

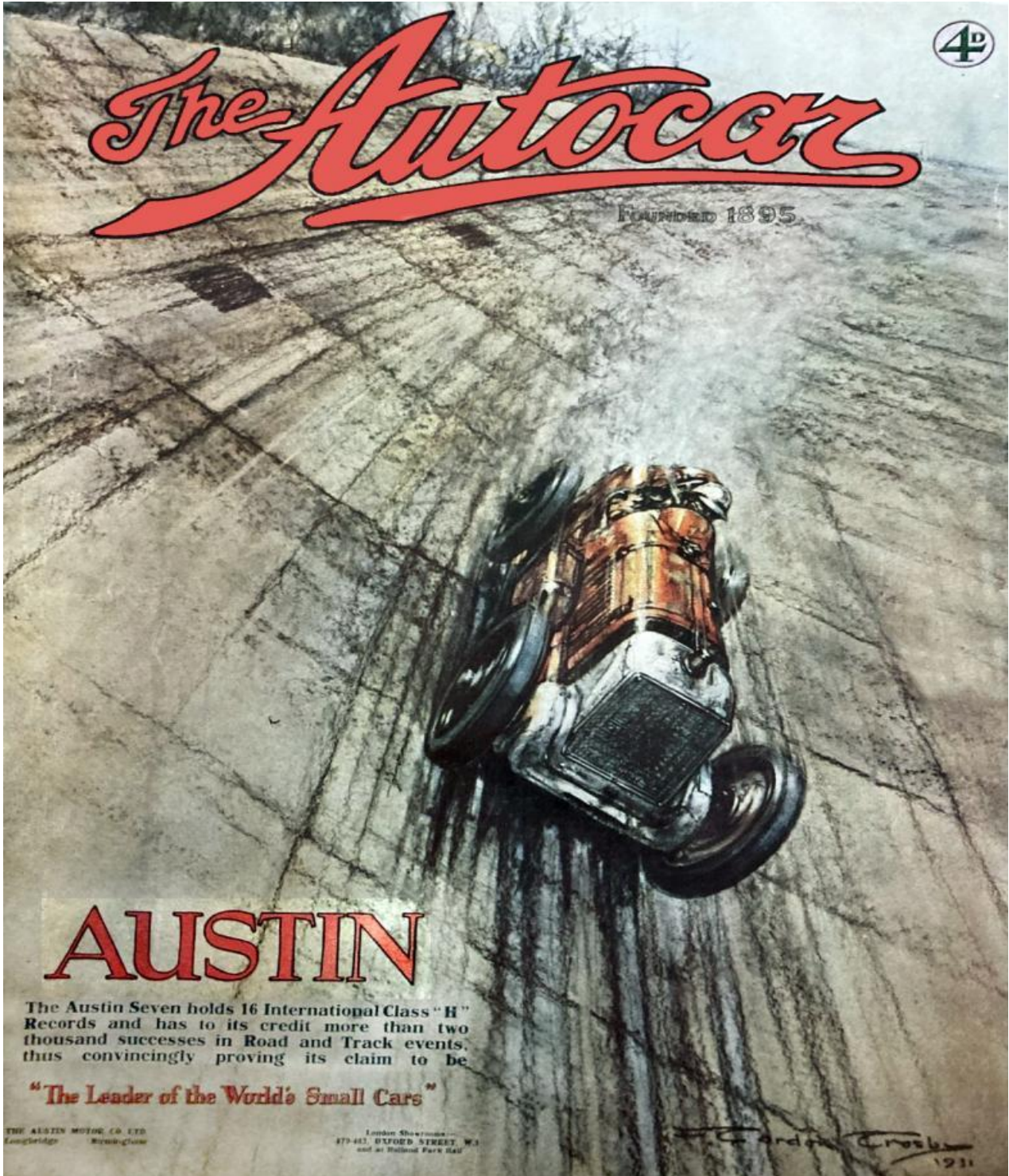


# Austin 7 Club of S.A.

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

**Bulletin Number 186**

**24.11.23**



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

**27.11.23 Technical Night Subs & Rego**

**10.12.23 Christmas Dinner at Mawson Lakes**

**11.12.23 Monthly Meeting Subs & Rego**

**3.1.24 Committee Meeting**

**8.1.24 General Meeting**

**20.1.24 TTM EOS Dinner**

**26.1.24 Australia Day Event**

**12.2.24 General Meeting**

**18.2.24 Day Run**

