

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SOUTH AUSTRALIA INC

JANUARY 2014 VOLUME 207



AUSTIN 7 CLUB OF S.A. INC

2014 COMMITTEE

PRESIDENT: RALPH DRAGE,

Ph: 8251 2637 or 0418 846 082
email: rdrage@bigpond.net.au

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Ph: 8449 4764 or 0438 794 979
email: buesnelgc@hotmail.com

TREASURER: LAURIE SUTTON,

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email: webbson@chariot.net.au

ASST SECRETARY:

VACANT

COMPETITION SECRETARY

BRETT WATTERS

REGISTRAR & LOG BOOKS

GEOFF STEPHENS,

Ph: 8365 1343 (H) or 0437 061 569
email: kasznik@e-access.com.au

SPARES MANAGER & Vice President:

DAVID GREAR,

Ph: 8296 1689 email: dgrear@optusnet.com.au
The Austin 7 Spares Shed is open prior to Monthly Club Meetings, Austin 7 Technical Nights and other times as notified by the Manager.

TOURING: RICK HOFFMAN,

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email: richardhoffman7@bigpond.com

TOURING: BILL GOWER,

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PROPERTY ALAN BAKER,

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email: rodneymaker11@dodo.com.au
Working Bees to maintain the property are held on an "as required basis". Members will be advised of any working bee planned at a meeting prior or by email.

EDITOR, A7 Journals: DAVID SEARLES,

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LIBRARIAN: BARRY PANNELL,

Ph: 8255 1371 email: barrypannell@yahoo.com.au
The library is open at Monthly Club Meetings. Books may be borrowed or browsed.

Conditional Registration Inspectors & Authorised Officers

Scott Appleyard: Southern Suburbs

Ph: 0427 243 879

Wolf Semler: Southern Vales.

Ph: 8556 6405

Trevor Clerke: Yorke Peninsula.

Ph: 0428 851 139

Geoff Stephens; All areas.

Ph: 0437 061 569

Ralph Drage: All areas.

Ph: 8251 2637 or 0418 846 082

Graham Buesnel North Western Suburbs.

Ph: 0438 794 979

THE AUSTIN 7 CLUB OF S.A. INC IS AFFILIATED WITH:

CONFEDERATION OF AUSTRALIAN MOTOR SPORT, and

FEDERATION OF HISTORIC MOTORING CLUBS SA Inc.

FINANCIAL: The Club is able to accept payment of subscriptions, for events or fees by Internet Banking.
Banking details are: BSB 805-007 A/c 00110772.
When transferring funds to the Club please quote your name or a reference so that the Treasurer is able to identify your payment.

All correspondence to:

The Secretary

AUSTIN 7 CLUBROOMS: 262 TAPLEYS HILL ROAD, SEATON 5023

Annual subscriptions Full: \$65.00: Associate/Remote: \$32.50

The Austin 7 Club SA Internet address is: www.austin7clubsa.com.au

Austin 7 Club of S.A. Inc.

January 2014

6 Committee Meeting
13 Monthly Club Meeting
26 Aust Day Display
Strathalbyn

February 2014

3 Committee Meeting
8 Race Meeting—Mallala
9 All British Day at
Echunga
10 Monthly Club Meeting
16 Social Day Run
18 Leisure Run
23 Modern Regularity R1
24 A7C Technical Night
& Run
27/8 Clipsal 500
28 Quarterly Luncheon

March 2014

1-2 Clipsal 500
1-2 Power of the Past
3 Committee Meeting
13/16 F1 AGP Melbourne
16 Social Day Run
/Vintage Gathering
17 Monthly Club Meeting
18 Leisure Run
24 A7C Technical Night

April 2014

7 Committee Meeting
14 Monthly Club Meeting
20 Social Day Run
19/20 Easter Historics—
Mallala
21 Easter Historics—
Collingrove
22 Leisure Run
25/27 Pre War A7 run to
Goolwa
25/27 Shannons
Nationals—Mallala
28 A7C Technical Night

May 2014

4 MSCA 6 hr Mod Reg
Relay
5 Committee Meeting
12 Monthly Club Meeting
18 Social Day Run
20 Leisure Run
24/25 Historic Winton Vic
25 Modern Regularity R2
26 A7C Technical Night
30 Quarterly Luncheon
31 Race Meeting—
Mallala

June 2014

1 Race Meeting—Mallala
2 Committee Meeting
7/9 Border Run
15 Social Day Run
16 Monthly Club Meeting
23 A7C Technical Night
24 Leisure Run

July 2014

7 Committee Meeting
13 Modern Regularity R3
14 Monthly Club Meeting
20 Social Day Run (Hills
Luncheon)
22 Leisure Run
28 A7C Technical Night

August 2014

4 Committee Meeting
10 Modern Regularity R4
11 Monthly Club Meeting
16/17 Race Meeting—
Mallala
17 Social Day Run
19 Leisure Run
25 A7C Technical Night
29 Quarterly Luncheon

September 2014

1 Old Car Day
1 Committee Meeting
8 Monthly Club Meeting
& AGM
16 Leisure Run
21 Modern Regularity R5
21 Social Day Run

22 A7C Technical Night
28 Bay to Birdwood Run
29 Committee Meeting

October 2014

5 Vintage Hillclimb
Collingrove
13 Monthly Club Meeting
19 Social Day Run
21 Leisure Run
26 Modern Regularity R6
27 A7C Technical Night

November 2014

1 Race Meeting—Mallala
3 Committee Meeting
10 Monthly Club Meeting
16 Social Day Run
15/16 Bendigo Swap
Meet
18 Leisure Run
22 Subs & Rego Day at
Clubrooms
24 A7C Technical Night
& Run
28 Quarterly Luncheon

December 2014

1 Committee Meeting
7 Modern Regularity R7
8 Monthly Club Meeting
9 Leisure Run
14 Subs & Rego Day
14 Christmas Function

Austin 7 Journals

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January 2014

PRESIDENT'S PREAMBLE

In the previous Journals Preamble I advised that the Modern Regularity group was looking at forming a Marketing Plan to promote the sport and hopefully increase entrants. I can now advise that a Marketing Group is a reality and comprises Andrew Baohm, Steve Conroy, Steve Drury & Phil Scadding.

The first thing they did was to decide on a name under which the sport could be better marketed. The name they chose is "Track Time Motorsport", and having decided a name, they developed this logo.



The name has now been registered as a business entity within the Austin 7 Club of SA Inc and a domain name www.tracktimemotorsport.com.au has been created.

The group is made up of two separate groups, a Marketing Group & a Driver Consultative Group, with the;

- Marketing Group being responsible for the development of initiatives such as the Name & Logo as well as strategies, advertising aids, merchandising & multi media development, plus the development of "on track improvements" such as driver training & liaising with new competitors.
- Driver Consultative Group being the initial "sounding board" for what ever the Marketing Group proposes and will liaise with other competitors to canvass opinion on specific matters as they arise from time to time.

The members of the two groups are:-

Marketing Group	Driver Consultative Group
Andrew Baohm	Brett Watters
Phil Scadding	Craig Marshman
Steve Conroy	Neil Martin
Steve Drury	Noel Harris

I would like to thank the above members for promoting this very important initiative and I wish them well in their endeavour. I would also like to thank Tony Morgan for instigating the formation of this group, this will enhance the Austin 7 Club's involvement in the running of motorsport events in South Australia by making the events more enjoyable for entrants and having more competitors on the track.

As we say hello to the new year and farewell to 2013, the Club's Diamond Anniversary, I would like to recap the birthday activities we held during this year.

