



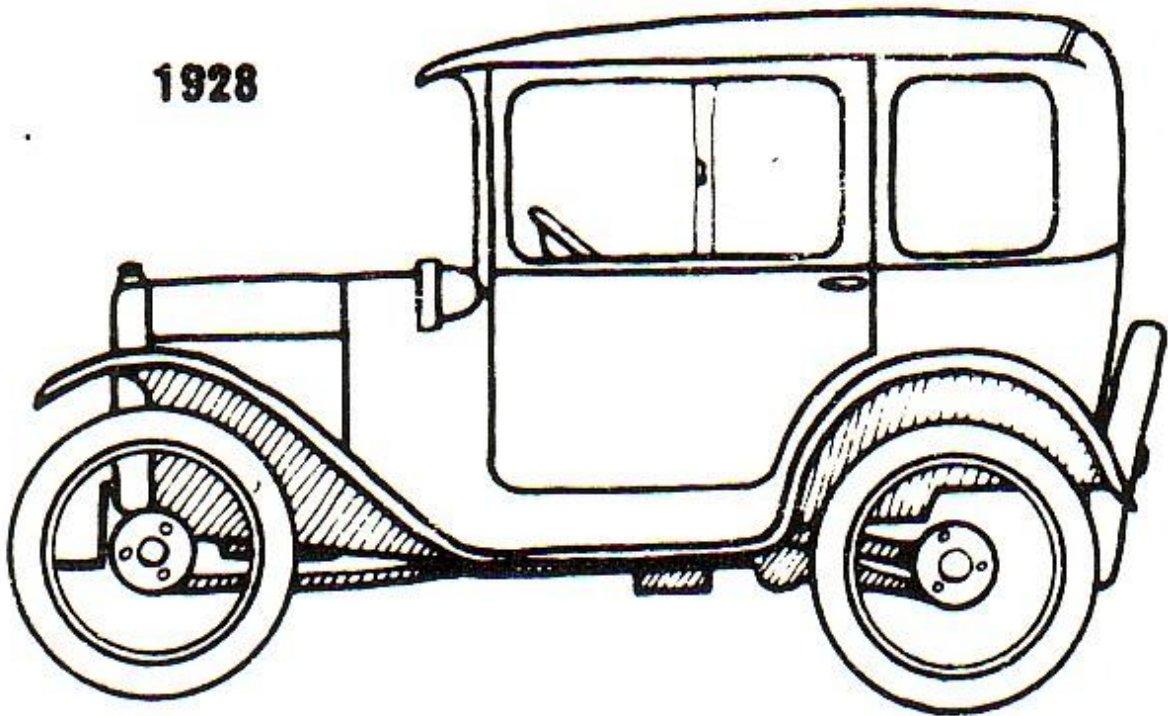
Austin 7 JOURNALS

AUSTIN SEVEN CLUB OF SOUTH AUSTRALIA
INCORPORATED

JULY 2006

VOLUME 177

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AUSTIN 7 CLUB OF S.A. INC

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Austin 7 Journals

Volume 177

July 2006

PRESIDENT'S PRATTLE

Hi, I hope all of you beautiful people out there are not frozen with the chilly weather that winter has started with. Some of us are not feeling on top of life at the moment and I send to you all "Get well wishes" from your friends at the club.

Names that have caught my attention are Ruth Perry with bronchial pneumonia, Ron Bayliss our member from Ardrossan with a stroke, Peter Trull from the Victorian club with a heart attack and Sandra O'Connell with vertigo (she keeps falling for Laurie). If you hear of any of our members that are low please advise me and I will send a card and endeavour to contact them.

Since I last wrote to you the club has had many outings that have been extremely well received. Two that stand out are the Canberra Run and the Border run to Swan Hill where we met with members of the Victorian Austin 7 Club and for the first time a special invitation to members of the NSW Austin 7 Club. A great time was had by all on these trips even though at times it was cold and a long way between stops. To the organisers of these runs short and tall "Bravo" and congratulations from the members that have participated in them.

In regard to upcoming events, the Bay to Birdwood nomination forms are now available and don't forget that around the Bay to Birdwood, is also the fortnight of Motorfest Events. To learn more about these events talk to David Searles as he is the Entries Director for Motorfest.

As next year is not far away the committee will soon start to formulate the calendar events for 2007 for the club, if you have any ideas or wish to help by running an outing please see Brenton Spangler our Touring Coordinator.

From the Club Registrar, a **Reminder**. If you re-register your car during the year please bring in your Registration Form and log book, so that it can be marked up and our records updated, this is in order that both the Club and you meet the conditions laid down by The Historic Registration system.

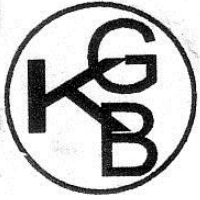
Best regards, keep smiling and healthy.

Yours in Motoring & Friendship

TREVOR CLERKE

President.

GEOFF STEPHENS'



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Please phone Mark Thomson on 8340 3244 for further information.

COMING EVENTS

July 16: Hills luncheon and run, meets at Noarlunga Market Square Reserve for morning tea at 10am, then to the Mt Compass Tavern for a beaut meal.

July 18: Leisure Run meets at The Tin Shed McLaren Vale at 10am for coffee then afterwards to the Willunga Hotel for lunch.

July 24: Austin 7 Club Enthusiasts Night at the Clubrooms starting at 7.30pm, but A7 spares shed opens at 7pm.

August 6: SA Rotors 4th Anniversary Cruise meets ETSA Park at 11.30 for 12.30 departure.

August 12: SA Rotors meeting and mini cruise.

August 14: Austin 7 monthly club meeting at the clubrooms 8pm sharp. Please bring plate of supper to share. Austin 7 spares shed opens at 7pm.

August 15: Leisure Run.

August 20: Austin 7 Club Day Run to Ian & Cheryl Jones' Mt Templeton property. Meets at Caltex Bolivar for 9.30am departure.

August 25: Quarterly luncheon at the Hackney Hotel 12noon. Contact Marie Drage if coming.

August 26: Modern Regularity and Superkarts at Mallala Motor Sport Park.

August 28: Austin 7 Club Enthusiasts Night at the Clubrooms starting at 7.30pm, but A7 spares shed opens at 7pm.

September 9: SA Rotors meeting and mini cruise.

September 11: Austin 7 monthly club meeting at the clubrooms 8pm sharp. Please bring plate of supper to share. Austin 7 spares shed opens at 7pm.

September 15/17: V8 Development Series.

September 17: Austin 7 Day Run to Cape Jervis, more details later.

September 19: Leisure Run.

September 19/29: Federation Motorfest 2006. Includes "Club style" runs to Strathalbyn, Barossa Valley, Marble Hill, Mt Crawford Forest, Wittunga Gardens and Port Adelaide. Contact David Searles, Entry Director for information and an entry form.

September 24: Bay to Birdwood Run for vehicles manufactured up to 31 December 1956. Entries close on Friday 11 August.

September 24: Modern Regularity and Superkarts at Mallala Motor Sport Park.

September 25: Austin 7 Club Enthusiasts Night at the Clubrooms starting at 7.30pm, but A7 spares shed opens at 7pm.

Sept 30/Oct 2: Longweekend run to the Riverland Rally, several members going on this event see Brenton Spangler now as accommodation is limited.

October 15: Austin 7 Day Run to Tungkillo, the Burrows' are having a grand day out for the Club.

October 16: Austin 7 Club new member orientation night at the Clubrooms, where new members can get the low-down on Club activities.

October 21: The Club has organised a Chinese Banquet night at the Richmond Village costs and times at the next few meetings.

COMING EVENTS

April 2007: 85th Anniversary of the Austin 7 Event to be held at Mudgee in New South Wales, from Monday 9 April to Friday 13 April plus travelling time to & from Mudgee. An expression of interest form is available from the Secretary. A travel plan for those going to the event has been formulated with an overnight stop at Hay. Please contact David Searles if you wish to take up this plan. A non-rushed return trip for those with a bit of time on their hands will be formulated while in Mudgee.

Enquiries regarding:

- Austin 7 Club day runs to Brenton Spangler as Club Touring Co-ordinator.
- Austin 7 Club Enthusiast Nights to David Gear as A7 Spares Manager.
- Modern Regularity or other motor sport events to Dave Winfield as Competition Secretary
- SA Rotors meetings and events please contact Sanjay Kumar as SA Rotors Convenor.

Join our over 50's ClubCar that is!!

Brenton Spangler would like to hear from any Club member who owns a 1950 onwards collectable vehicle (any make, any model) who would like to join a group to get together and discuss restoration ideas, share tips and stories and join in on runs programmed through the club.

Contact Brenton at any Club meeting or run. Also when speaking with Brenton, indicate when your preferred meeting time would be, for example: The third Monday each month at 7.30pm, Saturday Afternoons or Sunday afternoons.

IS YOUR VEHICLE A CONDITIONALLY REGISTERED HISTORIC VEHICLE THROUGH THE AUSTIN 7 CLUB?

If so, you must get your Log Book and current Registration Certificate endorsed by the Club Registrar (Geoff Stephens) as soon as possible after you have renewed your vehicle registration or Club subscriptions.

Failure to have your log book up to date, in effect, invalidates the registration of your vehicle.

Please do your part to preserve the integrity of this conditional registration system we are privileged to have through our Austin 7 Club.

M&C Doyle Crash

present

Sunday August 6th

Join over 100 rotors on a run through the Adelaide Hills for

**SA Rotors
4th Birthday Cruise!**

Meet at 11.30, Depart 12.30
From ETSA Park @ Mile End



**Prizes for - Toughest Rotor, Best Presented
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Thanks to:



www.sarotors.org

Poster courtesy of [RX2PLZ]

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- **200Km And Just 2 Hours away from Adelaide is a four bedroom holiday house.**
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- **For further information call Trevor or Lyn Clerke on 08 84491375 or**
- **0428 851 139.**

Details of Coming Events:

Hills Luncheon and Run Sunday 16th July 2006.

We will meet at Old Noarlunga at the Market Square Reserve in the main street next to the Noarlunga Institute from 10am for morning tea brought from home, after instructions from the organiser of the day head off in southerly direction to McLaren Vale. Stop in main street to visit the Medlow Confectionery & Fruchocs Showcase for some lollies or a bit further down to the Almond Train for some delicious and tangy almonds. 11.45am timed departure for Willunga and Mt Compass via Willunga Hill and onto the Victor Harbour Road. On entering Mt Compass the Tavern is on our left with parking at the rear as is the entrance to the dining room.

Enjoy your meal and chat amongst friends. The return trip home is via the Main South Road but if time permits travel via Nangkita, Ashbourne & Meadows. You never know who may be at the Meadows Bakery for an afternoon cuppa!