**26.2.24 Technical Night**

**27.2.24 50<sup>th</sup> Anniversary of Clubrooms**

**3.3.24 All British Day Echunga**

**11.3.24 Club Meeting**

**17.3.24 VSCC Historic Gathering**

**21.3-24.3 Aust F1 GP Melbourne**

**24.3.24 50<sup>th</sup> Anniversary of the opening of the clubrooms**

**25.3.24 Technical Night**

**31.3.24 Day Run**

**14.4.24 Gawler Club Veteran & Vintage Run**

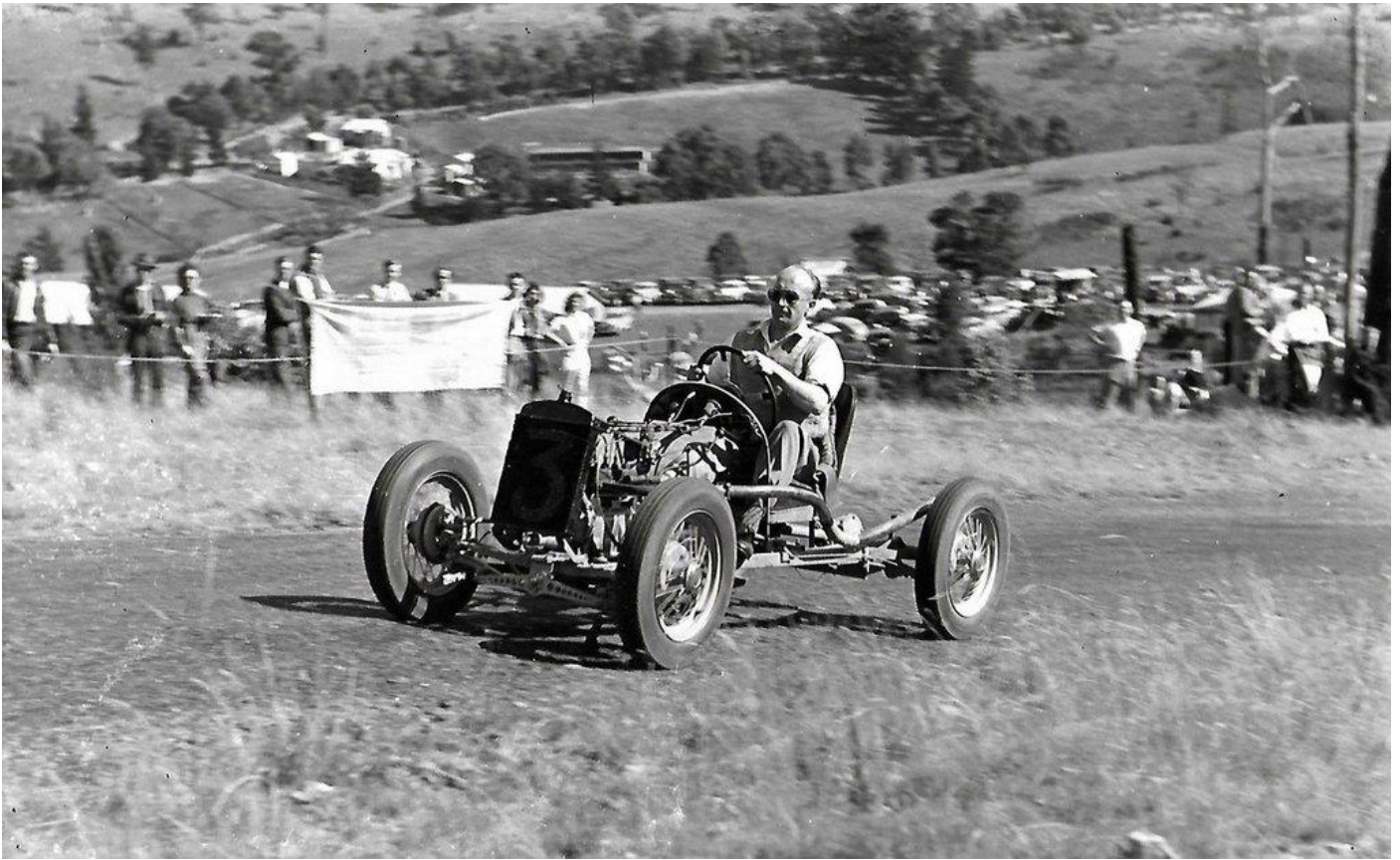
**Please check with the organisers as dates and events may be subject to change.**



