out of the 18 cars in the Regularity events, four were A7s;

also there were 6 Victorian A7s racing in Historic Groups J and K.

Since our 21st celebrations, the expertise and experience in organising Club displays had grown markedly, so that the 30th Birthday Rally was planned for the Birdwood Mill Motor Museum on 22/23 October 1983. For two months prior to the rally, six A7s were displayed in the museum's foyer. The weekend's celebrations began with an informal gathering at the Clubrooms on Saturday, where interstate visitors were welcomed to the rally by a display of cars. That night was the Rally Dinner at the Sportsman's Association and then the big day was Sunday, with all members' cars eligible.

The rally magazine contained a brief history of the Club, written by Tony Grove, and a welcoming message from the President, Barry Frost, which said, in part:

On behalf of the members of the Austin 7 Club of SA Inc., I welcome you to our rally and display which commemorates the 30th year of our Club.

In the past 30 years, interest in the A7 by club members has never wavered and at the present time the number of restored and running cars is at its highest and you will see some of them today. You will also see cars still in various stages of restoration, which will help you to appreciate the hours of work and the dedication required to return some vehicles to "as new" condition.

Also during the last 30 years, many members have built A7s for speed events and, having had a taste of competition, have then built and competed in cars designed for racing. So, included in today's display are racing and sports cars and some of Australia's top Sports Sedans, which belong to our Sports Sedans Register.

On the day, 68 members entered 87 cars in 13 categories for display; but unfortunately no racing cars appeared.

The winning entrants were:

Vintage A7 – Elegance:

George Bell 1926 chummy

Post-vintage A7 – Elegance:

Jean Gilbert 1935 tourer

A7 best interstate – Colin Masterson 1929 meteor

A7 specials – Elegance: Colin Masterson 1929 meteor

A7 unassembled units –
Most optimistic –
David Grear, special
Best attempt –
Malcolm Lake 1928 tourer
Other vintage cars - Elegance:
Max Dillon 1928
Oakland tourer
Other post-vintage cars - Elegance:
Harry Hewson 1934 A10
Classic cars – Elegance:
Brian Caire 1948 A8
Sports Sedans under 2000 cc –
Dan Wilkinson Corolla
Sports Sedans over 2000 cc –
Steve Smith Escort
Club competition cars: - Brenton
Jones 1965 Holden HD
Registered cars – Paul Sochor 1962
Chrysler Valiant S
Popular Choice A7 – Ian Sweetman
Popular Choice competition –
Graham Masters
Popular Choice other cars –
Harry Hewson

Memorabilia produced during the year for members included T-shirts and windcheaters, two styles of wine glasses, bar mirrors and a tawny port; sales of these netted \$650 profit.

And so the Club's 30th year celebrations were successfully concluded, and at the November A7 owner's meeting "*It was wholeheartedly agreed that the Birthday Rally was a tremendous success*".

The Club car saga also came to conclusion in 1983. *Austin 7 Journals 79* detailed the work done to the car and the costs to date (\$700) and invited members to submit tenders for it by the close of the May general meeting when it would be on display.

As there was no response from members by then, an advertisement was placed in *The Advertiser*; this attracted only one enquiry. In the end, only one firm offer was forthcoming and the car was sold for \$900 in June 1983.

The ability to drive vintage cars under the Federation's scheme whereby the Club maintained a Register of eligible cars caused considerable work for the Owner's committee as well as some problems.

These were addressed at a special meeting in August 1984

when a set of objectives and guidelines, as proposed by David Searles, was adopted with the aim of ensuring that the issuing of Club plates under this scheme was managed efficiently. However, despite these new rules, at several meetings concern was expressed that some of these plates were lost when a vehicle changed hands to a non-Club member. The continual turnover of ownerships, (see the table below), meant that by July 1987 the 120th plate was issued.

During 1985 there was an unconfirmed report from the Federation hinting that the current system of registration permits may be changed.

Of more immediate concern was a proposal by the Federal Government to change the tax applied to spare parts; a petition against this was organised and in September 1985 it was reported "that apparently the petition has met with some success". The end result was that a spare parts impost of 56% was applied to all spares for vehicles under 30 years old: A7s thus escaped the tax.

The Federation had its own problems. In January 1987, the current President wrote to all Clubs advising of a proposal to include historic motor vehicles in the Registration system. David Searles replied with a strong letter expressing our objections and reasons for not supporting this proposed change and at the April Federation meeting it was rejected. In July 1987, costs of permits under this scheme rose due to a 300% increase in the cost of insurance.

The Federation had happier times too; the 1984 Bay to Birdwood attracted 1127 entries,

Numbers of entries on the Club Register in this period

YEAR	1983	1984*	1985	1986	1987
Owners	76	70	59	50	65
A7	111	110	72	79	106
Big7	3		1	1	2
A8	9		4	7	7
A10	14	1	6	9	1
		2			5
A16			2	2	3
A30	10		4	8	7
Other	38		49	26	41

**Note that no complete records are available for 1984*

1983 COMMITTEE

President – Barry Frost
Vice President – Bob Frost
Treasurer – Greg Heinjus
Secretary – Mark Williamson
Comp. Secretary – David Poole
Committee – Bob Frost,
Steve Furlong,
Tim Williams,
David Searles,
Tony Saddington

A7 Owners – Merv Perry, Stan Gafney, Kevin Caire, David Searles, David Grear, Rose Caire, Jean Gilbert

Social – Bruce Went

Sports Sedan Register – Peter Finch, Wayne Sutton, George Carter, Tony Saddington.

Delegates:
CAMS – Bruce Went;
FVCC – David Searles

Life membership to
Merv and Ruth Perry

while the 1986 run saw 1802 vehicles make the trip. Bryant Lawson's report on this run for *Austin 7 Journals 97* noted, in part:

Well the "Big One" is over once again and this time it was really BIG! I never appreciated just how many cars were involved until we neared Glenelg, with cars converging on the Bay Road from all directions. Progress was so slow as we neared the starting point that we actually stopped engines and pushed our cars. In view of the numbers involved there were bound to be some delays and the suggestion sheets supplied should make for interesting reading, but in general I think the organising was good.

The Federation ran a raffle in 1985, with all affiliated clubs

selling tickets and sharing the profits: the A7C received \$196.

The 11-13 June 1983 Border Run was based at Pine Lodge, 14 km north of Mount Gambier and 84 Austineers (and others) from SA and Victoria enjoyed the weekend. For the next year's run on June 9-11, 45 members travelled to Nhill. The response to these newer venues encouraged the organisers to look further afield and so for the 7-9 June 1985 run the destination was Swan Hill. By Saturday afternoon the SA/Vic groups had all settled in for the usual catching up with friends, having been joined by two from NSW.

Pine Lodge was again chosen for the 30th Border Run between the two Clubs over the weekend of 7-9 June 1986. Three A7s left for personal reasons on the Thursday prior to the weekend; Doug Hogg driving his A7 "Bubs" and accompanied by wife Barbara, was one of them. His report for *Austin 7 Journals* 95 in July included the following:

With much trepidation and jammed in between two other A7s - "Auntie" (Bob and Marion Eglinton) and "Grandma" (Bryant and Unice Lawson) - "Bubs" tackled the hills above Glen Osmond for the first time since restoration and about 30 years. Every new noise and rattle was anguished over, as the hills got higher and higher.

"Auntie" was setting a cracking pace and we could feel "Grandma's" hot breath close behind. With triumph, "Bubs" breasted the last hill to reach Eagle-on-the-Hill and we were off with confidence.

They arrived at Pine Lodge late on Saturday afternoon, where they joined with the 59 Victorians in 12 cars and the 22 SA cars that had carried 56 people.

Barrack type accommodation was supplied and we found that 12 persons were in our room. After the first night, everyone complained about the *snorers*, but amazingly, no one was guilty. Engineers ear plugs proved a boon to three inhabitants.

