

# AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SOUTH AUSTRALIA INC

APRIL 2014 VOLUME 208



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## Austin 7 Club goes to the St Kilda on Sunday 16 February 2014



At the Tramway Museum.



Morning tea at the Watershed Cafe.



On the Trams - where's Inspector Blakey - no free rides here!

# **AUSTIN 7 CLUB OF S.A. INC**

## **2014 COMMITTEE**

**PRESIDENT:** RALPH DRAGE,  
Ph: 8251 2637 or 0418 846 082  
email: rdrage@bigpond.net.au

**SECRETARY:** GRAHAM BUESNEL,  
Ph: 8449 4764 or 0438 794 979  
email: buesnelgc@hotmail.com

**TREASURER:** LAURIE SUTTON,  
Ph: 8358 3421 or: 0418 831 974  
email: webbson@chariot.net.au

**ASST SECRETARY:** MALCOLM LAKE,

**ASST TREASURER** RON SCHACHE,

**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 Spares Manager.

**TOURING:** RICK HOFFMAN,  
Ph: 8325 3776 or: 0408 898 736  
email: richardhoffman7@bigpond.com

**TOURING:** BILL GOWER,  
Ph: 8524 6029 or: 0457 157 494  
email: billygower2@gmail.com

**PROPERTY** ALAN BAKER,  
Ph: 8261 1175 or 0437 428 543  
email: rodneymbaker11@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,  
Ph: 8445 1444 or 0408 700 047  
email: dsearles10@bigpond.com

The Austin 7 Journals is published quarterly by the club and is available on the club web site and at meetings in January, April, July and October. Items for inclusion of each issue closes at the end of the previous month.

**CAMS Delegate:** TONY MORGAN,  
Ph: 8264 7179 email: tony@amcommtech.com.au

**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 Metro  
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](http://www.austin7clubsa.com.au)



# Austin 7

## Journals

**Volume 208**

**April 2014**

### **PRESIDENT'S PREAMBLE**

I am pleased to inform you that the upgrading of the clubrooms, which was first mooted in 2009, has now been completed. You may recall that it started when the committee at that time identified there was a need to do something about the state of the property and after some fact finding, it was felt that it may be more financially viable to sell the existing property and move into a more modern facility within an industrial complex. So a search was undertaken 18 months later, after not finding anything suitable, it was agreed that we would stop searching and start renovating.

Over the past 2 years the following renovations have been undertaken.

- Repaired the ceiling in meeting hall
- Updated the kitchen with
  - New cupboards & bench tops
  - Replaced floor covering
  - Replaced the old stove with an oven with no cook top
  - Replaced the old fridge
- Purchased 80 new more comfortable chairs
- Replaced the old heavy trestle tables with much lighter ones
- Installed 2 Split system air conditioners
- Installed a Big TV
- Installed a nice new Spares Parts shed
- Installed Solar panels on the roof of the new shed
- Upgraded the car park
- Updated the cladding on the external walls

I would like to thank the current & previous committee members for managing the above upgrades, all members who had any involvement in any way with the upgrades & all members for supporting the committees in this significant undertaking. We should all feel really proud to be members of a club which owns its own clubrooms and has a membership capable of maintaining it.

All committee positions have now been filled thanks to Malcolm Lake & Ron Schache taking on the duties of Assistant Secretary & Assistant Treasurer. Bill Gower has asked that we pass on the appreciation of his wife, Veronica, for the get well messages and visits to hospital she received during her recent illness.

The TTM Marketing Group has had new flyers produced for Modern Regularity. Members were in the CAMS tent each day at the recent Clipsal event with the aim of enticing new participants. Last month the A7 Committee gave approval for the group to have a 30 second TV advertisement made & be aired 250 times over three months on Channel 44.



If you were lucky enough to have attended the past two general meetings you would have heard and saw two very good guest speakers. In February, member Martin Lewis, spoke about Depression & Anxiety – the importance of & how to identify someone who is suffering from it & the sort of things we can do to help them; and in March Bob Piper, (a past club member & President of the club & a long standing CAMS board member) gave a talk which he entitled “From Adelaide to Darwin in a modern Austin 7”. It was a very interesting and humorous account of a recent job he undertook to drive a brand new Nissan Almera (1500cc) from Adelaide to Darwin, by presenting the new car to all Nissan dealers along the way. (How many Nissan dealers between Adelaide and Darwin? - answer-not too many! Ed) He often referred to the similarities between it & an Austin 7.

Unfortunately four club members recently lost their fight with cancer. They were Barbara Rix, Alex Kratil, Robert Dietrich, and Geoff Cutting. Our thoughts are with their families.