Sunday BBQ at the Jones Ranch Sunday 20th August 2006.

Meet at the Bolivar Caltex Service Station for a 9.30am departure. Travel up Port Wakefield Road to Two Wells and enter township then turn right to Mallala for stop at shops just around the corner from the hotel. There are toilets in the Council Chambers. Leave Mallala and head to Balaklava, do not turn into Balaklava but continue straight on, through to Whitwarta, you are on the Snowtown Road. At a distance of 17 Km from Balaklava there is a large pipeline, Turn right at this pipeline and proceed down dirt road, turn left at the next corner and proceed to the house on your right. This is the Jones Ranch at Mt. Templeton, please bring meat for BBQ and salad to share. There will be an urn with hot water.

EASTER RUN to GUMERACHA – Sunday 16 April 2006



An Easter Sunday run that brought out the sunshine for our picnic & games day.

The early gatherers had coffee on Unley Road; we arrived in time to have a “natter”, before departing for our trip.

A variety of cars gathered incl: A7’s, A10’s, sports cars and moderns. Geoff Stephens was giving a test run of George Keil’s A7 before leaving for Canberra on Wednesday.

The more extrovert of the group wore Bunny Ears of various descriptions, (what did we do before Cheap as Chips)? Matthew and I had bouncing bunnies, well-sprung on a head band. In the ensuing bunny contest I think pink won over blue Matthew. Thanks to Kate for sharing her Easter Egg with me, delicious choc!!

The run through the Adelaide Hills, was magnificent as usual at this time of year, with the trees dressed in their autumnal finery. A carpet of red & gold for our feet to rustle through, recalling our childhood.

Our first stop after meandering through Blackwood to Mt Lofty, was the Mt Lofty lookout. Brenton arranged free car parking as we took in the views to the coast. It has been a long time since we visited the lookout, the vista from the ‘fine-dining’ area must be something to behold at night.

It was here that a very reliable yellow Meteor decided to put on a turn, think it was a blown head gasket, but don’t quote me. Michele & David thought it best to return home from here, sorry you had to miss out on the Chocs!



Met up with the O’Connells, including ‘Annabelle’ complete with Bunny Ears on the headlights.

Leaving Mt Lofty for Melba Choc factory was the undoing of 5 cars. We followed David S. lost him & continued DOWN the hill, 4 cars followed and when we reached Mitcham Hills, decided we had better retrace our tyre tracks, eventually arriving at the Choc factory. We can thoroughly recommend the choc-coated ginger.



It was here that a lady from Melba’s came out to give an Easter Basket of Goodies to the car of her choice. And THE WINNER.... Ralph & Marie’s MG Midget !!

Gumeracha Oval was our lunch & games venue, where we arrived about 1pm. and also met here with Merv & Ruth Perry.

PAST EVENTS

Shade or Sun, plenty of choice, our organiser went the whole “bit” with tablecloth, napkins, glasses of wine. Chicken & Champagne lunch nice touch! Appetites sated, the games commenced.



Teams of 4, had to run & place an Easter egg in a container, then tag the next person to do the same.

Congratulations, to the final winning team, which included the younger legs of Matthew, Russell and partner Carlee, sorry didn't see the 4th member. Prizes of Easter Eggs were given all round. David S, won the “rolling the ball nearest to the stuffed rabbit” contest and finally Carlee won how many calories were in a block of chocolate. Can't recall the number & don't want to know.

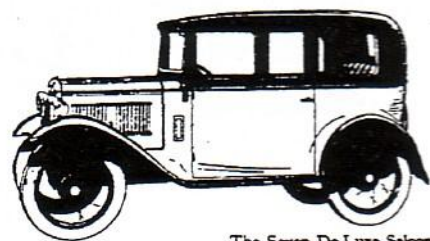


More lounging around and chatting to recuperate from games exertion, before departing for home approx 3pm. Hope you all arrived home safely. The picnic runs give a good opportunity to chin-wag with our fellow members in a relaxing setting.

Thank-you Brenton & Cindy for organising such a great day out.

Nadia & Arthur

YOU BUY A CAR—BUT YOU INVEST IN AN
AUSTIN



April 23rd - The Biggest Modern Regularity Ever!

April 23rd 2006 marked the occasion of Round 2 of the Amcomm Modern Regularity Series for 2006.

But let's turn the clock back a few days.

At the CAMS State Council meeting on the previous Tuesday Night I handed Tony Morgan an Entry Form which I had received at the Austin 7 Club General Meeting. It was, he said, only the third entry form he had received for the event. We discussed the likelihood of having to cancel the event given the poor response of entries. There had been discussion on the SA Rotors Forum on the event, and several people had stated their intention to enter the round, so we decided that we'd take a chance and keep the Entry List open for as long as possible, hoping to gain the numbers that we needed to make this round feasible.

Coming forward again, to Friday Night, I had a phone call from Tony informing me that we now had a record 32 Entries! We discussed the possibility of splitting each round into two separate classes, as 32 cars was right on the limit of vehicles that we are allowed on the track at any time, and the large field would make the event much harder for the competitors, and also more dangerous. Entries were officially closed, and Tony went away to try and arrange more track time and an expanded program if it were possible.

Come Sunday Morning 31 of our 32 entries were parked in the Paddock, which was so full that for the first time ever we had to ask entrants to park their trailers outside the paddock, and for non-competitors to also park outside. Randall Boscoe and Fran Williams were kept flat-out processing entry forms, payments and new licence applications while I was helping to scrutineer all the cars over in the Scrutineering Bay. The last couple of cars were examined as the Drivers' Briefing was being held – all cars passed, and all systems go!

The entrants were divided into two groups based on their nominated lap times, and Group A were sent straight out for their practice session. It was soon apparent that there were some very quick cars on the track, and that it was likely our mandated 1:22 minimum Lap Time was going to be under assault. Group B was a little slower on lap times, but the times were closer together and competition was obviously going to be very hotly contested in this group.

With practice over, Lap Times were nominated by the competitors, and Tony recalculated the groups and start order based on the new nominations.

Group A ran first, and as their session concluded Group B was started, effectively making one session containing both groups, but with only 15 cars on the track at any one time.

As expected, competition was fierce, and unfortunately a couple of competitors got carried away in the excitement and broke into sub-1:22 lap times, which ended their day prematurely.

Series leader Colin Lock (Alfa) dropped his tyre pressure by 3 pounds after practice, and immediately picked up a huge 2 seconds on his lap times! Unfortunately this cost him over 200 points in the first session, which put Colin way behind the 8-ball for the rest of the day.

Barry Rees (Subaru Liberty) succumbed to a failed water pump early in the day, Daniel Scali (Subaru WRX) withdrew with weakening brakes, as did Rory Onley (Mazda RX-7). Consistent performer Shane Harris (Mazda RX-7) suffered a repeat broken gearbox and had to be trucked home, whilst his father Noel (in his first event ever!) was posting some amazing results in his very tidy Ford Escort. Other first-timers Kevin Dunk (Nissan) and Ryan Moritz (Toyota Supra) also posted extremely impressive performances and will need to be closely watched!

There were some really impressive cars on the track which we haven't seen before including Derek Smiths beautiful SLR-5000 Torana and John Diano's 5-Litre V-8 LJ Torana XU-1. Nick Lenthall was also on his first Modern Regularity outing in his beautifully race-prepared Ford Escort. Events were as usual contested all the way down to the line, with Chris Watters winning the first heat, Adam Taylor taking the second (in his first event!), Colin Zytfeld blitzing heat 3, first-timer Ryan

Moritz scoring an awesome 5 points to equal the 4-lap Lap Record, and Colin Lock winning the final heat 5.

Scores were so close that the final results for the day hinged on the very last lap of the day, and up in the Timing Tower we watched the seesawing back and forth with great interest and awe.

An interesting aspect of the day was the rivalry within the Zytveld, Watters and Harris families, with Wade Zytveld driving his best event ever, pushing father Colin all day, Brett Watters just pipping his dad Chris (who was no doubt concentrating more on his new acquisition of an Austin 7!) and Noel Harris clearly demonstrating where son Shane inherited his talent from. Noel commented to me at one time during the day that he had waited 40 years to get out on the track, and judging by the grin that he was wearing the experience was living up to his expectations!

We had lots of spectators over the course of the day, and quite a few enquiries from people who had come along to watch a friend and are keen to have a go at this great form of motorsport themselves. The weather was possibly the nicest I have ever experienced out at Mallala, with clear blue skies all day, and very moderate temperatures. The local wildlife was enjoying it too, it seemed, as we were overrun by tiny spiders all day wherever we went!

Here are the final Points scores for the event. Complete results are available on the Austin 7club website and NatSoft.

POS	#	DRIVER	VEHICLE	CAP	POINTS
1	93	Colin Zytveld	Ford Falcon XR6	6800	196
2	57	Luke Dumbleton	Holden Monaro CV8	5670	207
3	77	Wade Zytveld	Nissan Bluebird	3060	224
4	79	Noel Harris	Ford Escort	2000	227
5	22	Brenton Thorndike	Subaru WRX	3589	233
6	43	Astrid Quinn	Alfa 33	1700	251
7	85	Paul Secker	Mazda RX7	1962	267
8	47	Colin Lock	Alfetta GTV	1962	269
9	99	Mick Orlando	Ford Falcon XR	4900	300
10	36	Brett Watters	Ford Falcon XR6	4000	315
11	5	Chris Johnson	Holden Torana L34	5000	339
12	16	Chris Watters	Ford Falcon Ute	4000	353
13	97	Scott Browning	Nissan 200SX	3397	368
14	69	Colin Tucker	Ford Cortina	4100	377
15	59	Kevin Dunk	Nissan Skyline R31	3000	407
16	50	Andrew McLean	Mazda RX7	1962	423
17	61	Ryan Moritz	Toyota Supra	2998	424
18	15	Ian Neale	Mazda RX7 S3	2354	439
19	96	Adam Taylor	Mazda MX5	1600	492
20	40	Darryl Foster	Holden Commodore VB	4200	590
21	25	Rory Onley	Mazda RX7	2600	843
22	54	Nick Lenthall	Ford Escort	2000	869
23	18	Shane Harris	Mazda RX7 S3	2190	1247
24	76	Daniel Scali	Subaru WRX	3400	1521
25	32	Chris Roberts	Mazda RX3	3335	1529
26	45	Derek Smith	Holden Torana SLR	5000	1562
27	8	Clinton Faustmann	Mazda RX3	3335	1600
28	82	John Diano	Holden Torana XU1	5000	1662
29	7	Brad Trenwith	Mazda RX7	4000	1959
30	11	Barry Rees	Subaru Liberty GX	3400	1959
31	23	Andrew Roberts	Mazda RX7	1719	1959
32	34	Gerard Miller	Baccus		1959

After Two Rounds, the Amcomm Series looks like this :

POSITION	DRIVER	POINTS
1	Colin Lock	42.5
2	Mick Orlando	31
3	Colin Zytfeld	28
4	Astrid Quinn	26
=5	Geoff Stephens	21
=5	Chris Johnson	21
=5	Luke Dumbleton	21

As usual, thanks to all the officials and helpers who gave their time today, and to the Superkart guys who let us share their track time!

