

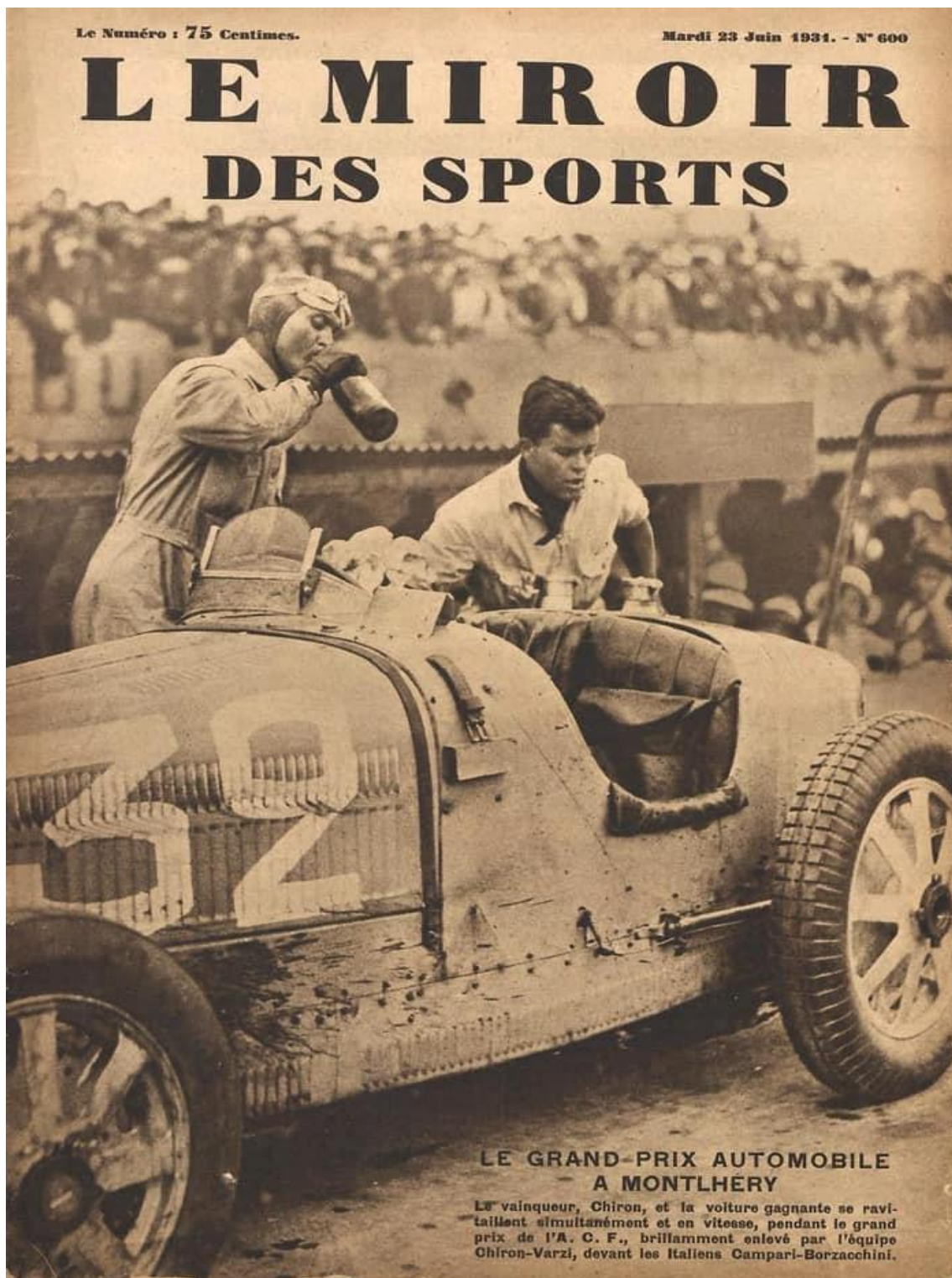


Austin 7 Club of S.A.