Food served was good, with plenty of it. Young Martin Franklin celebrated his 6th birthday with a cake, while about 120 people sang "Happy Birthday." Shortly afterwards, an A7 cake with 30 candles appeared. Fred Darling, who

took part in the 1956 run, and Bruce Went who drove in the 1960 run, combined to cut the cake.

After various activities on Sunday, the troupe was rudely awakened on Monday morning.

At 6.30 am, a bugle blasted *Reveille* over the PA system and all the lights were switched on.

The run home was uneventful apart from head winds from Penola to Kingston. In "yachties" language I am thinking of making "Bubs" mast aft for better upwind performance - she runs well before the wind, but upwind she struggles to keep up. "Bubs" travelled 719 miles for the weekend and with the foot flat to the boards reached 35 mph at 32 mpg.

The 1987 Run was held from 6-8 June. The first convoy of 19 left on Friday morning for an overnight stop at Horsham before driving to Halls Gap, where the remaining 22 club members joined them. On Sunday the party visited a tourist park in Stawell, followed by Seppelts Great Western Winery and a drive through the Grampians. The Monday return home was safely completed, and as the A7 Owners minutes for the June meeting noted, *"All agreed that it was a good weekend, the weather was perfect and we all enjoyed meeting the Victorian A7 members again"*.

At the beginning of 1983, a change to the rules and judging criteria were made for the Geoff Lobb trophy and by the end of the year, 34 different drivers had scored points on the 11 runs that counted.

In September 1984, a new annual trophy was offered to the Club; it was decided that this would be for the best restoration done each year and by November guidelines for the WA Currie and Co. Restoration Trophy had been formulated and agreed to; these were printed in *Austin 7 Journals* 87, along with the Geoff Lobb Trophy rules.

Both of these awards entailed considerable work for the judges and points collators, but were keenly contested. In 1984 the first "special builders/technical night" was organised by Ian Jones; these continued at regular intervals with

the aim of helping members to understand the workings of an A7 and to encourage them in their projects.

The Club's spare parts operation continued to flourish, with regular shipments arriving from the UK although in August 1985 one of these UK suppliers ceased business. The spares managers often bought job lots from various sources to meet the demand. An auction of second hand spares was held in July 1987 to help make more storage room but by now discussions were being held on the need for a larger shed.

The first day run in 1983 (23 January) set the tone for our 30th year: a great success with cars attending that were not normally seen on such runs. Of the 18 cars on the run, 9 were A7s, including the debut of John Heuzenroeder's 1926 two seater.

In August, the Club attended an invitation run through the hills via Strathalbyn to Braeside Farm at Finnis. Consisting of 135 members in 50 cars from the Vintage Sports Car Club, the Morris Car Club, the Morris Register, the Armstrong Siddeley Club, the 48 FJ Club and the A7C, the day was an enjoyable outing on which Graham Masters debuted his new A7 tourer.

Day runs to encourage A7 participation, but eligible to all members, continued to be organised during these years and were generally well supported. The touring coordinators found interesting parts of Adelaide and the surrounding hills to visit, to the enjoyment and appreciation of all those attending.

One special day was the Jim Bishop Memorial Run on 28 April 1985. Jointly organised by the A7C and the Vintage Sports Car Club of SA in honour of Jim who had been a Club member since 1974 and died in 1984, it travelled from Glen Osmond to Balhannah.

However, a couple of "firsts" appeared in this period, some of which continue in 2003.

On 25 November 1984, the Historic Motor Vehicles Club

organised the first "Old Fashioned Picnic Day" at Strathalbyn. David Searles' report for *Austin 7 Journals* 86 said, in part:

Only five entries nominated under the A7C banner; these being two A7s, two A30s and one A10. Those who took the trouble to attend, after an extremely pleasant drive via Clarendon, Kangarilla, Meadows and Macclesfield to the Showgrounds at Strathalbyn, were rewarded with ideal picnic weather and surroundings. A large number of other clubs from within the Federation also attended, with 215 vehicles being entered.

A parking spot was found under shady trees and by this time cars encircled most of the oval. Events were held on the oval, but it was too pleasant under the trees, so these were observed from afar. Voting for the best Veteran, Vintage and Classic cars and best motorcycle was conducted, but none of our entries won. A parade of participants who dressed in the era of their vehicles was also viewed from our vantage point near the eskies.

Those from our Club who enjoyed a great day were: Bill and Doreen Caire (A30 Countryman), Kevin and Rose Caire (David Grear's A7), Brian Caire and Felicity Williams (A30), Kevin and Jean Gilbert (A7) and yours truly (A10 tourer).

The next picnic day was on 5 October 1986, "*when the weather was wet and cold and only 5 cars from the Club attended*".

The first "All British Day" was held on 15 February 1986 at the Mt Barker oval, where "*32 cars attended the run; the weather was good*". Jean Gilbert reported on the 1987 run for *Austin 7 Journals* 99.

Departing from the practice of the last few years in entering an A7 in Club events, it was novelty for Kevin and me to be passengers in Garth and Heather Cooper's Triumph Renown when we attended the All British Day on 15 February.

Members and friends left the Colonial car park at 9.30 and made our way via the Freeway to Stirling, then along the old road through Aldgate, Mylor, Echunga to the Mt Barker oval. We parked the A7 Club cars in a block formation with our flag flying proudly to identify ourselves. The sun peeked through the clouds about noon and it ended up being perfect picnic weather. The organisation of this year's event was very good, with all cars parked on the oval, entertainment for the children and the novelty of fancy dress.

I am sure that the 45 members and friends and the 18 children in A7 Club cars had a very relaxing and enjoyable time.

The first rally to the Port Pirie and Districts Automotive Restorers Club (PADARC), which had only been in existence for two years, was held on 17-19 May 1986. It consisted of an oval display and dinner on Saturday, a rally tour and dinner/dance on Sunday followed by a breakfast send-off on Monday morning. All those attending voted it a very enjoyable weekend.

Following the success of the 30th celebrations in 1983, David Searles and David Grear planned the next big rally to be on 19 October 1986 at the West Parklands. As pre-event publicity noted "Drive your Austin to the All Austin Day to celebrate the State's Jubilee 150 and the A7 Club's 33rd birthday". (The event was registered for the Jubilee 150 celebrations and was featured in official programmes produced by the Jubilee 150 Board). The rally was designed to promote the remaining Austin vehicles in SA along with those from interstate.

A report by the organisers for *Austin 7 Journals* 97 covered the two days' activities, and said in part:

Well, after a year in the melting pot and the last couple of months of increased activity, the first All Austin Day has come and gone. As far as A7 Club activities were concerned, our celebrations began on Saturday afternoon at the clubrooms. Only about a dozen Austins arrived and christened the converted tennis court for parking. Other members and entrants arrived in moderns, as the weather wasn't particularly kind to us with heavy rain squalls every 20 minutes, but between these, bright sunny conditions prevailed. Afternoon tea was dispensed by our willing band of lady members, while members' photo albums kept all visitors busy.

Saturday evening was the Club's 33rd Birthday Dinner at the Morphett Arms Hotel, where 65 members joined in the celebrations over a four-course meal. David Searles, who won one of the prizes, drew the beer raffle.

Sunday, weatherwise, was a little better; it only rained up till lunchtime. An early start for some of us; the tent pitched, stakes staked, witches hats positioned, bunting erected, Club flag

1984 COMMITTEE

President – Barry Frost

Vice President – Bob Piper

Treasurer – Greg Heinjus

Secretary – Mark Williamson

Comp. Secretary – Phil Hanlan

Committee – Bob Piper,

Wayne Polden,

Tim Williams,

John Horsell

A7 Owners – Stan Gafney, Kevin Caire, John Horsell, David Hall, Bill Austin, Jean Gilbert, Ruth Perry

Sports Sedan Register – Lou DeLuca, Wayne Sutton, George Carter, Wayne Polden, Geoff Watson

Delegates:

CAMS – Bruce Went

FVCC – David Searles

raised – all was in readiness for the All Austin Day of 1986. Some Austins started arriving before we were completely set up but this gave us the opportunity to gauge the row distances.