The club's 60th birthday celebrations included;

- a well attended open day at the clubrooms on 29th June where the Mayor of Charles Sturt Council, Kirsten Alexander, launched our birthday celebrations.
- this was followed by 4 events in October
 - a display of members vehicles at Wigley Reserve Glenelg on the 20th,
 - an enjoyable 5 day tour of Yorke Peninsula from the 21st to 25th,
 - a very nice birthday dinner at the Marion Hotel on the 26th, and

- the birthday acknowledged at the 7th round of the Modern Regularity at Mallala Motorsport Park on the 27th.

None of these events would have come to be if it wasn't for the planning, and execution of those plans, by a number of people, who, I would like to acknowledge.

Firstly I would like to thank those who volunteered to form a sub committee in 2012 which set up the basic framework of the events. They were Nadia Addyman, Stan Gafney, Bill Gower, Laurie O'Connell & Pam Sutton. Laurie drafted the Diamond shaped Logo that was used on all correspondence, Journals and Plaques throughout the year. After the framework was set up, Nadia & Laurie retired from the sub committee and the remaining 3 took on the planning of one of the events, with Stan Gafney leading the Static Display, Bill the Yorke Peninsula Tour, whilst under duress due to his wife Veronica being hospitalized for a couple of months leading up to the tour, and Pam taking on the Birthday Dinner. She also made the very nice birthday cake. I know they all did a great job in putting together a very fitting way to celebrate the Club's birthday and all of the events went well.

Lastly I would like to thank the following

- Andrew Baohm for taking Laurie's draft logo and converting it into a professional design & then making the Birthday Plaques and Trophy category plates.
- Graham Buesnel and the Prospect Men's Shed for making the wooden bases for the Static Display & Modern Regularity trophies.
- Barry Frost for preparing the Timing display & acting as Chief Judge at Glenelg.
- The Club's Management Committee for supporting the birthday sub committee.
- Everyone who attended the open day, members who had their cars on show at Glenelg, and those who went on the tour and went to the dinner.

At this point in time, plans for most of the Club's regular events for 2014 are well underway, with 7 rounds of Modern Regularity, a pre war A7 run, the annual Border Run, selected social day runs, luncheons and gatherings.

On behalf of those members who attend functions & meetings at the clubrooms, I would like to thank Val Baker and her band of helpers who take care of the kitchen duties. It is really appreciated by all.

At the time of writing this preamble, there are still a couple of vacancies on the committee. If you would like to have an input in the running of our great club, please let me know.

I would like you to join me in welcoming the following new members & wish them a long & enjoyable time within the club.

Peter COLE	Nola CUNNEW	Garry DALTON
Julie Anne DEAN	Sam DRAPER	Vicki EASOM
Marwan HABIB	Stephen MOORE	Stephen RODERICK
Bob STEVENS	Bradley TREMBATH	

I wish you a Happy and Healthy new year.

Ralph Drage

President

Austin 7 Journals

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DO YOU HAVE A HISTORIC VEHICLE CONDITIONALLY REGISTERED THROUGH THE AUSTIN 7 CLUB?

If so, annually, you must sign a Statutory Declaration in front of a JP stating that your vehicle has not suffered any modification from both the original inspection MR334 and the conditions set out in the Code of Practice. (C of P available from the clubrooms). The Club will not update an existing or issue you with a new Log Book unless a Statutory Declaration is produced to the Club Registrar.

Members are advised that if your log book is not kept up to date with your current membership and annual statutory declaration, your historic vehicle is not driveable on the road, even though the registration may not have expired. Members must pay their club subscription before 31 December each year to ensure continuity of membership and ability to drive their historic vehicle.

When renewing your registration and after payment, endorse the receipt number in the space provided on the Registration Certificate before the Club Registrar stamps the Certificate with the Austin 7 Club stamp.

Your Vehicle must be inspected by a Club Authorised officer once in a three year period. This will ideally be done at the issue of a new log book.

The Club requests that you carry out any Austin 7 log book business at the many opportunities available at the Clubrooms.

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



Club regalia for sale:



The club has a variety of items of interest to members which are available from the Treasurer each meeting at the clubrooms.

Austin 7 Club Decal small:	\$1.00
Austin 7 Club Decal large	\$2.00
Austin script hat/lapel badge:	\$3.00
Austin 7 Club Cap	\$12.50
Austin 7 Club Hat	\$12.50
Austin 7 Club Badge Metal Radiator	\$22.00
Austin 7 Club 50 th year history book:	\$20.00
Austin 7 Short Sleeve Yellow & Blue top:	\$20.00
Austin 7 Short Sleeve Dark Blue 3 button top	\$30.00 sizes in stock M,L, & XL.
Austin 7 Long Sleeve Polar Fleece Jumpers:	\$45.00 sizes in stock S,M,L & XL.

PAST EVENTS

60th Anniversary Display at Wigley reserve Glenelg Sunday 20 October 2013

Members who entered and attended the event.

Surname	First Name	Make	Model	Body	Year
ADDYMAN	ARTHUR	Austin	7	RN Saloon	1932
ADDYMAN	ARTHUR	Austin	7	Ulster Sports	1930
ADDYMAN	ARTHUR	MG	Midget	Roadster	1968
APPLEYARD	SCOTT	Austin	7	Sports	1931
APPLEYARD	SCOTT	Austin	A90 Atlantic	Saloon	1950
APPLEYARD	SCOTT	Austin	Healey 100 / 4	Roadster	1954
BAILEY	RICHARD	Hyundai	Excel	Hatchback	1998
BAILEY	RICHARD	Hyundai	Excel	Hatchback	1999
BAKER	ALAN	Austin	7	Sedan	1938
BAOHM	ANDREW	Holden	Monaro	Coupe	2002
BAOHM	ANDREW	Austin	Healey/Sprite	Sports	
BURCHETT	RON	Austin	7	Roadster	1929
BYFIELD	DARYL	Austin	7	Wasp	1929
COATES	ALLAN	Austin	7	Comet	1934
CONROY	STEVE	Holden	Torana	Sedan	1977
CUNNEW	DAVID	Buick	Electra 225	Sedan	1962
CUTTING	GEOFF	Leyland	P76	Sedan	1973
DAVEY	DARREN	Holden	Commodore SS	Sedan	2005
DAVEY	DARREN	Triumph	TR8	Coupe	1980
DAWES	ANDREW	Austin	7	Tourer	1927
DRAGE	RALPH	Austin	A95	Sedan	1958
FRANKLIN	DAVID	MG	TC	Sports	1949
GAFNEY	STAN	Austin	7	Tourer	1925
GIBBON	TRACY	Talbot	45200	Tourer	1925
GOWER	BILL	Austin	A55	Sedan	1957
GREAR	DAVID	Austin	7	Tourer	1935
GREAR	DAVID	Ford	Mustang	Coupe	1966
GREAR	DAVID	Austin	7	Roadster	1925
GREAR	DAVID	Austin	7	Tourer	1928
HEWSON	JOHN	Austin	10	Sedan	1934
HOFFMAN	RICK	BMW		Saloon	
HUNTER	DAVID	Ford	Sierra Cosworth	Hatchback	1986
JONES	IAN	Austin	7	Tourer	1928
KAAC	DUANE	Triumph	TR 7 V8	Coupe	1978
KENNEWELL	JOHN	Austin	A30	Countryman	1956
LEWIS	MARTIN	Austin	16	Sedan	1946
LINDSAY	GREG	Austin	7	Tourer	1928
LOFTUS	JOHN	Austin	A30	Sedan	1955
MARTIN	BARRY	Mercedes	350SL	Tourer	1975
MASLIN	NEIL	Austin	7	Tourer	1936
MATHESON	ALLAN	Austin	7	Tourer	1935
MOFFATT	BRIAN	Holden	HG	Wagon	1971