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

Graham BARRINGTON	David CURTIS	Peter GLASSON
Kim LEGIERSKI	Bob LEMAR	David McDEED
Joseph MYLIUS	Mary STEVENS	David TAYLOR
James THOMPSON	Brian YOUNG	David ZOLLO

***Ralph Drage***  
President

**Here are a few details of some Club coming events:**

**20 April, Easter Sunday meets at Victoria Hotel Car Park for departure at 9.30am heading for McLaren Vale with BYO picnic lunch at Wittunga Botanic Gardens Blackwood.**

**18 May, the Austin 7 day run meets at BB's Cafe at Mile End Homemaker Centre for 10.30am departure heading for BYO picnic lunch at Mt Compass. Club Automobile Francais (one of the two clubs that hires our clubrooms) is invited, so please Austins if possible on this run, leave the 'modern' home.**

**7/9 June, the Annual Border Run where we meet up with the Austin 7 Club of Victoria at the border, however this year the border has been stretched to Stawell for the weekend. The all up cost should be \$500ish for doubles and \$400ish for singles. We have been doing this since 1955, and the tradition continues into the 60th year of Border Runs. Bookings with David Searles.**

**20 July, the Annual Hills Luncheon is going to Currency Creek Winery, where we'll be hosted in the winery restaurant. The venue features excellent views across the creek wet lands and has a blazing central log fire. A two course menu is yet to be finalised but will offer good value. Another Grand Day out in your Austin is assured. Bookings with David Searles.**

**Run sheets are circulated at each club meeting, details also on the club web site or if no pre booking required like 20 April & 18 May runs, just turn up at the start and join in - you'll be most welcome.**

# COMING EVENTS

## Austin 7 Club of S.A. Inc. 2014 Calendar



### April 2014

- 14 Monthly Club Meeting.
- 20 Social Day Run - Easter Sunday to McLaren Vale & Wittunga Botanic Gardens Eden Hills.
- 19/20 Easter Historics— Mallala.
- 21 Easter Historics— Collingrove Hillclimb.
- 22 Leisure Run - Corio Hotel Goolwa.
- 25/27 Pre War A7 run to Goolwa.
- 25/27 Shannons Nationals—Mallala.
- 28 A7C Technical Night 7.30pm at the clubrooms - swap meet night

### May 2014

- 4 MSCA 6 hr Mod Reg Relay.
- 12 Monthly Club Meeting
- 18 Social Day Run to Mt Compass
- 20 Leisure Run
- 24/25 Historic Races - Winton Vic
- 25 Modern Regularity R3
- 26 A7C Technical Night
- 30 Quarterly Luncheon at The Crown Inn Old Reynella
- 31 Race Meeting—Mallala

### June 2014

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

### July 2014

- 7 Committee Meeting
- 13 Modern Regularity R4
- 14 Monthly Club Meeting
- 20 Social Day Run Hills Luncheon at Currency Creek Winery
- 22 Leisure Run

28 A7C Technical Night

### August 2014

- 4 Committee Meeting
- 10 Modern Regularity R5
- 11 Monthly Club Meeting
- 16/17 Race Meeting—Mallala
- 17 Social Day Run
- 19 Leisure Run
- 25 A7C Technical Night
- 29 Quarterly Luncheon at the Royal Hotel, Kent Town

### September 2014

- 1 Old Car Day
- 1 Committee Meeting
- 8 Monthly Club Meeting & AGM
- 16 Leisure Run
- 21 Modern Regularity R6
- 21 Social Day Run
- 22 A7C Technical Night
- 28 Bay to Birdwood Run for pre 1956 vehicles
- 29 Committee Meeting

### October 2014

- 5 Vintage Hillclimb--Collingrove
- 13 Monthly Club Meeting
- 19 Social Day Run
- 21 Leisure Run
- 26 Modern Regularity R7
- 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 at the Brighton Metro Hotel (Charlies)

### December 2014

- 1 Committee Meeting
- 7 Modern Regularity R8
- 8 Monthly Club Meeting
- 9 Leisure Run
- 14 Subs & Rego Day
- 14 Christmas Function



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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 the 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 effectively 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 continually 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 also 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:**

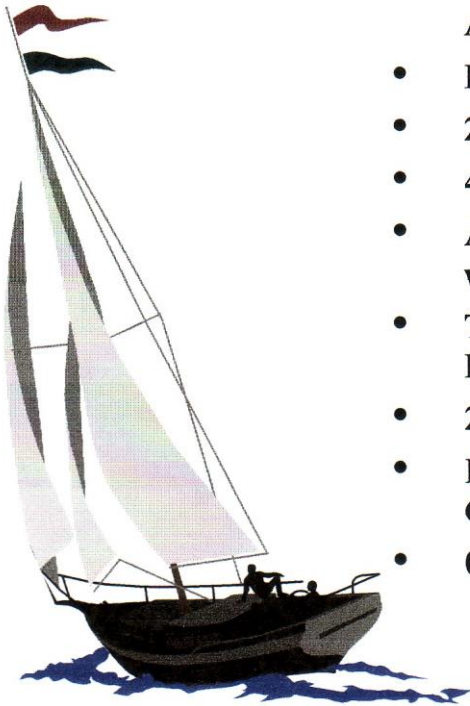


The club has a variety of items of interest to members which are available from the Treasurer each meeting at the clubrooms.

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 <sup>th</sup> 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.



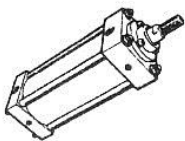
# *Port Vincent Holiday House.*



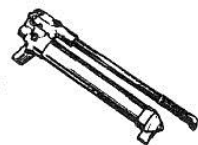
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- 042 885 1139.