114 Austin owners/drivers had indicated their intentions to attend this first rally; a final count on the day saw 115 Austins arrive and park. They ranged from the baby size of the A7 to the ginormous acreage of the A135 Princess. By lunchtime the skies were giving way to brilliant sunshine and the hordes of Austineers were enjoying either packed sandwiches or barbeques – a real family picnic affair.

In the meantime, the helpers in the Rally tent were selling soft drinks, All Austin Day badges and other paraphernalia to all and sundry. The unique All Austin Day badges proved to be particularly popular with all Rally attendees – even Jonesy!

The popular choice voting for the best Austin in each category proved to be the highlight of the day, with 72 voting slips returned for counting.

Congratulations to these successful entrants:

Best A7 – Vintage:

Doug Hogg in "Bubs"

Best A7 – Post Vintage:

Kevin Caire

Best A8 and A30 – Rob Ellery

Best A10 and A40 –

Harry Hewson A10

Best Other and Big Austin –

Gordon Pearse A12

Directors' Trophy – Max Chin A10 tourer

We thank all Austineers who attended the first All Austin Day organised in SA as part of the State's Jubilee 150 celebrations. We extend a special thanks to all our interstate and country participants, to those who

entered more than one Austin and especially to all our workers behind the scenes during the lead up and on the day.

The first Hills Luncheon was held on 17 July 1983 at the Stirling Hotel and became a regular outing in July to eating establishments in the hills around Adelaide. It became very popular; so much so, that attendances at the Annual Dinner fell away and it was no longer held after 1985.

However a progressive dinner in February 1985 was a success; five A7s, two A8s, an A30, an A10, a Chevrolet and a Sunbeam, along with nine moderns, were used to ferry the diners from house to house.

An event - "The Car Club Olympics" - began in 1981 but our Club was not involved until 1984, when Mark Williamson took on the role of organising our team. A practice session was held at the Clubrooms on 12 February in readiness for the real thing at the Tea Tree Gully oval on 4 March.

The events were tests of various skills, both athletic and mechanical and gave a chance for all members to participate, as teams consisted of males and females. Our men's Tug of War team lost in the final while the ladies team were third, as was our team of Dean Qualmann and Debbie Grear in the blindfold-driving test. These results netted us three trophies. In 1985, *"the A7C team won the prize for the lowest number of points, partly because we were unable to field a team in all events"*. The 1986 event was the last attended.

The September Camp and Capers weekends, organised by Ian Jones, continued each year, with various locations chosen; eg the Angaston area in 1983, Bruce and Brenda Bridgart's farm at Wynarka in 1985, the Myponga area in 1986 and near Mannum in 1987.

Regular runs continued each month, with some over two or three days and some at the invitation of other car clubs; all were well received and contributed to the growing use of A7s in the club.

The upgrading of the Clubrooms was begun as a major project during 1984 and by March 1985, *Austin 7 Journals* 87 noted:

During the last twelve months, Tony Grove has been endeavouring to obtain quotes for the refurbishing of the outside of the Clubrooms. We are now ready to proceed - this is the first stage of a long-term plan to upgrade them.

By July, the work of installing new cladding, new doors and windows had been

completed. *Austin 7 Journals* 89 had this to say:

Thanks are due to Tony Grove for his continual over-seeing of the project and the resolving of the many day-to-day problems that cropped up. Still on our Clubrooms; we have a new address - no, we haven't moved, but the Council has renumbered us and we are now 262-264 Tapleys Hill Road.

The *President's Piece* from *Austin 7 Journals* 93 March 1986 continued with the story:

Our Clubrooms have recently been white ant proofed and will soon have the floor surfaced and resealed. During the Christmas period, several members laid concrete along the eastern wall and my thanks go to Bruce Went, David Searles, Ian Jones, Jean Gilbert, Nell and Bruce Williams and Merv and Ruth Perry for their time and effort.

The new wall cladding was so attractive that a swarm of bees soon made it their home along the eastern wall and it took several attempts to eradicate them, the last being in March 1987.

Of more importance, also in the first week of that month, we made the final payment on the Clubrooms several years earlier than the period of the loan and they were ours at last and 58 members attended a "Celebratory Dinner" at the Clubrooms on 25 October.

Working bees continued to be needed and as noted above, achieved many things. However, not all were well supported, as the minutes of October noted *"the working bee was not successful, which was disappointing for the committee"*.

By the end of the year, the floor resurfacing and sealing (noted

above and which took longer to organise than had been first envisioned) had been completed, a new water heater had been installed in the kitchen and the long awaited library cupboard had been built and installed by Tim Williams.

Austin 7 Journals continued to be edited by David Pound until issue 83 in April 1984, when he had to relinquish his duties due to pressure of work. Issue 82, January 1984 reporting on the 1983 AGM, noted, *"One very important ceremony was performed. The President was pleased to award Life Membership to Merv and Ruth Perry for services rendered to the Club over a period of 14 years."* The committee produced issue 85 for October under a caretaker arrangement until a new editor could be found. The contents of each issue during David's tenure as editor, as for every preceding editor, relied on members to supply him with articles and some issues were light on for reports of club activities, particularly A7 runs.

During 1984, the deficiency in the printed quality of the Journals was recognised and costs were obtained to have the Journals printed professionally on a monthly basis. In October 1984, the A7 Owners Committee submitted a proposal, with costing, to the general committee recommending that the Journals be printed in A5 size, 6 times per year, be handed to members at meetings to reduce postage costs and be produced by photocopying. The general committee accepted these and when, in November Nell Williams agreed to be the editor, everyone looked forward to 1985's issues with enthusiasm.

Issue 86 incorporated the changes; pre-printed orange covers on card for all the year's issues, with advertising on the inside back page and at A5 size. Nell took the opportunity to express her thoughts on the role of the Journals.

I am happy to have been given the privilege of becoming the editor of *Austin 7 Journals* for the next 12 months. The general committee has

agreed to the Owner's suggestion that the size and format be altered for 1985. Here is the result – I hope you like it and look forward to further suggestions for improvement.

I am grateful to Jean Gilbert and Malcolm Lake for their back-up assistance, Debbie Gear for typing and Peter Hardwick especially, for making printing facilities available to the Club.

A magazine performs many important roles in maintaining Club spirit and is vital in recording our activities for posterity. I hope I can maintain the Journals' high standard but this can only be achieved from material received from all sections of the Club. I look forward therefore to receiving contributions from as many people and sources as possible.

Members responded to Nell's requests for articles and the six issues for 1985 each had 20 pages. For 1986, the printing arrangements enjoyed during the previous year could not be continued and another offer was accepted to produce the Journals at a reasonable cost.

One consequence of this was that each issue was reduced to 16 pages and the cover was no longer on card. The quality of issue 93 in March 1986 suffered, as at very short notice, this service became no longer available. The poor quality and other matters caused considerable angry discussion at the 10 March A7 Owners meeting, where it was announced that Nell would not continue after the May issue. The meeting recommended *"the magazine be commercially printed so that it continues to be of quality; if that means an increase in fees then we agree to pay"*. The committee agreed and so Nell

continued to produce the Journals every two months, noting in issue 96 for September that she would be reluctantly resigning after the November issue and that Ron Burchett had agreed to once again take on the editor's role. However, before the November issue came out, Ron had had second thoughts and we were again in need of an editor.

Despite attempts during the year to get someone to take on the role, no one was forthcoming so Barry Frost again took over for 1987, producing issues 99-102 at quarterly intervals.