PAST EVENTS

60th Anniversary Display at Wigley reserve Glenelg Sunday 20 October 2013

Surname	First Name	Make	Model	Body	Year
MOYLAN	BOB	Morris	Mini 850	Sedan	1961
O'CONNELL	LAURIE	Hudson	Terraplane	Sedan	1938
O'CONNELL	LAURIE	Mercedes	280SE	Sedan	1978
PARKINSON	THEA	Austin	8	Tourer	1939
PARKINSON	THEA	Austin	10	Sedan	1938
PICKERING	ADAM	Datsun	1200	Sedan	1971
RALPH	MAURICE	Austin	A30	Sedan	1954
REDIN	GEOFF	Austin	7	Race Car	1928
ROSE	RICHARD	Avon	Standard	Tourer	1933
SAIN	EDDY	Ferrari	400i		1979
SAIN	EDDY	Ford	XC	Coupe	1978
SAIN	EDDY	Ford	XC Cobra		1978
SCHACHE	RON	Datsun	2000	Roadster	1969
SCHLEGELMILCH	CLIVE	MG	A	Tourer	1959
SCHULTZ	IAN	Morris	Mini 850	Sedan	1964
SEARLES	DAVID	Austin	10	Sedan	1935
SEIDEL	KEITH	Austin	7	Tourer	1928
SEMLER	WOLF	Austin	7	Tourer	1937
SPANGLER	BRENTON	Austin	10	Sedan	1933
SPANGLER	BRENTON	Austin	A30	Sedan	1956
SPANGLER	BRENTON	VW	Kombi	Camper	1972
STENNETT	NEIL	Chevrolet	Corvette		1968
STEPHENS	GEOFF	Austin	7	Tourer	1929
STEPHENS	GEOFF	Bentley	S1	Sedan	1957
STEPHENS	GEOFF	MG	TD	Tourer	1947
STEPHENS	GEOFF	Toyota	Yaris	Sedan	2008
SUTTON	LAURENCE	Datsun	120Y	Sedan	1976
SWEETMAN	IAN	Austin	7	Roadster	1936
THOMAS	LEIGH	Austin	7	Tourer	1929
THOMAS	LEIGH	MG	BGT	Coupe	1969
TUCKER	COLIN	Cortina	Mk 111	Sedan	1975
VINE	RUSSELL	Austin	7	Roadster	1935
VINE	RUSSELL	Austin	10	Sedan	1938
WATTERS	CHRIS	Austin	7	Sports	1930
WEGENER	MICHELLE	Hyundai	Excel	Hatchback	1998
WILLIAMS	BRUCE	Austin	7	Roadster	1929
WILLIAMS	NELL	Austin	A30	Countryman	1954
WILLIAMS	TIM	Austin	7	Meteor	1929
WILLIAMSON	BRONWEN	Austin	7	Tourer	1937
WINFIELD	DAVE	Ferrari	328 GTS		1988
WINFIELD	DAVE	Ferrari	348 Spider		1997
WRIGHT	CHRIS	Austin	7	Tourer	1930



PAST EVENTS

60th Anniversary Display at Wigley reserve Glenelg Sunday 20 October 2013



Best Austin 7 Vintage - Chris Wright - 1930 Austin 7 Tourer



Best Austin 7 Post Vintage - Arthur Addyman - 1932 Austin 7 RN Saloon



Best Austin 7 Sports - Daryl Byfield - 1929 Austin 7 Wasp



Best Presented Modern Regularity - Steve Conroy - 1977 Torana



PAST EVENTS

60th Anniversary Display at Wigley reserve Glenelg Sunday 20 October 2013



Best Pre 1950 Club Car - Martin Lewis - 1946 Austin 16 Sedan



Best Post 1950 Club Car - David Cunnew - 1962 Buick Electra 225



People's Choice - Brenton Spangler - 1972 VW Kombi Camper



CAMS Chief Timekeeper, Barry Frost with the old Austin 7 Club time piece used at race meetings in the 1960's

The Austin 7 Club would like to thank all members who presented their Club vehicles at the display at Glenelg.

PAST EVENTS

AND, after the success of our display day at Glenelg it was off to the Yorke Peninsula for a week of cruising down the Leg.



and of course one has to cross the top of the Gulf St Vincent to get to Yorke Peninsula!



and then on to Edithburgh to perhaps see one of the locals.

PAST EVENTS

Tuesday 22 October:



while a couple of our locals waited at their local before heading off to bowls at the Edithburgh RSL & Bowling Club.



Bill amongst the local ladies of the Edithburgh RSL & Bowling Club.

PAST EVENTS



Trying our hand at bowls at Edithburgh RSL & Bowling Club.



Austin 7 Journals



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PAST EVENTS

More photos at the come 'n' try bowls match at Edithburgh RSL & Bowling Club



PAST EVENTS



The Wind Farm at Wattle Point is spectacular and intimidating.



Wednesday 23 October off to Inland Sea Restaurant at Warooka.



PAST EVENTS



From Inland Sea Restaurant to Corny Point Lighthouse.



PAST EVENTS

From Corny Point to Point Turton for lunch - and afterwards some local sightseeing.



Thursday 24 October: to Minlaton CWA for morning tea and Alpacas Chaparral Farm



PAST EVENTS

Alpacas Chaparral Farm



Bags of Alpaca Fleece at Alpacas Chaparral Farm

PAST EVENTS

Friday 25 October: to Barley Stacks Winery , Arthurlton for lunch & then home.



PAST EVENTS

Saturday 26 October 2013 our 60th Anniversary Diamond Jubilee Dinner at the Marion Hotel.



Current Club President, Ralph Drage introducing one of our Past Presidents, Tony Grove, to the microphone.



The Sweetman's and the Seidel's celebrating the 1953 theme at the Marion.

Winners Best Dressed Gentleman: Barry Frost and Best Dressed Lady: Marcia Sciberras



PAST EVENTS



Six Austin 7 Club SA Club Presidents and the cutting of the cake.

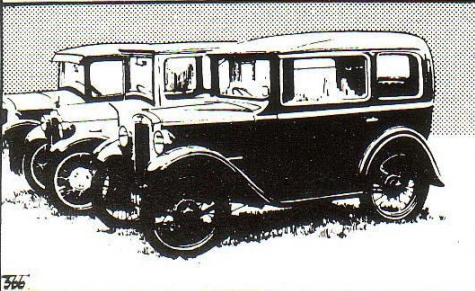


Current Club president Ralph Drage leading the singing of Happy Birthday with past Presidents: Bruce Went, Barry Frost, Bob Piper, Tony Grove and Trevor Clerke.

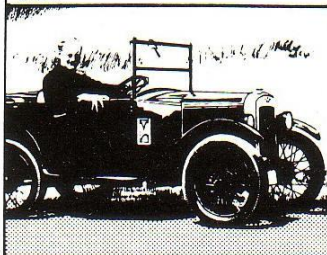
FOCUS ON FACT—*The Astonishing Seven (1)*

By Gary Keane & Neville Randall

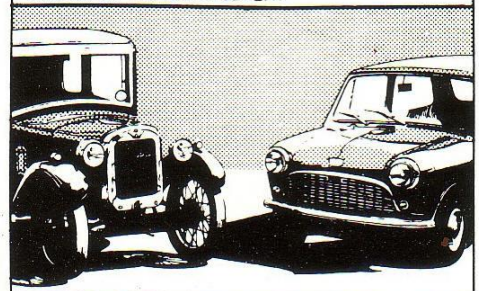
1972, EASTER, A DRIVE FROM LAND'S END TO JOHN O' GROATS. JULY, THE BEAULIEU RALLY, AND A SILVERSTONE LAP OF HONOUR. AUGUST: A PILGRIMAGE TO THE BIRTHPLACE, AT LONGBRIDGE.



