



Austin 7 Club of S.A.

262 Tapleys Hill Rd Seaton.

Bulletin Number 204

29.3.24



What's on and What's not.

8.4.24 Club Meeting

14.4.24 Day Run to Mypolonga

14.4.24 Gawler Club Veteran & Vintage Run

21.4.24 Regularity Round 2

22.4.24 Technical Night SWAP MEET

23.4.24 Leisure Run

5.5.24 Old Crocks Run SCC

5.5.24 Naracoorte Swap

13.5.24 Club Meeting

17.5.24-19.5.24 Pre War Run to Burra

19.5.24 Day Run

25-26.5.24 Historic Winton

27.5.24 Technical night

28.5.24 Leisure Run

1.6.24 50th Anniversary of Ayres Rock Run

10.6.24 Club Meeting

14-20.6.24 Darling River Run

16.6.24 Regularity 3

23.6.24 Day Run

24.6.24 Technical night

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

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Sports and Specials



1936 German Grand Prix



CLASSIC CARS & MUSIC
FROM THE 50s TO 80s

SUNDAY 7TH APRIL 2024 | BIRDWOOD COMMUNITY PARK
GATES OPEN 9AM | FIRST BAND 10.30AM | FINISH 4.00PM

live music & cars, food & bar facilities

FEATURING MUSIC FROM:



AND DJ TONY

SPONSORED BY:



TICKETS & INFO:

Pre-purchased General Admission: \$20pp (kids U15 free!)
At-the-gate General Admission: \$25pp
Vehicle entrant: \$30/car load of legally seated occupants



email: birdwooddnj@gmail.com
<https://www.facebook.com/birdwooddrivenjive>

scan for tickets →



Graham Paige Run - Mypolonga

Sunday 14th April



Morning Tea: At Mt Pleasant Bakery (if you wish) prior to departure

Time: 11:00am

Lunch: **BYO lunch** and beverages. Either bring your own or purchase necessities at Mt Pleasant

What: Large collection of Graham Paige cars as well as other makes. This could be the largest collection of Graham Paige cars in Australia.

Plus: Marlene has **Plus:** Marlene has perfected a method for restoring **enamel badges**. View her work. If you have an enamel badge that needs restoration, bring it along for assessment.



Before:



After:

Club Automobile Francais (The French Club) members are also invited to join us on this run.

Bookings Essential: Please book in with **Martin Lewis 0414 727 893** or **Chris Cutting 0412 092 760** or at touring@austin7clubsa.com.au

ALL HISTORIC

26-28 APRIL 2024



FEEL THE PULSE

SPORTINGCARCLUB.COM.AU

05

MAY
2024

INVITATION OLD CROCKS' RUN

90

YEARS

One of the original cars in the The Old Cocks' run is this 1904 Speedwell. Currently owned by Nigel Steele Scott, it belonged to William Cornell in 1904 as he was becoming a motor dealer.

The car has belonged to Nigel Stell Scott since 1988 when it ran successfully in the London to Brighton run in England. Here you see the car being driven to safety by Nigel's granddaughter on the day of the bushfires that threatened Nigel's home.

All cars are welcome on The Old Cocks' 90th anniversary. Cars pre 1935 and cars after 1935. The run from Victoria Park Racecourse to Wigley Reserve at Glenelg will be run on Sunday 5th May 2024. Please put your entries in now to ensure your place in this event. Entry fee \$30 per car and includes a \$5 donation to Variety. Car clubs wishing to make a display are invited to register now.

For more details contact the club on 8373 4899 or email manager@sportingcarclub.com.au



ADELAIDE CBD
TO GLENELG

WIGLEY RESERVE



Organised by the Sporting Car Club of SA as part of the clubs 90th anniversary

Entry form on the back



**Pre – War Run to Burra
17th May -19th May 2024**

A great opportunity to use your car on quite low traffic volume roads around the Mid North of our State.

We will be staying at Paxton Square Cottages in Burra and visiting Farrell Flat to view their Silo art and then to Clare on Saturday.

Trailer Parking available at Paxton Cottages.

To confirm your accomodation booking please contact Paxton Square Cottages on 0488 513 101.

Room rate is \$180.00 per night.

**Bookings will only be held until
1.4.24**

Once you have booked please let me know

dgrear@optusnet.com.au

47th

HISTORIC WINTON[®]

25th and 26th May 2024



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Photos - C. Rosewarne



Austin 7 Club of S.A.

