



# Austin 7 Club of S.A.

**70<sup>th</sup> Anniversary 1953-2023**

**Bulletin Number 161**

**2.6.23**



## **What's on and What's not.**

**4.6.23 A7C TTM Regularity #3**

**5.6.23 A7C Committee Meeting**

**12.6.23 A7C Monthly Club Meeting at 7.30pm.  
preceded by meal at Clubrooms.**

**17/23.6.23 Austin 7 Club SA Inc 70<sup>th</sup> Birthday  
drive to Farina & Marree.**

**18.6.23 A7C Sedan Swap Meet**

**26.6.23 A7C Technical Night**

**10.7.23 A7C Monthly Club Meeting at 7.30pm**

**16.7.23 Burra – Morgan run**

**18.7.23 A7C Leisure Run**

**23.7.23 A7C Hills Luncheon**

**23.7.23 A7C TTM Regularity#4**

**24.7.23 A7C Technical Night**

**Please check with the organisers as dates and events may be subject to change.**

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## Sports and Specials



# **Sillier than a Seven**



## **2023 Dates**

**Our competition dates for 2023 are as follows.**

**June 4, July 23, Aug 27, Nov 5**

**All at Mallala**

**BAY to**  
**BIRDWOOD**

A decorative flourish consisting of a central fan-like shape with five points, flanked by two horizontal lines.

**Registrations Open**  
**on 1 June 2023**

# **70<sup>th</sup> Anniversary Austin 7 Club Run to Marree via Farina Bakery and other eateries.**

**17 to 23 June 2023 – overview of event.**

**Day 1 Saturday 17 June:** Adelaide to Burra 160 km

OVERNIGHT AT: Paxton Cottages. Ph. 0488 513 101

**Day 2 Sunday 18 June** Burra to Blinman 342 Km

OVERNIGHT AT Blinman Hotel Ph. 08 8648 4867

**Day 3 Monday 19 June** Blinman to Marree 214 km

Next two nights at Marree Hotel Ph.08 8675 8344

**Day 4 Tuesday 20 June** At Marree, “

**Return journey.**

**Day 5 Wednesday 21 June** Marree to Hawker

OVERNIGHT AT Hawker Hotel. Ph 08 8648 4102 Kms 271

**Day 6 Thursday 22 June**

OVERNIGHT AT Paxtons, Burra 273 Kms

**Day 7 Friday 23 June**

Burra to Adelaide 160 km Total Return Journey 700 Kms

Day 5 Wednesday 21 June ----- Hawker Hotel 08 8648 4102

When you have confirmed your accommodation, please let me know on [dsearles10@bigpond.com](mailto:dsearles10@bigpond.com) so that I can monitor progress of numbers coming on this event.

Thank you

David Searles



# Sedan Historic Enthusiasts Den

( Shed happens in Sedan )

PO Box 15, Sedan SA 5353

Is proud to presents the famous

## Sedan Swap Meet

### Where?

Sedan Recreation Park  
Ridley Rd  
Sedan

### When?

Sunday 18 June 2023  
7am start

### Sell or buy

- Car parts
- Truck parts
- Motorcycle parts
- Machinery
- Tools
- Collectables

Sellers from  
Saturday  
( & 6am Sunday )  
Buyers from  
Sunday 7am

Sellers \$10  
Buyers \$5

On site camping available

On site  
catering

### Contact?

Graham Lienert  
glienert@outlook.com

# Austin 7 Club Technical Night

## Monday 26<sup>th</sup> June 2023

6.00 Clubrooms open for B.Y.O. tea

Local recommended eateries are

Tapleys Hill Fish shop (next door)

Riverside Pizza House

The Original Charcoal Chicken

6.30– 7.30 Spares

7.30 Meeting

assisted by Messrs. Alf Griffiths and Alec Terdich

### METEOR – AUSTIN SUPER-SPORTS

Equipment includes special fume heat-proof body, constructed to exclude heat or fumes from cockpit of car. Available with door on either side without extra cost. Special lengthened scuttle over steering wheel, making cockpit very cosy; radiator and front-spring wind cowl, strengthened, lengthened gear handle, OVER-SIZE tyres (5), genuine leather upholstery, antique design; collapsible hood, carried in envelope in boot of car; fancy wheel cover, tools, etc.

50-55 M.P.G.  
60-65 M.P.H.

Meteor Body Design  
Regist'd. Commonwealth  
Patents Office.  
Meteor Car Sales, 333  
Lonsdale St., Melbourne

Price:  
**£282/10/-**  
Complete with Six  
Wheels and Tyres:  
**£277/10/-**  
Equipped with Five  
Wheels and Tyres.  
Terms to Suit  
Purchaser.