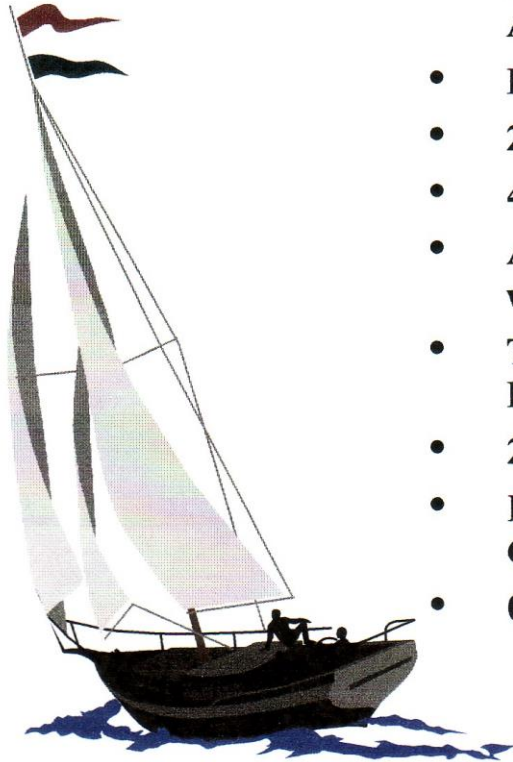
ALL OVER BRITAIN OWNERS OF 5,000 SURVIVING AUSTIN SEVENS AND MEMBERS OF AUSTIN SEVEN CLUBS ARE CELEBRATING THE GOLDEN JUBILEE OF THE WORLD'S FIRST AND BEST LOVED BABY.



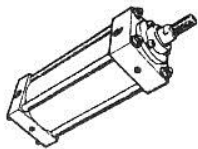
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Port Vincent Holiday House.

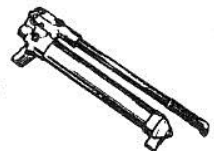


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• AIRLINE GAUGES

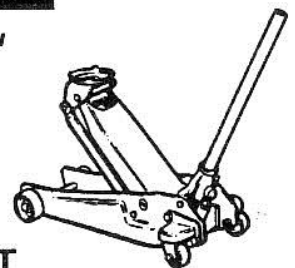
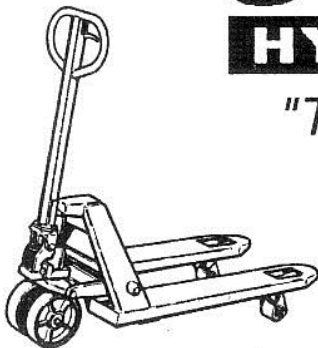
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PAST EVENTS

Modern Regularity - 27 October 2013

Lakeside Nissan Trophy #7

E4 shortened and E5 cancelled due to Force Majeure



	Name	E1 5 Laps	E2 5 Laps	E3 4 Laps	E4 3 Laps	E5 0 Laps	Total 17 Laps
77	Andrew BAOHM	22	14	16	7		59
36	Sandy WATTERS	21	23	16	29		89
21	Darren DAVEY	55	14	14	9		92
58	Peter BOWDEN	33	32	16	16		97
1	Duane GENT	38	40	8	11		97
66	Philip SCADDING	12	26	39	25		102
24	Stephen DRURY	33	21	30	20		104
76	Neil LOVELL	36	29	31	24		120
71	Steve CONROY	46	28	27	20		121
96	Paul SEIDEL	78	43	25	7		153
69	Colin TUCKER	103	23	22	20		168
19	Peter WILLIAMS	40	32	42	65		179
26	Brett WATTERS	129	23	23	10		185
61	John TILLER	79	61	33	14		187
72	Anthony VERNER	96	62	19	16		193
52	Shane DRURY	46	134	16	34		230
49	Geoff BURDON	78	90	61	50		279
67	Darryl BRIGG	77	108	41	60		286
89	Bruce MARSTON	52	100	58	77		287
79	Noel HARRIS	51	72	138	46		307
62	Dennis HALL	107	97	105	46		355
63	Jason BRADBOOK	71	43	50	198		362
78	Neil MARTIN	47	51	431	31		560
41	Robin GEORGE	241	87	51	183		562
7	Gary YOUNG	314	155	108	78		655
4	Brad WESTLEY	195	232	162	74		663
46	Brodie TURNER-SHARP	329	104	98	198		729
33	Norm CLEMENTS	128	275	145	198		746
46	Brendan WEGENER	67	275	431	23		796
50	Steve LANGFORD	293	260	305	30		888
33	Robert JACOBS	329	157	431	149		1066
37	Kristin HARDS	329	275	416	118		1138
37	Robert ATKINS	329	275	431	198		1233
91	Thomas WALKOM	329	275	431	198		1233

Scores in italics either DNS, DNF or did not nominate a time

DNF Score

329

275

431

198

PAST EVENTS

Results: 27 October 2013



1st - Andrew Baohm in #77 & 2nd - Sandy Watters in #36



3rd - Darren Davey in #21 & 4th - Peter Bowden in #58

Results: 17 November 2013



1st - Brett Watters in #36 & 2nd - Colin Tucker in #69



3rd - Paul Seidel in #96 & 4th Duane Gent in #1

PAST EVENTS

Modern Regularity - 17 November 2013

Lakeside Nissan Trophy #8



	Name	E1 5 Laps	E2 5 Laps	E3 5 Laps	E4 5 Laps	E5 5 Laps	Total 25 Laps
26	Brett WATTERS	21	6	12	12	13	64
69	Colin TUCKER	8	9	22	13	16	68
96	Paul SEIDEL	10	22	63	11	11	117
1	Duane GENT	33	19	56	26	27	161
71	Steve CONROY	23	47	37	37	29	173
66	Philip SCADDING	15	54	40	40	31	180
91	Thomas WALKOM	26	34	77	50	21	208
24	Stephen DRURY	56	26	47	61	28	218
36	Sandy WATTERS	34	80	55	47	17	233
58	Peter BOWDEN	57	47	36	59	50	249
34	Stephen SHORT	94	52	35	27	67	275
33	Robert JACOBS	54	112	16	49	55	286
48	Brendan WEGENER	180	35	23	60	69	367
55	Ken SAVAGE	30	68	148	77	87	410
77	Andrew BAOHM	20	22	60	44	427	573
78	Neil MARTIN	96	52	24	34	791	997
62	Dennis HALL	78	41	52	65	791	1027
8	Geoff STEPHENS	1012	63	106	122	72	1375
98	Brandan MARSTON	95	37	41	517	791	1481
50	Steve LANGFORD	33	309	301	98	786	1527
61	John TILLER	25	1592	52	31	90	1790
46	Brodie Turner-Sharp	1027	492	316	79	153	2067
95	Kristen BAILEY	128	1607	107	517	131	2490
29	Bradley TREMBATH	330	1607	128	517	143	2725
25	Aaron Browne	56	1607	116	189	791	2759
25	Tony HEMPEL	1027	127	316	517	791	2778
29	Rick TREMBATH	1027	320	316	339	791	2793
95	Lauren BAILEY	1027	407	316	502	791	3043
46	Michelle WEGENER	87	1607	131	517	791	3133
79	Noel HARRIS	7	1607	316	517	791	3238
41	Robin GEORGE	127	1607	316	517	791	3358
31	Sam DRAPER	1027	1607	120	517	791	4062
44	Craig MARSHMAN	1027	1607	316	517	791	4258