June 14th -20th 2024

Book Now



We will travel to Mildura where secure trailer parking is available then on to Menindee Lakes to marvel at the Birdlife and water ways.

Dine in the second hotel built in N.S.W. where Bourke and Wills visited in 1860.

A couple of Days will be spent in Broken Hill The gateway to the Outback then returning to Mildura.

All Era Vehicles are welcome.

June 14th Mildura

June 15th Menindee Motel

June 16th & 17th Broken Hill

June 19th Mildura

Andrew Dawes (mobile 0427751488) will be trailering his Austin 7 to Mildura and then driving the Austin from Mildura.

Book now with Andrew Dawes on 0427 751 488 or

dawes@internode.on.net

MEET THE TEAM



Glynis, Brian, Helen and Rob

**SWAN HILL BORDER RUN
13th-16th September 2024
EXPRESSION OF INTEREST**



Bring your Austin on a holiday. A short break admiring our northern reaches of Victoria. Learn the history of this area; the Paddle steamer, The Heart of the Murray, the agriculture, the Catalina seaplanes, the aromas and the camaraderie of our club neighbours.

What are you waiting for? To be part of our regular updates, register your interest on the form below via: phone, text, email, mail or carrier pigeon.

EXPRESSION OF INTEREST – SWAN HILL BORDER RUN – SEPTEMBER 13th – 16th 2024

Name **CLUB SA / VIC**

PHONE **EMAIL**

MAIL ADDRESS

Return to: Rob Storr at email: Rob.trucktorque@gmail.com
Phone/ Text: 0477880281
Mail: 21 Springfield Drive, Narre Warren. 3805OR
Brian Gibbons. 0418 508 611

Please send a COPY of this form to Martin at

touring@austin7clubsa.com.au

**When Martin hears from you he will send you information on accommodation.
We encourage your prompt attention so you will get the accommodation you want.**



Austin 7 Club of S.A.

**4-Wheel drive trip to Arkaroola
travelling via the R.M. Williams Way.**

6th-10th October 2024

SAVE THE DATE

**After the success of last year's
Coorong Explorer weekend we are
going north to Arkaroola.**



IT'S ON IN 2025! LAKE PERKOLILLI RED DUST REVIVAL

29 SEPTEMBER TO 5 OCTOBER 2025

THE
HISTORIC
MOTORING
Awards
2023
Octane
FINALIST
MOTORSPORT EVENT
OF THE YEAR



A stylized illustration of a red Austin Seven car with a yellow front grille and a koala wearing goggles in the driver's seat. The car is on a grey road. To the right, the words "Austin Seven" are written in a large, black, cursive font with a yellow outline. Below the car, a blue banner with the Australian flag and the text "NATIONAL RALLY" is draped across the scene. In the background, a grey silhouette of a bridge is visible. At the bottom, a grey banner contains the text "OCTOBER 2027 - MURRAY BRIDGE S.A."

**Austin
Seven**

NATIONAL RALLY

OCTOBER 2027 - MURRAY BRIDGE S.A.

24th of March was the 50th anniversary of the first meeting of the Austin 7 Club of S.A. at the clubrooms.