Ron Burchett was persuaded to accept the editor's role again for 1988 and his first issue was 103, April 1988.

The general competition events continued as for previous years. As well as circuit sprints, members continued to make use of invitations from other clubs to autokhanas, generally at Birdwood, and dirt sprints.

1983 Club competition began with a sprint at Lanac Park on 27 February. Next was a circuit sprint at AIR on 17 April where FTD, in a field of 27 cars, including the A7 of David Gear/Tim Williams, went to Steve Brown, A30 sports sedan.

An innovative event planned for 28 August (see report below) was a dirt sprint at Speedway Park, consisting of a track laid out on the speedway track requiring competitors to do $\frac{3}{4}$ lap, turn around a marker and return to the starting line. FTD was to receive \$50. The

1985 COMMITTEE

President – Barry Frost

Vice President – Bob Piper

Treasurer – Bob Frost

Secretary – Mark Williamson

Comp. Secretary – Bob Piper

Committee – Ian Brown, Wayne

Polden, Bernie Schults,

Tim Williams, David

Searles, David Gear

A7 Owners – Stan Gafney, John Horsell, David Hall, Bill Austin, Kevin Gilbert, Jean Gilbert, Ruth Perry, David Searles

Sports Sedan Register – Ken Leigh, Ian Statham, George Carter, Wayne Polden

Delegates:

CAMS – Bruce Went;

FVCC – David Searles

President's Piece in *Austin 7 Journals* 81 reported:

The past two months have seen two of the poorest attended events we have ever held - a circuit sprint with only 13 entries and a dirt sprint with zero entries! The circuit sprint was a shared meeting with the Superkarts and but for this we would not have run it and naturally enough, the dirt sprint was cancelled well before the day. It is most disturbing to me that our competition events are not receiving support from members who profess to be in the Club for just such events.

The circuit sprint referred to above was on 18 September at AIR, where Lee Nicolle set FTD in his Holden sports sedan. Other events during the year followed the previous years' pattern of Club sprints, autokhanas and dirt sprints plus invitations from other clubs.

However, the decline in competitors in our dirt sprints was linked to the closure of the rallycross track at Tailem Bend. The *President's Piece* in *Austin 7 Journals* 80 in July 1983 reported:

In previous years our Club was involved through many people with the rallycross at Tailem Bend, from its opening meeting to the last. The affairs of the SA Motor Racing Club have now been finalised and although the course is available for hire by other clubs, rallycross has finished there.



The first AIR sprint on 1 April 1984 drew a very poor entry, as *Austin Journals 83* noted:

Although other clubs were invited to attend, the number of competitors was not enough to cover the costs associated with putting it on. In particular, the number from this Club was down on previous sprints. With ever-increasing costs we need the full support of members to make these events viable.

For 1985, the first sprint was on 10 March at AIR and had 41 entries, with FTD going to David Mahon. *Austin 7 Journals 90* reported on the 25 August sprint.

The final sprint for 1985 attracted an excellent entry of 59 cars. Practice was completed in fine sunny weather but during lunch it was obvious that the forecast change was approaching. Sure enough, 2/3 of the way through the first run the wind and rain arrived. After ½ hour of solid rain, a break appeared and by 2pm the sun was shining and the track was drying. We resumed and three complete runs were held. FTD went to Bob Piper, Mazda.

After that encouragement, the first AIR sprint in 1986, on 6 April was poorly attended. *Austin 7 Journals 94* noted:

Despite the invitations to five other clubs to attend this meeting, the response from members, including this club, was poor with only 20 competing. However, those who did drive were able to have 7 runs and many practice laps. FTD went to Peter Whitbread. Our next circuit sprint is at Mallala on July 20 and unless the response from this club increases, then the future of speed events must be placed in jeopardy.

Things picked up for that Mallala sprint and 33 drivers competed in eight classes, including two A7 specials driven by David Grear, Daryl Beasy and David Searles. FTD went to Lee Nicolle, Torana sports sedan. But for the 5 April 1987 sprint, numbers were again poor: only 19 entries in total with seven from our club.

The 1984 A7 Club race meeting was on 16 September at AIR, having moved from the April/May date that we had held since 1972. *Austin 7 Journals 85* carried a full report, parts of which follow:

Our annual Trophy Race meeting was held at AIR on Sunday 16 September on a foreboding day, with a strong wind blowing and rain threatening.

However, a lot of organisation had been put into this year's event and an excellent entry of 95 drivers had been received, including 23 from WA and 1 from Victoria.

The attraction was the SA round of the Twin State Challenge and the chance for Street Cars to compete in their own race. 22 races were programmed and with practice starting at 9.30, promised a day full of motor racing.

The feature race of the day was the final of the Twin State Challenge over 12 laps, incorporating the Denis Dix Memorial for the first SA driver. 20 cars faced the starter and the winner was Dick Ward (WA) from Lou DeLuca and Jim Anderson (WA). Lou was thus the Denis Dix winner. The winner of the Twin State Challenge was Dick Ward from Jim Anderson and Lou DeLuca.

The last trophy race was the Garrie Cooper Memorial, for sports cars over 10 laps. By this time, 3.30, the weather had turned for the very worst – even stronger head winds down the straight and heavy rain. On lap 4 Ian Davis was dicing with Bernie van Elsen going down the straight, when the front lifted and his car spun into the wall. Ian was not injured but with the rush of rescue vehicles onto the track, the Clerk of Course had to stop the race. Bernie van Elsen thus won the Garrie Cooper Memorial.

The rain had by now started to teem down and all the handicap calculations became a waste of time but most drivers braved the conditions and got in some wet weather driving.

After the final event, the trophies were presented and everyone departed for warmer and drier places.

Many thanks to all officials, especially those who worked in the wind and rain, to keep the meeting running smoothly and particularly to Alan McLean who stayed in the windiest, coldest spot until the very end.

The 8 September 1985 meeting at AIR received 80 entries, including 7 street cars from Victoria, and the 18-event programme was held on a fine, warm spring day. The Garrie Cooper Memorial was for FVs and was won by Ian Franklin. Lou DeLuca dominated the Sports Sedans, winning all scratch races, including the Denis Dix Memorial.

The *President's Piece* in *Austin 7 Journals 90* noted for this meeting:

I would particularly thank Bob Piper, Wayne Polden, Ian Brown and Bob Frost for their efforts towards this year's success as well as the Timing team, who all did an excellent job.

With the growth in popularity of the Street Sedans, our 1986 meeting on 7 September included the Street Sedans' Tri-State Challenge, with drivers from SA, WA and Victoria, as well as the Twin State Challenge for Sports Sedans, in an 18-event programme. During the day, 5 lap records for the AIR short circuit were broken, indicative of the keenness of the driving. These race reports are extracted from *Austin 7 Journals 97*.

The Garrie Cooper Memorial was for FVs. Peter Ormsby and Bernie Stack, in their Pete's Golf Factory cars, cleared right away from the rest of the field in the middle stages of the race. On lap 7, Peter pulled out all stops and set a new FV record of 55.8 secs, beating the existing record of 56.3, which was also beaten by Bernie Stack 56.0 and Mark Poole 56.1.

The final trophy race was the Sports Sedans Denis Dix Trophy and final heat for the Twin State Challenge. Mick Monterosso was the victor, but Alan McCarthy (WA) claimed second place after an inspired drive. He spun at the first turn on the opening lap and rejoined in last place, 11 seconds behind Mick. He then lapped very quickly, his times only varying by 0.6 secs, and on lap 11 he set the fastest lap of 46.9 to finish only 4 seconds behind Mick. Final placings in the Twin State Challenge were Mick Monterosso from Alan McCarthy and Grant Jarrett.

