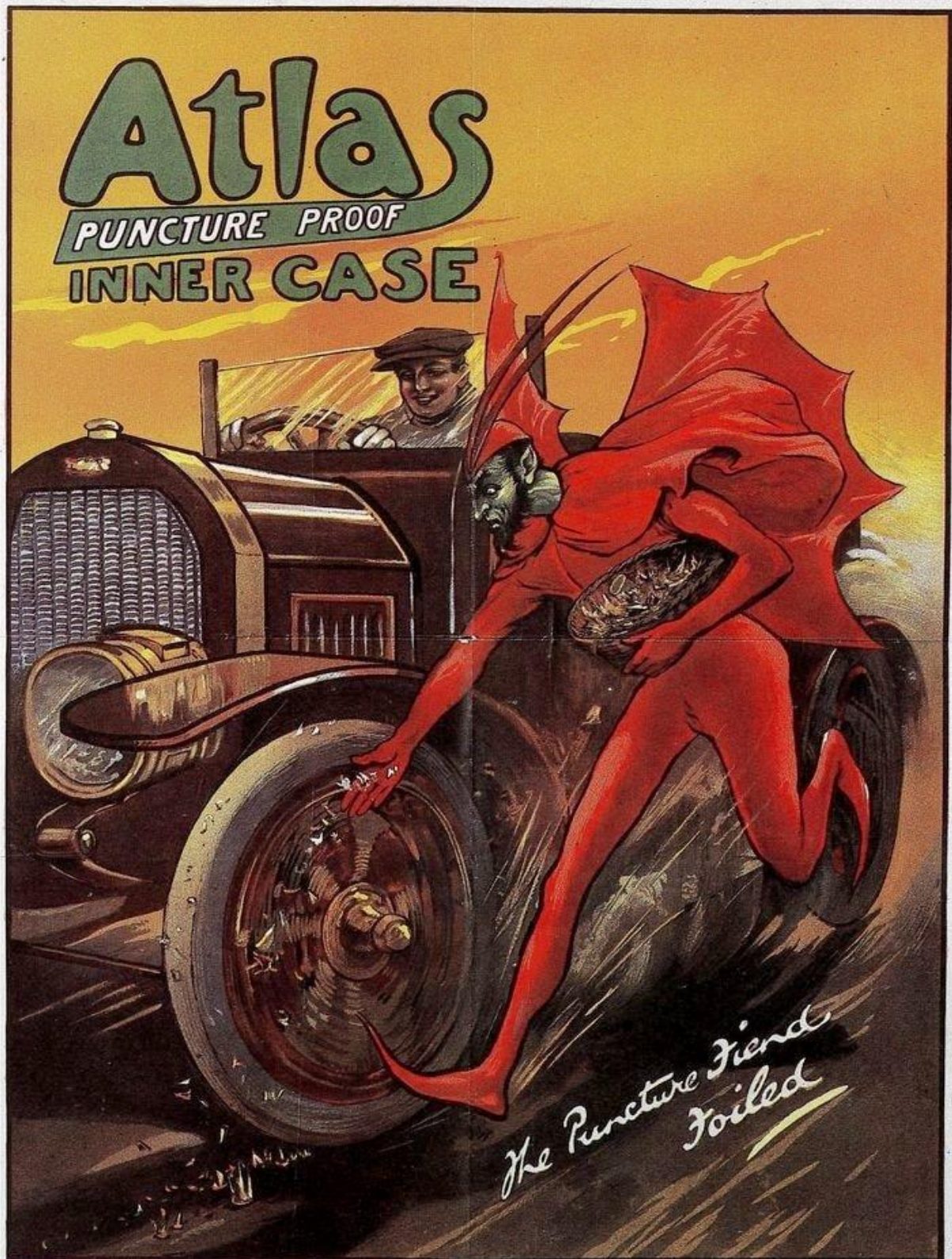


Austin 7 Club of S.A. Inc.

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

Bulletin Number III

17.6.22



What's on and What's not.