Dave Winfield
Competition Secretary.

The Leisure Run Tuesday 20 June 2006.

The June Leisure run took us from Adelaide to Williamstown this month (although the Frosts opted for a scenic Rally Tour), on a bright, sunny, cold winter's day. This run was memorable for two reasons, neither of them food, although the fare from the Williamstown Hotel was more than adequate.

Once we had partaken, imbibed and played the pokies we were all invited back to the Gower's for afternoon tea and a look-see at Bill's work in progress (his House balcony). It was a lovely setting and the views were impressive.

This leisure run was also significant, especially for the O'Connell Clan. Four generations of O'Connell's were present today. Starting with Ron, head of the family, Son Laurie, his Granddaughter Debbie and Great Grandson Brady. Is this a record, or have we had occasions when the club has had five generations present? Good to see that our old cars can appeal to several age groups and that everyone fits in easily together.

Glynnis Burrows

News from the Federation of Historic Motoring Clubs SA Inc

There are a few items of interest to Club Members from the Federation, the first one being the Bay to Birdwood Run entry forms are available on line at www.baytobirdwood.com.au, and the associated Federation Motorfest is also well and truly organised for a fortnight of interesting and intriguing events see David Searles for an entry form and detail sheets.

The Federation is conducting a survey among owners with Historic Registered Vehicles and will be handed to you with these Journals at the July meeting if you have a vehicle registered through the Austin 7 Club,. Remaining members not attending the July meeting will have the survey posted under separate cover. Completion of the survey is vital as it will give the Federation information that it may need to supply to Government when questioned on the importance of the Historic Vehicle movement in Australia. There is no need to identify yourself on the survey but it is suggested that the information given be as accurate as you can recall.

THE GREAT CANBERRA CAPERS

19th April to 3rd May 2006.

Having only purchased the Mercedes a week before we were scheduled to leave for Canberra Alan had a frantic time making sure the car was road worthy and ready for the trip. Here is our story:

Day 1 Wednesday 19 April Adelaide to Horsham.

On Wednesday morning every thing ready; car packed we met at the Colonial Motel, Glen Osmond.

On arriving we met with other participates who were:

Bronwyn, Geoff and Kate Stephens: Austin 10

Bruce and Nell Williams: Austin A30 Countryman

Marie and Ralph Drage: A95 Westminster

Kaye Butler, Merylyn and Barbara: Cortina

Elaine and Richard Rose: Morris Minor

Rosemary Davis and Dave Franklin: FC Holden

Chris and Bob Gell: Vanden Plas Princess 1100

Val and Alan Baker: Mercedes Benz

Dawn and Robert Cunningham: Datsun

Doreen Bicknell with Ron Bayliss: Modern

Ruth and Merv Perry: Modern

Lyn and Barry Walsh: Modern

There to say goodbye to all of us and wish us a safe trip was Dave Searles and Huey.

We left at 9-15am and set off for Tailem Bend where we had morning tea. Pam and George Keil met us there in their 1928 Austin 7 Chummy.

Lunch was at Keith in the park along side of the main road where a lead was repaired on George's car and Geoff noticed water leaking from his head via a crack. (In the car's head, not his)

Ted and Barb Rix joined us here in their modern car.

Then we travelled to Horsham via Bordertown, Francis, Goroke and Natimuk for the night.

There was a great applause for Pam and George when they arrived late after everyone was seated for tea in their little chummy.

On examination of Geoff's car it was found that the head was cracked all the way across the top and a complete overhaul was carried out via a bottle of Chemi-weld in the radiator.

DAY 2 Thursday 20 April Horsham to Benalla: 420km

After leaving Horsham we travelled to St. Arnaud on a chilly morning for morning tea in the park. Leaving there we headed for Bendigo for lunch at a small deli, then onto Shepparton and Benalla for the night, where we were greeted by Kerry Nelis and Alan Coates who had driven up from Geelong in their Austin 7 Comet.

Bob Gell replaced a generator bush during the day; Kaye Butler had starter motor problems and Pam and George arrived late with no lights followed closely by Bob and Chris.

DAY 3 Friday 21 April Benalla to Wodonga: 250 km

First of all the experts gathered around to fix up Kaye's car; it was decided to remove the starter motor, free up the pinion and replace it while David Franklin was under the car.

We left Benalla via the Winton race track to Glenrowan where we were all photographed under Ned Kelly. What a band of criminals we were. Ned Kelly looked liked the good guy. Ha! Then on to Beechworth where we had morning tea in the park. Shame on shame the Mercedes was losing coolant and Alan was frantically searching for some tape to stem the flow. This was finally rectified at Canberra where a new radiator hose was fitted. Also tempers were frayed somewhat because we couldn't find our way on the map to Beechworth because of lack of information. We travelled to Wodonga via Mt. Beauty for the night. A group

photograph was taken a Tawonga Gap looking over Mt Beauty. Cheryl and Ian Jones arrived at 9-30pm in their Ayers Rock car. (A7)



Everyone tried to get between Ned's legs at Glenrowan.



Why is everybody looking the wrong way at the lookout?

Day 4 Saturday 22 April Wodonga to Cooma: 320km

We had an early morning start of 8pm and after push starting Geoff's car we headed towards the Hume Weir where the cars were parked and we spent time looking around.

After leaving the weir we headed on to Corryong for morning tea when it was noticed that some cars were missing. Bad luck they took the wrong road from the weir and had an extra tour. Proceeding onto Khancoban where the nearby Murray 1 Power Station was our next call of interest. We then travelled to Thredbo via the Alpine Way where we stopped to look at the

snow top mountains at Scammell's Spur Lookout and made another stop to photograph the car in the snow at Dead Horse Pass the highest point on the Alpine Way.



It had been snowing the previous day and thus the scenery for this part of the trip was like a Christmas Card. Lunch was had at busy Thredbo; what a hassle no parking available and people everywhere trying to catch a glimpse of the first snow on the mountain tops for the winter season. We had lunch with Ruth and Merv Perry, Chris and Bob Gell on the side of the road.

Our final destination this day was Cooma where we stayed the night at the Nebula Motel after a stop to look around Jindabyne on the way.

Alan & Val Baker



Ted & Barbara Rix continue the Canberra Capers story:

Day 5 Sunday 23 April Cooma to–Canberra

Another early start from Cooma – oh so cold -1 deg, crisp and fresh but no wind at least, and Dave Franklin decided his car needed a wash – but he was in for a shock when had to get through the ice on the roof first, so with that done he turned into the shoe-shine man, and yes I got a photo to prove it! Cars checked – Bob Gell and Geoff Stephens had a few problems, but nothing they couldn't handle and we were on our way. Richard and Elaine were spotted in their new 'snow-bonnets' bought from the Snowy Mountain Hydro Systems Visitor Centre.



Ralph made sure we arrived in a civilized fashion in convoy, because we were welcomed by the Canberra Car Club on the banks of the Monlonglo River. We enjoyed a delicious morning tea of sandwiches and home-made goodies, served on the back of a truck washed down with a coffee from the club's very sophisticated trailer, and yes it even had a kitchen sink. The Canberra members gave us all a pack of home-made Anzac biscuits and some tourist info on Canberra. They made us very welcome and it was great to catch-up with old touring friends.

We had the afternoon to explore the sites of the city and we all went in different directions but invariably some of us crossed paths throughout the afternoon. Many chose to visit the Australian War Memorial and this was truly an amazing experience. We were there for

many hours and Ted's fulfilment was in finding his Dad's name on the Honour Roll. We were surprised at how small the fighter planes were and the basic equipment and conditions the soldiers endured. The displays and detailed descriptions of every facet of the wars were so well covered and tastefully done. It made us realize what those brave men and women suffered for all of us and just how fortunate we are because of their bravery. Other points of interest were: the Telstra Tower, Old Parliament House, CSIRO Discovery Centre – all very interesting.

We met up with the Canberra Car Club members again for dinner at the El Dorados Bistro at Dickson. Despite the fact the restaurant was within walking distance of the Hotel the Rix's set off on their own after the meal and got lost, and you guessed it - had to phone Ralph for directions! How embarrassing.

Day 6 Monday 24 April Canberra

Up early again and off to the Australian Institute of Sport. Some tried their talents as an athlete and Lynn Walsh was a star at just about everything, especially balancing on the 'bar' – walking variety not 'pub' version. Ralph scored a goal from a wheelchair sports chair and looked the part. It was such an interesting tour over the complex and seeing the young gymnasts was something to remember. They were so tiny and petite and the hours they spend training is more than any commitment should be for these littlies. We saw fellows practising their basketball talents and they were not dwarves by any means.

The afternoon was left to us to do our own thing which we all did – some going to the Australian Museum and that sure brought back memories seeing all the old memorabilia we grew up with.

Day 7 Tuesday 25 April Canberra to- Batemans Bay

Some of the group braved the elements and went to the Anzac Dawn Service, while others chose to sleep in a while and go to the March instead, whereas some went to both. The weather was superb sunny and blue skies. There was a serene atmosphere and it was quite moving observing those marching, both old and young proudly wearing their own medals or those of a family member.

We all set off Batemans Bay. Along the way we all stopped to visit a beautifully restored old home in Braidwood (Tidmarsh) where the owner supplied us with a delicious afternoon tea and you guessed it..... plenty of old cars to see.

We then were in for quite a drive, especially the unsuspecting Austin 7's. Going down the steep decline of Clyde Mountain was quite harrowing. – it was so winding and narrow, and thank goodness we didn't encounter any buses or large vehicles coming the other way. Dense gum trees lined the roads and there were constant warnings about using low gear and we were warned not to rely on our brakes.