Scores in italics either DNS, DNF or did not nominate a time

DNF Score

1027

1607

316

517

791

 denotes track record

		Base Score									Bonus								Total
		10 Feb	14 Apr	19 May	30 June	4 Aug	14/15 Sep	27 Oct	17 Nov	10 Feb	14 Apr	19 May	30 June	4 Aug	14/15 Sep	27 Oct	17 Nov		
1	Duane Gent	36	45	7	50	45	100	32	36	7.33	18		7	2.33	16.5	8	2	405.16	
2	Brett Watters	32	21	40	32	40	50	14	50	3.5		2	5	8	6		26	315.5	
3	Andrew Baohm	50	1	25	28	23	90	50	12	6.5					7	15.5		307	
4	Paul Seidel	45	50	50	0	0	0	19	40	16	9	24				6.5	18	277.5	
5	Colin Tucker	9	28	15	45	25	26	17	45	2	10		11.5				16	238.5	
6	Steve Conroy	13	13	12	23	17	80	21	32	8	3.5			8	18			236.5	
7	Philip Scadding	10	40	0	21	19	46	28	28		8.67			5	5	8		218.67	
8	Darren Davey	21	36	0	0	50	2	40	0	8.83	3.5			21		13.5		195.83	
9	Peter Williams	1	11	19	4	36	64	15	0		5	3.5	16	10	9			193.5	
10	Noel Harris	40	9	45	25	7	0	7	1	5.5		8.5	2				8	158	
11	Anthony Verner	5	32	14	8	1	56	12	0		1							129	
12	Shane Drury	1	1	4	0	21	72	11	0						9	0.5		119.5	
13	Sandy Watters	0	0	0	0	10	24	45	21					7.33	6.5	5.5		119.33	
14	Graham Bishop	4	15	36	7	32	0	0	0		8.67	3.5		2				108.17	
15	Kevin Hoegee	1	23	28	36	12	0	0	0				7					107	
16	Stephen Drury	0	0	0	0	28	16	25	23					5		2		99	
17	Neil Martin	0	25	23	5	9	2	4	11		0.67	11						90.67	
18	Geoff Stephens	28	19	0	0	0	28	0	9	5					1			90	
19	Thomas Walkom	1	12	0	14	14	18	1	25						5			90	
20	John Tiller	25	17	0	17	0	0	13	6									78	
21	Peter Bowden	0	0	0	0	0	10	36	19							0.5		65.5	
22	Daniel Chye	11	10	9	12	0	20	0	0	2		2						64	
23	Antony Rodda	0	3	0	0	11	42	0	0		2			2				60	
24	Robert Jacobs	8	0	17	0	1	0	1	15			9					5	56	
25	Tony Wilson	19	0	10	13	0	0	0	0	8		5						55	
26	Darryl Brigg	0	0	0	0	1	34	9	0						2			46	
27	Mitchell Down	20	0	3	0	0	22	0	0									45	
28	Colin Zytveld	0	0	0	40	0	0	0	0				3.5					43.5	
29	Darren Holmes	0	0	0	0	3	38	0	0					2				43	
30	Neil Lovell	0	1	0	0	13	0	23	0					2.33				39.33	
31	Geoff Edwards	0	0	32	0	0	0	0	0			5						37	
32	Duane Kaak	0	0	0	0	0	30	0	0						5			35	
33	Dennis Hall	3	6	8	0	0	0	6	10									33	
34	Bruce Marston																		

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2014 Modern Regularity Season



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Lakeside Nissan of 1195 Main North Road, Pooraka SA 5095 has offered a sponsorship deal with the Austin 7 Club of SA Inc for the Modern Regularity Series the Club to be conducted at Mallala Motor Sport Park during 2014.

As mentioned in the above offer, Lakeside Nissan will donate to the Austin 7 Club \$150 per vehicle purchased from now until 31 December 2014.

=====000000=====



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MEMBERS' VEHICLE PROFILE

Arthur & Nadia Addyman's - 1968 MG Midget

Ralph Drage purchased the car from Hamilton Victoria. The ad was in a Just Cars Magazine in 2004. Ralph spent a lot of time and money restoring the car, and twelve months prior to actually selling the car he let it be known that he would be letting it go for sale. We expressed interest and bought it in August 2010.

We purchased some parts in the UK from Moss UK, whilst we were on holiday. We use the MG on quite a number of Club events and is a reliable mode of transport. It gives us a lot of pleasure and to be sure if it's red it's got to be sporty.

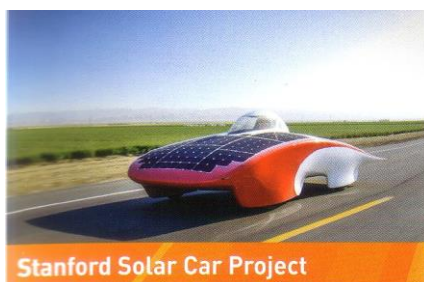


2013 Bridgestone World Solar Challenge – Darwin to Adelaide – 6-13 October



Attracting a record number of entrants (42 cars in 3 classes) from 24 countries, this event is the 6th that the Austin 7 Club has been involved with, as timekeepers and control officials. The huge world-wide interest in the challenge attracted the largest media contingent for all the events held so far and was followed avidly on Facebook and other social media sites.

For this event there were 2 new classes*:



Stanford Solar Car Project



Team Arrow

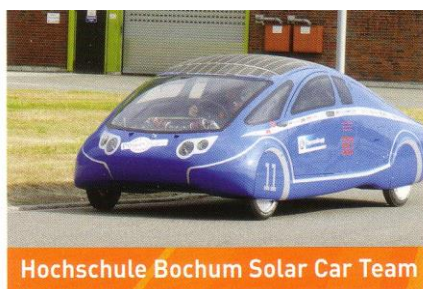


Tokai University

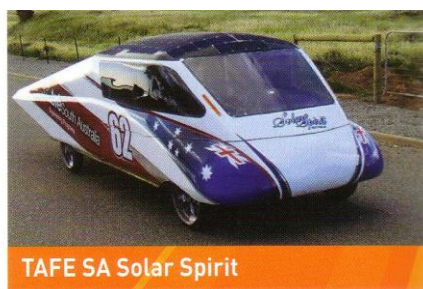
***CHALLENGER** – 4.5m long, 4 wheels, 6 sq m of solar array and 1 driver – 27 cars entered, some of which had “F1 KERS-Style” regeneration of batteries when the car was on the over-run from its power cells.



Apollo Solar Car Team



Hochschule Bochum Solar Car Team

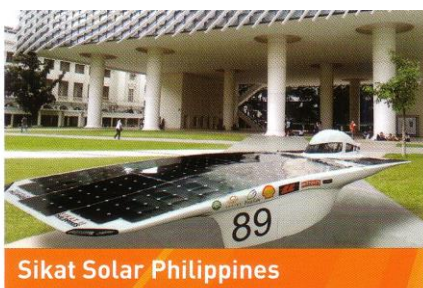


TAFE SA Solar Spirit

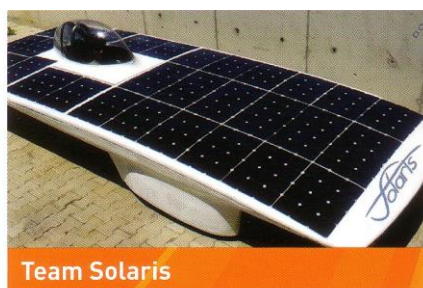
***CRUISER** – 4.5m long, 4 wheels, 6 sq m of solar array and 1 driver and at least one passenger (most carried 3) - 8 cars entered and



Mississippi Choctaw High School Solar Car Project



Sikat Solar Philippines



Team Solaris

ADVENTURE (from previous events) – 5m long, 3 wheels, 6 sq m of solar array and 1 driver – 7 cars entered.

Teams arrived in Darwin anything up to 3 weeks prior to the event and were based at Hidden Valley race track. Scrutineering and compliance checks were held at the Darwin showgrounds on Thursday/Friday, with qualifying on Saturday 5th at Hidden Valley.