In the first heat of the Street Sedans Tri-State Challenge, Ivan Piatanesi and Warwick Massey (Vic) staged a race-long battle. Ivan won by 0.2 secs with Warwick setting a new lap record of 52.5. The six interstate drivers (from WA and Vic) ensured that there was close racing throughout the field. In the final heat, Warwick and Ivan again raced in close company for the entire race. Warwick won by 0.6 secs; both had a best lap of 53.4. These two drivers held the same placings in the overall placings in the Challenge, with Rob Collins (WA) in third.

The final races were the handicaps. In the Group N event, the Mustang of Gary Brock won by 0.9 secs from the Cortina of Simon Aram, who set a GpN record of 55.5 in his chase from the back of the field.

The success of the meeting was due, in no small way, to the hard work done by Ian Brown, Secretary of the

meeting, Wayne Polden, David Grear, Daryl Beasy, Merv Perry and the timing team members.

For 1987, the Club again took a major step forward in motor sport, organising the two-round "Champion of AIR" series, to give SA competitors more racing at AIR as the major title meetings held there did not always cater for local categories and drivers.

Austin 7 Journals 99 and *101* reported on the success of these meetings.

Racing 'Round 1987, issue 99

The first race meeting for 1987, on 21 February at AIR, attracted 103 entries, spread over six categories. Sponsored by Hoffmann Dry Cleaners, the 24-event programme was the first in the "Champion of AIR" series. FV, racing cars, and for the first time at AIR, superkarts, raced during the daylight hours while sports cars, sports sedans and road registered cars (renamed from the street sedans of 1986) ran under lights.

FVs had six races, as their entries required them being split into two fields. Winners of the main point scoring races were Tony Hastings, Bronte Rundle and Neil Corey. The consolation race winners were Mick Monterosso, in his first FV drive, and Rob Newman.

In racing cars, Craig Sparks won all three races and in sports cars, Peter Whitbread won two and David Evans one. In road registered, Greg Mildren won the two heats but Ivan Piatanesi won the feature.

Mechanical troubles struck Graham Masters, Lee Nicolle, Stephen Cowie, Grant Jarrett, Peter Whitbread, Jim Doig, Tony Ross, Peter Ormsby and Bob Jennings during the meeting.

Racing 'Round 1987, issue 101

The final round was held on 12 July at AIR when a 15-event programme decided the champion in each category. Held on the long circuit, one existing lap record was equalled, one was broken and three were set, in an exciting day's racing.

In FV, race winners were Paul Tucker, Steve Wright and Peter Ormsby, with Peter equalling the lap record. Champion was Steve Wright from Neil Corey and Peter Ormsby.

In racing cars, winners were Craig Sparks (2) and Tom Coull, Craig being involved in an accident entering the bowl on the last lap of the final race. However, he was Champion from Tom Coull and Mike Drew.

In sports cars, winners were Bernie van Elsen, Peter Whitbread and Jim Doig. Champion was Peter Whitbread

from Jim Doig and Dave Evans.

In sports sedans, Mick Monterosso continued his unbeaten run in his Escort and won all three races. He was Champion from James Rosenberg and Jim Myhill.

In road registered, Greg Mildren also won all three races and was Champion from Phil Hanlan and Chris Bowcock.

In GpN winners were Daryl Schultz and Steve Dew (2) with Daryl being the Champion from Steve.

The superkarts champions were: 80 cc – Peter Oates, 125 cc – Mike Barham and 250 cc – Daryl Belskyj.

Issue *101* also reported that at Mallala on 3 August: Mick Monterosso won the SA sports sedan championship from Tony Ross and James Rosenberg; Ivan Piatanesi lowered the road registered lap record to 1-22.5; Greg Mildren scored two second placings and Peter Whitbread lowered his class record to 1-13.7.

The report for the 23 August meeting at AIR said that "*it was a wet miserable day for all involved, notable only for the fact that Mick Monterosso was beaten in a scratch race for the first time since the beginning of the 1986 racing season!*" Tony Ross won the start in the first sports sedan race and was able to keep Mick in his spray for the 5 laps. Greg Mildren won the road-registered class in both scratch events, finishing fourth outright each case.

Our 6 September 1987 Trophy race meeting at AIR was reported in *Austin 7 Journals 101* and included the following.

For our Trophy race meeting, the weather was kind and turned on a beautiful day. With the support of 22 race sponsors and 5 program advertisers, the meeting produced excellent racing, several accidents – none causing injury – 4 records were broken and one was equalled.

Garrie Cooper Memorial for racing cars. Rob Newman was able to dictate the speed of the race from pole position and won easily, easing up on the final laps; second was Bob Jennings. Peter Whitbread won the sports car section from Ian Davis, who started from the rear of the grid and set a class record of 46.8 in the process of catching up.

Mick Monterosso, who was given plenty of competition by second placegetter Geoff Watson, won the

1986 COMMITTEE

President – Barry Frost

Vice President – Ian Brown

Treasurer – Daryl Beasy

Secretary – Bernie Shults

Comp. Secretary – Brian Jericho

Committee – David Searles,
Lee Nicolle, Ian Brown

A7 Owners — Merv Perry, Jean Gilbert, Kevin Gilbert, David Hall, David Searles, Kevin Caire, Rose Caire, Bill Austin

Sports Sedan Register – Ian Statham, Robert Smith, George Carter, Trevor Kennedy

Delegates:

CAMS – Bruce Went;
FVCC – David Searles

Denis Dix Memorial for sports sedans.

Steve Wright won the FV trophy from Paul Tucker. In this race, the usual FV train of cars, all swapping places, resulted in a very nasty accident. Bronte Rundle, in the all-new design Kestrel and Paul Witter tangled in the esses and Bronte rolled twice, then flipped end-for-end four times, dragging his helmet along the track in the process. Fortunately – and maybe due to the fact that he was wearing a neck brace – Bronte suffered only slight injuries, including a broken tooth.

During the lunch break, a parade of Austins took place; thanks to Ken Virgin, Merv Perry, Dean Qualmann, Bruce Williams and Colin Miller.

Mention must be made of the work done by other members, who manned gates etc., and Ian Brown who was Secretary of the meeting until a work accident left him incapacitated and unable to attend the meeting. Daryl and Margaret Beasy capably manned the race office in Ian's absence and helped ensure the meeting ran smoothly.

For 1983, the Australian Touring Car Championship series saw a larger field of challengers than ever before to the traditional Fords and Holdens – the Moffatt RX7 and the George Fury turbo-powered Bluebird in particular.

Still running an eight round series, the AIR meeting on 1 May featured one of the closest finishes, when Moffatt, using an almost perfectly timed slingshot off the final banked corner on to the straight, just failed to catch Brock. By the end of the series, Moffatt

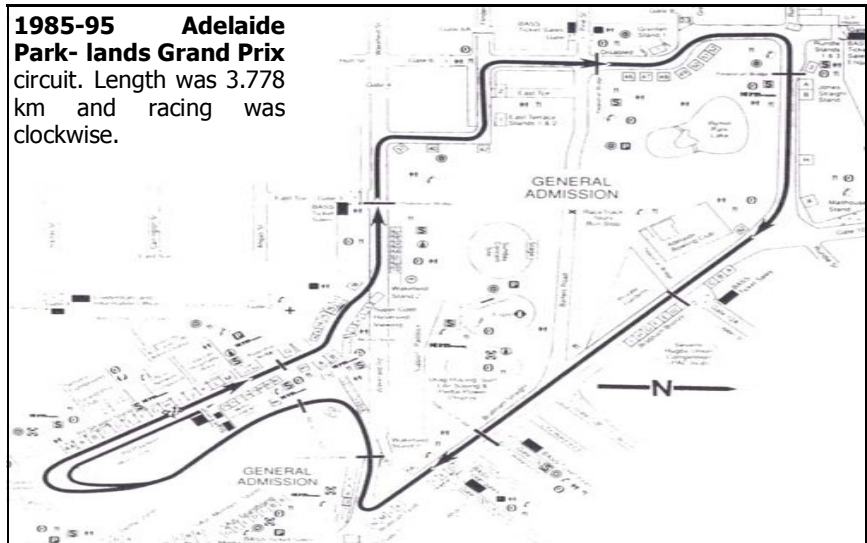
had won his first championship. In 1984, the series became seven rounds as WA was omitted. The 1 July meeting at AIR was the grand finale and was won by Alan Grice from Brock and Johnson, who had already won his third championship.