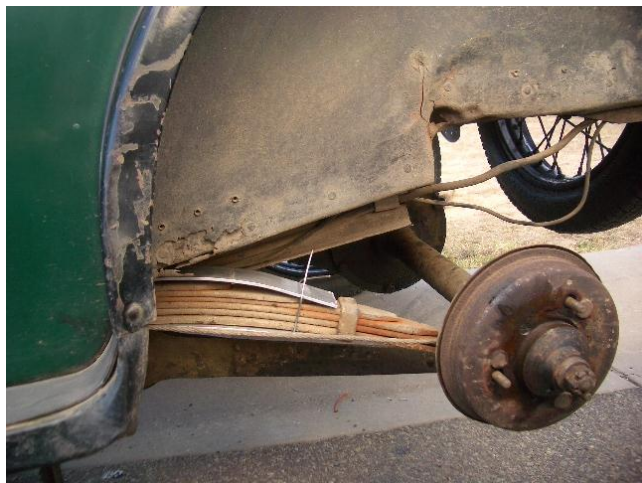
Barbara & Ted Rix

David & Rosemary share their experiences on the Canberra Capers:

Day 8 Wednesday 26 April Batemans Bay to Eden

Departing at 8.30am for Eden, a very scenic drive was in front of us today. Weather was excellent as we travelled through many coastal towns until we reached Tilba, which is a National Trust village. A very quaint little town with many restored historic shops and buildings, everyone left with some purchase or another and continued to Bermugai, where a fish & chip style lunch was very much enjoyed.

While Ian Jones made temporary repairs to a broken left mainspring leaf which was successful, everyone watched on!! From here to Bega cheese factory for tastings of many styles of cheeses, followed by purchases again before continuing on to Eden to complete another well organised and enjoyable day for all. Thanks to Ray & Anne for today's organising, well done to all.



Mr Jones effecting repairs to the rear spring on the chummy.

Day 9 Thursday 27 April Eden to Bairnsdale

Our first stop was at the Whale Museum in Eden where we were a few minutes late for the group photo outside the Museum. Let me tell you it does not pay to be late. A very amusing morning indeed as Ian Jones related how a “senior” moment caused him to lose some underwear, only to discover that he had put them on over the top of what he was already wearing!! But it took a trip to the toilet to realise where they were!! Scary when you think about it. And this man drives a car on the road with the rest of us!



The Austin 7 Club travellers outside the Eden Whale Museum

The Museum proved to be very interesting indeed as we learned how intelligent whales really are, and also the size and weights they grow to. The presentation was very informative. Once again we enjoyed great weather as we travelled individually through many coastal towns and countryside including Cann River, Orbost, and Lakes Entrance to name a few before reaching our overnight destination of Bairnsdale.

Day 10 Friday 28 April Bairnsdale to Cowes

Still our weather has been fantastic for another scenic tour through the little towns along the coast as we make our way to Phillip Island and Cowes. Our first stop was the Bairnsdale Clock Museum where there was an excellent array of clocks of all ages and types. There were mantel clocks, grandfather clocks, all sorts of clocks ranging in value from \$500 to \$9,500 depending on your purse or taste. Also there was a 1950 Austin A40 Devon sedan in very well restored condition “for sale”. Rumour tells me that it may find its way to Adelaide with one of our group as its new owner!!

Upon leaving Bairnsdale we travelled through many towns including Sale, Yarram, Pt Albert, Alberton which does not look anything the suburb where we live!, also Foster and San Remo to name but a few.

Finally on arrival at Cowes, most of us went to view the penguins at dusk as they walk from the beach to their “homes” at Phillip Island, each of them wearing their “Tuxedo’s” to greet us, and looking very cute indeed. While at dinner we now have the company of Bev & Graeme Logan joining us along with Michael & Helen Shegog from the Victorian Austin 7 Club who are going to be our hosts for tomorrow.

Day 11 Saturday 29 April Cowes to Rosebud

This morning quite eventful as rainfall was high during the night and with the excitement of the neighbouring motel being evacuated due to fire during the night. We departed Cowes at 8.30am to travel back past the Phillip Island Visitor Centre to see the “Nobbies” which are island formations with seal colonies which gave us a spectacular coastal view. From here we travelled to Phillip Island Motorcycle Grand Prix track where we were treated to the Honda “C” Class riders on the track competing for fastest lap times, and also to see some of the most famous winning motorcycles to ever win in Australia, for example Wayne Gardner’s 500cc bike along with Mick Doohan’s bike. From here to the Tyabb Packing House to view one of the largest antique collections of furniture, jewellery, etc on sale that we have seen in one place. From here to Bev & Graeme Logan’s property for afternoon tea and to see their beautiful home.



Many thanks to the Logan’s and Shegog’s for a great day as they provided us with morning tea at their yacht club as well as showing us around their local area with a guided tour in their Austins – a great day for all.

Our thanks to Ralph and Marie for organising such a great holiday for us all, which will leave us with many great memories and friends who shared it with us – thank you.

Rosemary Davis & David Franklin.

Elaine & Richard set the final days to the conclusion of the Canberra Capers

Day 12 Sunday 30 April Rosebud to Torquay

The morning dawned grey and damp as we farewelled Ken & Jeanette after enjoying their company since Canberra. They went off to visit family and we drove down the coast road from Rosebud to Sorrento. Most cars arrived at the loading area for the Queenscliff Ferry early, allowing for occupants to visit Sorrento for a little shopping and coffee. All arrive back on time for loading with Bruce Williams sporting a large multi-coloured blob on his white T shirt care of a friendly seagull – much to Nell’s horror.

The ferry docked after being escorted in by a group of dolphins, the crossing was very smooth allowing Ted Rix a pleasant trip. On disembarking at Queenscliff, we found a village market set up to tempt us. Some braved the damp bordering on wet conditions to stroll around the market before setting off for Geelong and lunch at the home of Alan Coates and Kerry Nelis.

The restoration of an unassuming wooden cottage and wonderful additions over the past couple of years is a great credit to them. Alan's extra large garage had the men in awe and envy. Alan & Kerry provided a wonderful lunch of warm pies, pasties and sandwiches. We thanked them for their hospitality.

From here we moved down to the impressive foreshore area at Geelong, then on to the Ford Discovery Centre for an escorted tour lasting almost 2 hours. From here it was along to the Wool Museum for another escorted tour. Both museums well worth the visits with so much to see - some even snapped up a bargain of two, Rosemary purchased a little red hat in pure Aussie wool and Richard got a special deal on a model Ford Mustang.

After a full day we all arrived at Torquay. We were all scattered in great accommodation throughout the holiday village, so most settled for a quiet night by the TV in preparation for an early start. Perhaps Bruce Williams was a little tired after filling the Austin with petrol and wandered back to his accommodation. Next thing a knock on the door with a service station attendant asking for payment for petrol supplied. Perhaps this means people who drive "funny little old cars" are allowed a senior moment now and then.

Day 13 Monday 1 May Torquay to Portland

In the morning after heavy rain overnight, we set off for Portland negotiating many rock falls along the cliff face section of the Great Ocean Road. Most made good time stopping at Apollo Bay for morning tea before tackling the Otways. George Keil's nuts were found to need attention (wheel that is) allowing him to keep the baby Austin on the road. Kaye Butler discovered a "lovely" Cortina parked in a paddock and growing blackberries. She fancied a few bits and pieces for her much loved Cortina, but to no avail could the owner of the rival machine be found. We all made our own stops along the scenic coast mostly in the rain arriving Portland late afternoon.

We celebrated our evening meal at the RSL, where Barbara Rix commandeered the TV and DVD player to show us her wonderful photographic account of our trip to the amusement of many of the club's customers. Barbara put so many hours into collating photos collected from all of us and set them to the music of the stirring bagpipes. We are all grateful for her enthusiasm in putting together this DVD as a record of our travels.

Day 14 Tuesday 2 May Portland to Kingston

Before moving off to Kingston, Ray & Ann farewelled us to return to Canberra via the Grampians, but beforehand Lyn Walsh encouraged Ann to say good-bye to Richard who is a late riser, and on greeting him at his motel door with "Good morning room service" and to their surprise Richard in return greeted them at the door in his best green jocks. If only we could have captured these images for Barbara's collection.



All aboard the Zodiaks for the seal viewing near Cape Bridgewater.

The day brought strong winds and some rain but those who went to Cape Bridgewater to visit the seals experienced reasonable conditions to view these wonderful creatures, and thoroughly enjoyed the trip, although the walk to and from the boat was a challenge. I think the only injury on the trip occurred while Nell Williams was boarding the boat, fell and hit her head – luckily not too seriously – Some people took a longer look at Portland and enjoyed the tram trip along the foreshore.

We moved off into a head wind that tested all the driver's skills especially those in the little Austins – most made it to Mt Gambier for lunch and indulged in Marie's recommended visit to the Bay Road ice cream parlour for a :”Frenzy” – “WOW”.

From Mt Gambier we set off for Millicent and Robe, thankfully the hedging and growth along the road cut some of the wind down.

The last night we all dined at the Kingston Lacepede Bay Motel and thanked Ralph & Marie for all the hard work that went into organising an exciting and interesting 2 weeks that ran so smoothly. I'm sure it was enjoyed by all who were fortunate enough to travel the roads together. George & Pam were presented with a little red toy “brum brum” car as reward for their bravery and time management.

Day 15 Wednesday 3 May Kingston to home

Our last morning started once again with a surprise visit. Our matriarch, Ruth, arrived in our gloomy room and was somewhat shocked to find Richard in bed where Merv should have been. Wrong room Ruth!! but her composure soon returned and as quick as a wink suggested she should climb in! Much laughter again starting our day. Windy again on the road through Salt Creek and Policemans Point, but finally a tail wind to Meningie.

A big thank you to Andrew & Debbie Dawes for once again welcoming us into their home for a hot cuppa and bun to say our goodbyes and set off on our own routes happy and exhausted

Elaine & Richard Ros

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SLEEP IN RUN SUNDAY MAY 21st.

About 15 cars including 2 MG's, 1 Cortina, 1 A40 Farina, 4 A30's and 4 Austin 7's, arrived at the Club house at 10.30am.

After inspecting the cars, and celebrating Mason Spangler's 10th Birthday with enthusiastic singing and cake, we set off in our cars toward the city via Port Road. A few cars stopped to give Chris a few points of help when he was noticed on the side of the road with his head under the bonnet of his A7 on its inaugural run. On we went up North Tce into King William Street where we passed the Walk for Paws, with a huge array of dogs and their owners, whom I am sure were really all out to watch the Austineers driving past.

We drove through to North Adelaide down to Torrens Rd and then to Cheltenham Parade. Happily we arrived at the Seaton Hotel where all enjoyed a hearty meal. A few more Austineers joined us here. The meal break gave Chris plenty of time to fix his spark plug problem, once again with plenty of advice from fellow travellers.

After dinner it was off to Charles Sturt Cottage Jetty St Grange via the Seafront and Football Park. We were given a very interesting guided tour and history of Captain Sturt's wanderings.

Many thanks to Brenton Spangler for organising a great day out.

Marcia Sciberras.