70th Anniversary 1953-2023

Bulletin Number 187

1.12.23



What's on and What's not.

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

21.1.24 Hahndorf Swap

26.1.24 Australia Day Event

4.2.24 McLaren Vale Swap

12.2.24 General Meeting

18.2.24 Day Run

18.2.24 Murray Bridge Swap

26.2.24 Technical Night

27.2.24 50th Anniversary of Clubrooms

3.3.24 All British Day Echunga Oval

11.3.24 Club Meeting

17.3.24 Historic Gathering

21.3-24.3 Aust F1 GP Melbourne

24.3.24 50th Anniversary of the opening of the clubrooms

25.3.24 Technical Night

29.3-31.3.24 Easter run at Broken Hill

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.

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Sports and Specials





11-15th March 2024

ALL HISTORIC

26-28 APRIL 2024



FEEL THE PULSE

SPORTINGCARCLUB.COM.AU

05

MAY
2024

INVITATION OLD CROCKS' RUN

90

YEARS

To celebrate the 90th Year of the Old Cocks' Run. All pre 1935 vehicles are welcome to attend this commemorative run from the **Adelaide CBD to Wigley Reserve, Glenelg, on Sunday 5th 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 90th anniversary

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. A blue banner with the Australian flag and the text "NATIONAL RALLY" is draped across the bottom. A silhouette of a bridge is visible in the background. The text "Austin Seven" is written in a large, stylized, black cursive font with a yellow outline. At the bottom, the text "OCTOBER 2027 - MURRAY BRIDGE S.A." is written in a bold, white, sans-serif font on a grey background.

From the Austin 7 Club Journals

1985

THE JIM BISHOP MEMORIAL RUN - SUNDAY 28th APRIL, 1985

The magnificent collection of vintage machinery was an inspiring sight assembled in the car park at the 'Colonial' at Glen Osmond. The weather was perfect for such an occasion, and it was most enjoyable to meet with members of V.S.C.C. After a brief 'welcome' by Ruth, we were soon on our way into the hills, and for many it seemed like 'no time at all' before most of the gathering re-assembled at the Reserve in Stirling (for probably the first time yours truly had managed not to be lost or last for one section of an A7 run). We enjoyed a pleasant morning tea, punctuated by showers of water from a certain 5 year old young gentleman's (my son) newly acquired 'camera'.

Apparently some of the members had found more interesting diversions along the way - Bill Austin was reported to be attempting to turn his car into a mobile sauna, we never saw him again. Bruce Williams tried boosting the production of steam, although Tim remarked that this particular performance was unrehearsed, and could be attributed to an error in maintenance.

Stan Gafney with his Nippy even had time to give a welding demonstration on his gear lever at a service station near the Reserve. On leaving Stirling, yours truly and family must have gone the wrong way, or were we just the last to leave? Finally we arrived at Balhannah Nurseries owned by Malcolm Wicks. We had to tackle the cattle grids, and obediently and precisely park our cars under Jeans stern directions (one false move and I had fears of 10 demerit points awaiting me at the next Owners Meeting). Time then for lunch in the sun.

The talk by Malcolm Wicks about his collection of historic vehicles and historic cottage nearby was certainly appreciated and enhanced our inspection of both areas.

After some fitting tributes to Jim Bishop, the new 'Jim Bishop Trophy' was presented to Merle, who then charmed the gathering with her speech of acceptance. The trophy will be presented each year to the organiser of the Memorial Run.

Later in the afternoon, a completely unbiased visitor (my Father-in-Law) judged the best-presented Austin 7 on the run - after much careful inspection he made his choice, completely unaware as to who owned any of the cars eligible.

Slowly people started to drift homewards, whilst others remained behind chatting. Altogether a great and memorable day. Thanks, to Jean and Ruth, George Bell from the V.S.C.C. and also Malcolm Wicks and family for their hospitality.

The whole event made a fitting tribute to the memory of a true gentleman.

Mike Willmer.