For 1985, the series ran under the new Group C regulations, meaning most competitors had to build new cars. At the 21 April meeting at AIR Jim Richards, BMW won the race from Brock's Commodore and Johnson's Mustang: Richards then won the Championship. A similar result occurred the next year as Robbie Francevic, Volvo 240 turbo, won the 27 April race and the championship, which by now was held over ten rounds. Dick Johnson moved to Ford Sierra turbo power in 1987 and won at AIR on 3 May but Jim Richards, won the Championship again, driving his BMW M3.

But the biggest news in motor racing from 1984 onwards was the preparations for the Australian F1 Grand Prix as part of the World Championship, to be held in Adelaide on 3 November 1985. Planned as part of the State's Jubilee 150 celebrations, the original intention was to stage it in 1986. However, when Labor Premier, John Bannon went to London in 1984 to conclude the deal with Bernie Ecclestone, President of the Formula One Constructor's Association, he was told that if Adelaide wanted the race for 1986, it had to hold it in 1985, leaving just 10 months to design and build the track and organise the meeting. That this was achieved to International acclaim is now part of history.

At the September 1984 Club general meeting, Mr Bill O'Gorman spoke of the background to the negotiations to getting the AGP for Adelaide and gave the latest news on the design of the circuit. The organisers needed a site that would cause the least disruption to City life: they had considered a layout starting north of the River Torrens, running along King William Street,

1985-95 Adelaide Park-lands Grand Prix circuit. Length was 3.778 km and racing was clockwise.



over the Albert Bridge near the zoo, Botanic Park and Hackney Road. They also considered Wakefield Street, Pulteney Street and Hindmarsh Square, before taking up the offer to use Victoria Park racecourse. Despite vocal protests from a section of the community opposed to using the area, the pits, grandstands and control buildings were built in the Park, on a new piece of track which linked public roads to created a challenging course.

By March 1985, the date had been confirmed for 3 November and "members who were keen to be involved were urged to contact CAMS and register their name as soon as possible". Other AGP general meeting speakers were: Mr Bob Barnard, the project manager, in April and Mr Glen Jones, the marketing manager, in July.

Promoted by the slogan of "Adelaide Alive", the 1985 Australian Grand Prix was a resounding success in every aspect. Both *The Advertiser* and *The News* produced special Grand Prix souvenir guides, which explained to the non motor-racing public all the intricacies of the F1 turbo-powered cars and the racing rules, as well as comprehensive histories on the drivers and the previous AGPs.

25 cars competed, including the Beatrice-Hart of Alan Jones, who had the distinction of being the first F1 driver on the track. The 82-lap race was won by Keke Rosberg,

Williams Honda before a crowd of over 100 000.

Three weeks after the race, the *Sunday Mail* reprinted this editorial from Britain's world-renowned monthly magazine *Autosport*.

An Instant Success - The Australian Grand Prix, first run in 1929 on a circuit on Phillip Island, is one of the World's longest established motor races. Australians claim it is the second oldest race to hold the title Grand Prix. The experience this month of all involved in F1 racing made them regret that, as with the French GP, the Down Under race could not have been included in the FIA World Championship every year since its introduction in 1950.

The relatively recent development of air transport and the financial boom of F1 racing now make its regular inclusion possible. And we are delighted to report the first F1 race in Australia has been such an outstanding success. In every way, it justified the investment of the State and Federal governments, attracting a capacity crowd and watched by up to 700 million on television.

Every facet of the organisation was of the highest quality and F1 insiders are serious when they say that Grand Prix organisers the world over can learn from Australia. Our pleasure, in congratulating everyone involved in the organisation of the AGP, derives from our satisfaction in

seeing a job well done. They began with the intention of boosting the image of the city, a State and a country. They ended with the achievement of boosting the image of motor racing.

This meeting introduced all officials to the new world of credentialing and brought the RAAF FA/18 Hornet to town for the beginning of a love affair between those who speed on the ground and those who speed in the air. It also brought Glen Dix's unique style of flag waving to an international audience.



The medical requirements for the AGP were much more stringent than for local racing and many more doctors and paramedical staff were needed. Because of this, a large number were recruited into motor racing for the first time and to manage them and ensure that the highest standards were maintained, the Medical Motor Sport Association was formed. This had the benefit for local race organisers of providing a contact to organise doctors.

There were over 1200 officials working at the AGP, from all states of Australia and overseas. With such a diverse group, it was found that there were inconsistencies in how to work trackside, as not everyone used the same terminology, even though all worked to the same rules. It was obvious that this was not the way to

operate, so CAMS began working on setting up an officials' licensing and grading system, which would set the standard for Australia.

Austin 7 Journals 91 reported briefly on the AGP, noting that the A7C timing team did all the timing other than for the F1 cars and that Tony Grove had organised the team of course commentators.

CAMS brought together its most experienced race officials within Australia to organise and run the event. Peter Nelson was the Secretary of the Meeting (a position he has held ever since). Writing for the *dailynewssheet*, the *AGP Gazette*, at the 2003 AGP in Melbourne, he recalled how it all went together.

In 1985, there was almost no guidance on the running of such an event (a Grand Prix). The British had a good minute-by-minute but it was six pages long and told the village policemen when to change the direction of the traffic in the village of Silverstone. There was no GP manual either. The International racing rules applied but there was nothing specific to F1; likewise any Operations manuals that circuits had were not much help to us. Some of our seniors had run a few international races before then and Tim Schenken had raced in both F1 and Sports Car races. We had a picture of what we thought applied and we had expectations of what we wanted – as it turned out, we aimed higher than the existing standards and we created what became the new standard for the World to adopt where appropriate. We ran over four days with twice the support events that everyone else ran and we ran to time. We produced an Operations Manual that actually referred to our race organisation and procedures.

And perhaps the most important of all was our first minute-by-minute schedule where we documented everything that we wanted to happen. This was at a track that did not exist yet and to a set of rules that we had to work through as we went along. The result was similar to what we use today. After the first year, copies were taken back to a GP promoters meeting in Europe and handed out as an example of what they should be doing in the future.

The Jubilee 150 meeting on 26 October 1986 had a lot to live up to, as the 1985 event had won the top international awards for the best organised and staged event and the best television coverage.

1987 COMMITTEE

President – Barry Frost

Vice President – Ian Brown

Treasurer – Daryl Beasy

Secretary – Bernie Shults

Comp. Secretary – David Gear

Committee – Ian Brown,

Lee Nicolle,

David Searles,

David Pound,

Margaret Beasy

A7 Owners – Merv Perry, Jean Gilbert, Kevin Gilbert, David Hall, Bill Austin, David Franklin, Dianne Franklin, David Searles

Sports Sedan Register - Ian Statham, David Pound, George Carter

Delegates:

CAMS – Bruce Went

FVCC – David Searles

The News and *The Advertiser* again produced souvenir editions on Monday after the race. Alain Prost, Marlboro McLaren won the race, which featured the spectacular tyre blow out on Nigel Mansell's Williams Honda on lap 63 of 82. This race was also the first where in-car cameras were successfully used on F1 cars.

Chief Timekeeper Barry Frost reported on the meeting for *Austin 7 Journals 98*.

There are many millions of words written about the AGP – the build up, practice and the race itself. These notes are about some personal observations and events from the beginning of the week to the end of the Grand Prix.