PAST EVENTS

Swan Hill Border run June 2006, or "Five days driving an Austin Seven 780 miles". by Doug and Barbara Hogg

David Searles did a great job of organising the South Australians for the run, with nineteen pre-runners driving Austins to Swan Hill on the Friday. Leaving Crafers at the official time of 10 am for the run to overnight at Lameroo, the Friday group chased Doug and Barbara in the slower A7 "Bubs" which sneaked off at 9 am.

The first casualty was Bob & Chris Gell's '37 A7 tourer which was making tough going up the Adelaide Hills before heading back home with a slipping clutch, Bob & Chris rejoined us later at a tea break near Littlehampton with Chris driving her posh Vanden Plas 1100. Later on after lunch at Tailem Bend Leigh Thomas took his '29 Chummy off the trailer for the run to Lameroo, however some twenty miles or so into his journey loud noises from the power plant suggested a broken crankshaft and was loaded back onto the trailer.

Meanwhile after lunch, "Bubs" left Tailem Bend early again and narrowly missed being rammed by a parked car which quickly reversed without looking. A quick wrench on "Bubs" steering wheel avoided a collision. While the main group lunched, "Bubs" cruised along at 30 mph on an easy run to Lameroo and seventeen of the group arrived there shortly after. David and Michele Gear arrived with their A7 in the trailer just before dinner at the hotel. The day's run was 203 Kms.

Rain arrived overnight and the Saturday run took the group to Pinnaroo for morning tea, but "Bubs" arrived just as they were leaving for Ouyen. Running on to Manangatang, rain settled in and continued right to Swan Hill, the days run being 315 Kms. Ian and Cheryl Jones with David and Marion Garnet arrived later having set off from their respective homes in the early hours. The Saturday night gathering of Victorians, New South Wales (first timers by invitation) and South Australian Austin owners for dinner at the hotel was one of the biggest group to attend the border run including the biggest number of first timers. The meals were excellent on the first night with a set menu with an entree, main and sweets dishes. Hot breakfasts were provided both mornings. The farewell dinner Sunday night was equally as good.

The accommodation was split into two-- motel / and hotel --which were right next to each other, and the main meeting hall / dining room was next to a large bar, and coffee, tea and cakes available free most of the time. The accommodation was good apart from a disco beat in the main hotel rooms which continued to 4 am on the Sunday. Three security men were on duty all night protecting the collection of Austin Sevens. Sunday's weather was excellent with clear blue skies, and a cold wind for the run to Tooleybuc for lunch in the large Sporting Club complex. On the way, we called at Sonre` Farm which specialised in almond, olive and pistachio and farm produce. A generous morning tea was provided after a very interesting description of their activities.

The drive was interesting around lakes and off to Lakeside Raymer's Rose Nursery, where Mr Clarry Raymer gave an enthusiastic description of rose propagation and advice against buying cut priced roses. He demonstrated rose pruning with gusto which brought gasps from our rose lovers, especially when he selected a long stem and with his gloved fist around it, stripped off all the thorns with a fast sweep.



A section of the large crowd of Border Runners at Raymers Rose Nursery listening to Clarry.

He then vigorously pruned roses down to basic with the remark “don’t be afraid to get stuck into them”. Departing, we ran down interesting roads and finally crossed into New South Wales where the little blue Austin belonging to SA members Dean and Louise Tompkins blew and destroyed its motor. It was put on a trailer for its return home to Millicent. Dean reported later that his motor had broken a con rod at the small end and wedged itself between the crankcase and the camshaft breaking the crankcase and block but did not bend the camshaft. – bad luck Dean! Hope you can get back on the road again soon.



Continuing on down to Tooleybuc we passed by an unusual gum tree where the local aborigines had curled a branch around another when the tree was young and now has grown into a ring wherein now the tree is called the “ring tree” At the modern Sporting Club, a large number of Austins filled the car park. A delay was caused by all having to sign in as guests, but once inside, a uniformed chef carved off large servings of three types of meat, followed by self selecting veggies etc. Sweets followed and the meal was delicious.

The Swan Hill Historic Car Club members joined us on the run, and we all were invited to visit the home of one of their members, Allan Scott for afternoon tea and inspect his large collection of restored, and mostly un-restored motor bikes, cars, tractors, and sheds full of parts. This caused an intriguing search to identify literally thousands of items all mostly beyond recovery. The run back to

Swan Hill took us to tea and coffee at the hotel at 4 pm. A hive of activities before dinner was the loading of cars onto trailers for the long run home to South Australia, NSW and Victoria.

During the final dinner at 6 pm, the run trophies were awarded. The bad luck award, a clock in the shape of an Austin Seven wheel, was awarded to Leigh and Marilyn Thomas for the “barely- on - the way” broken crankshaft incident out of Taillem Bend. The Athol Lamont trophy was awarded to Lyn Innes-Irons and her A7.



Attentive Border Runners at the Sunday Evening during presentations and speeches



Victorian President, Len Kerwood presenting the hard luck trophy to Leigh Thomas.



Dennis McIlroy with Lyn Innes-Irons and Ken Courtney with the Athol Lamont Trophy

Movement for home on Monday began almost at daylight, and at breakfast our dearly loved member Ruth Perry was very ill with a suspected case of the flu. Ruth persisted on the run home in the company of two Austin Sevens and two Austin Tens trying to drive all the way home on the Monday, but by the time Merv reached Lameroo, Ruth was extremely ill and was admitted into the Lameroo Hospital with a case of bronchial pneumonia. The party with four cars stayed the night at Lameroo and Merv left early next day for home with the others to return with a modern car. A phone call to the hospital on Wednesday morning for information was connected directly to Ruth who said she was much better and would go home on Thursday.

The run home route from Swan Hill was changed to turn left at Nyah West and run on to Chinkapook instead of the usual turn at Piangil further on. Barbara and I have travelled this route twice, and it is unusual. The road is only one car wide and stretches out in straight lines to the horizon (and more). There are no houses on the 41Km deserted road to Chinkapook (no mobile phone---it would not have worked anyhow)--- and a dread of a breakdown and another 24Km to get to the main highway. The Mallee lined bitumen road it seemed, was made for Austin Sevens and reminded us of the U.K. photo "Chummy in the lane" When we arrived at the main Highway to turn right, a modern car towing a S.A. Austin 7 arrived on our left. (No names here, but they had gone the wrong way!).



The roadside to Chinkapook crossing the Towan Plains.

I refuelled "Bubs" at Pinnaroo and after the run to Lameroo, I decided to see if the car would run to Taillem Bend on a tank of fuel. I was most confident it would, but I also had a can of 10 litres on board. We made it to within 14Km of Taillem Bend and ran out. I needed 3 litres to get there "Bubs" ran without any problems and started first time each day despite the cold nights and rain. This was the fourth time in several weeks where we drove along the Mallee road (twice with a modern and twice on the Border run), and I reckon that Barbara and I are really "Malleed out"

Doug & Barbara Hogg

Here is a letter to the editor from the Victorian organisers of the 2006 Border Run

“We would like to thank everyone who went on the 2006 Border Run for their support. As with our previous Border Runs we put a lot of effort in to make it as enjoyable as possible. This year, due to circumstances beyond our control, there were a few disappointments. The most obvious one was the withdrawal of Tyntynder Homestead just a few days before we were due to visit. (Even though Sonrè Farm was interesting in its own way).

At the Oasis Motel, both the quality of the main meals and the noise from the disco till the early hours of the morning were disappointing. When we first visited the Oasis and spoke to Cathy we raised the concern about the noise from the disco and she assured us it would not affect the motel occupants. Unfortunately she was wrong. With the meals we stressed that they were to be of a high quality and plentiful and again were assured that that would not be a problem. We were promised great service but we feel they failed to deliver. As organizers we would like to apologize for this.”

Noel and Faye



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Chris Watters is a relative new member of the Austin 7 Club in SA and lives at Lewiston which is half way between Gawler & Two Wells, and this is his experience leading up to and including the Pre-War Austin 7 run to Burra last April, here is his story:

The first drive of an Austin 7

After arriving at the Jones' residence early, not wanting to be considered the cause of Jones inevitable late departure, he requested I shift the chummy to the front "lawn" for washing. After stalling the vehicle about eight times, he casually remarked "the clutch can be a bit sudden". Several times during the day when I asked about an idiosyncrasy of one of the cars, he commented "OH! I forgot to tell you about that".

Lack of brakes on the gravel road intersections when leaving was the first surprise. The same problem at the first stop sign at Balaklava, with traffic, heightened the adrenalin rush.

Jones once satisfied that the Austin 7 Sports/Wasp was running with the normal accompanying sounds, swapped cars. Watching the respective wives firstly extract themselves, and then install them back into the wasp, was worth coming for the week end alone. I did not realise I would get more cuddling and fondling in the operation of this function, over the week end than I had received for the last six months.

The noise of tyres rubbing on mud guards, at high speed the first few times, when encountering bridges and undulations was initially frightening. However not as frightening as the first few bends that were encountered. As Jones had said, follow me, and travelled at his usual pace, I complied. I did not realise that the car followed the contour of the bend and you need to turn the wheel away from the direction of the corner to stop from drifting into the path of the oncoming traffic.

After starting to get the feel of the vehicle, I found it exhilarating, and pushed it a little harder, and to my surprise, the engine cut out. I had immediate feelings of guilt, wondering if I had damaged it in some way with my exuberance.

Never fear Jones is here! He pulled up along side almost as quickly as I had lifted the bonnet, to discover the condenser wire had broken. Once back on the road we had to catch up with the convoy, but became over enthused and kept "catching up" with cars closer to the front.

Wandering the shops at Burra and having scones, tea and coffee, was relaxing and enjoyable. While the service of dining was slow, this was no imposition, as the company was excellent. Likewise standing around the various cars deep in "man talk/car torque" in the late afternoon and again in the morning was mandatory and essential.

The photo opportunity line up of the cars looked impressive, and the late departure time from Burra, only seemed to inconvenience the meeting of the Ulysses bike club, at Eudunda although they seemed to be very interested and more surprised at the diminutive size of the engines.

Dale Palamountain's workshop at Eudunda was interesting and definitely worth a visit. Arriving at the Roseworthy Hotel for lunch was on time, and timely for a drink, and another round of socialising.

I informed Jones that I thought of getting me to drive/flog the wasp, for the Burra week end, was "sucker bait", and when informed by David Garnett there was a car here for sale, we drove it 100 yards down the road and back and did a deal with Ron and Joy O'Connell on the spot.

The return trip to the Jones property was relatively uneventful, and eventually we left almost at dark. This cannot be said for the trip the following day when collecting the newly purchased 1937 Austin 7 Tourer.

Ron and Joy's Terraplanes and Riley are quite impressive, and something to be proud of, likewise the setting of their property, at Gumeracha. I am also delighted with the Austin 7 I have bought from them.