18.6.22 Sedan Swap meet Cancelled

19.6.22 A7C Monthly Club Meeting Sunday 3.00pm. spares from 2.00pm

21.6.22 A7C Leisure Run.

26.6.22 A7C Lunch at the Clubrooms

27.6.22 A7C Technical Night.

10.7.22 A7C Monthly Club Meeting Sunday 3.00pm. Spares from 2.00pm

17.7.22 A7C Hills Luncheon Wellington Hotel on the Murray

19.7.22 A7C Leisure Run.

24.7.22 A7C Regularity at Mallala

25.7.22 A7C Technical Night.

7.8.22 A7C Monthly Club Meeting Sunday 3.00pm. Spares from 2.00pm

14.8.22 A7C Day Run

21.8.22 Willunga Swap meet

22.8.22 A7C Technical Night.

23.8.22 A7C Leisure Run.

18.9.22 Gawler Swap Meet

19.9.22-25.9.22 Perkolilli Red Dust Revival.

25.9.22 Federation Run to Wirrina

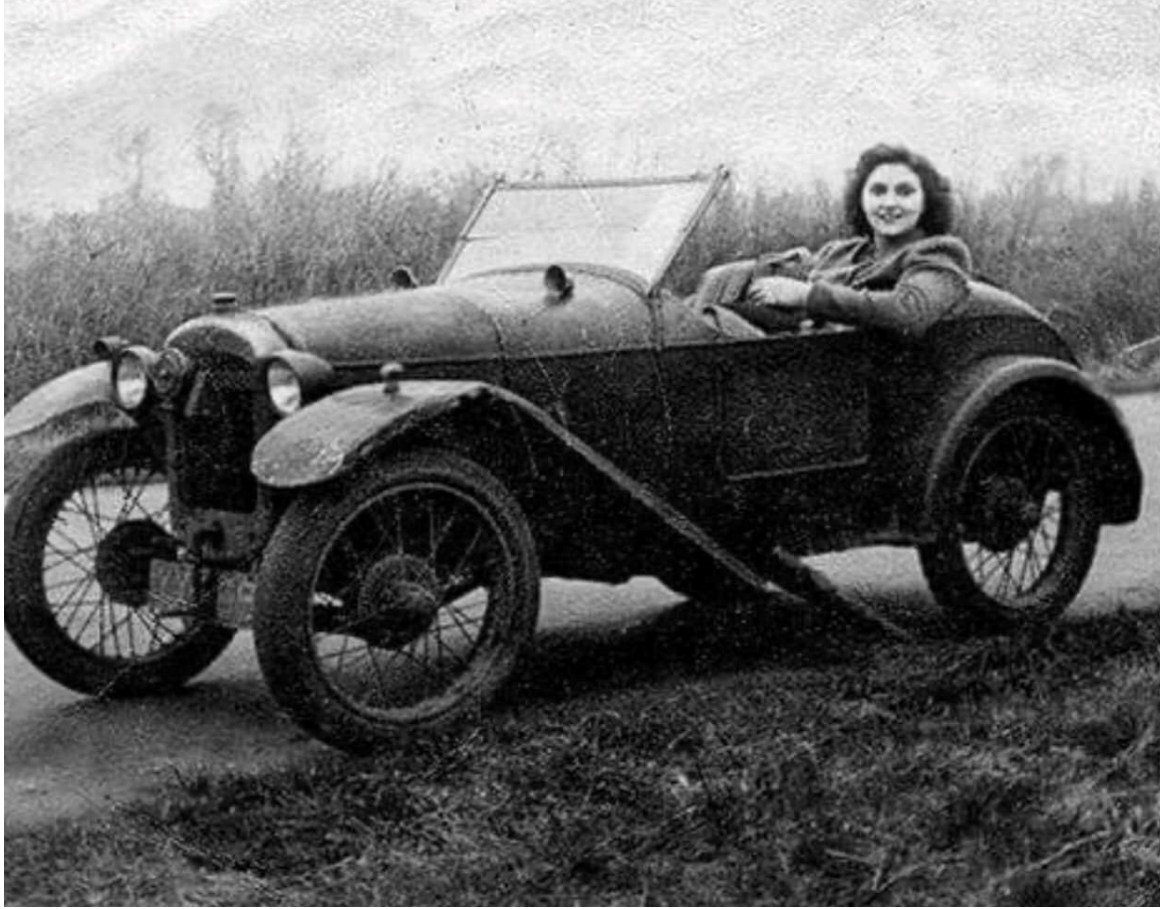
8.10.22-10.10.22 Riverland Rally Berri/Barmera