**METEOR CAR SALES** 333 LONSDALE STREET, MELBOURNE. (Next Myers) Phone: F 5746



# BURRA - MORGAN RUN

*A weekend of motoring  
nostalgia & adventure*



Come and see the wonderful  
collection of historic vehicles on

July **16** 2023

Cars will be lined up at Paxton Square  
Cottages, Burra from 8.00am  
to be flagged off at 9.30am

FOR MORE INFORMATION CONTACT:  
ROGER BOEHM 0437322734 OR PAUL WILSON 0419869109



## **Federation of Historic Motoring Clubs SA Inc**

**Federation Motorfest for 2023 is here and  
welcome to this year's events. The events**

**have been organised by some of South Australia's great  
historic car clubs and will certainly be of interest to our  
Interstate, Country and local enthusiasts. Again the various  
day outings will take you to many well-known, and some not  
so well known places of interest. For this Federation Motorfest  
we go to destinations which range from the Lower Mid North  
to the Fleurieu showcasing so much of our great state of South  
Australia. We trust that as many of you as possible will take  
advantage of this wonderful programme and avail yourselves  
to as many Federation Motorfest events as possible. Please be  
aware that you do not require a specific vehicle to enter any of  
these events. You may use any vehicle you wish to, including  
your current model family car. Happy Motoring. Graham  
Tonkin. Federation Motorfest Director**

# **Entries are now open.**

Click on the link.

[Cruising Classics 2009 Programme \(fhmcsa.org.au\)](http://fhmcsa.org.au)

# *Austins over Australia 2024*

7<sup>th</sup> March -11<sup>th</sup> March 2024

<http://www.amvcnsw.com.au/aoa/Expression%20of%20Interest%20AOA%202024.pdf>



**Expressions of Interest forms available from Martin Lewis (0414 727 893) so you will receive newsletters as they are issued by the organisers.**

**If you are even slightly interested, please advise Martin by 30<sup>th</sup> April so tentative accommodation bookings can be made – no obligation at this point.**



## *Austins Over Australia 2024*

Thursday 7<sup>th</sup> March to Monday 11<sup>th</sup> March 2024  
in Orange, NSW



### NEWSLETTER No. 1

28/3/2023

With under a year to go we would like to give fellow "Austineers" an update as to the progress on AOA2024

Orange is a significant regional centre with a population of over 40,000 and is renowned for its gourmet wineries, award winning restaurants, and magnificent gardens. The trees will be revealing their vibrant autumn colours when we are there. Day temperatures average a pleasant 24<sup>o</sup> with cool 11<sup>o</sup> evenings.

To date we have over 100 Expressions of interest and support from the locals has been extremely positive.

There are many types of accommodation options in Orange and we suggest you book early with your chosen provider to avoid disappointment. Budget accommodation is extremely sought after.

Event headquarters will be The Orange Function Centre but, to avoid traffic congestion, not all outings will start there. Final run details along with registration forms and meal arrangements will follow in a later newsletter. Daily runs will be on sealed roads excluding potholes and roadworks which are out of our control and avoiding highways where possible. Lunches will be available on Friday and Saturday.

We propose registration will be at The Orange Function Centre on Thursday afternoon with a full meet and greet meal later that evening at the same venue.

On Friday 8<sup>th</sup>. We're off to Millthorpe via historic Carcoar. (100k return)

Saturday 9<sup>th</sup>. We will meet at Lake Canobolas then out to Molong. (75k return)

Sunday 10<sup>th</sup>. Display day in central Orange.

Followed by an official dinner and presentations at Orange Ex Services Club.

Monday 11<sup>th</sup>. On our last day we will visit Abercrombie House in Bathurst. (56k one-way) This 1870's home is an Australian treasure and the owners, the Morgan family, have had an association with Austin Sheerlines for many years. Several cars are displayed on the property. A tour of the house and a substantial morning tea will be offered.

AOA2024 will officially conclude at Abercrombie House. Entrants can choose to explore Bathurst, head home, or return to Orange for another night with friends.

Looking forward to meeting old friends and making new ones

Regards

*Tony Groom*

**AOA 2024 Director**

0412 036 774



**Stuart Brown in the Dodge with Wolf Semler in hot Pursuit.**



**Stuart's Dodge with the kettle on.**



**David Biven and his Austin 10 are everywhere.**

**The Sunday lunchtime parade.**



**There were 12 Austin 7's in Regularity on the weekend.**



**Who does not like a shiny early Holden.**



**You do not need a race car to compete at Winton  
1928 Chev and a Dodge.**



**Suitably attired in his fireproof tweed jacket, Victorian VSCC  
President, Peter Donald.**



# Old Adelaide



Waikerie Hotel on the left. 1950

## Progress



Eden Williams's 1937 Ruby Sedan in the paint booth.