# Page 3 Girl



# **Sports and Specials**



**Doug Head at Rob Roy Hillclimb in Victoria 1947**

**No Firewall**

**No seatbelt**

**No Roll bar**

**Short sleeves**

**No Helmet**

**How many more problems for the scrutineers?**





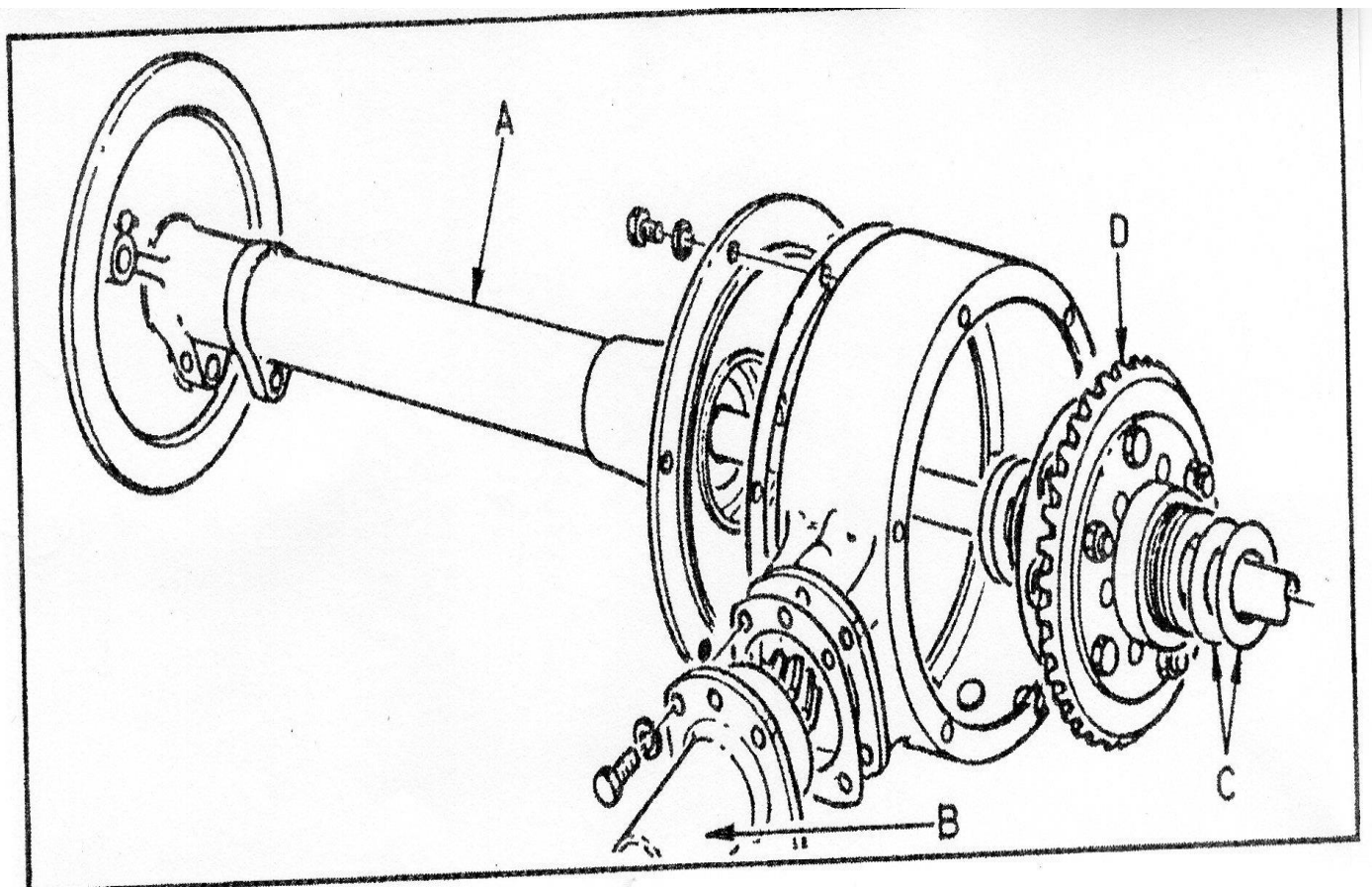
# Technical night 27<sup>th</sup> November 2023