9.10.22 Strathalbyn Swap

16.10.22 Bay to Birdwood NOTE change of date.

30.10.22 All Ford Day

Page 3 Girl



Sillier than a Seven



Leisure Run 21.6.22

Morning tea at the Lobethal Bakery at Woodside then on to Beerenberg at Hahndorf for lunch.



2106 Mount Barker Rd, Hahndorf SA



Our menu of family favourites is crafted by our Head Chef David, using fresh, seasonal, and locally sourced produce. You'll find everything from freshly made sandwiches, salads and homemade pies, to delectable cakes, waffles, and pastries, served - of course - with our very own jams, relishes and sauces.

**STRAWBERRY PATCH IS CLOSED
STRAWBERRY SEASON IS NOVEMBER TO APRIL**

For Bookings contact David Searles



Hills Luncheon 17.7.22

Morning Tea at Strathalbyn Corner Bakery then on to Wellington Hotel on the Murray for lunch.



Welly Hotel Est 1846 SA's Oldest Country Pub



Further details from Chris Cutting.

touring@austin7clubsa.com.au

0412 092 760

Austin 7 Run

17th July 2022



In Conjunction with the Hills Luncheon that is going to Wellington I am organizing a shorter Austin 7 run that will go to Strathalbyn and then return to Adelaide for those who do not want to continue to Wellington.

The Austin 7 run will leave from the Victoria Hotel at the top of Tapleys Hill at 9.15 am and travel to Strathalbyn via Clarendon, Kangarilla, Meadows and Bull Creek.

Come along bring your Austin 7 and enjoy Morning tea at the Corner bakery in Strathalbyn.

Please support this run.