Scrutineering passed relatively smoothly, with most technical/construction issues resolved easily, although support vehicles and their roof warning lights took a lot of resolving for several teams.

2013 Bridgestone World Solar Challenge – Darwin to Adelaide Cont:

Qualifying consisted of one flying lap, followed by a swerve and brake test at 50 km/hr, supervised by Transport NT officials, to prove the car's roadworthiness – if successful, licence plates were then issued (only one car failed this test). The qualifying session usually throws up a few surprises, as some teams conserve the car while others seek some glory by being amongst the quickest, and this year was no different. Tyre wear around Hidden Valley was a concern as the abrasive track surface quickly took its toll on the soft, specially-made tyres. The organisers anticipated that the new 4-wheel cars would suffer from increased aerodynamic drag and be slower but in qualifying mode that was not the case.

Fastest of the 38 teams was a Challenger car – *Team Arrow* (AUS) with 2-00.1 (in 2011 the fastest qualifying time was 2-02.2); second was a Cruiser car – *Solar Team Eindhoven* (NED) with 2-05.1 and third was another Challenger car – *Kogakuin University* (JAP) at 2-06.9. Two of the favourites were well down the list: *Nuon Team* (NED) took the conservative approach and was 19th while *Tokai* (JAP) suffered from driver enthusiasm (he spun on the warm up lap and again on the flying lap) to be 30th.

The **Start** was in front of Parliament House in Darwin's State Square and at 8.15 am on Sunday 6th the Cruiser cars began, followed at 8.30 am by Challenger and Adventure cars. So by 8.45 am all had begun their journey – well, not all, as one car was excluded in the form-up area for having unauthorised work done on its roll bar after it had been okayed at scrutineering!

The cars travelled the 2998 km to the end of timing control on Port Wakefield Road (our control) near the St Kilda turn-off. They had 9 compulsory stops of 30 minutes at Katherine, Dunmarra, Tennant Creek, Ti Tree, Alice Springs, Kulgera, Coober Pedy, Glendambo and Port Augusta, where they had to change drivers and swap the official observer. Daily travel was between 8 am and 5 pm and results were compiled each night here at Mission Control, in the Mantra Hotel, overlooking the Hindmarsh Square finish. All cars had to be there by Friday night.

RESULTS – Challenger Class

Sunday: The leaders – *Nuon Team*, *Twente Team* and *Tokai University* – reached Dunmarra between 4.20 pm and 4.49 pm while the rest made it to Katherine (except 3 which had already been trailered).

Monday: The leaders reached Ti Tree by 4 pm – *Nuon* 6 was minutes ahead of *Tokai* and another 50 minutes to *Twente*. Cars which were unable to maintain the minimum speed of 60 km/hr (or had broken down) had to be the trailered and by now that list had grown to 16.

Tuesday: At Kulgera, 6 cars had arrived by 4.30 pm, with *Nuon* 20 minutes ahead of *Tokai* and 1 hour 28 minutes to *Twente*. The remaining 5 still in the event had reached Alice Springs: 17 cars were on trailers and 4 teams had withdrawn. Dramas during the day included one support vehicle having an engine fire and one observer who was so ill that he had to be airlifted to Adelaide.

Wednesday: By now it was “2-horse” race: *Nuon* were first to Port Augusta, 32 minutes ahead of *Tokai* with the next 5 at Glendambo and the remaining cars at Coober Pedy and Kulgera. The weather now began to play its part in the drama –

2013 Bridgestone World Solar Challenge – Darwin to Adelaide Cont:

temperatures at Glendambo reached 41°C and extremely strong northerly winds ahead of a severe southerly change played havoc with the cars - one gust blew the Michigan University car off the road; fortunately the damage incurred was repairable and it continued.

Thursday: A7C officials were on site at 8.30 am; the weather was overcast, windy and cold (12°) and then it finally rained! This lack of sun power restricted the leading cars on the road south from Port Augusta, making power management a priority and stretched the gap between them. The first one in at 10.03 am was *Nuon Team Nuna 7*, total time 33 hrs 3 mins, average speed 90.71 km/hr; at 1.22 pm *Tokai University Tokai Challenger*, 36 hrs 22 mins, 82.43 km/hr; at 2.38 pm *Solar Team Twente The RED Engine* 37 hrs 38 mins, 79.67 km/hr and at 4.31 pm *Stanford Solar Car Project (USA) Luminos* 39 hrs 31 mins, 75.86 km/hr. (In 2011, the first car arrived at 1.07 pm on Thursday, total time 32 hrs 45 mins, 91.54 km/hr). Of the cars still running under solar power, 2 had cleared Port Augusta and 6 had cleared Glendambo by 5 pm.

Friday: The other finishers were: *Solar Energy Racers (Switzerland) SER2* 40 hrs 13 mins, 74.54 km/hr; *Punch Powertrain Solar Car Team (Belgium) Indupol One* 40 hrs 20 mins, 74.08 km/hr; *Team Arrow Arrow 1* 43 hrs 38 mins, 68.71 km/hr; *Blue Sky Solar Racing (CAN) B-7* 45 hrs 38 mins, 65.71 km/hr; *University of Michigan Generation* 45 hrs 55 mins, 65.29 km/hr and *Onda Solare (ITAL) Emilia 3* 48 hrs 25 mins, 61.92 km/hr. The remaining 12 cars were trailered to the finish.

RESULTS – Cruiser Class

These cars ran under slightly different rules, with 4 road stages and charging each night from domestic supplies to supplement the solar input.

Friday: 4 cars completed the event; at 11.42 am *UNSW Solar Racing Team (AUS) Sunswift*; *Solar Team Eindhoven Stella* at 1.03 pm; *Hochschule Bochum Solar Car Team (GER) PowerCore SunCruiser* at 2.18 pm and *University of Minnesota Solar Vehicle Project (USA) Daedalus* at 4.51 pm. A formula taking into account the amount of power charged, passengers carried and actual time taken was applied to each car and resulted in *Stella* being the winner from *Sunswift*. The remaining 4 cars were trailered to the finish.

RESULTS – Adventure Class

Friday: 2 cars completed the event: *Aurora Vehicle Association (AUS) Aurora Evolution* 38 hrs 39 mins 77.57 km/hr and *Universidad de La Serena (CHILE) Antakari* 49 hrs 31 mins 60.54 km/hr. 4 cars were trailered to the finish and 2 withdrew during the event.



For more information go to worldsolarchallenge.org.

Thanks to Austin 7 Club members involved at the end of timing control - Graham Buesnel, Ian Alexander, Bill Gower, Rae Frost, Bob and Cindy Frost.

Barry Frost,
Chief Timekeeper WSC

For Sale.

Austin 7 rolling chassis [no, 41741] 1927-29. Ideal for a chummy, van or Latrobe bodied sports project. All the hard bits included, ie, guards, radiator surround, windscreen, engine [m41311], bonnet, steering etc, etc. contact.

Wayne Styles.

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Pre War Austin 7 Run

The 2014 Run on 25 to 27 April for Pre War Austin 7's is heading for Goolwa, staying over 2 nights at the Goolwa Central Motel in Cadell St. 15 rooms have been reserved by the Club, please advise David Grear that you would like to attend the run with your Austin 7.

SA/Vic Austin 7 Club Border Run

The annual Border Run between the Austin 7 Clubs in SA and Victoria will be held on the Queen's Birthday Long Weekend 7 to 9 June 2014. This year's Border Run is being organized by Maggie & John Marriott who live at Stawell and it will be held in Horsham, staying at the same place as 2012, which is under new management.

As this is being run by locals it will be a very interesting Border Run, so please keep the date free.