Last one for the year.

The Topic of discussion will be diffs.

Sausage Sizzle before the meeting.

The meeting starts at 7.30 p.m.







**11-15<sup>th</sup> March 2024**

# ALL HISTORIC

26-28 APRIL 2024



FEEL THE PULSE

[SPORTINGCARCLUB.COM.AU](http://SPORTINGCARCLUB.COM.AU)



# 05

MAY  
2024

## INVITATION **OLD CROCKS' RUN**

# 90

YEARS

To celebrate the 90<sup>th</sup> Year of the Old Crocks' Run. All pre 1935 vehicles are welcome to attend this commemorative run from the **Adelaide CBD to Wigley Reserve, Glenelg, on Sunday 5<sup>th</sup> May 2024**. Please mark this event in your calendar. A display of vehicles along with food and drink stalls and other entertainment for the whole family and car enthusiast is planned at Glenelg.

More details soon.

8373 4899



ADELAIDE CBD  
TO GLENELG

**WIGLEY  
RESERVE**



Organised by the Sporting Car Club of SA as part of clubs 90<sup>th</sup> anniversary

[sportingcarclub.com.au](http://sportingcarclub.com.au)





# Swan Hill Border Run 2024

13th to 16th Sept, 2024

*Save the  
date*



**Austin  
Seven**

**NATIONAL RALLY**

**OCTOBER 2027 - MURRAY BRIDGE S.A.**

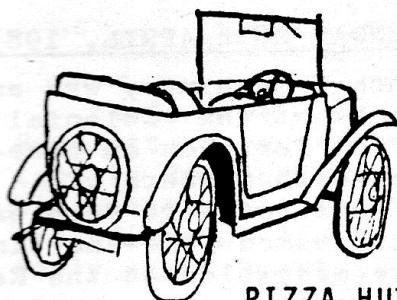
A promotional poster for the Austin Seven National Rally. It features a cartoon koala wearing goggles and driving a red Austin Seven car. Below the car is a blue banner with the Australian flag and the text "NATIONAL RALLY". At the bottom, a silhouette of a bridge is shown against a grey background with the text "OCTOBER 2027 - MURRAY BRIDGE S.A." in white.