David Gear 0421 164 500

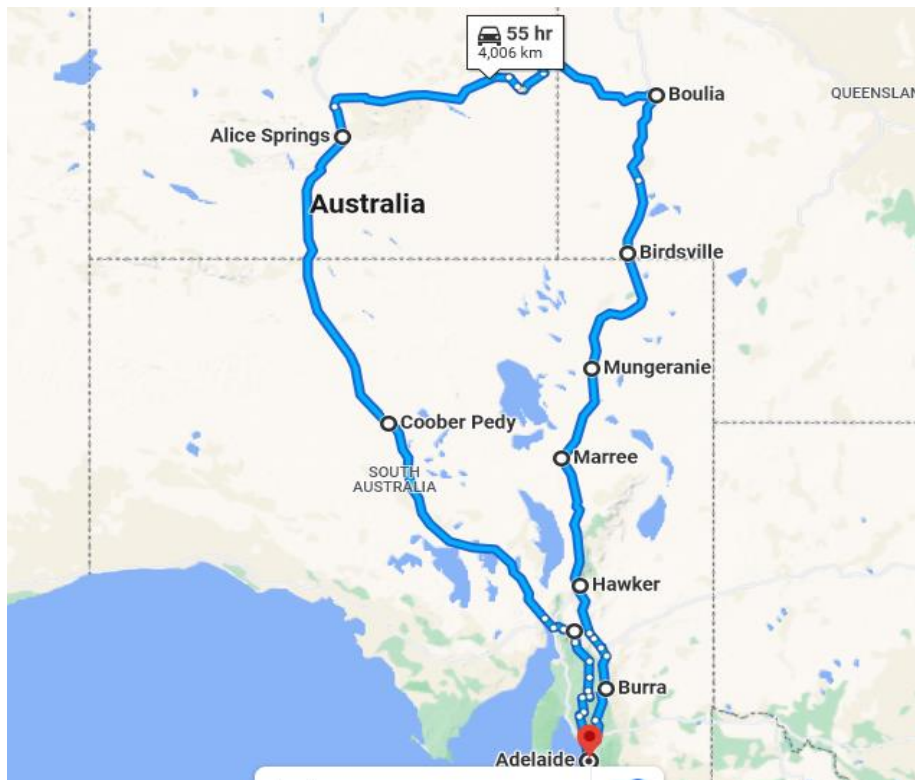
dgear@optusnet.com.au

STRETCH YOUR WINGS



*THE LAKE PERKOLILLI
RED DUST REVIVAL 2022*

19 TO 25 SEPTEMBER 2022



Vehicles on the run.



Andrew Dawes 1927



Barney Bunker 1930



Trevor Gent 1935



David Garnett 1932

Monday 14.6.22

Four Austin 7s made their way to Burra in South Australia for the start of the "Centenary Jaunt". These people have been advised that no sane person should subject their ageing Austin to the rigors of what will unfold on this journey. Today saw the 27 Chummy head off without a working dynamo even though the armature had been rewound (was working for about 3 miles).

David's 1932 tourer which had undergone extensive work prior to the event decided to spit the tail shaft out at the carden joint.

Barney towed the 32 tourer the last 10 kilometres into Burra with his tourer.

Barney and David have both removed the front seats and fitted a fridge in its place for drinks in this soon to be arid outback conditions.

Trevor has brought along his freshly restored 1935 tourer which he has owned since 1968. His car is going well although there is significant oil leaking from the fuel pump possibly due to the fitment of a larger oil pump and a four jet lubrication system.



Tuesday 15.6.22

Tuesday morning saw the applying of the stickers to the Austin doors. These stickers had been kindly designed by Graeme Cocks from WA who is heavily involved in organising the Lake Perkolilli racers which will be happening again later in September.

This morning was pretty chilly and David was up very early and fitted another tailshaft which was obtained from the SA Austin 7 Club parts manager David Grear. Bianca collected and then delivered the tailshaft having traveled in excess of 100 miles before having tea with the rally participants and heading home ready to get up at 3.00am to drive heavy vehicles all day.

All this and we were still on the road heading for Hawker by 8.30am. Travelling up hill and having a head wind saw the little Austins really putting in with a couple opting for a close ratio second gear at times (3 speed). A bakery stop at Jamestown saw everyone take a break and grab a cuppa and bite to eat before heading off to Orroroo.



Craddock Hotel was our next stop where we had a late lunch before travelling the short distance into Hawker where a number of us took the opportunity to view Geoff Morgan's fantastic Gallery.



While parked out the front we were invited into the local garage to discuss some men's business.



While at the garage we were shown a picture of an Austin 7 which was unearthed from a station somewhere in the 1980's.

Wednesday 14.6.22

Lunch time stop at the Farina Bakery on route to Hawker.

The Bakery has been restored and is operated by volunteers.



Marree Wednesday 15.6.22

Well we all arrived at Maree this afternoon, after a lunch break at Farina. We caught up with the Saints at Farina and Corrine said that they had been very busy. Luckily Peter had arranged pride of place parking straight out the front. Tomorrow we are having a day off before hitting the dirt.



Coffee and Cars at Port Noarlunga 12.6.22



CHEAP PETROL



Members (and friends) can register with United Fuel under either banner by following the attached links and receive 2c/L discount at the pump.

Our club will also receive 2c/L provided 5000 litres combined within the two registrations is bought over the year with the club receiving the payment in January.

With the United service stations typically being one of the cheapest.

Log on the link and register NOW.

Start saving and put some funds back into the club.