With my very limited A7 experience, I found driving in the hills from Gumeracha, on tight winding steep roads, with much faster traffic, a standard ratio gearbox, and my propensity to come into corners too fast, almost a recipe for disaster. Fortunately I made the safety of my workshop at Dry Creek at about 6PM, not needing head lights, and away from heavy traffic.

I would like to thank the organisers, and everyone involved, in making this a most memorable week end.

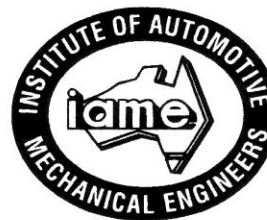
Chris Watters



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2006 Australian Grand Prix Report

Racing by the Numbers

- The 2006 AGP, held in Melbourne from 30 March- 2 April, was the **71st AGP** since the first one at Phillip Island in 1928, and is the second longest running in the World.
- It was the **22nd** race of the current era, i.e. counting towards the World Driver's Championship.
- It was the **1st** of these 22 not to be either first or last on the F1 Calendar (it was 3rd, because of rescheduling of the F1 calendar due to the Commonwealth Games).

Engine changes

These were brought in to limit costs, reduce speeds and increase safety.

- Capacity is now **2.4 litres**; it is a V8 and weighs 95 kg, lighter than last year's 3.0 litre-V10.
- There are strict requirements that the engine must comply with eg: only 2 inlet and exhaust valves, the bore must be circular and no more than 98 mm, the cylinder spacing is set, the centre of gravity is fixed, variable inlet and exhaust systems are forbidden and only one spark plug per cylinder is allowed (these are only a few of the many specifications).
- Comparisons with previous engines:
 - 1967 Cosworth 3l V8** - weighed 145 kg, developed 336 kW at 11250 rpm.
 - 1994 Cosworth 3.5l V10** - weighed 135 kg, developed 550 kW at 13800 rpm.
 - 2006 Cosworth 2.4l V8** – weighs 95 kg, develops 559 kW at 20000 rpm. (This is about 150 kW less than in 2005).

Pre-season estimates were that these changes would add about 5 seconds to average lap times.

Did they?? Bearing in mind that the teams had had 2 races to get the cars sorted out, this year's fastest lap, set by Kimi Raikkonen on the last lap of the race, was 1-26.05 – only 0.4 secs slower than the 2005 race's fastest lap of 1-25.68!

New qualifying procedures.

All 22 cars entered ran for the first 15 minutes of the qualifying session: then the slowest 6 dropped out. After the next 15 minutes, the slowest 6 of the remaining 16 dropped out, with the remaining cars vying for the top10 grid spots.

The Albert Park Circuit was still in use by the Commonwealth Games only 4 days before the meeting started with track testing on Wednesday. As a result of the Games use, the run-off area at turn 3 was now bitumen, not a sand/gravel trap: this is new thinking by F1 as it allows cars which run off to gather themselves and return to racing without safety car/official intervention. This is part of the design of all new tracks eg Bahrain.

900 officials are needed to run the AGP, and of these there are 69 stalwarts left who have worked at all 22 meetings.

The medical centre is the equivalent of a satellite hospital. It has an A1 trauma centre and operating theatre complete with anaesthesia, a state of the art Intel wireless capabilities, linked to the Royal Alfred Hospital, and can take digital X-rays, sending them wirelessly within a minute or two. The centre can also receive pathology and lab results wirelessly and is linked to a web-cam at the hospital so staff can communicate with the centre or look at a patient – it is the first GP medical centre to achieve this.

The AGP Officials Gazette is produced by the Secretary of the Meeting's office, using the talents of an American journalist and Cams staff, and reports on all happenings among the officials. It has been a feature of all Melbourne AGPs and this year was joined by "**The Red Bulletin, an almost Independent F1 newspaper**". Sponsored by Red Bull, it was printed at the track and was a coloured, high-quality, irreverent look at the day's F1 happenings and other relevant topics and was eagerly sought by all.

The crowd total was put at about 300 000+, down about 70 000 from 2005, but considering the Commonwealth Games impact, not to bad a result.

Barry Frost
CAMS National Chief Timekeeper

CLUB CLASSIFIEDS

Wanted:

Kaye Butler is looking for some RAA car badges of all the types issued to motorists ever since the RAA came into existence. If you have one spare or know where there is one or two available for Kaye please let her know at any club meeting. She is keen to increase the size of her collection.



For Sale:

This 1929 Austin 7 sports tourer is for sale and must be sold. The owner is asking \$10,000 for it but this is negotiable; please see Geoff Stephens about this seven.

Austin 7 Club Enthusiasts and spare parts report:



The last Austin 7 Club enthusiasts gathering saw work being progressed on the Trengove Austin 7 wasp now in the hands of David Garnett. Over the past year Greg Lindsay from Casterton has been doing the woodwork on the seven and on the evening of 26 June, 26 or so members were given an insight into the history and recovery of this car.

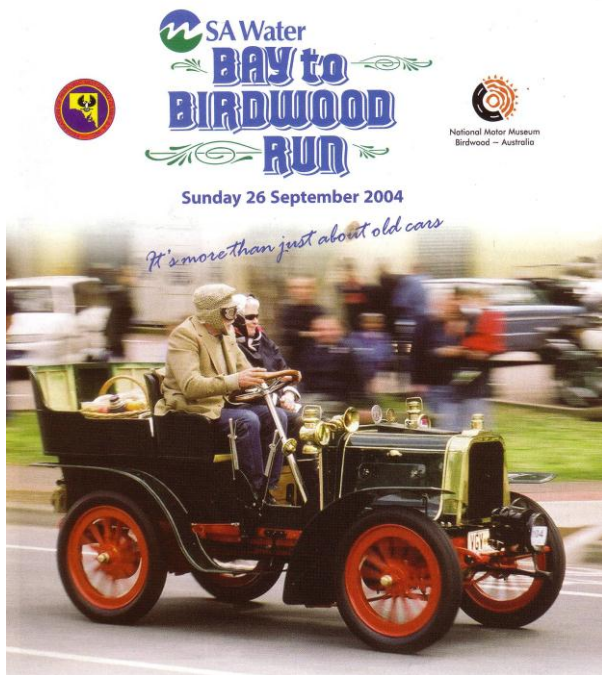
The Trengove Austin 7 Wasp in its heyday.



Also on the evening David Gear demonstrated a laser temperature gauge that measures temperature of objects but within the target of the laser beam so the temperature of an Austin 7 head for example varied some 50 degrees on where the beam was pointed on the head. Higher temperatures were read near the spark plug/valve side compared to the off side of the motor and similarly the head temperature was higher at number one cylinder over number four thus dispelling the myth that number four is always hotter than number one.

Other news from the spare parts shed is early universal joints are being manufactured locally out of urethane are now available at a cost of \$25.00. The Club will be purchasing 4 sets of recoil thread inserts (popularly called Helicoils) with sizes ¼ Whitworth, ¼ BSF, 5/16 Whitworth and 5/16 BSF. Costs are \$50 deposit with \$5.00 per loan and \$2.00 per insert used. The period of loan is for one month. Also the bad news is that Bosch distributors are no longer available.

With the 2006 Bay to Birdwood Run entry forms now out the following article from UK visitor and cousin of Bruce Williams on the 2004 Run is a timely inclusion in these Journals.



**BAY TO BIRDWOOD RUN a view from within, without and afar.
September 26th", 2004.**

'Be here Thursday!' was the instruction from Austin 7 Club members Bruce & Nell Williams

Margaret and I were travelling along the Great Ocean Road from Melbourne towards Adelaide, to stay with my cousin Bruce and his wife, Nell.

Although we had visited Bruce and Nell on previous occasions this visit was to be special because we were going on the 'Bay to Birdwood Run'. We had admired Bruce's 1929 Austin 7 Roadster before but there was always a bit waiting to be put on, or a repair to be done, and we had never been in Adelaide at the right time. Bruce and Nell had told us our next visit must coincide with the "Bay to Birdwood", so here we were, but still two days away from Adelaide

enjoying one of the world's great drives. We would have to get a move on to get to Adelaide in time.

As drivers and vehicles come from all over for the 'B to B' there were a whole variety of activities over the weekend and we were booked into an opening event on the Thursday evening - at the cinema!

The Capri is an Art Deco style cinema lovingly restored and maintained by enthusiasts and complete with a Wurlitzer organ. After a couple of rather tedious motoring documentaries from the 1950's we had a fine finger buffet and then took our seats again for the main event. This was a hilarious Oz film called 'The Big Steal' starring a Nissan Cedric, several Jags and a few actors. The audience was reduced to tears of laughter and, as we trooped out, everyone was in a happy mood.

Saturday morning Bruce was up early checking his Austin 7 and filling up with petrol, oil and water. The weather was set fair for the run on the following day.

At the crack of dawn on Sunday, Bruce was off to the start down on the bay near Glenelg. He would pick me up later on the Anzac Highway at the more civilised hour of 10 o'clock. Nell and Marg would then follow in the A30.

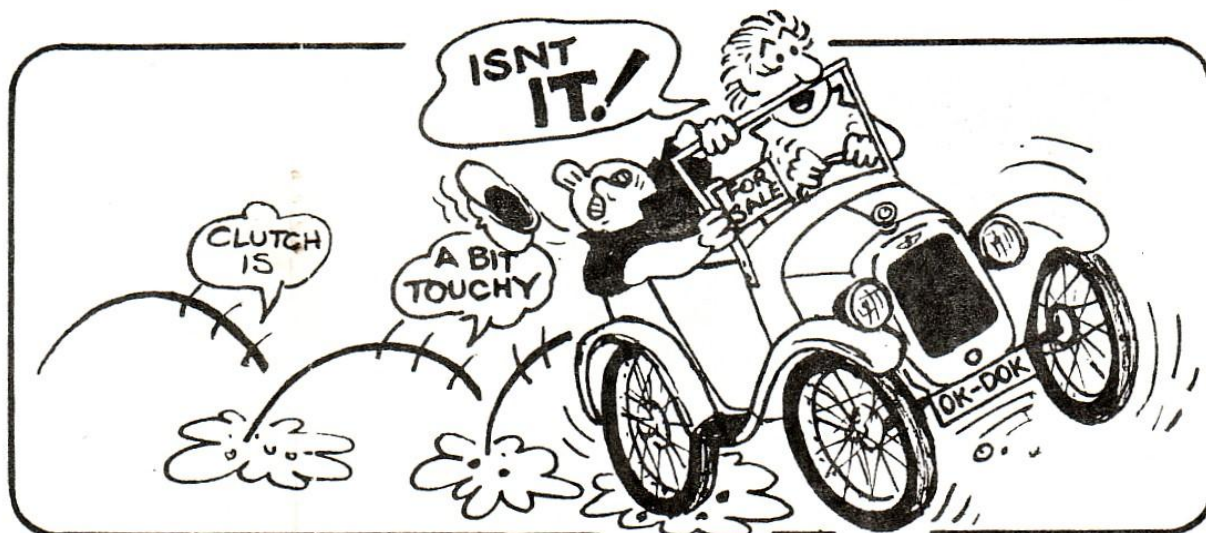
When we arrived at the Anzac Highway at 9.30am we were amazed at the crowds gathered along the road. There were even people, with all their picnic gear, sitting out on the grassed central reservation!