The Austin 7 Club SA Inc is now on Facebook, search for Austin 7 Club of South Australia

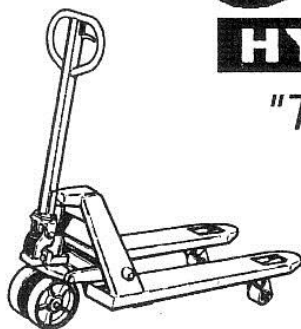


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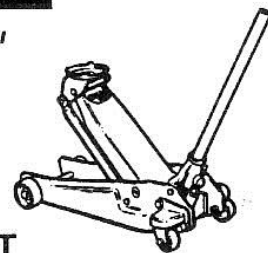


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## To All A7CA Overseas Associate Member Clubs

During January, Chris Charles, the A7CA Web Master has up-loaded onto the A7CA Website, the latest version of the A7CA Surviving Austin 7 Register, on webpage <http://a7ca.org/chassisregister.php> .. The various tables can be found by clicking on the short-cuts at the bottom of that webpage.

You will note that the Register has now been divided into the following tables as appropriate for the various types of Austin 7:- Austin 7, Big 7, Bantam, Dixi/BMW, and Rosengart.

As of 10th January 2014, the totals for the A7CA Surviving Austin 7 Register Tables are as follows:-

Type	Comment	Totals
Austin 7	New Entries for period 01-Jan-1013 – 10-Jan-2014	481
	Not heard of since 2000	3,453
	Entries with queries	379
	Number of Countries where Austin 7s are	31
	Total Austin 7 Entries	<b>10,319</b>
Dixi/BMW	Total Entries	366
Rosengarts	Total Entries	27
Bantams	Total Entries	6
	Total Entries for "Baby 7" Types	<b>10,718</b>
Austin Big 7	Total Entries	<b>557</b>

In the Austin 7 Register and the Big 7 Register, the table can be viewed and down-loaded in various formats to suit your needs.

You will notice that the Registers are now quite colourful. This is because as each Austin 7 Club has sent in the registers of their members Austin 7s, that register has been given an individual cell colour,

A) in order to help me in the updating of the Register and

B) to assist the Secretaries and Membership Secretaries to identify those A7s "belonging" to "their" club.

Because some A7 owners belong to more than one A7 club, I have introduced three columns for Additional Clubs. The order of these in the Register are of no real significance, merely down to when I was able to enter the club's register into the A7CA Register. Entries that have no cell colour indicates that I have not received a register from the club concerned, or that I received it a bit too late (as in the case of one club) to be included in this latest up-date of the A7CA Register, and it will be included in the next up-date. Of the 19 UK Member Clubs of the A7CA, 13 have submitted their latest or current membership Austin 7 car Register (I am awaiting registers from the other 6 clubs). I have received membership Austin 7 car Register from only 2 of the 20 Overseas Associate Members of the A7CA.

To find the Code Reference Number for your particular club please refer to the attached table. I hope that you and your members will find A7CA Surviving Austin 7 Register of use and interest.

**Jim Blacklock**



UK Austin 7 Club Full Membership				Overseas Austin 7 Club Associate Membership				
Club Reference No	Type	Club Name	Country Code	Club Reference No	Type	Club Name	Country Code	Nearest City
1	M	Austin 7 Owners Club (London) (A7OC)	GB	26	OA	American Austin Bantam Club (AABC)	USA	New York
2	M	Bongtree Austin 7n Club	GB	27	OA	Austin Bantam Society (ABC)	USA	California