# From the Austin 7 Club Journals

## 1985

A7 Journals, May 85

15



### A7 OWNERS TOURING

### REPORTS

#### PIZZA HUT RUN - SATURDAY, 16TH MARCH, 1985..

We had an excellent roll up at the Pizza Hut on Port Road, there being - 8 Austins, 1 Triumph, 1 Chev and 6 moderns - in all, 16 cars, 40 people and the Jones tail wagger with the loud front end (alias Cobber!). It was great to see Peter Monaghan's 1930 A7 out on its first run. Hope this is the first of many Peter.

The Pizza Hut was very busy. The management was very helpful however in ensuring that we sat together as much as possible and we had a very enjoyable meal.

After filling ourselves to the brim, we left the Pizza Hut and proceeded back up Port Road and around through North Adelaide to Montefiore Hill for a short stop to appreciate the City Lights. We then wended our way along Memorial Drive through to Hackney Road, around through St. Peters to Stephens Terrace, Osmond Terrace through to Fullarton Road, Cross Road, Belair Road then to Windy Point for another view of the Lights. (both City and the Gilbert's A7) From there we drove on through Belair, Blackwood, down Shepherd's Hill Road along South Road to the lookout at the top of Tapley's Hill. This stop was briefer than the others as it was getting rather chilly.

It was then back to South Road, left along Major's Road and down Cement Hill to view the City Lights from yet another angle. We then went down Brighton Road, Tapley's Hill Road and back to the clubrooms, where the organisers had everything set up for supper with flowers on the table and serviettes in the club colours. Cakes, sandwiches and biscuits, cordial for the children, and a very welcome hot cuppa were waiting for us on arrival.

In all it was a very pleasant run which Bill and I enjoyed very much and feel sure I can safely say it was enjoyed by all who attended.

Many thanks organisers for a great night. Kath Austin.



# **Last week I had an advertisement for new speedway bikes on sale in Adelaide.**

**There is more to this story and over the next two weeks I will show you some of the diverse manufacturing in Adelaide during the 1960's.**

The SR60 was one man's dream of building an all-Australian machine to beat the ESOs, Jawas and JAPs that dominated the sport.

*Story: Dave Basham with input from Steve Magro, Alan Jones • Photos: Jim Scaysbrook, Ben Ludolphy*

SR60-AUSTRALIA – the badge is a rich red oval and the lettering stands out proudly, matching the thick golden enamel of the border. It came about in 1972 as the brainchild of Adelaide man Fred Jolly – engineer, dealer, sponsor, garage owner and designer/builder of the first wholly Australian speedway machine. SR stands for Southern Racing and 60 indicates the horsepower output of the engine. Fred believed that his association with speedway that spanned some 40 years, plus five years of design and development that had cost him \$35,000 – had resulted in the best speedway bike in the world.

From the early 'sixties, the Czechoslovakian ESO had started to prove a better prospect than the long standing JAP powered machines, and it was around the ESO that the SR60 was conceived, but updated and incorporating several modifications to engine and frame to increase power and avoid breakages. The major change in the SR60 design was the use of a single-overhead camshaft; both the ESO and JAPs being pushrod engines. The OHC layout gave an immediate increase in useable engine revolutions because the valves are better controlled – and broadly speaking, more revs means more power. Apart from the system of valve operation the SR60 head is similar to that of the ESO. Valves are English made copies – both in shape and metal (austenitic steel) – of the ESO parts and the ports were exactly the same shape as is the combustion chamber. The SR60 also shares bore and stroke measurements with the ESO – 88mm bore and 82mm stroke – but the connecting rod of the SR60 is shorter. Fred claimed that this was an aid to low-speed acceleration. It also made the engine one inch lower (19" or 48.2 cm) than the ESO.

The whole engine was cast in a new alloy – A356 – developed by Comalco with a \$3 million Commonwealth Government grant. Though of the same weight as other aircraft quality alloys, A356 is considerably stronger. The barrel was nickel iron. A 35 mm Dell 'Orto carburettor was fitted along with a special float-bowl designed and developed by Jolly.