<https://www.unitedpetroleum.com.au/fuel-discount-cards/up-community/track-time-motorsport/>

<https://www.unitedpetroleum.com.au/fuel-discount-cards/up-community/austin-7-club-of-sa-inc/>

Sports and Specials



Old Adelaide



Are we really going to be a nation of electric vehicles?

May 7, 2022

Dr. Jay Lehr & Tom Harris

The utility companies have thus far had little to say about the alarming cost projections to operate electric vehicles (EVs) or the increased rates that they will be required to charge their customers. It is not just the total amount of electricity required, but the transmission lines and fast charging capacity that must be built at existing filling stations. Neither wind nor solar can support any of it.

Electric vehicles will never become the mainstream of transportation!

In part 1 of our exposé on the problems with electric vehicles (EVs), we showed that they were too expensive, too unreliable, rely on materials mined in China and other unfriendly countries, and require more electricity than the nation can afford.

In this second part, we address other factors that will make any sensible reader avoid EVs like the plague.

EV Charging Insanity

In order to match the 2,000 cars that a typical filling station can service in a busy 12 hours, an EV charging station would require 600, 50-watt chargers at an estimated cost of \$24 million and a supply of 30 megawatts of power from the grid. That is enough to power 20,000 homes. No one likely thinks about the fact that it can take 30 minutes to 8 hours to recharge a vehicle between empty or just topping off. What are the drivers doing during that time?

ICSC-Canada board member New Zealand-based consulting engineer Bryan Leyland describes why installing electric car charging stations in a city are impractical:

“If you’ve got cars coming into a petrol station, they would stay for an average of five minutes. If you’ve got cars coming into an electric charging station, they would be at least 30 minutes, possibly an hour, but let’s say it’s 30 minutes. So that’s six times the surface area to park the cars while they’re being charged. So, multiply every petrol station in a city by six. Where are you going to find the place to put them?”

The government of the United Kingdom is already starting to plan for power shortages caused by the charging of thousands of EVs. Starting in June 2022, the government will restrict the time of day you can charge your EV battery. To do this, they will employ smart meters that are programmed to automatically switch off EV charging in peak times to avoid potential blackouts.

In particular, the latest UK chargers will be pre-set to not function during 9-hours of peak loads, from 8 am to 11 am (3-hours), and 4 pm to 10 pm (6-hours). Unbelievably, the UK technology decides when and if an EV can be charged, and even allows EV batteries to be drained into the UK grid if required. Imagine charging your car all night only to discover in the morning that your battery is flat since the state took the power back. Better keep your gas-powered car as a reliable and immediately available backup! While EV charging will be an attractive source of revenue generation for the government, American citizens will be up in arms.

Used Car Market

The average used EV will need a new battery before an owner can sell it, pricing them well above used internal combustion cars.

The average age of an American car on the road is 12 years. A 12-year-old EV will be on its third battery. A Tesla battery typically costs \$10,000 so there will not be many 12-year-old EVs on the road. Good luck trying to sell your used green fairy tale electric car!

Tuomas Katainen, an enterprising Finish Tesla owner, had an imaginative solution to the battery replacement problem—he blew up his car! New York City-based Insider magazine reported (December 27, 2021):

“The shop told him the faulty battery needed to be replaced, at a cost of about \$22,000. In addition to the hefty fee, the work would need to be authorized by Tesla...Rather than shell out half the cost of a new Tesla to fix an old one, Katainen decided to do something different... The demolition experts from the YouTube channel Pommijätkät (Bomb Dudes) strapped 66 pounds of high explosives to the car and surrounded the area with slow-motion cameras...the 14 hotdog-shaped charges erupt into a blinding ball of fire, sending a massive shockwave rippling out from the car...The videos of the explosion have a combined 5 million views.”

We understand that the standard Tesla warranty does not cover “damage resulting from intentional actions,” like blowing the car up for a YouTube video.