3	M	Bristol Austin 7 Club (BA7C)	GB	28	OA	Austin-Freunde (Switzerland) (AF)	CH	Zurich
4	M	Cambridge Austin 7 & Vintage Car Club (CA7VCC)	GB	29	OA	Austin 7 Club Deutschland (Germany) (A7D)	D	Stuttgart
5	M	Cornwall Austin 7 Club (CA7C)	GB	30	OA	Austin 7 Club Inc. (Victoria) (A7CInc)	AUS	Melbourne
6	M	Devon Austin 7 Club (DevA7C)	GB	31	OA	Austin 7 Club of India (A7CI)	IND	Jodhpur
7	M	Dorset Austin 7 Club (DorA7C)	GB	32	OA	Austin 7 Club of NSW Inc. (A7CNSW)	AUS	Sydney
8	M	Essex Austin 7 Club (EA7C)	GB	33	OA	Austin 7 Club of South Africa (A7C ZA)	ZA	Johannesburg
9	M	Hereford Austin 7 Club (HA7C)	GB	34	OA	Austin 7 Club of South Australia (A7CSA)	AUS	Adelaide
10	M	Midlands Austin 7 Club (MA7C)	GB	35	OA	Austin 7 Club of Western Australia (A7CWA)	AUS	Perth
11	M	Norfolk Austin 7 Club (NA7C)	GB	36	OA	Austin 7 Owners Club Canada (A7OCCan)	CDN	Vancouver
12	M	North East Club for Pre War Austins (NECPWA)	GB	37	OA	Austin 7 Register of Japan (A7RJap)	J	Tokyo
13	M	Pre War Austin 7 Club (PWA7C)	GB	38	OA	Austin 7 Register of Sri Lanka (A7RSL)	CL	Columbo
14	M	Scottish Austin 7 Club (ScA7C)	GB	39	OA	Caedre an Seacht Bhig (Munster Group) (NEWTs)	IRL	Cork
15	M	750 Motor Club (750MC)	GB	40	OA	Dutch Pre-War Austin 7 Owners (DPR7OC)	NL	Leiderdorp
16	M	Solent Austin 7 Club (SolA7C)	GB	41	OA	Italia Austin 7 Club (Italy) (A7CI)	I	Inarzo, VA, Italy
17	M	South Wales Austin 7 Club (SWA7C)	GB	42	OA	Norsk Austin 7 Club (Norway) (A7CN)	N	Oslo
18	M	Vintage Austin Register (VAR-GB)	GB	43	OA	Vintage Austin Register New Zealand (VAR-NZ)	NZ	Auckland
19	M	OnLine Austin 7 Club (OLA7C)	GB	44	OA	Austin 7 Club of Jamaica (A7CJam)	JA	Kingston
20				45	X	Austin 7 Register Queensland Inc. (A7RQ)	AUS	Brisbane
21				46				
22				47				
23				48				
24				49				
25				50				
Austin 7 Registers Associate Membership				Associate Membership Clubs				
Club Reference No	Type	Register Name	Country Code	Club Reference No	Type	Club Name	Country Code	
51	A	Austin 7 Arrow Register	GB	76	A	Austin 10 Drivers Club (A10DC)	GB	
52	A	Austin 7 Coupe Register	GB	77	A	Beds & Herts Vintage & Classic Car Club (BHVCCC)	GB	
53	A	Austin 7 Special Register	GB	78	A	British Austin Society (BAS)	GB	
54	A	Big 7 Register	GB	79	A	Cornwall Vintage Vehicle Society (CVVS)	GB	
55	A	Boat Tail 2 Seater Register	GB	80	A	The Wanderers (TW)	GB	
56	A	Fabric Saloon Register	GB	81	A	Surrey Austin Owners Club (SAOC)	GB	
57	A	Gordon England Register	GB	82	A	North Hampshire Austin Enthusiasts' Group (NHAEG)	GB	
58	A	Hamblin Register	GB	83	A	Ulster Pre-War Austin Club (UPWAC)	GB	
59	A	Mulliner Register	GB	84	A	Worthing Austin 7 Club (WA7C)	GB	
60	A	Pram Hood Register	GB	85				
61	A	RN Saloon Register	GB	86				
62	A	Rosengart Register	GB	87				
63	A	Sports Register	GB	88				
64	A	Swallow Register	GB	89				
65	A	Tickford Register	GB	Non A7CA Member Clubs & Registers				
66	A	Van Register	GB	90	X	Vintage Sports Car Club (VSCC)	GB	
67				91	X	Jersey Old Motor Club (JOMC)	GB	
68				92	X	Devon Vintage Car Club (DVCC)	GB	
69				93	X	Malaysia (Club not known)	MAL	
70				94	X	Ireland Vintage & Veteran Car Club (IVVCC)	IRL	
71				95	X	Hawkes Bay VCC (HBVCC)	NZ	
72				96				
73				97				
74				98				
75				99				
				100				