Soon the veteran cars and motorcycles started coming past. An amazing cavalcade of cars representing a century of motoring - the oldest car on the programme being a 1904 De Dion Bouton Type V Tonneau - thundered down the highway, mixed up in ordinary city traffic at this stage of the run.

After the veterans and motorcycles, the vintage and other entries joined the procession. All the car names I remembered from the 1950's were represented Austin, Morris, Vauxhall, Ford, Hillman, Standard, Singer, Wolseley, Riley, Triumph, Rover, Sunbeam Talbot, MG, Jaguar, as

well as the more exclusive Rolls, Bentley and Morgan. Whilst admiring the effort and dedication that went into restoring and maintaining these historic vehicles, I had to reflect on the demise of so many great names from the motor industry.

Before long we spotted Bruce approaching and I prepared to climb into the Austin 7. A quick check to make sure hat, sun cream, water and cameras were safely stowed, and then off we went into the stream of traffic on the three laned highway. It sounds so easy but it takes considerable skill to drive a 1929 car in 2004 traffic conditions, especially allowing for rod and wire brakes to bring you to a safe stop among modern cars with brake assisted systems which seem to stop instantly as we glide to a more gentle halt. Bruce is a good driver and we safely negotiated the many traffic lights, intersections and junctions as we approached the city centre.



The crowds lining the pavements and roadside were incredible, waving and cheering as every car went by. In many cars drivers and passengers were wearing period dress and they got special cheers and applause. As we left the city centre and headed out into the suburbs once more the crowds did not get any less. There was the atmosphere of an enormous party. People had set out their BBQ's in front gardens and even on the pavements and roadside. As we flew by, aromas of seared meat wafted out to us and people waved their stubbies and glasses. Carefully we rounded the many 4x4's parked up, with tailgates down and picnic tables and chairs set out in the inside lane, inches from the traffic flow. It was amazing and exciting for both participants and spectators!

As we weaved slowly through the last of the suburban traffic the pungent smell of hot metal, oil and petrol rose up from the footwell. It was late morning now, the sun was well up as was the temperature. Cooling systems designed for the British climate were not coping well. At the next traffic lights there was much hooting and lane changing. As we approached we saw another Austin 7, about our vintage, succumbed to the heat and at a standstill with steam and water hissing from below the radiator. Bruce said he would be glad when we were out of the city suburbs and could maintain a steady speed with air-flow through the radiator.

We crossed Hancock Road and turned up Tree Tea Gully leading into the Adelaide Hills. Here the road was made one-way for the duration of the run so both lanes were available. I was not so sure as we were taking blind bends on the wrong side of the road - what if someone had forgotten it was one way today? But no one else was bothered. Two MG sports cars whizzed by us, followed by a more sedate, but powerful looking Dodge saloon of the Al Capone era. The incline was slowing us down and Bruce had to work the gears harder as we rounded the many bends.

As we continued to climb into the hills the road was lined with gum trees. It was spring in Oz so the grass was still green and there were daffodils nodding in our slipstream. The further we went the more cars we passed pulled into the side of the road. Some were clearly broken down but others seemed to be resting whilst the drivers enjoyed a refreshing drink. Rounding one sharp bend we had to swiftly change lane to avoid a large, camouflaged WWII armoured personnel carrier broken down, the crew merrily munching sandwiches on the turret. Perhaps a warning triangle would have been a good idea, although they weren't worried about anything hitting their 1/2inch steel plating!

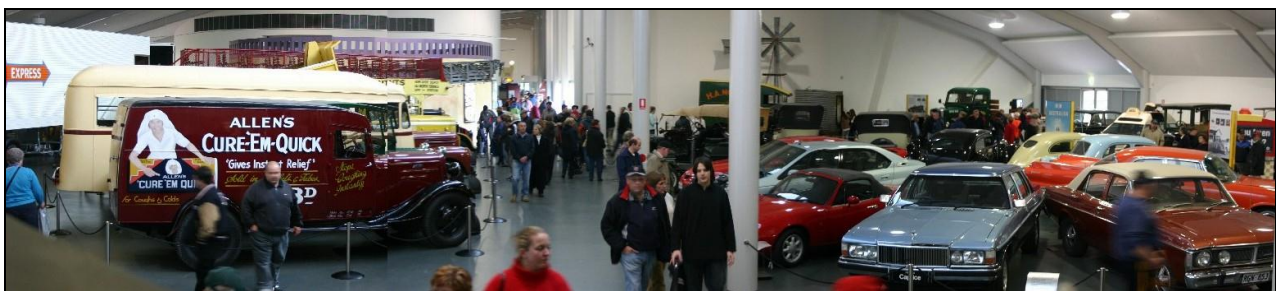
On the next series of climbing bends we were accompanied by a BSA Bantam motorcycle. We passed it on the up, then it caught up and passed us on the level. It brought back happy memories for me as I rode a similar machine in the early 1960's - top speed about 40mph.

After an hour and half we were approaching Birdwood. The crowds were once more at the roadside as we turned into the grounds of the National Motor Museum. Marshals waved us into set lanes as we neared the finish line. We'd done it! Bruce grinned in satisfaction and relief as he patted the steering wheel to thank the old Austin.

A marshal handed Bruce a metal plaque awarded to all who took part in the run. It will join Bruce's collection, for he and the Austin 7 have taken part in every Bay to Birdwood since it was inaugurated in 1980.

We bumped off the road into a paddock. There were serried ranks of the most amazing motors I had ever seen. Marshals waved us to a slot at the end of a line where we were to park. It was a good spot next to a grassy area by a creek. Now we had to find Nell and Margaret who have the lunch. The crowds looked formidable, after all nearly 1500 vehicles had taken part, but Bruce and Nell had arranged a rendezvous and we met up without any difficulty.

Nell had prepared a wonderful lunch, which we washed down with a fine Margaret River Cabernet Sauvignon. Bliss! Other members of the A7CSA joined us on the grass and Bruce chatted about his car's performance on the run. He was well pleased. After lunch we wandered back through the crowds and events, to stow the picnic gear back in the A30. This brought on a thirst so we popped into a pub for an ice-cold beer. There were an awful lot of large, tattooed bikers occupying the pub's verandah, but we found some seats. We settled down to watch the comings and goings around the Museum as the final entrants limped home and the early arrivals set off for the return journey.



Soon it was time for us to return too. Margaret joined Bruce in the Austin 7 while Nell and I followed in the A30. How frail the Austin 7 looked on the road ahead as we descended the hills into the city of Adelaide. Traffic was quieter now and the crowds had gone home, allowing us to get back quickly to Bruce and Nell's home where both the Austin 7 and A30 were lovingly put into the garage for a well-earned rest.

Drivers and pommie visitors settled into another bottle of fine Aussie red, mulled over the events of a spectacular day and revelled in the satisfaction of another 'Bay to Birdwood' completed without mishap.

Mike Sexstone April 2005.

“JOHN’S Technical tips – over the past 33 years or so of being an Austin 7 Club of SA member, I have collected a supply of technical articles from various magazines and Journals and I now wish to share some of them with you - look for more in future issues of the Austin 7 Club Journals.....John Heuzenroeder.

HINTS FOR AUSTIN OWNERS

Removing “Seven” King-pins and Adjusting the Propeller Shaft Joint—Colloidal Graphite Lubricants

AMATEUR repairers—and even some garages—are often in difficulties regarding the removal of Austin Seven steering king-pins. The “pons asinorum” of the job appears to lie in the clamping cotters. Most people assume these to be of the flat-sided cycle type and, having removed the nuts, they try to drive them out in the usual manner.

Snag No. 1 at once arises—the cotter moves a little and then jams. A heavier hammer is obtained and ultimately the cotter, a sad-looking object, is ejected. It is so ruined that one cannot see it was never of the cycle type at all.

Because of this, snag No. 2 is met. The special pulling tool which draws out the king-pins upwards—they cannot be driven out—fails to do its job; it can even be broken by a strongish man. This leads to much woe and probably the makers are blamed.

There need be no trouble if it is remembered that the cotters are concave on one side, to fit the king-pins, and that they hold by a clamping action. It is necessary, therefore, only to tap them back gently, having slacked their nuts. This leaves the pins perfectly free, and they can easily be withdrawn by means of the special tool which screws into the tapped hole in the head of each pin.

When the cotters are driven right out they badly burr the pins, thus making it almost impossible to withdraw them. I believe that the king-pin holes are tapped $\frac{3}{8}$ -in. B.S.F., and whilst a bolt of this size can deal easily with a normally fitting pin, it is liable to shear or to strip its threads when pulling against a pronounced burr.

The Torque Anchor.

Here is another Austin Seven tip. Like the foregoing, it is semi-official in that I have checked up my remarks with the maker's London service station.

Owners often write to me asking how to adjust the torque anchor and spherical joint of the propeller shaft. On models previous to 1927 it is necessary, before adjusting the joint, to remove the torque anchor. This is how it is done:

First of all knock up the locking washer, slack off the lock nut, take off the cap nut and remove the cup. The next job is to pull the torque tube socket off the ball anchor; the locking bolt, the head of which fits into the adjusting nut of the spherical housing, can then be removed.

The next step is to tighten the spherical nut hard home and then slack it back one notch. Refit the locking bolt, replace the spherical housing—taking care that the upper ball cup is in position—and replace the bottom cup, locking nut, washer and cap nut. Tighten this nut hard home, then slack it back one-sixth of a turn—i.e., one

By “Shacklepin”

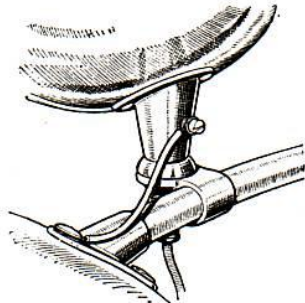
“flat” of the hexagon. Finally, tighten the locking nut and bend over the tab of the washer.

From the middle of 1927 onwards the adjustment of the spherical housing may be carried out without touching the torque anchor. This is possible because the nut is locked by two bolts which can be removed independently of the anchor. The adjustment is the same as on the earlier models.