Monday: Most of the teams are already working on their cars, rebuilding them from crates, after the trip from Mexico. Williams, McLaren and Lotus are the most advanced, with the cars nearly completed by the evening. It's a fine sunny warm morning and the parachute teams have a practise drop – all goes well. An innovation this year is the use of cyclone catch fencing along the pit lane to keep the many spectators back; pit lane can then be controlled by only two security guards.

Tuesday: Celebrities are more obvious today – Greg Norman and David Graham come by and I discuss the celebrity race practice with Greg. Murray Walker is gathering facts from the teams and mechanics. The Arrows team are becoming a nuisance – everything is not as they want it, despite every other team being satisfied. All the



Race Control/Timing box at the 1985 AGP

garage doors are resprayed to remove last year's advertising. The Clerk of Course, Burdett Martin, arrives after a 9-hour trip from America.

Wednesday: The first of the rain sends all teams into the garages. The Tyrell team have a lengthy photo session with a joey kangaroo and koala from Cleland National Park. Both animals create a lot of interest from the other teams' mechanics. The chief of FISA, Monsieur J-M Balestre, arrives in a chauffeur-driven Mercedes 600 limousine; embarrassment all round when it drops a gear linkage and can't be moved from pit lane! The pit fencing is removed; the Ligier team is the last to appear to prepare their cars. The atmosphere begins to pick the feeling of last year – all the last minute checking becomes intense.

Thursday: An extremely busy day for the timekeepers as all the local categories practice: grids are finalised for the races, despite the rain.

Friday: Another busy day. The rain continues and spoils the day – firstly curtailing the F1 practice and then destroying the Superkart race (stopped after two laps due to an accident). The car park areas are awash and ankle deep in mud.

Saturday: F1 practice sets the pace for a record-breaking day. Nigel Mansell claims pole; Johansson crashes twice on the wet track. The FA18 calls again, but every one is ready this time. Alan Grice wins the touring car race, repeating his Bathurst victory. The last event is the Celebrity practice – Greg Norman flies in by navy helicopter in time to see the practice end; he learns the track as a passenger in an official car.

Sunday: The Celebrity race - a farce at the start but some steady rapid driving by the leading stars. Afterwards, Glenn Shorrock and Jon English pay a visit to see how the timing operates, and

to sign autographs. The vintages and historic cars, Wayne Gardner...the line up of all the F1 drivers for an official photo...suddenly it's time for the cars to come on to the grid...and so do all the people! The race gets underway. Prime Minister Mr Bob Hawke come to see the timing equipment and spends some time with us – signs a few autographs, then returns to the official party. The drama of the race; Alain Prost is World Champion again. The official presentations; the showering of both Balestre and John Large (CAMS President) with champagne by Prost and Piquet. The solid mass of people on the pit straight, the dismantling and packing up of all the timing equipment ...then it's all over and time for all to enjoy the night, including the Premier John Bannon.

It was still "Adelaide Alive" for the 15 November 1987 AGP. An entourage of 15 teams brought 27 cars to the meeting. The power of the turbo-engined cars was reflected in the speeds reached: fastest was Nelson Piquet, 321.6 km/h on Brabham Straight and 254.8 km/h at the finish line.

26 cars started in the 82-lap race, which was won by Gerhard Berger Ferrari from Ayrton Senna Lotus Honda, who was subsequently disqualified at post race scrutineering for having illegally large brake ducts, handing second to the Ferrari of Michele Alboreto. Only the two Ferraris finished on the lead lap; third placed Thierry Boutsen, Benetton Ford was one lap back and only 9 cars finished, giving the circuit its reputation as a car-destroyer.

Berger set the fastest lap of the race on lap 72, 1-20.416, which even with the reduced boost that the cars were now running, stood as the record.

These three AGPs had been the last on each year's calendar and the teams appreciated the relaxed and friendly atmosphere that Adelaide gave them.

Even before the first AGP, the timing team had been looking at using computers. In December 1984, Barry Frost went to Sandown for the first World Championship race to be held in Australia - the World Sports Car Championship - to investigate a computer timing

system which was being trialled. Contact was established with GP Timekeepers from Sydney who were developing timing programs based on Commodore 64 home computers.

The next step towards computerisation was at the 21 April 1985 Australian Touring Car Championship round at AIR. This was the first SA race meeting to be timed by computer, using the system being developed by Calder. The timing team adapted so well to this system that they were taken to Calder for the following week's ATCC round. They then became a permanent part of the Calder organisation for Australian and World championship meetings.

Formula 1 used the Longines-Olivetti timing system, which was the acknowledged leader in computerised timing. Whereas the local systems needed manual input of times and car numbers, the F1 system used automatic car recognition and timing by transponders mounted on each car and a bank of computers to process the data, producing lap times and race positions. *The Advertiser* printed an interview on 1 November 1985 with Barry Frost on the timing system and how it operated and he concluded with "To me, working with this lot is the biggest thrill in the World. This is the pinnacle of motor racing."

The AGP proved that computerised timing was the only way to go. The timing team then bought Commodore C64/C128 home computers and a printer and the 16 March 1986 Mallala meeting was the beginning of the computer age for the team.

In 1987, Calder hosted the second of two Australian rounds of the World Touring Car Championship on 11 October and the timing team were proud to be a part of that meeting.

The team's involvement with Australian Grand Prix meetings was about to grow and include motorcycles.

Bob Barnard had established his own promotion company and was working towards

holding the 1989 World Championship for 500cc motorcycles at Phillip Island. To gain expertise for his company, he organised and promoted the motorcycle AGP at Winton on 1 November 1986 and asked the Club to undertake the timing.

In a 6-week period from 11 October to 15 November, the team worked at Calder twice (World Touring cars and the first Truck Super Prix race meeting there) and the two AGPs, bikes and cars.

CAMS seized on the favourable publicity generated by the AGP to promote Club level motor sport, beginning with a promotion at the West Lakes shopping centre from 7-12 July 1986, featuring static displays, videos and an information booth. Cars were from off-road racing, rallying, superkarts, sports sedans and street cars.

These A7Club members provided display cars: Jean Gilbert, Bryant Lawson and Ken Virgin – Austin 7s; Lee Nicolle, Tony Ross and Mick Monterosso – sports sedans; Ivan Piatanesi and Steve Cowie – street cars. This was such a success that it was held again on 14-21 September 1987, when these cars were displayed: Ken Virgin, A7 special and VW; Tony Ross and Lee Nicolle, sports sedans; David Grear, A7 special; Steve Hosking, club car and Greg Mildren, road registered car.



CAMS new logo, from 1987

This had been preceded by a CAMS motor sport participation day on 15 February at Mallala. *Austin 7 Journals 99* reported on our involvement.

On 15 February, we, along with 28 other CAMS clubs, were at Mallala for the first motor sport participation day, which was designed to let the general public sample club level motor sport. Included were displays of club cars and the opportunity to drive in an autocross, gymkhana and in a sprint, which we organised and during the day, 95

drivers took the offer to test their cars against the clock.

Rides in competition cars were very popular; off road buggies, rally cars, road registered cars and sports sedans were on offer. It is estimated that 2000 people attended during the day and their reactions to the day were very positive.

Thanks must go to these members who assisted on the day. Bruce Went, Brian Jericho and Daryl and Margaret Beasy ensured that the sprint ran smoothly: Tony Grove manned the PA; Lee Nicolle and Tony Ross supplied their sports sedans – Tony lent his car for valuable publicity beforehand – and Greg Mildren and Steve Cowie supplied their road registered cars.

Peter Wright retired as CAMS State Secretary in late 1984. Phyl Stuckey became full time manager from 1 July 1985 and the office then moved from Magill Road to 1 Sturt Street Adelaide. Bruce Went continued in his role as Club delegate to the state council.