## Some of the Austin 7's that raced at Perkolillie in September 2022. Write ups from the program.

**32. AUSTIN SEVEN**


Hugh Fryer's enthusiasm for the small cars built by Herbert Austin knows no bounds and he has played a big part in assembling so many Austins at Perko this year. He bought his first Austin Seven as a teenager and he has been driving them ever since.

His 1929 Austin Seven race car was built by Ross Haynes. He is a highly regarded Austin Seven restorer in New Zealand and built the car in 1959, the year its current driver was born!

Ross raced the car all over the South Island of New Zealand before selling it to Gordon Routledge in 1980 who continued to campaign it in circuit racing and hillclimbs until his passing in 2011. Hugh was delighted to be offered the car by Gordon's estate, having followed the orange racer since seeing it at a Invermay hill climb near Dunedin, New Zealand, in 1977.

For many years the car has been competing in Vintage Sports Car Club of WA events.

Being an active competition car for 60 years has given the Austin a patina that suits its history.



Hugh would like to thank Bryan Scrivenor for his help in recommissioning and altering the car to suit Australian regulations (CAMS group J), and also to cope with the warmer weather. Hugh says it's great fun to drive, sounds great at high revs and can at times keep up with the larger more modern cars.


43.

**38. AUSTIN SEVEN CHUMMY**

It is true to say that no other car which has circulated at Lake Perkolilli in recent times has attracted quite the attention of Hugh Fryer's 1929 Austin Seven Chummy. Built in only a few months prior to the 2019 event, he aimed to replicate the Austin which Neil Baird raced at the September 1931 Perkolilli Carnival. It was Baird's race debut and the beginning of a long and successful motor racing career.

As the adage goes for race cars, "add lightness" and it is true of this car which weighs not much more than 300 kg. It gives a great burst of speed for such a small engine.

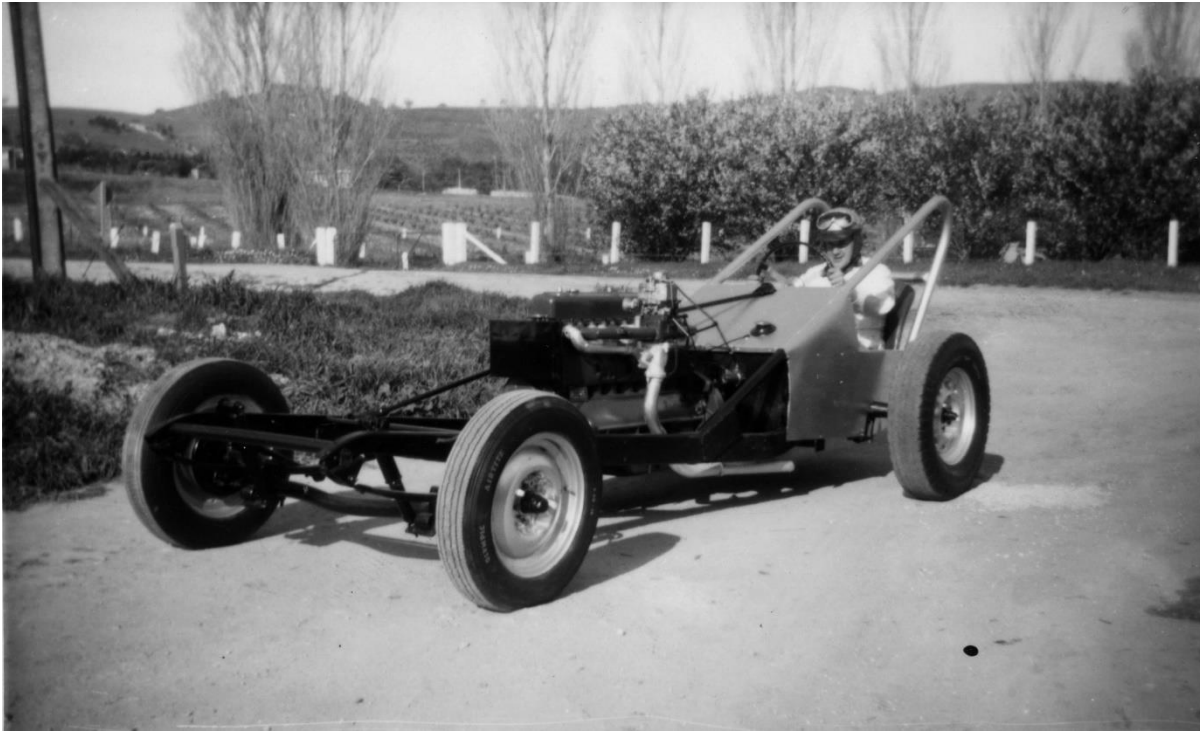
Hugh assembled the Chummy in under three months. When English driver Steve "Waldo" Alexander blew his supercharged Lagonda on the first lap in 2019, Hugh generously offered him a seat in the