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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.

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**Austin 7 Club Members Welcome**

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### **Austin 7 Club Technical Nights**

The Austin 7 Club during the year, hosts ten Technical Nights at the Clubrooms. These are held on the fourth Monday of the Month from February to November. The February and November Technical nights are a drive from the clubrooms to an eatery where members are urged to bring along their historic vehicle (preferably their Austin 7) but all members in any of their vehicles are welcome to come along.

The Technical nights from March to October feature the technicalities of the Austin 7 in particular, but are open to all members to discuss points of their historic vehicle which may not necessarily be an Austin 7.

Members are welcome to come along to these nights which start about 7.30pm, however the gates are opened from about 6.30pm with lights on in the Austin 7 spares shed. Don't forget, the main clubroom is air conditioned, and our chairs are really comfortable.

## PAST EVENTS



### CAMS Milestone recognition presented to the Austin 7 Club & the CAMS Service Star awarded to Barry Frost



**Sandy Watters, Brett Watters, Darren Davey, Andrew Baohm  
Barry Frost, Rae Frost & Tony Morgan at the Modern Regularity Awards Dinner 1 Feb**



## PAST EVENTS





## PAST EVENTS

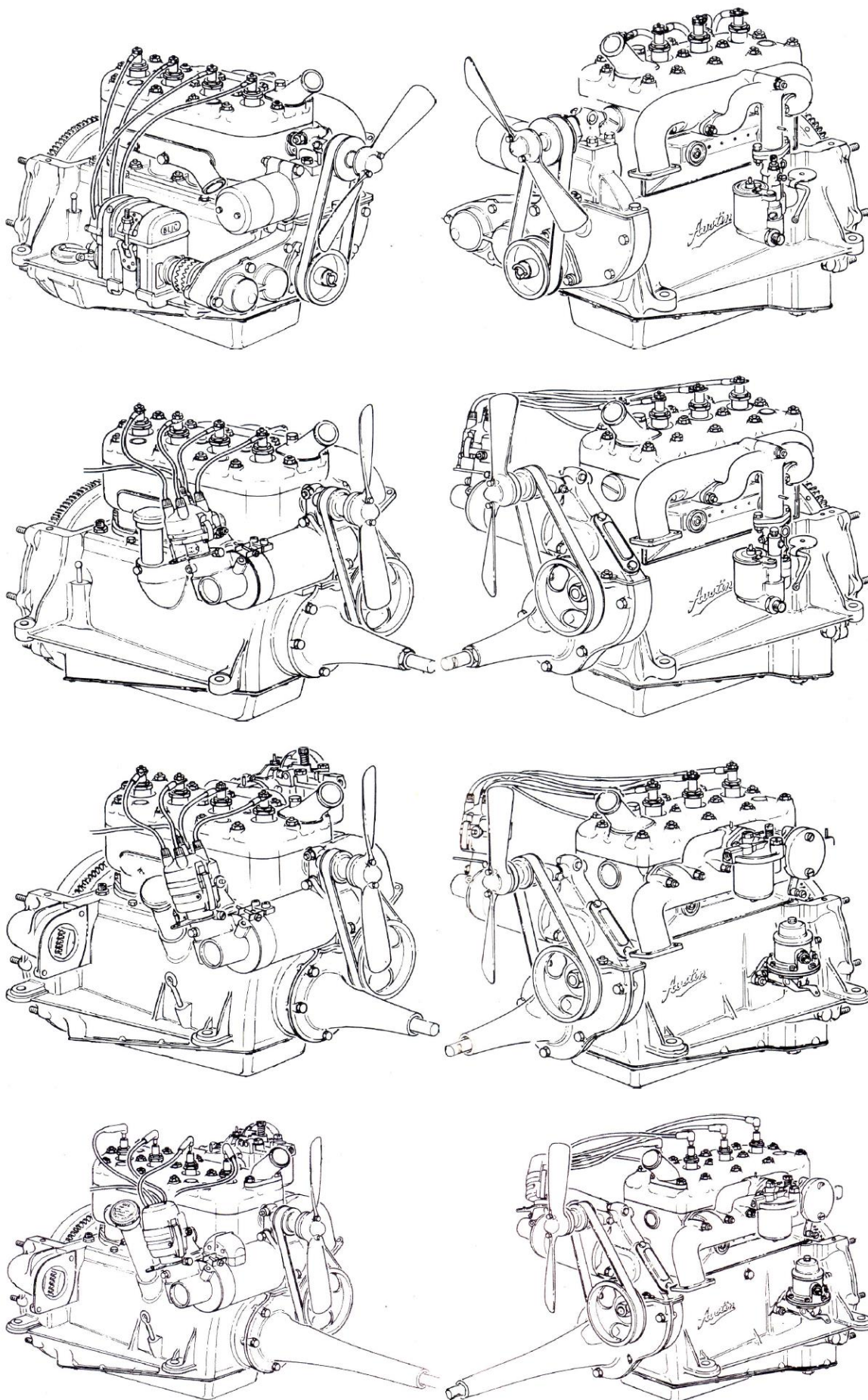


**The boys with their booty of the evening: Brett, Barry & Darren**



**Sandy Watters won the door prize of a framed Porsche Print (sorry about the flash) and a tee shirt (not shown) which apparently was mainly appreciated by Brett.**







# Feral Austin 7 at All British Day

Sunday 9th February 2014



David Grear of Warradale with his Austin 7 and his 'quality control' advisors - Andrew Davies, Keith Sidel and Tim Williams.



An estimated 5000 spectators which included the 849 entrants and maybe a companion or two attending the 2014 All British day at Echunga had much to entertain them.

Organisers were delighted to have a record motorcycle entry of 97 gleaming bikes and of the several awards presented on the day the most striking was the award donated by Chris Sheehan of Stirling Jewellers for the 'Vehicle of Choice' from the Featured Marque of the day which went to Mr Chris Harris for his impressively presented 1961 Aston Martin DB4 from 15 other Aston Martin entrants.

Of the other awards on offer the BMC Experience Award for the Best Lady Entrant was taken out by Guli Paltridge who exhibited her sparkling 1956 Armstrong Siddeley Sapphire MkII.

The ADM Award provided by Martyn Adams of Mount Barker for the 'Motorcycle of Choice' was won by Mr Don Tonkin who brought along his glistening 1958 Velocette Venom.

Shannon's Insurance provided the award for the overall 'Vehicle of Choice' was given to a well presented 1990 Lotus Esprit Turbo SE Coupe owned by Mr Michael Bacchia.

A further award donated by Shannon's Insurance for the 'Best Motorcycle Display on the Day' was taken out once again by a lovely exhibit provided by the Veteran and Vintage Motorcycle Club of South Australia above four other Club exhibits.

The event was duly opened at 11.00am by the Mayor of Mount Barker, Ann Ferguson, welcoming in a delightful day and all who attended the event.

Most food and beverage providers were pleasantly satisfied with their day along with the children's entertainment groups.

Displays were off All British makes and models and among the displayed vehicles some challenging stories were told.

## 1928 Austin 7

David Grear from Warradale brought along his 1928 Austin 7 and from the looks of it this would present as a challenge to any restorer.

Making the purchase 12 months ago, this Austin 7 was found in a shed at Whyalla and had last been registered in 1980 - David says this vehicle had been used and used, then put away in the shed.

The former owner knew it was time to sell and so David took up the challenge and intends to preserve in preference to

restore and will just get his Austin 7 going.

The plan is for a working bee over the Adelaide Cup weekend, when David and his mates will get together and replace a broken crankshaft and work to bring this All British vehicle into road worthy condition.

Mates, Andrew Davies, Keith Sidel and Tim Williams are David's quality control advisors on this preservation.

David is confident of finding any necessary parts that will be needed and says spares availability is very good.

A challenge, not to David, as he said, "We know what's wrong and we've fixed them before and don't see any problems."

David and his Austin 7 will be among the Club members at Goolwa for the Anzac weekend.

## 1964 Mini panel van

A 'barn find' nine years back, after being stored for 17 years is where it all began for Mike and Kathy Morgan of Happy Valley.

Their now beautiful blue Mini panel van had not been registered for 26 years.