Continued from last week.

The SR60 Manufactured in Adelaide.

Enter Len Dyson

When it came to transfer the ideas into metal, it was Len Dyson who did the majority of the engineering, as he recalled many years later.

“Fred Jolly came into my factory at Devon Park where I conducted an engineering and steel construction business. Up until this time I had been doing machining work for Fred and also mechanical work as required to his several speedway bikes. He had apparently got word that the ESO bike set up in Czechoslovakia was changing plans that somehow did not suit Fred who said he would not be handling Jawa speedway bikes any more. He asked me did I think we could successfully build an engine in Adelaide that would be as good as or better than the Jawa. After having a discussion about it I could see no reason at all that we could not design and produce an engine with several marked improvements to various design factors, and I guess it all started about there. The next move was to get something of the design on paper and this was done with the help of another very clever Adelaide business name, Harold Clisby (who built a 1.5 litre V6 engine for the 1961 Formula One). Harold and I spent many hours talking over the various design points that we felt could be improved upon. Harold did all the drawings at his place of business. Starting at the bottom we machined the flywheels from solid bar, surface ground, and jig-bored with all the necessary holes for the main shafts, crank pin (at 82 mm stroke) and balance holes. We used a parallel crank pin stepped similar to a Jawa but using a German caged roller bearing. The main shafts were obviously of different design to accommodate the caged roller mains and the gear drive up to the overhead camshaft. The drive-side mainshaft however was redesigned completely away from standard practice used by JAP and Jawa. We made our drive side main shaft of large diameter and of one piece, with large double row needle caged bearing running directly on the shaft. This then protruded through the seal in the crankcases and was then machined with splines to suit the engine sprockets which were held on with two circlips – thereby removing the need for tapers, threads and nuts. The barrel was not the liner and muff type as on the Jawa, but simply one piece made from a nickel-iron compound machined and bored to standard 88 mm bore. The cylinder head was made a very clean design to accommodate a single camshaft.

The rocker arms were one piece with friction pad contact with the cam lobes and adjustment was effected by eccentric shafts. The valves and guides were same dimensions as Jawa. The overhead cam drive is by a train of gears running on needle cage roller bearings, hardened and ground pins in a fully enclosed aluminium vertical cover which could be removed complete with gears in situ. The top pinion mounted direct to the camshaft via a vernier, making timing a very simple task. The bottom end gear from the crank shaft also drove the pilgrim pump and via another gear to the magneto which was also a vernier adjustment. The magneto is mounted direct to the inside casting of the vertical drive cover and also came off as one piece. The connecting rod was of a design similar to a Carrillo in appearance and was considerably shorter than the standard Jawa rod. The two prototypes were all machined in either my factory or at my brother Dave’s machine shop as well as the motor assembly. The exhaust pipe was also hand made. Frames were made to a close copy of the Jawa frame by Rob Usher of Usher Exhaust Systems. Fred Jolly had patterns made and castings were done by Ellery’s foundry. Magnetos as fitted to the two prototypes were of the Lucas SR1 type.”



Fred

Jolly with Nigel Boocock and the SR60.

The end of the dream

With two prototypes built (one red and the other green) and a considerable sum of money invested, the next step was to actually market the bikes. During the 1974/75 Down Under speedway season, Danish World Champion Ole Olsen was persuaded to test the red SR60 at Rowley Park. Reportedly, Olsen was full of praise, although he only completed a handful of laps, and was keen to take the local machine back to England. But Jolly wasn't ready for that just yet. He was still struggling with the marketing aspect and reckoned the SR60 would have to sell for about \$1,000 – \$200 more than the Jawa, and that 300-400 bikes per year was a realistic target. Alas, that was as far as the project went, and within a couple of years the design was out of date – swept aside with all the other two-valve versions by what became known as the Four Valve Revolution.

Fred eventually moved to Queensland, and when he died, the two SR60s became the property of his sister until they were sold in August 2003. The red bike, engine number 1, was purchased by Sydney speedway identity Alan Jones, while the green bike, engine number 2, went to Western Australia.