Chummy. Waldo appreciated the gesture and commented that it was the best race meeting he'd ever attended. Hugh has once again dusted it off and plans to give it some spit and polish before it gets covered in dust once again at the Red Dust Revival.

46.

## **SOUTH AUSTRALIA'S FIRST DRAGSTER.**

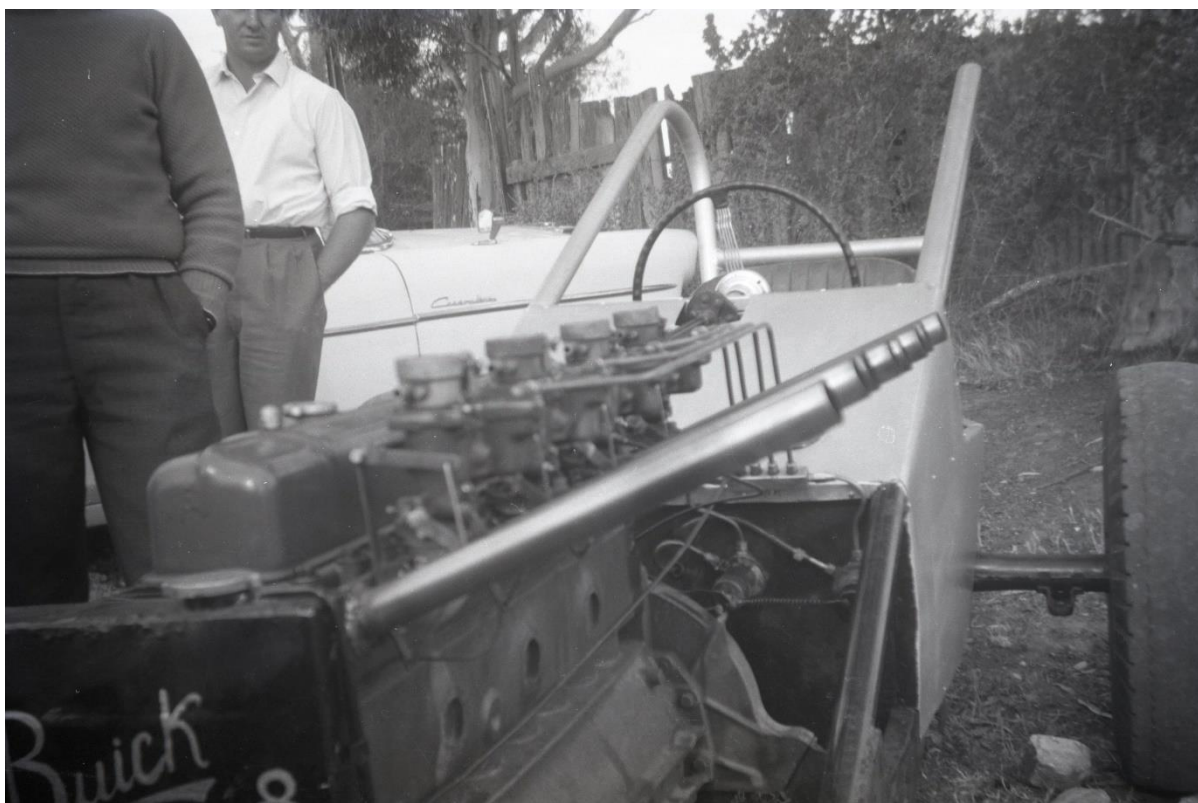


**In 1961 While still an apprentice at Freeman Motors truck branch in Payneham S.A. A workmate [Lance Haythorpe] and I decided to build an American style slingshot dragster.**

**We would loved to have had an OHV V8 but in 1961 that was way beyond our reach, so a Buick 8/60 was decided on as the next best available. A lad who thrashed Colin Hinxman and I in a street drag race one night had his girlfriend write his 1938 8/60 off head-on into a lamp post, so we were able to buy it for 28 pounds.**

**As the front was wrecked and not towable my brother, who is very resourceful cut down a tree and poked it under the tray of our 1934 Bedford and fencing wired it into place with about 8 feet sticking out the back. We jacked the Buick up and backed the log under it and secured it with a cable and drove home right through Adelaide no problems.**