It had been stored at Plummers Apple Orchard at Lenswood, the last owner being Graham Crack - Mike became the owner of a Mini panel van shell, nothing worked, so he completely stripped it down and worked up from the chassis on the rebuild.

He replaced as necessary with all original parts from the UK and others sourced in Australia.

The result of all that hard work is a very rare All British vehicle of which Mike and Kathy are exceptionally proud.

## 1942 BSA WM20

Brian Forth of Banksia Park is the proud owner of a 1942 BSA WM20 motorcycle and a member of the Veteran and Vintage Motorcycle Club of South Australia.

This bike was built in July 1941 at a unit cost of £64-12 shillings and delivered to the Australian Army in early 1942.

It was issued to the 4th Military District - Adelaide Headquarters and went into service as a Despatch Riders Motorcycle.

Sold in 1945 to JN Taylor, Brian purchased the bike about 1993/4 for a carton of beer.

Already painted, Brian re-worked the motor, gearbox, cables and tyres all up to road worthy.



## PAST EVENTS

### All British Day - Echunga Oval Sunday 9th February 2014



**Austins featuring prominently at this year's All British Day.**

Check out Issue 9 (April to June) of the BMC Experience for more details on the All British Day at Echunga.



## A REALY EARLY CLUB RUN AROUND AUSTRALIA

Club member, Brian Cooper, came to the clubrooms earlier on this year with some photographs of the Austin 7 Club of South Australia's entry in the 1954 Redex Trial. The driver/navigators were Lloyd Thorpe and Brian Cooper, and from the photographs, were reasonably successful by getting about half way, however soon after these photographs were taken in the top end, the pair abandoned the Trial.









N.S.W., Peugeot, 3. 141.—Mac Robinson and M. Law. N.S.W., Citroen, 8. 143.—N. Watt and A. Peniston. N.S.W., Peugeot, 2. 145.—Courtney and Patterson, Vic., Zephyr, 3. 146.—Austin 7 Club of Australia. S.A., Austin A40, 3. 147.—M. W. Varcoe, S.A., Rover. 7. 149.—E. Roberts, N.S.W. Morris. 10. 154.—G. S. Onto, Vic., Volks- wagen, 1. 156.—Walton and Gardner, W.A., Holden, 5. 161.—F. Porter and D. Clarke, W.A., Buick, 4. 165.—Advans Motor Service, N.S.W., Peugeot, 5. 166.—Manning Motor Co., N.S.W., Vanguard, 4. 169.—F. J. Shepherd, Vic., Holden. 2. 173.—J. Walsh, N.S.W., Humber	Graham, N.S.W., Holden, 3. 249.—L. Davies, N.S.W., Holden, 4 250.—K. V. Tubman, N.S.W., Peugeot, 2. 254.—T. Carboni, W.A., Ford, 49. 255.—A. H. Smyth, Vic., Custom- line, 44. 258.—J. A. Bickett, N.S.W., Peugeot, 22. 259.—A. J. Townsend, N.S.W., Morris Minor, 160. 261.—Phillips Bros., Qld., Holden. 1. <b>NO POINTS LOST AT TOWNSVILLE</b> 1.—Marshall's Mrs., N.S.W., Stan- dard 8. 2.—New Zealand Team, N.Z., Peugeot. 8.—D. E. Doherty, Vic., Zephyr. 10.—Marshall's Mrs., N.S.W., Spacemaster. 12.—W. R. Liebert, Vic., Holden. 13.—W. K. Buchanan, N.S.W.,	208.—M. Parr, N.S.W., Va 212.—P. C. Howie, Vic., C 213.—Rootes Ltd., Vic., F S.S. 218.—John Gregory and C Ltd., Vic., Morris Minor. 219.—Orrmans Service Vic., Peugeot. 221.—D. Raven, S.A., Hol 222.—E. Hughes, and A. N.S.W., Holden. 224.—K. Robinson, W. and A. McLeish, N.S.W., Va 227.—Rootes Ltd. (N. Buc Vic., Humber S.S. 228.—A. Spanner, S.A., C let. 229.—W. Conke and N. N.S.W., Peugeot. 230.—D. Sexton, N.S.W., geot. 231.—Parade Motors, S.A. mouth. 232.—A. H. Smith, N.S.W. guard. 237.—H. Budd and D. S
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Send to:

### **A Little Bit of South Australian History (1913-1973)**

1913 There were 3313 cars registered.

1915 Kate Cocks and Annie Ross were the first women police appointed. They were also the first to be appointed in the British Commonwealth.

1922 The speed limit in Adelaide was raised from 12 mph (19 kph) to 20 mph (32 kph). With some councils now setting 40 kph speed limits we have not come very far.

1923 SA Police purchase their first motor car – a 29.4 hp Hudson Tourer.

1937 Adelaide's first permanent traffic lights installed in King William Street.

1948 SA Police introduce first solo motor cycles - four 750 cc Harley Davidsons.

1950 Petrol rationing finally ended.

1958 The first parking meters were installed in Rundle Street.

1961 Practical driving tests and Learner's Permits were introduced.

1962 Radar detection devices were introduced 'as a road safety initiative and speed deterrent'.

1965 SA Police Breath Analysis Squad established.

1968 Trafficators became compulsory on all cars.

1971 Seat belts wearing became compulsory in cars where they were fitted.

1973 Australia went metric. All road signs were changed to Kilometres and petrol was sold in litres.

Isn't it scary when you can remember many of these things happening?