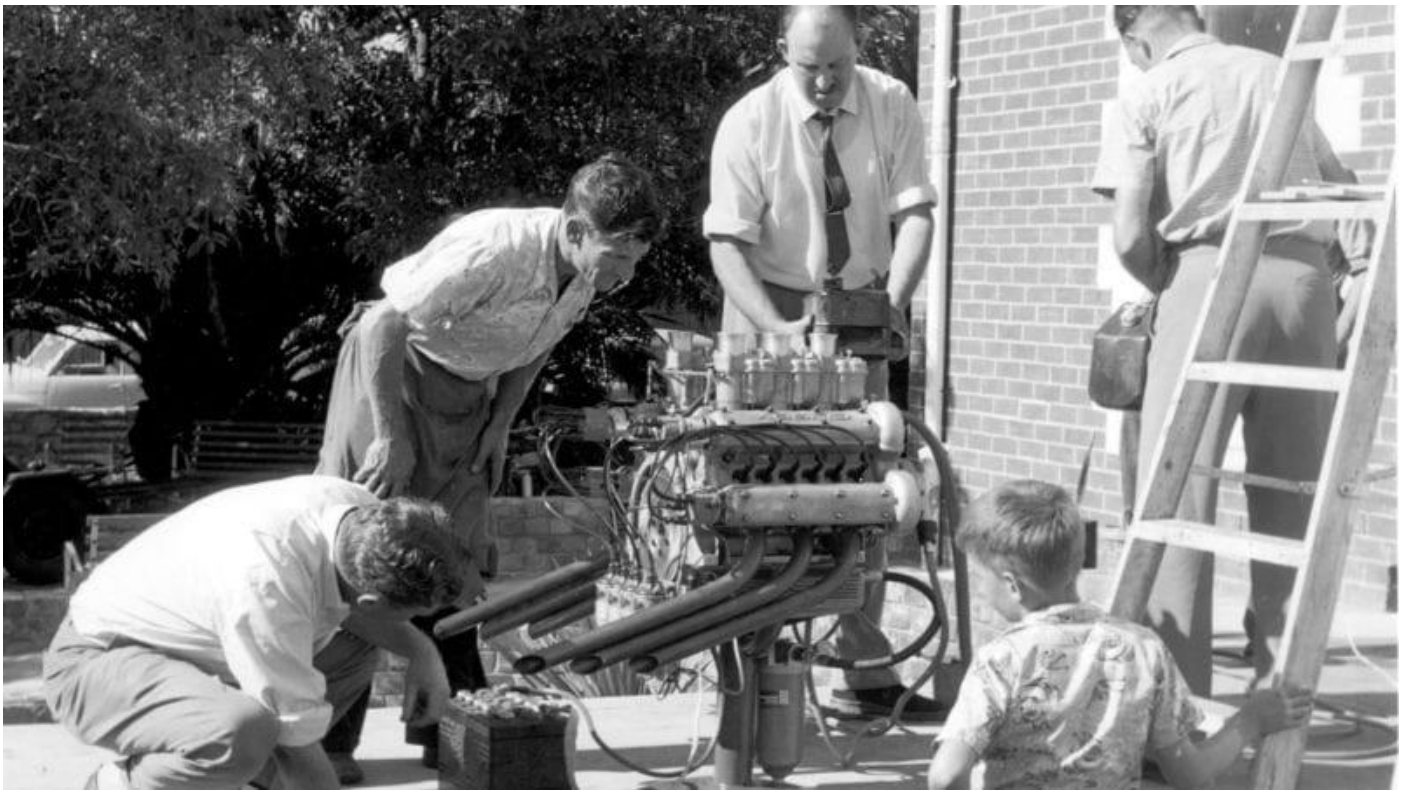
Yes we have owned the clubrooms for 50 years.

Very few car clubs can claim that, with most meeting in halls owned by councils or moving from Hotel to Hotel.

We met at Mawson Lakes, had a drive through Port Adelaide passing over the Port River four Times and stopping to view the City of Adelaide restoration along the way arriving back to the clubrooms for Lunch.



Continued from last issue.



The very first firing up of the engine behind the factory, with Harold Clisby on throttles, Kevin Drage kneeling, and total-loss block cooling by means of garden hose!

While work proceeded in Adelaide on the V6, in Melbourne Repco's F1/Tasman V8 fired its first shot in anger on March 26, 1965. Highly respected motor-cycle/automotive engineer and author Phil Irving commenced his engine, expedited by the use of an aluminium Oldsmobile F-85 production block in early 1964, whereas Harold got things going on his bespoke unit aboard a ship back from Europe in October 1960. Fired up by visits to Coventry Climax, BRM and Ferrari, Clisby had decided to build an F1 engine. How hard can it be, after all?

While a 1.5-litre V6 was state of the art in 1961, it was a dinosaur in 1965. Ferrari had won the 1961 F1 titles by catching other teams napping, having built its first Formula 2 1.5-litre V6 in 1956-57. By late 1961 Coventry Climax and BRM had V8s which dominated in 1962. Colin Chapman raised the bar with his super-stiff and slinky