**We used a Chev 4 chassis, 1938 Dodge diff and front axle. The Buick gearbox was direct coupled to the diff using a Bedford input shaft welded to a round plate bolted to the Dodge pinion, never broke in spite of the motor doing 6800 rpm and dropping the clutch, although we did break at least 2 diffs. We joined the Austin 7 club as they held the only drag races then at [Gawler belt] and this was only 9 chains long. At first we only used the standard motor and didn't do very well as the original fuel pump was broken we used 2 SU pumps but they had no hope of keeping up, so went for a pressurized AJS motorcycle oil tank with an old Dodge oil pressure gauge and a tyre pump to pump it up to about 6 pounds before each run. This was a good move as it turned out later with the 4 carbies it used a gallon of fuel in 18 seconds. We next decided to hot her up a bit and milled 250 thou off the head, ported the inlet ports 250 thou bigger and cut out the valve guide that was protruding into the inlet port. We used 4 water pipe bends welded to a plate that bolted to the head, which also had 8 stub exhausts about 2 feet long. Ignition was by a 14 cylinder Pratt and Whitney radial engine Scintilla magneto as a spark generator fed into the Buick distributor. Flywheel was Machined down to the thickness of the ring gear. The only cooling was by a small header tank thermo siphoning. The carby butterflies were all wired fully opened and engine revs were controlled by an ignition cut out on the accelerator pedal- all or nothing.**



**The 4 carbies cost me 2 longnecks (SA slang for full size bottles of beer) bribe to our wrecking yard manager, they were Carter W1 off Chev trucks, not interconnected, so to tune the engine one carby at a time was opened and as they had a metering pin the mixture was adjusted to get maximum revs pushing the other 6 cylinders against compression at about 2800 rpm, the timing was adjusted in the same way to get max revs on 2 cylinders then the engine was shut down and all carbies wired flat out and she was tuned and ready to go and sounded very sweet a bit like a chainsaw.**

**We used to get to about 105 to 110 mph in the 198 yards [181 meters], half the distance of the quarter mile in 8.8 seconds. I did try it on the quarter mile once and wound up to about 115 mph as it was only geared for the 9 chain and coasted over the line in 13.4 seconds.**

**We used to tow it to the drags with an a-frame behind my 1948 Buick 8/40. One day coming home I was in the dragster and decided to give a bit of help up Tea Tree Gully hill, next thing I saw the brake lights come on and my mate must have thought that was enough help as we were doing over 80 mph with all the power coming from the dragster.**

**The second dragster on the scene was a Chrysler v8 [cost 650 pounds to build, ours cost us 62 pounds] so we were beaten but not by much.**

**I learnt a lot, it would die out on takeoff and an old guy came up and said I hope you don't mind me telling you but the carbies are back to front and he was right, the acceleration threw the fuel away from the main jet and starved it, must have the bowls to the front!**

**There was a write-up in a car magazine about it and he said it was the loudest exhaust he had heard in over 30 years.**

**Colin Hinxman gave quite a bit of help as we both did our apprenticeships together and I am sure it went a long way in building his love for Buicks.**

**It says a lot for the strength of the Buick 8/60 engine as it was timed with an accurate and expensive Vane tacho at 6800 rpm and never blew up, that's a lot for a big old motor!**


**I think by now I had the best that could be got out of the old girl as it was very heavy compared to a V8, so in May 1963 I took off on my Army Harley and sidecar and took up gliding in Alice Springs.**

**Glen Verrall**

**Now back as an Austin 7 Club member and the owner of a 1932 Tourer.**




# Buy, Sell & Exchange




**Auster**  
LTD

Exterior Hood Visor  
Complete Protection from dazzle  
*(Type illustrated: No. 1120 H.D.)*



**Auster**  
LTD

Auxiliary Wing  
Fresh air without draught  
*(Type illustrated: No. 1135)*



**Auster**  
LTD

CROWN WORKS, BARFORD STREET  
BIRMINGHAM, 5

119

*Austin*  
*Seven*



# **For Sale**

## **1949 Austin A40**



**FOR SALE AUSTIN A40 DEVON**

**1949 EXCELENT CONDITION IN REGULAR USE.**

**LOCATION: NORTHERN ADELAIDE**

**\$10,000 ono**

**CONTACT: JOHN STEVENS 0458 295 518**

# **Give Away**



**One Wheel probably Austin 8**

**Contact Don 0439 882 693.**

# Friday Funny



Don't laugh there was an approved conversion manufactured in South Australia not much better than this.