After two years of experimentation, Fred settled on the Lucas rotating-magnet SR1 magneto. The same type was used on such racers as the Manx Norton, but was out of production. Lucas agreed to make them for the SR60. Oiling was taken care of by a British Pilgrim Pump, the same as was used on JAP machines and similar to that used on the ESO. Net result of the engine variations was that the SR60 developed 60 bhp at 9,000 rpm compared with the 55 bhp at 8,000 rpm of the ESO unit. It was a similar power differential which allowed the ESO to oust the JAP from the speedway tracks of the world.

But the SR60 was not simply a more powerful version of existing speedway types, it was developed to cut down maintenance and prevent the troubles which afflict engines subjected to the harsh life of speedway. The cam drive (by gears in a tunnel up the side of the motor) can be removed complete with the magneto and without disturbing the timing, simply by removing 4 Allen-bolts. Similarly, the magneto may be swapped in only a couple of minutes.

The frame is almost exactly similar to that of the ESO, produced by the Uhser's Custom Exhausts in Adelaide. The geometry of steering head and fork angles is exactly the same, but a strong cold-drawn

steel gusset is fitted at the head-stem and two more gussets support the weld between the main frame and the lower tubes running to the back wheel.

The workmanship on the prototype was impeccable. Every item – even down to the clips to hold the fuel line in place – was expertly made and finished. The engine castings, by Ellery's Foundry of Adelaide were magnificent, the heads being almost blemish-free and an unmachined head-blank needed only internal polishing. The fibreglass work on mudguards and fuel tank was of a similar high standard – with metal flake colouring cast in so it could not wear off.