The CAMS racing driver of the year awards were won by: 1983 – Bernie van Elsen, 1984 – Mick Monterosso, 1985 – Peter Ormsby, 1986 – Mick Monterosso and 1987 – Greg Mildren. The CAMS club driver of the year awards were won by: 1983 – Mike Trengove, 1984 – John Virgo. Peter Wright died in 1985 and this award was renamed *The Peter Wright Memorial* in his honour. The first winner in 1985 was Bernie van Elsen, 1986 – Mick Monterosso and 1987 – Greg Mildren.

While it is not the intention (or possible) to record the death of every member the Club has ever had, it is appropriate to note the passing of four members in this period. Jim Bishop's death in 1984 and memorial run in 1985 has already been noted.

Doug Trengove, a member since 1958, passed away on 31 May 1986 and Bruce Went wrote these words for *Austin 7 Journals 95*.

I first met Doug when he was a committee member of the Club in the late 1950s. I was also on the committee and we shared at that time a common interest in building A7 specials. I found him then a likeable person who was always willing to pass on to me his knowledge on how to "hot up" A7s.

Over the years since then Doug and I have been in regular contact as he had become associated with a number of motor racing groups and organisations where he used his considerable skill and workmanship to produce a great variety of expertly built racing cars.

Doug's passing is a great loss to the sport; he takes with him all the skill, knowledge and expertise which he had built up over his comparatively short life.

I will always remember him for his friendship, his enjoyment of a joke, his infectious laugh and his fortitude in facing a crippling illness in the last years of his life.

Alan Mander had been a Club member since 1974 and had been a regular contributor to *Austin 7 Journals*: issue 100 reported his passing.

It is with regret we record the loss of our member and friend who passed away suddenly on 28 April 1987. Alan had been a faithful, respected and enthusiastic member of our Club for a good number of years since his retirement. He received great satisfaction from owning his A7, getting it to the excellent condition it is and also enjoying the many friendships gained from our hobby. His many friends will sadly miss his presence.

Ken Virgin, who had joined the Club in 1958, died on 15 November, the Sunday night of the 1987 AGP, after working as a marshal in the support paddock. Best known for his VW racing days at Mallala, in 1982 Ken had purchased the A7 Special built and raced by Henry Short from 1950-1964, when it went into the Birdwood Mill Museum.

He last drove it at the SA Hillclimb Championship at Collingrove three weeks before his death and in the Climb to the Eagle on the Friday preceding the race.

A7C Trophy winners

1983: Goldsworthy Motors *Lee Nicolle*, Hoffman Dry Cleaners *Peter Whitbread*, Attendance trophy *Lee Nicolle*, Geoff Lobb *Bryant Lawson*, A7 Owners *Jean Gilbert*, Denis Dix Memorial *Mick Monterosso*, Garrie Cooper Memorial *John Ampt*

1984: Goldsworthy Motors *Steve Hosking*, Hoffman Dry Cleaners *David Grear*, Geoff Lobb



Display at West Lakes Mall July 1986.
From top: A7s of Bryant Lawson and

Jean Gilbert ; Ken Virgin's (ex Henry Short) A7 racer; Sports Sedans of Tony Ross and Mick Monterosso.

Stan Gafney, A7 Owners Kevin Caire, Denis Dix Memorial Lou DeLuca, Garrie Cooper Memorial Bernie van Elsen

1985: Goldsworthy Motors Steve Hosking, Hoffman Dry Cleaners Phil Hanlan, A7 Owners Jean Gilbert, Geoff Lobb Jean Gilbert, WA Currie Cup Brian Caire, Denis Dix Memorial Lou DeLuca, Garrie Cooper Memorial Ian Franklin

1986: Goldsworthy Motors Steve Hosking, Hoffman Dry Cleaners David Gear, A7 Owners Jean Gilbert, Geoff Lobb Jean Gilbert, WA Currie Cup Rob Ellery, Denis Dix Memorial Mick Monterosso, Garrie Cooper Memorial Peter Ormsby

1987: Goldsworthy Motors Steve Hosking, Hoffman Dry Cleaners David Gear, Geoff Lobb Jim Field, A7 Owners Jean and Kevin Gilbert, WA Currie Cup Arthur Addyman, Denis Dix Memorial Mick Monterosso, Garrie

Cooper Memorial Rob Newman.

Members who competed in racing and club speed events included the following.

SPORTS SEDANS

Mick Monterosso, Escort; Ivan Piatanesi, Mazda, Imp; Wayne Polden, Capri, Escort; Miles Jackson, Escort; Bob Smith, Torana; Bob Piper, Renault, Mazda; Trevor Kennedy, Holden EH; Lou DeLuca, Anglia, Escort; Ian Statham, Bellett, Torana; Wayne Sutton, Escort; Paul Godden, Mazda; James Rosenberg, Torana, Commodore; Ken Leigh, Torana; Lee Nicolle, Holden, Torana; Graham Masters, Escort; Alan Packer, Cooper S; George Carter, Datsun; Peter Whitbread, Renault; David Pound, Capri; Graham Hawke, Torana; Tony Ross, Holden FX.

STREET CARS/

ROAD REGISTERED

Greg Mildren, Mazda; Phil Hanlan, Mazda; Ivan Piatanesi, Mazda; Steve Cowie, Torana.

HISTORIC GROUP N

Serge DeLuca, Cortina; Daryl Beasy, EH Holden; Graham Hawkes, EH Holden; Daryl Schultz, Mini; Graham Hicks, EH Holden.

SPORTS CARS

Peter Whitbread, IDS.

RACING CARS

Eddy Pfeifer, FV; Steve Wright, FV, Graham Hawkes, FF.

CLUB EVENTS

Charlie Adams, A7; David Gear and Tim Williams, A7, HD Holden; Tony Laube, Datsun; Dan Wilkinson, Corolla; Steve Furlong; Steve Brown, A30; Mark Williamson, Datsun; Ian Brown, Charger; Steve Hosking, Mazda; Colin Zytveld, Bellett; David Poole, Bellett; Graham Benneche, Torana; Bernie Schults, Torana; Ashley Wells, Renault; Dean Qualmann, Midget speed car; Kevin Caire, Daryl Beasy, A7; Ian Sweetman, David Mahon, Torana.

Summary

The 30th year celebrations at the Birdwood Mill Museum, had been successful with great support from all members.

The Clubrooms were given a face-lift and the many years of fundraising now bore fruit, resulting in them being paid off in 1987, earlier than the period of the loan. However, the Club still needed to raise extra funds and these continued, mainly with the annual *Trash and Treasure* effort at Marion.

The Champion of AIR series of race meetings was another Club innovation. This benefited our racing members who continued to feature strongly in the yearly C A M S awards with Mick Monterosso and Greg Mildren

winning both racing driver awards in 1986 and 1987.

The arrival of the AGP, as well as bringing Adelaide to the World's attention, had the added benefit of providing the impetus to have a medical group formed, thus establishing the last of the groups needed to run a race meeting – the medicos.

The second plus was it was the beginning of a system to ensure that all officials would be trained and licensed to perform to the highest standards. This would have benefits later when CAMS sought Government funding.

Austin 7 Journals had weathered the changes of editorship and its quality was improved by being printed commercially.

Merv and Ruth Perry were rewarded with life membership for services to the club - the first time that a husband and wife had received this honour.

Attendances at Club meetings and events continued to fluctuate, despite the efforts of the various committees to organise suitable outings: e.g. in 1987 there were 74 meetings, runs and competitive events. Membership continued to decline from the heady days of the late 70s and, after peaking at 185 in 1985, settled at 150 in 1986 and 1987.

However, there were signs that members' interests were changing and this would have a profound effect on the Club in the next few years.



1985 Camp and Capers,
Wynarka



Champions of AIR, 1987



A7 in the Grampians,
Border Run, June 1987



Clubrooms, 1985



All Austin Day, West Parklands, 19-10-1986

30th Birthday Rally at the
Birdwood
National Motor Museum, 23-10-83