More details will be in the coming magazines.

Bev & Graeme Logan

SPRAY PAINTING COURSE

A "Spray Painting Course" to be held for 10 weeks every Wednesday evening (6pm to 9pm) from Wed 5th February 2014 at Croydon TAFE- COST: \$650

This is a precursor to a Vehicle Restorer's (Panel) Course that may be offered later in the year.

For further information and Registration, Austin 7 Club Members should contact: JENNY at Tel: 8348 4020 OR the TAFE Admin contact:

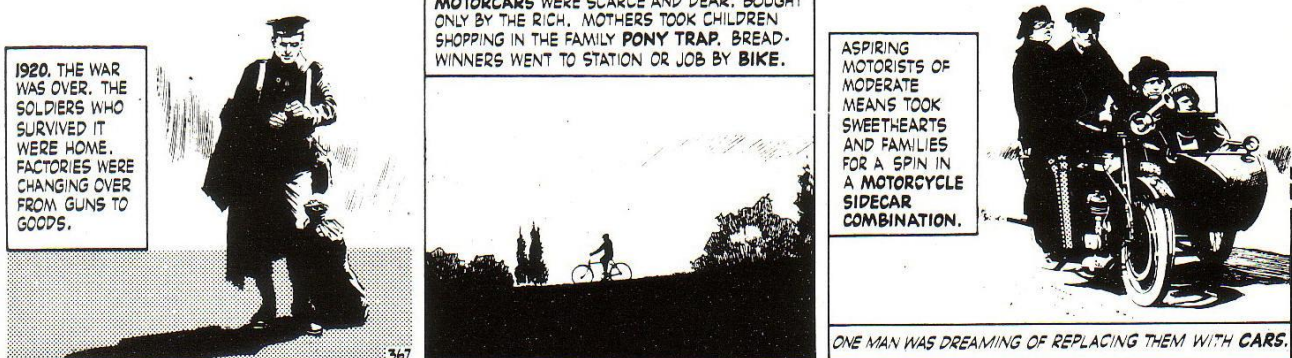
Mira Janic Administrative Services Officer Automotive Program - Croydon TAFE SA

Phone 8204 0833 Fax 8243 0802

49 Goodall Avenue, CROYDON PARK, South Australia, 5008

FOCUS ON FACT —The Astonishing Seven (2)

By Gary Keane & Neville Randall



Laurie's page of Stuff. The ramblings of an old man.

When did America change to left hand drive?

I was watching an old western a while ago and I noticed that the stage coach and the 'cowboys' all travelled on the left side of the street. This made me wonder when and why did they change to right hand side driving.

Driving or riding on the left had been the norm since men rode horses. As most people are right handed mounting a horse is easier from the left hand side. This is more so when wearing a sword. It also leaves the right side open for fighting with the sword. It is also better to mount and dismount from the side of the road than the centre of the road. The drivers of coaches and stage coaches sat on the right hand side to enable them to freely use the whip. Sitting on the right (driving on the left hand side of the road) also enabled them to more accurately gauge oncoming passing distances. So far so good but why did they change?

When America was colonised by England, English driving customs were adopted. When America gained independence from England they began to cast off their colonial past and gradually changed to right hand drive. The first law to keep right was passed in Pennsylvania in 1792, followed by New York in 1804 and New Jersey in 1813.



I have seen many photos of old American cars and almost all have the steering wheel on the right (even though they drove on the right hand side of the road). The famous Thomas Flyer, the car that won the 'Round the World' race from New York to Paris in 1908, had the steering wheel on the right. It was obvious however that seating the driver nearer to the centre of the road was a better option and accordingly changes were implemented. Ford became the first mainstream manufacturer to produce cars with the steering wheel on the left with the launch of their 1908 models.

Now a little world history. About 30% to 35% of world traffic drives on the left and they are mainly countries that were under British rule. Left hand driving was made mandatory in Britain in 1835. In this year Japan's first railway was introduced. It was built with technical input from Britain and of course all the trains drove on the left. Their auto industry followed suit but it took until 1924 that left hand driving was legislated.

In France in the early days the aristocracy travelled on the left forcing the peasants onto the right hand side of the road. Following the French Revolution those aristocrats, those still with their heads, kept a low profile and joined the peasants on the right hand side of the road. Later Napoleon's conquests converted Belgium, Netherlands, Switzerland, Germany, Poland and parts of Spain and Italy to right hand side driving. An official keep-right rule was introduced in Paris in 1794. Further changes occurred during the Second World War. As Hitler conquered countries so their driving customs were changed to those of Germany. So now almost all of Europe was driving on the right.



Some oddities. In Canada up until 1947 some of the French controlled territories drove on the right whilst those territories controlled by the English drove on the left. In Italy it was made legal in 1912 that all vehicles had to drive on the right BUT cities with a tram network could retain left hand driving. Pressure was finally brought to bear and the last two cities changed to right hand driving, Rome in March 1925 and Milan in August 1926. Another interesting fact is that up until the mid 1960's Lancia's were all built as right hand drive even though the country was left hand drive. Their logic was that it was better for the driver to see the edge of the road when travelling mountain passes. Falling off the

Laurie's page of stuff. The ramblings of an old man.- cont.

edge of the road was considered a greater danger than head-on crashes. Up until the 1930's Spain lacked uniform national traffic regulations. For example Barcelona drove on the right while Madrid drove on the left. Sweden remained the odd country out in mainland Europe. In 1955 they held a referendum to change but the voters elected to stay with the present arrangements. However in 1963 the Swedish parliament passed a law to change to right hand driving. Four years later on the 3rd September 1967 at 5 am the country changed sides.

Champion spark plugs

For some reason when I was a boy I always thought that Champion spark plugs were British. I don't know why. Maybe it was something to do with the British Bulldog spirit or maybe the current British motorcycle and car champions that were regularly publicised. But I since found out that they are in fact American (of French heritage). Albert Champion was a French push bike racing rider. He won the Paris -Roubaix road race in 1899. With the winning from this and other races, and to avoid seven years army conscription, Albert went to America to continue racing cycles. He did well enough to buy a racing car and went motor racing. The bug had bit. However as was often the case in the early days Champion was badly injured in a crash and spent many months in hospital. The injuries left him with one leg shorter than the other. He returned to France to raise more funds. He had the cranks on his cycle altered to compensate for the shorter leg. He won the 50 km track race in Paris and in 1904 became national motor pace champion. But the racing had re-opened the old injuries and he was again hospitalised. His bike racing days were over. He returned to America and saw an opening in the ignition and spark plug industry. He established the Champion Spark Plug Company in Boston. In 1908, following a disagreement with his backers he left the company and moved to Flint, Michigan. Here he founded the Champion Ignition Company in 1908. His first office was on the top floor of the Buick factory. Following a legal challenge by his former company a year later the name was changed to the AC Spark Plug company (after his initials). To this day both names survive as AC Delco (GM products) and Champion spark plugs sold by Federal-Mogul.



On a personal note, Champion was married when he went to America but the marriage did not last. In 1922 at age 44 he married a show girl. In 1927, he collapsed and died while escorting his wife to the dance floor of the Hotel Meurice in Paris. He was being honoured for making the spark plugs that were used by Charles Lindberg when he crossed the Atlantic alone that year. Albert Champion is buried in Pere Lacaise Cemetery in Paris. Now why did I think he was British?



Who is that pretty girl in the photo on the left? And where is she? The answers appear at the end of these ramblings.