## Fred Jolly – visionary

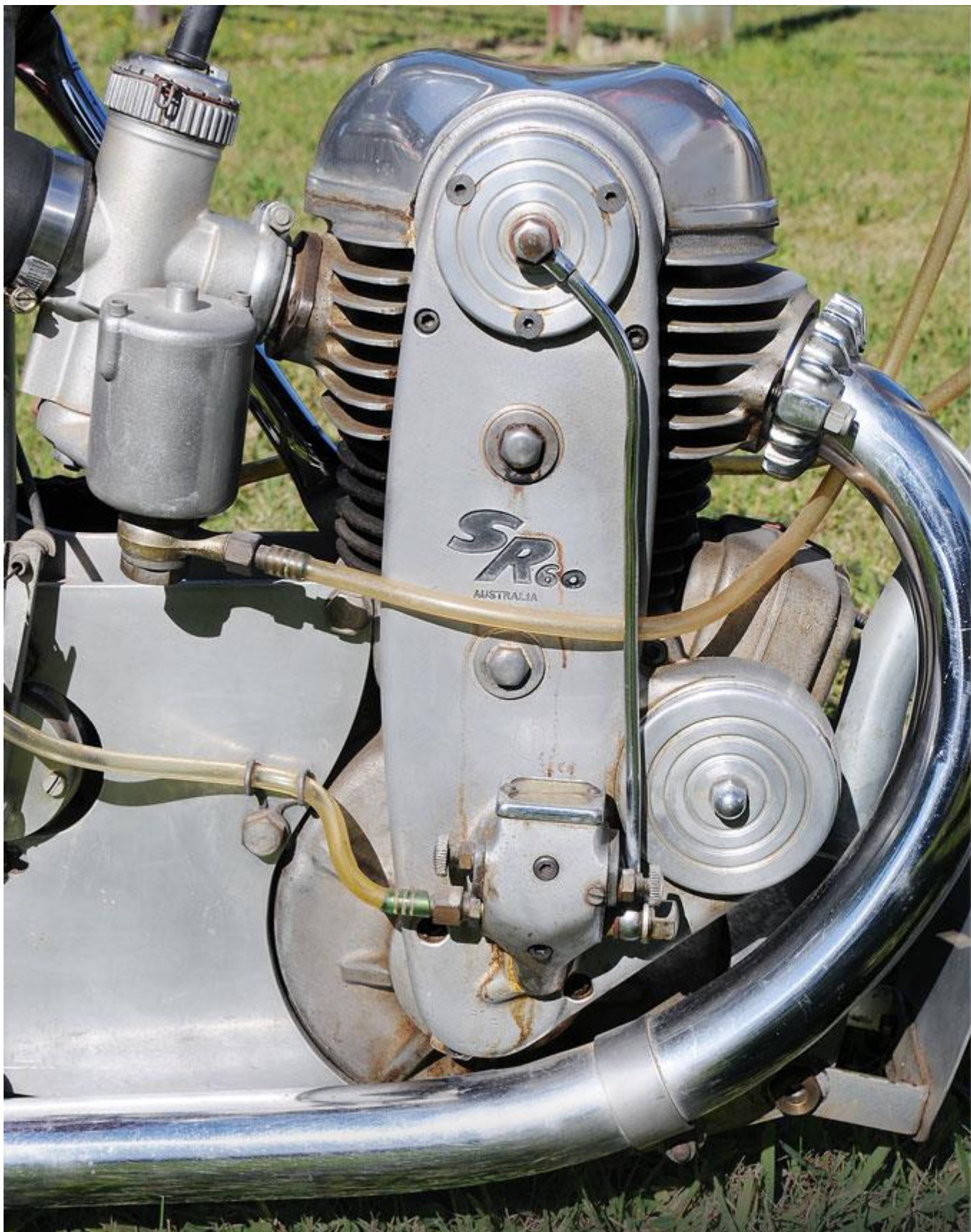
The late 1940's found Fred as a motorcycle dealer in Adelaide. He was then selling JAP-engined roadsters called AJWs – made in England by by A.J. Wheaton. When the AJW factory asked whether Fred would be interested in having a speedway iron to promote the road bikes he jumped at the chance. The bike duly arrived and Fred asked a then-unknown Adelaide rider called Jack Young to ride it. Young had not yet ridden on a genuine speedway bike. He broke the lap record at Rowley park first time out and was later picked to ride for Australia when he beat the legendary Jack Parker. Young became the first rider that Fred sponsored but not the only World Champion – he later supplied machines for Ivan Mauger in Australia before he came to Britain.



SR60-

Australia – "The best speedway bike in the world."





**Left: Neat, clean and purposeful. If it looks right, it usually is. Right: Oil pump is from a J.A.P. – Magneto is mounted directly to the inside casting of the camshaft drive cover. The first SR60 photographed in Adelaide circa 1969.**

**Then one day in the early 1960s, a friend of Fred's brought back some catalogues from the World's Trade Fair in Prague, and he realised that the speedway machine listed in it offered more potential than the JAPs. After writing to the Czech ESO company, he received an initial bike to test, and later received a further 20 machines which sold immediately. But equally immediately, the engines exploded when first raced. The Carb bellmouth has an internal filter secured by a spring clip.**

**By the time Fred had the 20 machines rebuilt and returned to the owners a year had gone by and New Zealander Barry Briggs was riding in Australia – fresh from winning the World Title on what was called the fastest JAP in the world. Jack Young blew him off on an ESO and Briggs was so impressed he asked Fred Jolly whether he could test the ESO. He did and then took Fred’s advice by going to Prague and securing the English agency for the Czech flyers. Briggs was responsible for the machines taking over in England, but it was Fred Jolly who brought the first one from behind the Iron Curtain. He continued importing them until a change in factory management after the Russian take-over of Czechoslovakia in 1967. “They kicked out all the Czechs I knew in the foreign export division and I got the raw end of the stick on the business side of it,” he said. “They wanted to supply all their Jawa/CZ roadster dealers in each State with dirt-track machines. So I said I was finished.” He vowed to make his own machines to beat the Czech racers. He decided he would make a complete copy of the Jawa (it was still then known as the ESO) and call it an SO – with the S superimposed over the O. “The whole machine was going to be made in Japan by the Fuji Aircraft Corporation. But the trouble was they could not begin to look at the project for 18 months. I couldn’t sit around for 18 months so I started on the project myself.”**