Buy, Sell & Exchange

C A R S

A30 Local Saloon.	Incl. Tax	£ 747. 10. 0.
A30 Imported Saloon.	" "	£ 785. 10. 0.
A40 Local Saloon.	" "	£ 999. 0. 0.
A40 Imported Saloon.	" "	£1027. 0. 0.
A40 Convertible Coupe.	" "	£1027. 0. 0.
A70 Hereford Stand. Saloon.	" "	£1155. 16. 8.
A70 Hereford Deluxe Saloon.	" "	£1205. 3. 4.

C O M M E R C I A L

A40 Hi-Lite Utility.	Incl. Tax	£ 901. 5. 0.
A40 Panel Van (Tentative)	" "	£ 945. 12. 6.
A40 Imported Station Waggon. (Tentative)	" "	£1115. 10. 0.

T E R M S

A30 Local Saloon. Deposit 36 Monthly payments of £21/8/0.	£ 247. 10. 0.	A40 Utility. Deposit 36 Monthly payments of £22/5/0.	£ 361. 5. 0.
A30 Imported Saloon. Deposit 36 Monthly payments of £22/2/0.	£ 265. 10. 0.	A40 Panel Van. Deposit 36 Monthly payments of £24/13/0.	£ 378. 12. 6.
A40 Local Saloon. Deposit 36 Monthly payments of £27/2/0.	£ 333. 0. 0.	A40 Station Waggon. Deposit 36 Monthly payments of £28/1/0.	£ 450. 10. 0.
A40 Convertible Coupe. Deposit 36 Monthly payments of £27/11/0.	£ 347. 0. 0.		
A70 Hereford Stand. Saloon. Deposit 36 Monthly payments of £30/13/0.	£ 385. 16. 8.		
A70 Hereford Deluxe Saloon. Deposit 36 Monthly payments of £31/14/0.	£ 405. 3. 4.		

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**The above workshop equipment is for sale
by Nadia Addyman.**

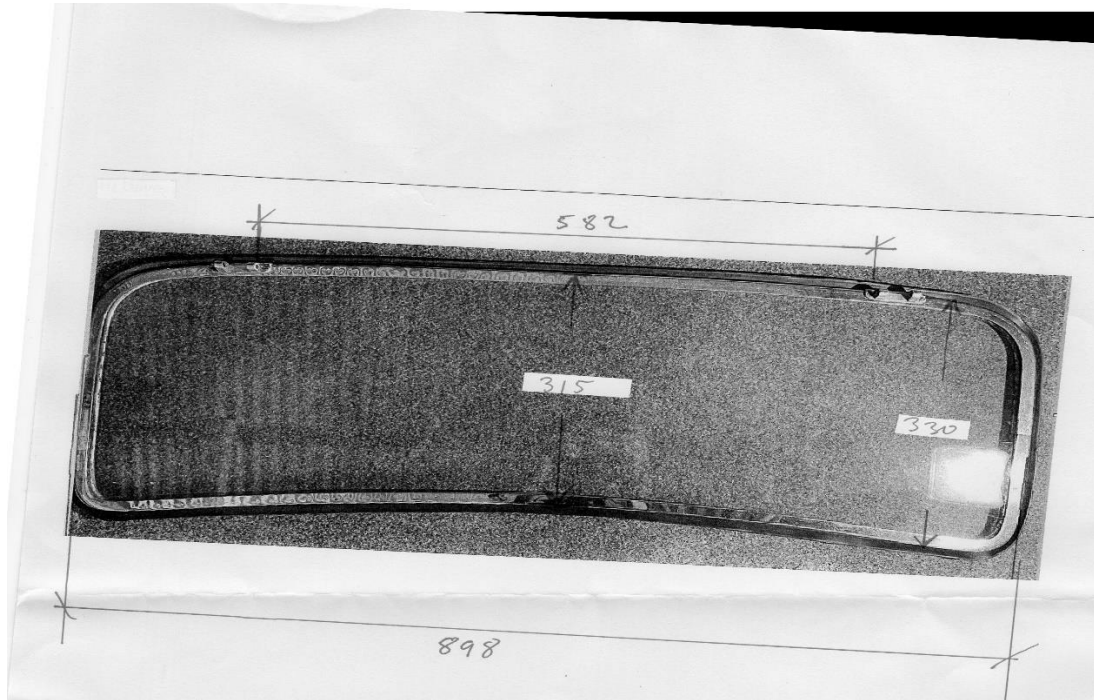
Prices are offers over \$50.00 Each.