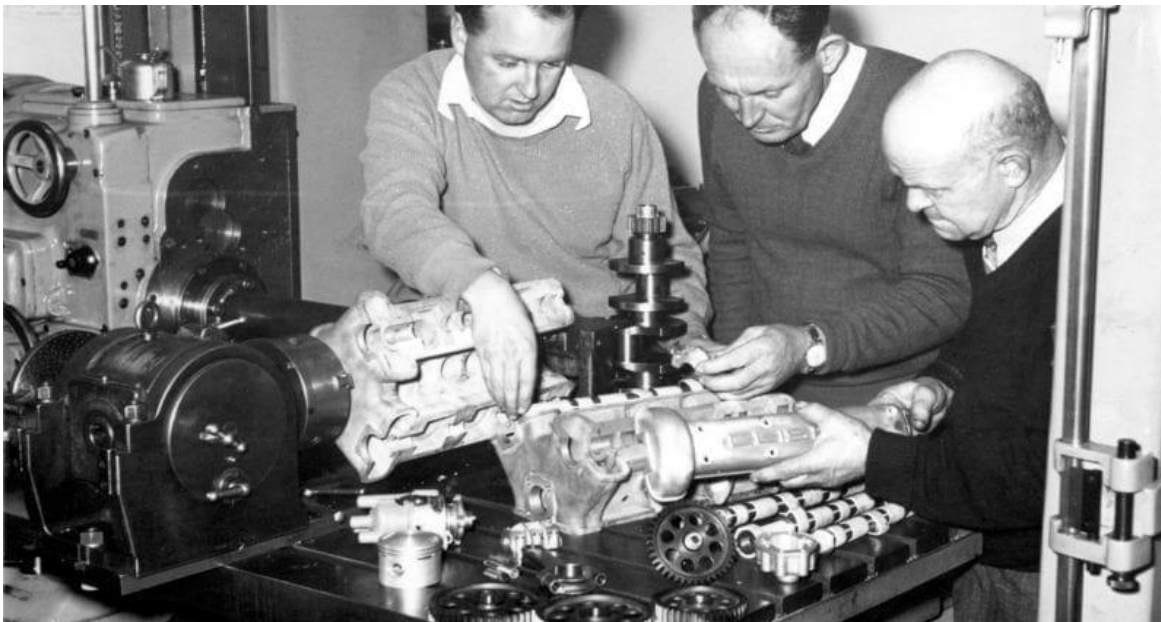
first modern monocoque Lotus 25, while Honda and Ferrari raced 12-cylinder cars. None of this mattered to Clisby, who marched to the beat of his own drum; his factory cellar was full of part-completed projects.

“Harold didn’t have much formal education, but he was a brilliant intuitive engineer,” says Drage. “He had an innate feel for it, excellent recall and was a great draughtsman – he drew the whole engine.” Alec Bailey did most of the complex machining with Kevin as project engineer.

“A Dunlop blew at high speed removing the rear suspension”

Harold’s projects were a journey. Designing and building them in-house was what mattered most to him, rather than getting an engine onto the grid quickly. Production of the steel crankshaft was a case in point.

“Harold was careful with his pennies,” Drage observes drily, “and would rather do something in-house than go outside. De Havilland in Sydney could have nitrided the crank but Harold built a nitriding furnace and increased our foundry capacity to cast internally instead. We lost heaps of time like this. We had no deadline and had routine projects to complete. This was a big part of the reason for the V6’s long gestation period.”



The team discusses how to assemble the brand-new engine components. While work proceeded in Adelaide on the V6, in Melbourne Repco's F1/Tasman V8 fired its first shot in anger on March 26, 1965. Highly respected motor-cycle/automotive engineer and author Phil Irving commenced his engine, expedited by the use of a Clisby Industries was small, too: the headcount was only 17, churning out 100 compressors a week among whatever else took the imaginative owner's fancy.

"Even simple things became problematic. The wide engine precluded the use of tripledowndraft Webers, but a pair of Weber triples made for Ferrari's 120-degree V6 would suffice. We ordered them and received a letter from Ferrari's lawyers claiming proprietary rights to the carbs and 120-degree V6 layout! It didn't worry Harold, though. We designed and cast carburetors which used Weber jets and air-bleeds, but that exercise also took plenty of time."