**Keen to use the very strong A356 alloy Fred tried several foundries before he eventually found one willing and able to handle it. There was similar trouble finding fibreglass makers able to meet his high standards. Engine expert Len Dyson assembled the motors and his brother David did the machining. After the two prototypes were built, Fred envisaged the next step was for 10 bikes to be ridden by the 10 top riders in the world, followed by plans for around 300-400 machines to be made the following year.**

**Jolly had immense pride in the SR60. Pride that he had prepared a machine which was ready to take on the world, pride that it was made in his home town. His pride in the machine was second only to his confidence in it. In Fred’s words, “I have no fears whatsoever. I don’t care what anybody says – there has never been anything as good as the SR60 in speedway since I was a little boy. In fact never – I claim it is the best ever.”**

**To be continued next week.**

**Article from Old Bike magazine.**



**Coffee and Cars at Tonsley attended by at least twelve Austin 7 Club members and their vehicles.**









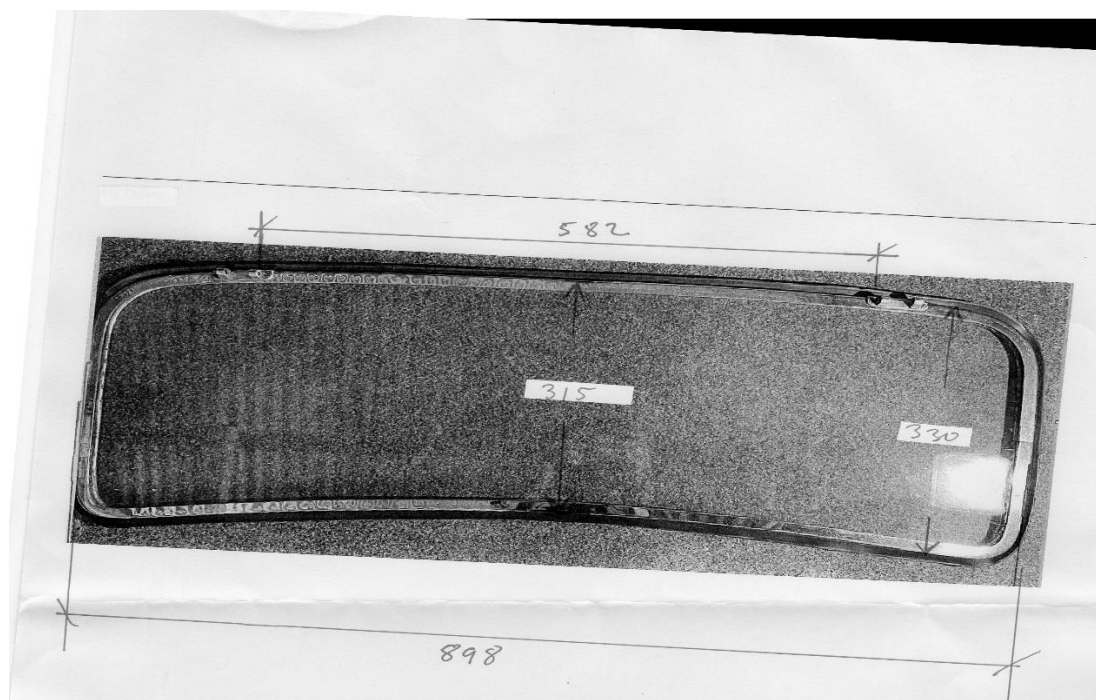
# Buy, Sell & Exchange



## Wanted to Buy

1937 Mk2 Ruby Sedan Windscreen.

Tim Williams 0427 570 293



# Friday Funny's