EVs Per Block In Your Neighborhood

A home charging system for a Tesla requires a 75-amp service. The average house is equipped with 100-amp service. On most suburban streets the electrical infrastructure would be unable to carry more than three houses with a single Tesla. For half the

homes on your block to have electric vehicles, the system would be wildly overloaded.

Batteries

Although the modern lithium-ion battery is four times better than the old lead-acid battery, gasoline holds 80 times the energy density. The great lithium battery in your cell phone weighs less than an ounce while the Tesla battery weighs 1,000 pounds.

And what do we get for this huge cost and weight? We get a car that is far less convenient and less useful than cars powered by internal combustion engines. Bryan Leyland explained why:

“When the Model T came out, it was a dramatic improvement on the horse and cart. The electric car is a step backward into the equivalence of an ordinary car with a tiny petrol tank that takes half an hour to fill. It offers nothing in the way of convenience or extra facilities.”

Our Conclusion

The electric automobile will always be around in a niche market likely never exceeding 10% of the cars on the road. All automobile manufacturers are investing in their output and all will be disappointed in their sales. Perhaps they know this and will manufacture just what they know they can sell.

Dr. Jay Lehr is a Senior Policy Analyst with the International Climate Science Coalition and former Science Director of The Heartland Institute. He is an internationally renowned scientist, author, and speaker who has testified before Congress on dozens of occasions on environmental issues and consulted with nearly every agency of the national government and many foreign countries. After graduating from Princeton University at the age of 20 with a degree in Geological Engineering, he

received the nation's first Ph.D. in Groundwater Hydrology from the University of Arizona. He later became executive director of the National Association of Groundwater Scientists and Engineers.

Tom Harris is Executive Director of the Ottawa, Canada-based International Climate Science Coalition, and a policy advisor to The Heartland Institute. He has 40 years of experience as a mechanical engineer/project manager, science and technology communications professional, technical trainer, and S&T advisor to a former Opposition Senior Environment Critic in Canada's Parliament.

IRON
Empire

SUNDAY - JUNE 19

DRIVIN'
DIXON

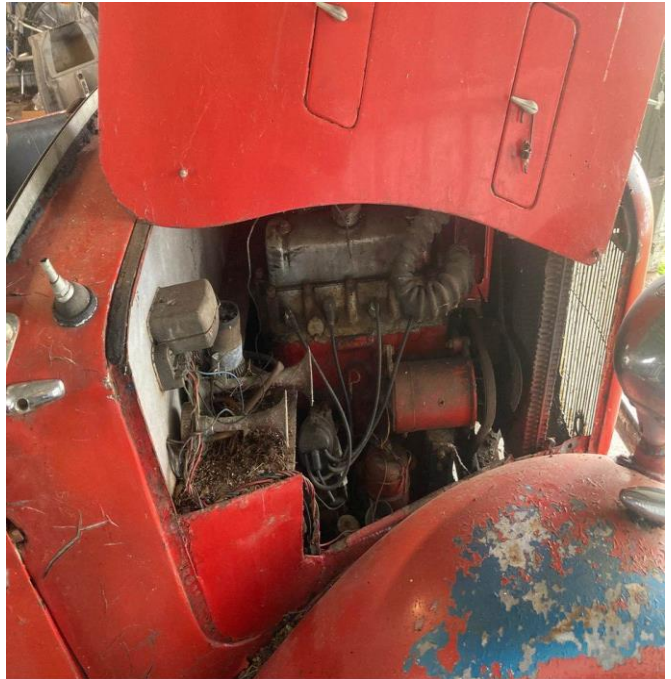
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8am - MALLALA MOTORSPORT PARK
FREE SPECTATORS / COFFEE & CARS!

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1936 Austin seven

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[\(9\) Marketplace - 1936 Austin Seven | Facebook](#)

For Sale

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Phone John

0408 583 703

**John also Polishes Scratches out of glass contact him if you
need his services.**

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AUSTIN FREEWAY

Good drivable car – Mechanically sound

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Contact: Rose 0404 024 614

Location: Northern Adelaide



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the **BIG** line-up



STIRLING MOSS (Cooper Climax) winner of this year's Argentine, Dutch, Portuguese and Moroccan Grand Prix classics.