Press interest started in the April 1961 issue of *Australian Motor Sports and Automobiles. Sports Car Graphic* in the US followed and Britain's *Motor Racing* in December 1962. In *Motor Sport* in 1963, Denis Jenkinson suggested that Jack Brabham "might be patriotically inspired to try a Clisby V6", but

Drage downplays that. "I'm certain Harold had a phone discussion with Tom Hawkes about using the engine in his proposed Ausper F1 car," says Kevin, "but I'm equally sure he never spoke to Jack Brabham about its use." Drage discussed with four-time Australian Grand Prix winner Lex Davison funding an Elfin Mono, but simultaneously Andy Brown spoke to Harold, leaving Drage with the embarrassing task of "telling Lex we could not proceed with him".



In Calder paddock, showing how the compact V6 fitted neatly into a space originally designed for a four
Harold lost interest as time marched on, though not before scheming a two-stroke 3-litre F1 engine, but at Elfin, Cooper was making progress modifying the monocoque and rear suspension to accept the engine. The potent little combination was finally ready and entered for the April Mallala Easter meeting.

A staggering crowd of 20,500 turned up, with plenty making the trip just to see the exotic home-town Elfin-Clisby. Andy warmed up the spectators by blipping the throttle to 5000rpm but the 20-lap feature proved a fizzer when Brown had a Dunlop blow at high speed on the curved Back Straight, removing the Elfin's rear suspension in the process.

With the car repaired, the small equipe headed for the short one-mile Calder circuit on Melbourne's outskirts for a round of the Lucas-Davison 1½ Litre Championship on May 23. Brown qualified well, mid-grid alongside future Brabham racer and F1 points-scorer Tim Schenken's Lotus 18. Despite pouring rain and resultant gentler throttle applications the engine developed a misfire. "We then ran the engine on Jack Hunnam's Melbourne dyno and the misfire was traced to coolant leaking through porous head castings – a major problem we had to solve," Drage ruefully recalls. "We rebuilt the engine with new heads and set off to Mallala in June but the Elfin's South Australian Road Racing Championship meeting was over before it started when it popped an oil-line in practice. It was a massive disappointment; luck seemed to be against us."

The machine finally started an Australian Drivers' Championship round at Mallala on October 11. Bib Stillwell won that race in his Brabham-Climax while Andy had the engine lock solid on the main straight after only eight laps, gyrating from side to side and coming to rest gently in the dusty infield. With that, the single engine built was set aside.

"Any chance of contesting ANF 1½-litre events was firmly scuttled when CAMS [Confederation of Australian Motor Sport] told Harold the engine wasn't welcome among the twin-cam Lotus fours. It was impossible to increase the engine's capacity much, so a Tasman motor wasn't feasible either."

Buy Sell & Exchange.

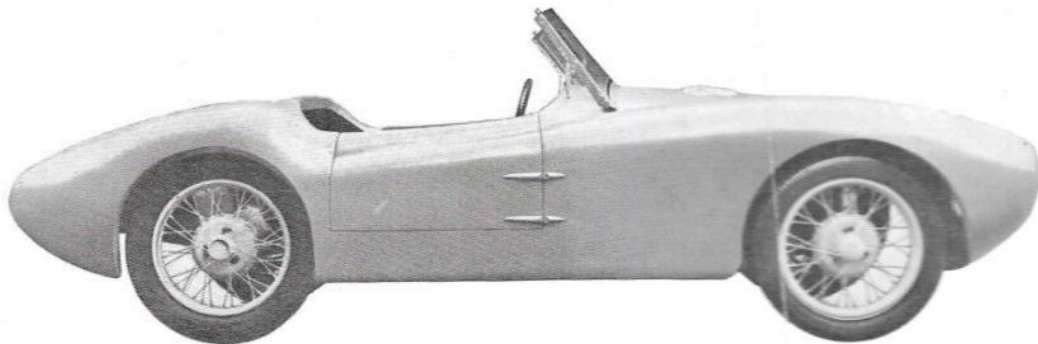
SUPER ACCESSORIES

offer

THE MARKHAM - PEASEY

“SUPER SABRE”

for
AUSTIN 7



The “SUPER SABRE” Fibreglass bodyshell has been specially designed to fit the 6' 9" (Post - 1931) Austin 7 chassis, with the minimum amount of chassis preparation. It is of extremely attractive appearance, is sturdily built, and can be supplied with **screen, hood, and sidescreens**. We know of no other Austin 7 bodyshell offering such complete specification.