## **Our Club car by Laurie & Sandy O'Connell**

I have been asked to tell you about our latest car. It is a 1978 Mercedes 280 SE. It is called Treezah. All of our cars (and our trailers and caravans) have names. Don't know how this started, maybe it was from our early drag racing days when all cars ran with names or maybe it is because we are a little strange!



Why did we buy the Mercedes? Well there were two main reasons. Firstly when I was courting Sandra, way back when side-valves ruled the world, I promised to buy her a Mercedes coupe. (This was one of her favourite cars at the time). So I thought it was about time I honoured that promise. But I bought a sedan, which is really a coupe with a longer roofline and a couple more doors.

The second reason is that Sandy and I will both be in our 70's next year so I thought we should have a little more comfort on our motoring excursions. The Mercedes delivers this with ample power, automatic gearbox, air conditioning, excellent ride and many power accessories.

We were looking around for about twelve months before we found the right car. We checked all the SA cars for sale before venturing interstate. We made three trips to Victoria looking at various cars (these trips also became short holidays) before finally settling on Terezah. We also had a mate in Victoria check one out for us. There were plenty of white or silver cars around in various conditions but we were looking for something a little out of the ordinary. We found our car on one of these trips and paid a deposit. The next week I flew over and drove the car back to SA. (Sorted out the registration hassles later).

The car is in original condition and it had obviously been well looked after and maintained. Mechanically it was sound with only minor work needed to suspension rubbers and a wheel bearing. The interior is still first class although there is a little work to be done to the body and paintwork.

Mercedes are famous for their quality of workmanship and reliability. They have a racing history unsurpassed. They have a mystique. The only downside is that it runs on the 'super' un-leaded petrol but that is a small price to pay for such a great car.

And why is our car called Treezah? Well it is green!

**Laurie**

## Expression of Interest

### Austins Over Australia, 2015 Devonport. Tasmania

Friday 3<sup>rd</sup> April to Monday, 6<sup>th</sup> April, 2015

I wish to express my interest in attending AOA 2015 in Devonport, Tasmania

Name: .....

Postal Address: .....

.....

.....

Email: .....

Telephone:..... Mobile: .....

Number Attending (Adults)..... (Children).....

Club: .....

Signed: ..... Date:.....

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Vintage Austin Register Inc

Please post this Expression of Interest to:

AOA 2015 Tas Rally  
Ian & Kate Wells  
53 Sussex Street  
LINTON Vic 3360  
Ph (03) 5344 7517

or

AOA 2015 Tas Rally  
Wally & Denise Nye  
355 Paternoster Road  
MT BURNETT Vic 3781  
Ph (03) 5968 9760

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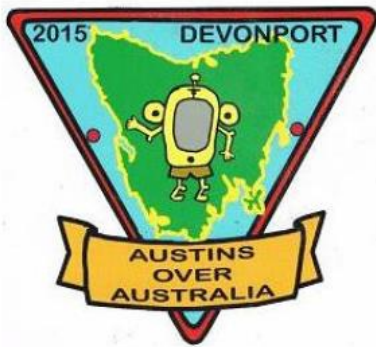
Spirit of Tasmania (Ferry from Melbourne to Devonport)

Current fare, one-way for two adults with car and twin share internal cabin is \$419.00 (this depends on the time of year). The rally committee will attempt to arrange with the TTLine for a group fare for AOA participants.

Print this form and send it to one of the two addresses shown, also check out the web site as shown on the next page.



## *Austins over Australia 2015 Devonport*



### . 2<sup>nd</sup> Newsletter

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The planning committee is busily cataloguing all the expressions of interest and to date we have 191 expressions, so it looks at this stage to be a big rally going to Tasmania. The next newsletter will include the entry form for official entries and we will be giving the group booking number and details for the boat, also the accommodation number for those who wish to book through the information support in Devonport.

As you can see from the above logo it has changed slightly and this is now our official logo for the Austins over Australia Devonport rally. If you would like to have the rally advertised in your local car club magazine let us know via the email address below and we will send them a small story for them to include.

Our web site has the expression of interest forms as well as the newsletters for people to download as well if you know someone who is wanting one of these. Most of the activities and venues are booked and meals organised and we are fine tuning the routes.

Regalia organising is also underway and contacting sponsors as well, if any members know of an organisation who they think would be willing to sponsor please let us know via email so we may contact them.