Things I thought I knew, but now I am not so sure

The whole nine yards. I always thought this referred to the length of the machine gun belts in WW2 American fighter aircraft. Hence the expression giving the 'whole nine yards' referred to emptying the whole ammunition belt on the enemy. But now I am not so sure. While it is true that many of the belts were nine yards long there were many others of different lengths. Another thing that casts doubt over this story is that there is no written reference of this expression until 1956. If it was a common expression during the war it would have been mentioned often in correspondence. The first printed reference appeared in the 1956 July edition of the US Kentucky Department of Fisheries and Wildlife Resources magazine, the 'Kentucky Happy Hunting Ground' where the article refers to the prizes in a fishing competition as "So that's the whole nine yards." In the January 1957 edition the author writes about hunters saying "These guys go the whole nine yards – No halfway stuff for them."



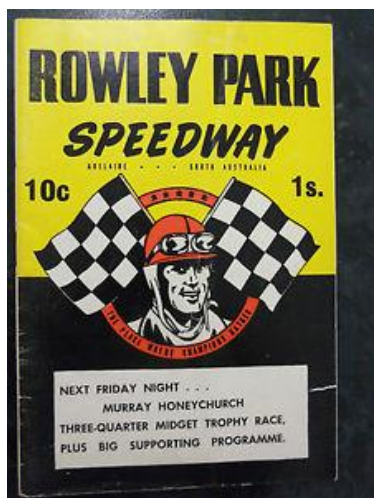
So there goes my theory. But where did this expression originate? I have found three possibilities. Firstly it is said that a tailor uses nine yards of material to produce a top quality suit. Hence the expression 'dressed to the nines.' But this does not fit the going the whole nine yards scenario. Secondly in old medieval times a test to determine if a prisoner was guilty was for the prisoner to walk nine paces over hot coals. (I am not sure how results were determined). Interestingly I was watching an old movie, set in medieval times, a while ago where the good guys threatened the bad guy prisoner that if he did not 'talk' he would be made to carry a red hot rod for nine steps (nine yards?). This is in the same vein as the previous description.



The third possibility and probably the most feasible is that in the days of old sailing ships, the naval fighting ships all had three masts. Each mast had three yard arms (the name for the spars that hold the sails). When going into battle they would hoist all nine sails (or all nine yards). Therefore going the whole nine yards was going full speed into battle.

I can add one more theory. Perhaps it is the distance to stop an Austin 7 travelling at 9 mph. But that is a bit optimistic. Any other ideas?

The Glory Days of Rowley Park Speedway



Time flies. It will be 35 years this year since Rowley Park Speedway held its last meeting. Any one over forty would probably know of Rowley Park or of someone who raced there. The speedway was an institution, known the world over. It was magnificently run and promoted by local legend Kym Bonython. Sadly now however the driver reunion meetings are getting smaller in number. Recent heroes to pass on include Bruce Rickard and "Big Bad" John Crowhurst. Rowley Park was not only a speedway it was entertainment. Friday night was Speedway night. When Glen Dix spoke at the unveiling of the memorial plaque at the Rowley Park site he said the Entertainment Centre at Hindmarsh is not Adelaide's first entertainment centre, Rowley Park Speedway was.

Kym Bonython's promotion included bringing to Adelaide world bike and car champions. The English and Swedish motorcycle solo test teams would often appear to race against Australian teams. American speedcar drivers were regularly contracted to appear.

Bob 'Two Gun' Tattersall and Jimmy Davies probably being the most famous. All these visiting riders and drivers lifted Australia's standards and improved our stock of racing machines. I was lucky enough to compete against visiting American Stock car ace, Marshall Sergeant in the early 1960's. Kym also incorporated other events into the speedway. The annual fireworks displays were always a sell out night and one night he increased the spectacle by incorporating a 'Battle of Britain' theme. He arranged for, from memory 20 to 30, control line model aircraft to be flown over the exploding fireworks. Some of the planes were 'blown up' but the overall effect was brilliant. Another of Kym's masterpieces were the 'demolition derbies.' In the early 1960's fields of around 150 old bangers would take to the track and infield to do battle. It would take over 30 minutes for all cars to be stationary, but there was nonstop entertainment and thrills during this time. Again I was lucky enough to compete in a couple of these and although to some it may not seem like it but it was really great fun. People who attended these meetings still talk fondly of the great nights at Rowley Park.

Me, number 42, about to pass (?), American ace Marshall Sergeant, number 7. Rowley Park early to mid 1960's.



Spark plug joke

My daughter just read the Champion spark plug article and came out with this. Did you hear about the two spark plugs that walked into a bar and asked the barman if some of their mates could join them? "OK" said the barman. "As long as you don't start anything." - She's a chip off the old block.

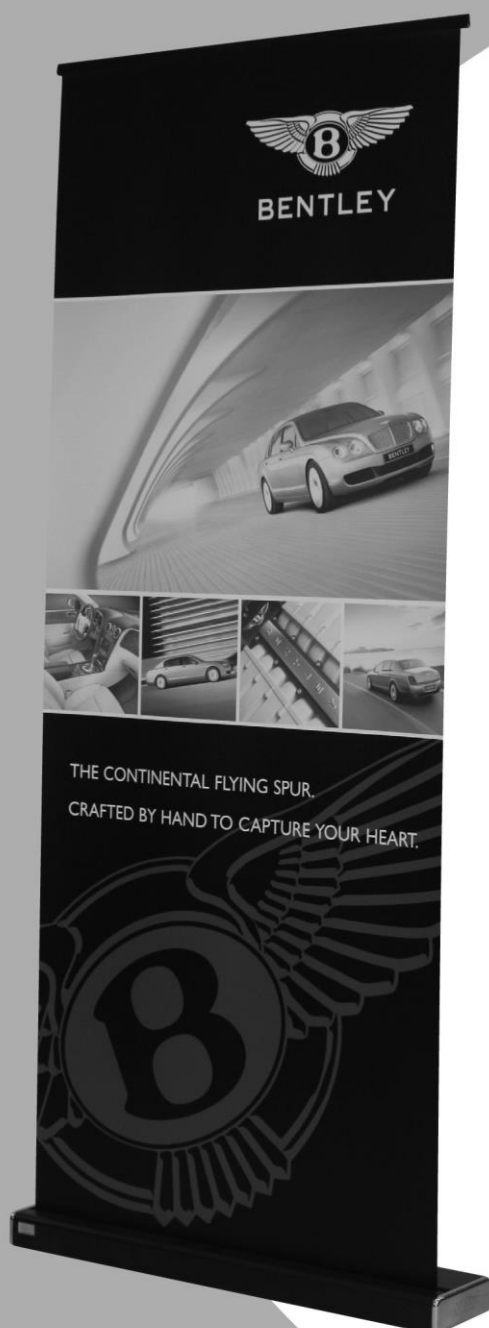
Australia to convert to right hand driving in 2025

I have just read an article where Australia is considering converting to right hand driving in 2025. Car manufacturers are pushing for world uniformity and as only around 35% of cars are built for left side driving the push is for everyone to be converted to right side driving. A government advisory committee has been formed and their first interim report was released in November last year. They have reported that they could see no logical reasons to oppose the proposition. But they have recommended that due to Australia's huge size and the relatively small population it would not be feasible to carry out all the new line marking and signage changes within a year. Therefore they recommended that the new laws be brought in over a three year period. To enable people to become familiar with the new laws it is proposed that in the first year cyclists and motor cyclists drive on the right side of the road. In the second year passenger vehicles will drive on the right and in the third year trucks, buses and all other vehicles will drive on the right.

Who is this girl? That pretty girl is my wonderful wife Sandra K. The photo was taken by the track photographer at Rowley Park Speedway in the early 1960's. By being circled, Sandra 'won' a prize of any six photos from the track photo booth. We still have the photos of her favourites from that time. Jack Scott - solo rider, Len Bowes - sidecar rider, Gordon Benny - speedcar driver and me, her favourite stock car driver.



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