The bodyshells are carefully moulded and superbly finished in **COLOUR**. All edges are flanged, the dash panel moulded in, and tubular reinforced across the scuttle. “Dexion” slotted angle is bonded along each side and across the rear on the inside of the shell, to provide easy mounting to the chassis frame. Flanges are moulded to the underside of the mudguards to provide the attachment of simple aluminium wheel arches. **ALL LOCKS AND CHROMIUM PLATED HINGES ARE SUPPLIED AND FITTED.**

Dimensions: Maximum Length, 11' 1". Maximum Width, 4' 7".

Colours: Post Office Red, Dark Cobalt Blue, Cream, Pale Green.

Price - - - BODYSHELL, £75 : 0 : 0

(Deposit with order, £5)

H.P. TERMS: Deposit, £12 0s. 0d.

Balance, 12 mnths at £5 15s. 6d. 18 mnths at £4 0s. 6d. 24 mnths at £3 3s. 0d.

EXTRAS:

WINDSCREEN. Curved, laminated glass windscreen with polished aluminium frame, with side mountings £20 0 0

HOOD. Best black duck hood with red, green or blue piping, and large, flexible rear window, complete with collapsible frame £15 10 0

SIDESCREENS. Complete with fittings per pair £ 7 15 0

LAMPS. Lucas headlamps, with pilot lights. per pair £ 7 10 0

FURTHER DETAILS WILL BE FOUND OVERLEAF

Friday Funny's

Me: Buys \$3000 worth of
car parts

Also me: \$25.....that's too
expensive



Austin 7 Club Calendar 2024

March 2024

- 3 All British Club Day Echunga
- 4 Committee Meeting
- 11 Club Meeting (Public Holiday)
- 17 Historic Gathering at Barrett Reserve West Beach VSCC Invitation
- 21/24 Aust Formula 1 Grand Prix Melbourne
- 24 50th Anniversary of the opening of the Austin 7 Clubrooms in 1974
- 25 Technical Night
- 26 Leisure Run

April 2024

- 3 Committee Meeting (Wednesday)
- 8 Club Meeting
- 14 A7 Club Day Run to Mypolonga
- 21 Regularity R2
- 22 Technical Night
- 23 Leisure Run

May 2024

- 5 "Old Crocks Run" Invitation SCC
- 6 Committee Meeting
- 13 Club Meeting
- 17/19 Pre War Austin 7 Run to Burra
- 19 A7 Club Day Run or event
- 25/26 Historic Winton
- 27 Technical Night
- 28 Leisure Run

June 2024

- 1 50th Anniversary of the departure of A7's from Adelaide to Ayers Rock commemorating 21 years of the A7 Club.
- 3 Committee Meeting
- 10 Club Meeting (Public Holiday)
- 14/20 Broken Hill Run
- 16 Regularity R3
- 23 A7 Club Day Run or event
- 24 Technical Night
- 25 Leisure Run

July 2024

- 1 Committee Meeting
- 8 Club Meeting
- 14 A7 Club Hills Luncheon.
- 22 Technical Night
- 28 Regularity R4
- 30 Leisure Run

August 2024

- 5 Committee Meeting
- 12 Club Meeting
- 18 A7 Club Day Run or event.
- 26 Technical Night
- 27 Leisure Run

September 2024

- 1 Old Car Day Bethany Invitation
- 2 Committee Meeting
- 9 Club Meeting & Annual General Meeting
- 13/15 Border Run (70th) (to Swan Hill)
- 22 Federation Arthur Clisby Picnic Day at Macclesfield
- 23 Technical Night
- 24 Leisure Run

October 2024

- 2 Committee Meeting (Wednesday)
- 6 Historic Collingrove Hillclimb.
- 6/10 Arkaroola 4WD Run.
- 14 Club Meeting
- 20 Bay to Birdwood
- 27 Regularity R5 Club Championship
- 28 Technical Night
- 29 Leisure Run

November 2024

- 4 Committee Meeting
- 11 Club Meeting
- 14/17 Adelaide 500 Races
- 15/17 Bendigo Swap Meet
- 24 A7 Club Day Run or event.
- 25 Technical Night & BBQ
- 26 Leisure Run

December 2024

- 1 Regularity R6
- 2 Committee Meeting
- 8 Christmas event
- 9 Club Meeting.

SA School Holidays 2024

13 Apr – 28 Apr

6 Jul – 21 Jul

28 Sep – 13 Oct

Adelaide Cup 11 March

Easter 29 March - 1 April

Labour Day 7 October