This Week's Hint.

Earthing Headlamps.

MOST headlamps have a ball and socket mounting for beam angle adjustment, and in single pole wiring systems the return current is earthed through the socket. Rust in the mountings may set up a resistance which will cause the bulbs to burn dimly. When a clamping bolt is slacked for beam adjustment it is probable that, if the socket be



rusty, the lamp will not light. This trouble can be overcome and full bulb brilliancy always assured by drilling and tapping a 2 B.A. hole in the lamp neck so that a flex wire may be clamped to the neck and led away to a convenient earthed point which need never be disturbed. Having done this remove the rust from the sockets and paint them for protection against further rusting.

That, for the moment, ends my Austin Seven hints. We will now turn our attention to brake judder, please.

I wrote upon this subject some time ago and asked for information regarding a cure for the trouble. The letters which I received were helpful and interesting, but nobody seemed able to say “That is the cause and this is the cure.”

At last, however, I have heard of what appears to be a cure, even if the cause remains somewhat of a mystery.

The scheme is to drill a $\frac{3}{8}$ -in. or

with largish drums, a $\frac{3}{8}$ -in. hole in the fabric linings, just back from the leading edge; that is, as close to the end of the lining as possible, but not, of course, fouling the rivets.

Having drilled the holes, hammer lead plugs into them, using a ball-pene hammer to swell the plug in the fabric and to burr over the tops flush with the surface. The holes are in the fabric only, you understand, not in the shoe metal beneath. Possibly, when drilling, the point of the drill will penetrate the metal, but that will not matter—it is not worth taking off the linings to drill them.

The swelling and burring will prevent the plugs from coming out and, anyway, they cannot do any harm, even if they be loose in their holes.

I am told that the effect of the lead is to spread what might almost be termed a lubricating film over the fabric when the drum rubs it. This prevents any tendency for the leading edges to “pick up” which, normally, is a frequent cause of judder. Even chamfering does not always effect a cure.

Carbon Brake Plugs.

Presumably more than one plug per shoe could be used if necessary—say, three in staggered formation—one at the leading edge, one about midway, and the other at the trailing edge. One must not overdo the number of plugs, because their “lubricating” properties may reduce braking efficiency.

In connection with this very ingenious idea, I am told that plugs made of a special form of carbon are very effective. I am seeking further details and will, of course, publish any information which I receive. In the meantime, if you suffer badly from judder or fierceness, try the lead plugs.

Another subject. Last week we published a letter from Mr. W. R. Fleming in which he complained that colloidal graphite had formed in ridges on the necks of his inlet valves and was present also in the ports.

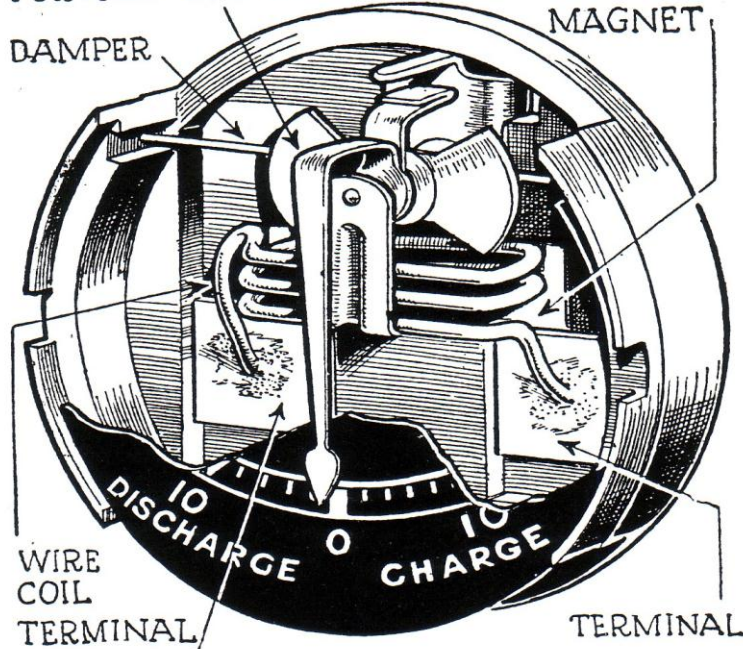
This is most unusual; so much so that I got into touch with the fountain head of all colloidal graphite knowledge—E. G. Acheson, Ltd. Their opinion was that graphite would not form in the manner described unless very excess quantities had been used—as we suggested in a footnote to Mr. Fleming's letter.

Acheson's point out also that the actual deposits might be oily or gummy residues, or even cylinder carbon, caused by blowback, on which a fine film of graphite has settled. Only careful analysis could show that the deposits on the valves and ports were composed entirely of colloidal graphite.

I have not space here to go more deeply into the question, but I am arranging to deal more fully with colloidal graphite lubrication in its various aspects in the near future.

Interesting Bits on INSTRUMENTS

POLARISED VANE ON
POINTER SPINDLE



● CORRECTING TROUBLE

All wires with chafed, burned or broken insulation should be repaired or replaced. After this is done, and all connections are tightened, reconnect the battery cable and turn the ignition switch to the "on" position. The pointer should point to the negative (—) side slightly.

Start the engine and speed it up to an average speed. The pointer should then move to the positive (+) side, and its movement should be smooth.

If the pointer does not behave correctly the ammeter itself is out of order and there is no way to repair it. Install a complete new ammeter.

● REPAIRING PETROL TANK FLOATS

Petrol gauges sometimes read incorrectly. If the electrical connections are found to be correct, the trouble may be in a faulty float unit. These floats sometimes become perforated. Where the hole is small, a spot of solder may cure the trouble, but if replacements are not available, the following idea is useful.

Obtain corks of the vacuum flask type. Two are needed for each float. Unsolder the original float from the arm or spindle, and solder a washer near the neck. The corks should then be pushed on to the arm and weighed.

If below the weight of the original float, additional washers should be added.

A coating of shellac varnish or any other compound impervious to hydrocarbon compounds will prevent any future inaccuracies through absorption, etc.

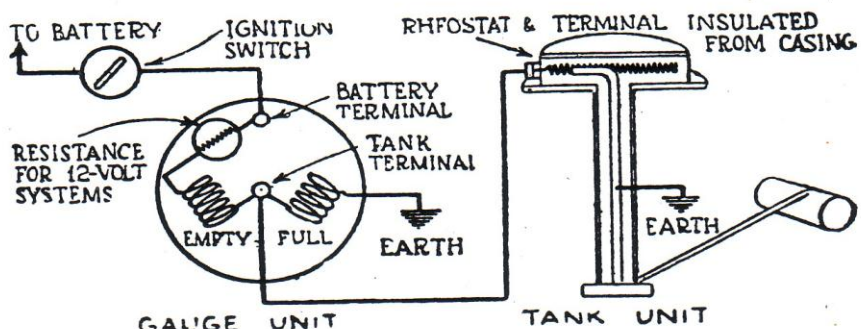
● TESTING GAUGE

To test if your temperature gauge is accurate, you could disconnect the inlet tube on the cylinder block and place the thermostat in a can of hot water of known temperature (average operating temperature is 108 degrees).

● JUMPY SPEEDO NEEDLE

Most jumpy speedometer hands are due to the flexible cable being disturbed and given too sharp a bend.

Rectify this, then disconnect the cable at the top and squirt in a little oil, and readings should be as steady as new, for trouble in the instrument itself is rare.



A typical petrol gauge circuit.

TRIVIAL INFORMATION ON METAL THREADS –courtesy of Ian Motley.

METRIC - COURSE and FINE

Angle of thread is 60°. The crest is flat and the thread has clearance at the root allowing external thread and internal thread to engage well. Larger root radius and lower thread height enable easy screw thread processing and increase thread screw strength. The major diameter of external thread and pitch are specified by a simple numerical value (most commonly measured in millimetres).

BSW – BRITISH STANDARD WHITWORTH

This thread form was developed by Sir Joseph Whitworth in 1841. The thread form has rounded roots and crests and is specified in BS84:1956. The thread angle for BSW is 55° as opposed in Metric and Unified threads of 60°.

BSF – BRITISH STANDARD FINE

This thread form was based upon the British Standard Whitworth (BSW) but has a finer thread (more threads per inch for a given diameter). The thread form was first introduced in 1908 and is specified in BS84:1956. When used on external threads this series has greater tensile stress area than course threads of the same size. Fine series threads will resist stripping out better than course threads in areas where the external and mating internal threads are subject to loads equal to or greater than the capacity of the screw or bolt. Fine threads are also used where the length of engagement is limited or where wall thickness demands a fine pitch.

UNC - UNIFIED NATIONAL COURSE

This thread form was introduced in 1948 as an attempt to standardise thread forms in the USA, Canada and the UK. The thread profile of UNC is the same as for metric threads and is described in the JIS B0206 standard. The thread is described by its major diameter and the number of threads per inch of length (TPI). This thread series is commonly used in the mass production of bolts, screws and nuts. It is used for threading into lower tensile strength materials (bronze, brass, aluminium and plastics) to obtain the best resistance to stripping of the internal thread. It is also used on quick assembly or disassembly or if corrosion or slight damage is possible.

UNF - UNIFIED NATIONAL FINE

This thread form was introduced in 1948 as an attempt to standardise thread forms in the USA, Canada and the UK. The thread profile of UNF is the same as for metric threads and is described in the JIS B0206 standard. The thread is described by its major diameter and the number of threads per inch of length (TPI). When used on external threads this series has greater tensile stress area than course threads of the same size. Fine series threads will resist stripping out better than coarse threads in areas where external and mating internal threads are, subject to loads equal to or greater than the capacity of the screw or bolt. Fine threads are also used where the length of engagement is limited or where wall thickness demands a fine pitch.

BSP - BRITISH STANDARD PIPE

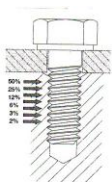
BSPF (G Series)

This is a pipe thread which is used mainly for mechanical coupling. The angle of thread is mainly 55° however for the US method some threads have a 60° angle. It is specified according to JIS and ISO R228.

THREAD STRENGTH LOAD

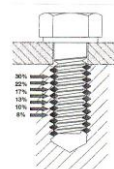
In a conventional threaded joint over 75% of the load is placed on the first three threads.

The helical coil design of a wire thread insert allows the shear loading to be transformed into a more desirable radial loading (hoop stress) over the entire length of the insert. Use of a wire thread insert results in a far stronger thread that would be obtained by utilising conventional drilling and tapping. Improved strength allows designers to select fasteners based on minimum bolt and strength and allows the use of smaller diameters and thread lengths – even in magnesium and aluminium alloys.



STANDARD BOLT

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THREAD INSERT



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