0427 719 868

Wanted to Buy

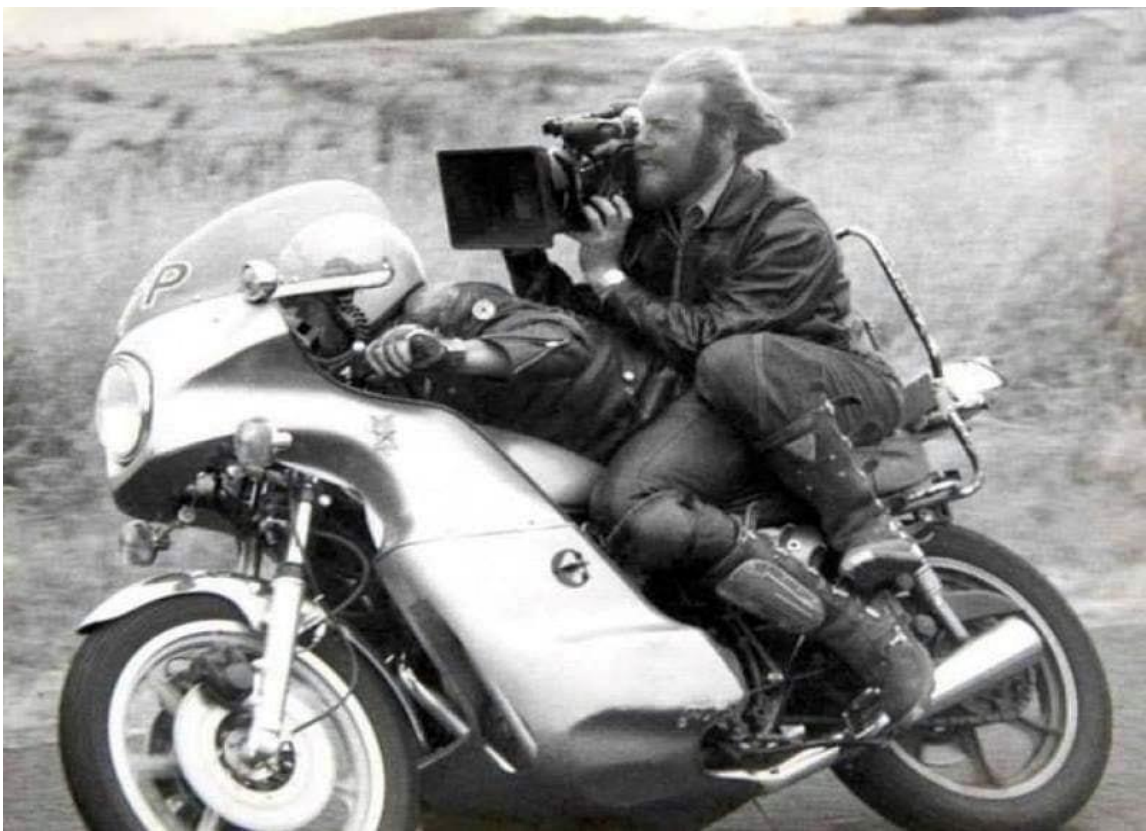
1937 Mk2 Ruby Sedan Windscreen surround.

Tim Williams 0427 570 293



Friday Funny's

and here we have, the very first
GoPro in action



During the filming of Mad Max