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BILL PATTERSON	(Vic.)	Cooper Climax
ALEX MILDREN	(A.C.T.)	Cooper Climax
BIB STILLWELL	(Vic.)	Maserati 250F
TED GRAY	(Vic.)	Tornado
ARNOLD GLASS	(N.S.W.)	Ferrari Super Squalo
DOUG WHITEFORD	(Vic.)	Maserati 300S
TOM CLARK	(N.Z.)	Ferrari Super Squalo
LEN LUKEY	(Vic.)	Lukey Bristol
TOM HAWKES	(Vic.)	Cooper Corvette
CURLY BRYDON	(N.S.W.)	Ferrari Corvette
FRANK CANTWELL	(N.Z.)	Tojiero Jaguar
DEREK JOLLY	(S.A.)	Lotus 15
BRUCE MAHER	(N.S.W.)	Buchanan M.G.
JACK MYERS	(N.S.W.)	W-M Cooper
ERN SEELIGER	(Vic.)	Maybach
TOM SULMAN	(N.S.W.)	Aston Martin

(and other well-known drivers)

Every one of these experienced successful drivers uses



AND

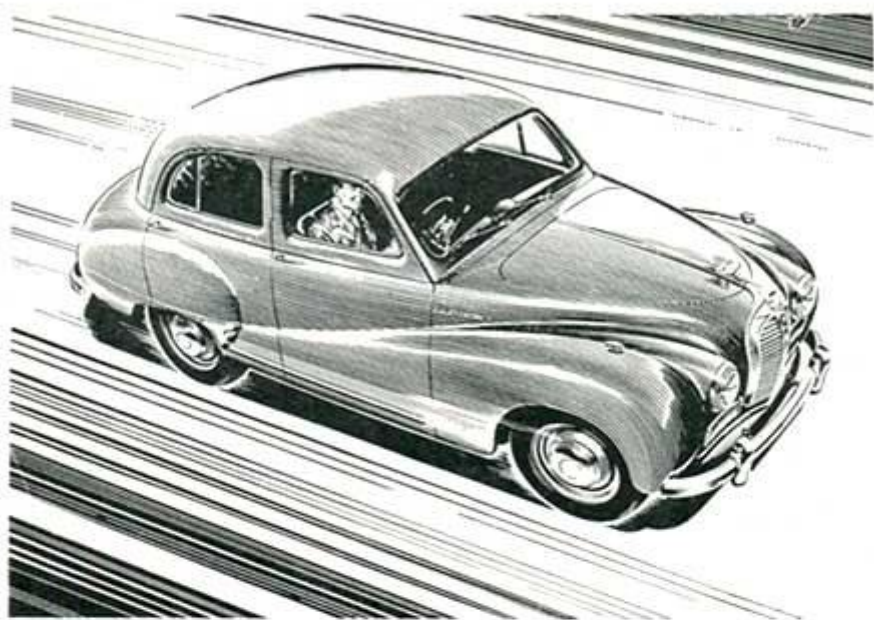
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Stirling Moss tests the AUSTIN A40 www.oldclassiccars.co.uk



“AT SILVERSTONE . . . the car surprised me by lapping at nearly 60 m.p.h.” So writes Stirling Moss of the Austin A40 in the Sunday Express. He goes on :

“The Somerset’s best is brought out when she is cruising in the upper fifties. Few popular models can match and none can surpass her comfortable ride under these conditions.”

The Austin A40 is a comfortable, smooth-riding family car—with a surprising turn of speed. The well-proved O.H.V. engine gives all-round liveliness. And of course this car is built to last. It’s an Austin.

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Friday Funnies

**THE PRICE OF
PETROL IS SO BAD AT
THE MOMENT I
ENDED UP PUTTING
VODKA IN THE
LAWNMOWER**

**NOW THE GRASS IS
HALF CUT**