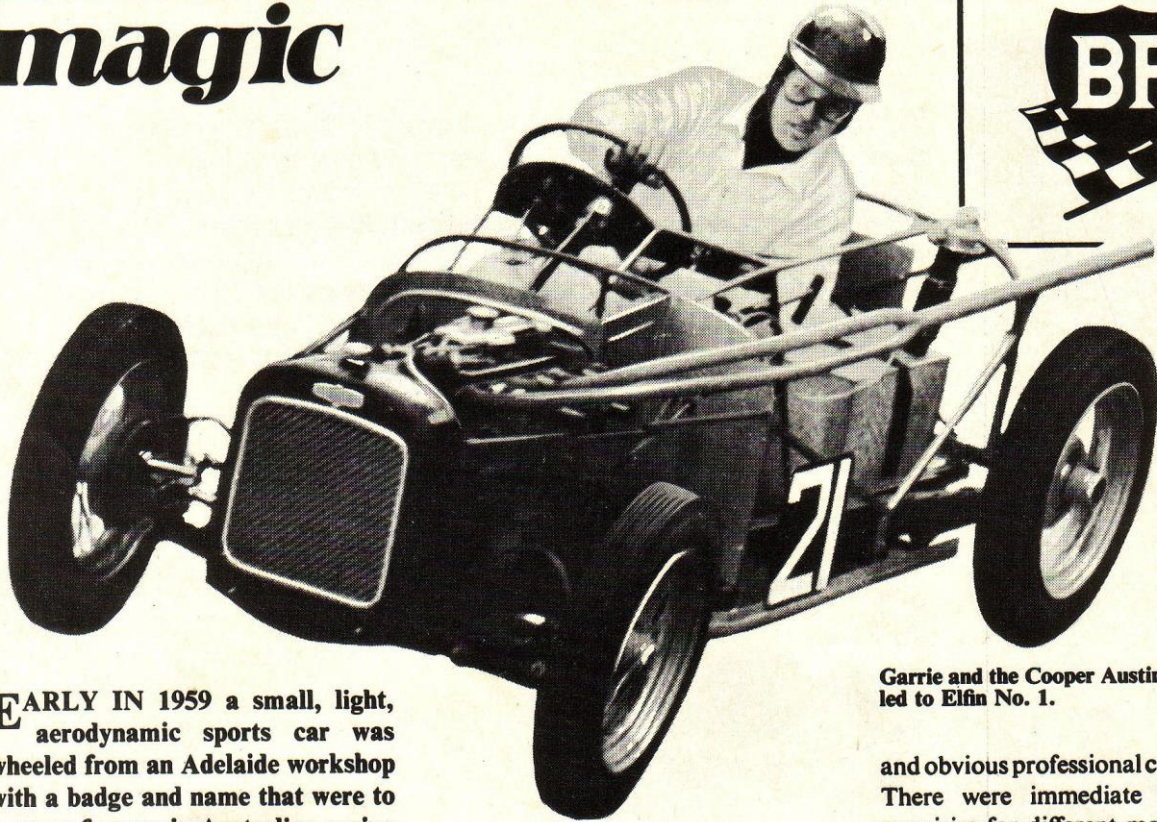
Contact us at [2015aoa@gmail.com](mailto:2015aoa@gmail.com) or 53 Sussex street Linton.

Our web site is - [www.sites.google.com/site/austinsoveraustalia2015](http://www.sites.google.com/site/austinsoveraustalia2015)

Kathleen Wells Secretary.



# Touch of **ELFIN** *magic*



**E**ARLY IN 1959 a small, light, aerodynamic sports car was wheeled from an Adelaide workshop with a badge and name that were to become famous in Australian racing car history. This was Elfin No. 1 built by 22-year-old South Australian, Garrie Cooper, now a successful BP driver.

In the 10 years since then, nearly 200 racing cars have come from Cooper's modest workshop to take their share of the titles, and make him the largest racing car builder in the Southern Hemisphere.

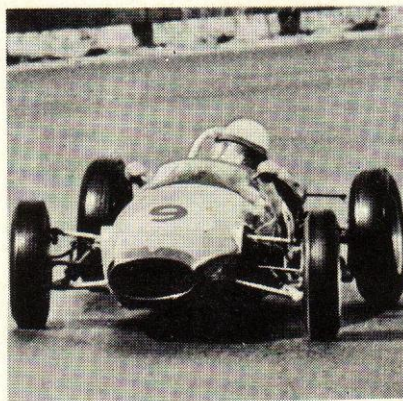
Though it was not his first car, Elfin No. 1, the streamliner, was the first complete car Garrie Cooper built. Following some unhappy experience with Amilcars in 1955, Garrie bought an Austin 7 and proceeded to make something of it.

Almost as soon as the car was finished, however, it was sold, as was a second special which became the Cooper Butler. But Garrie had no competition car of his own.

He bought another Austin 7, and with the original chassis as the basis,

built up the Cooper Austin using a 750 c.c. Austin A30 engine. The success of the car led to Elfin No. 1 which was powered by a modified Ford side-valve engine, and driven through a close-ratio, three-speed gearbox. The car was successful not so much on performance, but in style

The Elfin 1.5, with Greg Cusack at the wheel, was a development of the Elfin Formula Junior.



Garrie and the Cooper Austin, the car that led to Elfin No. 1.

and obvious professional construction. There were immediate orders and enquiries for different models.

In fact, four of the first Elfin Chassis were laid down at the same time – all to special order. By the time the streamliner had had its day, 24 had passed into the hands of enthusiasts all over Australia.

Despite the fact that this country had such a small population, it seemed that building racing cars had the potential to earn Garrie Cooper a good living – and keep him in competition cars of his own.

In the early 60's the highly successful Formula Junior Class was introduced in Australia. It was not long before an Elfin Junior was on the drawing board, and when Frank Match won the Australian Championship with it, Garrie's firm's reputation was further enhanced.

## World's Best

Here, in our own backyard, was an Australian who could build racing





**Garrie Cooper designer-builder-driver of Elfin racing cars.**

cars capable of beating the world's best. (The cars which lost to the Elfin on the day of the championship at Catalina in the Blue Mountains were Lotus and M.R.D., first of the Jack Brabham cars.)

The Elfin Junior was followed in rapid succession by the Clubman and then the first rear-engined sports car, the Mallala. On every grid in Australia Elfins were appearing – they were always on or near the front row. The Junior became the 1.5 litre which was soon well respected in this class.

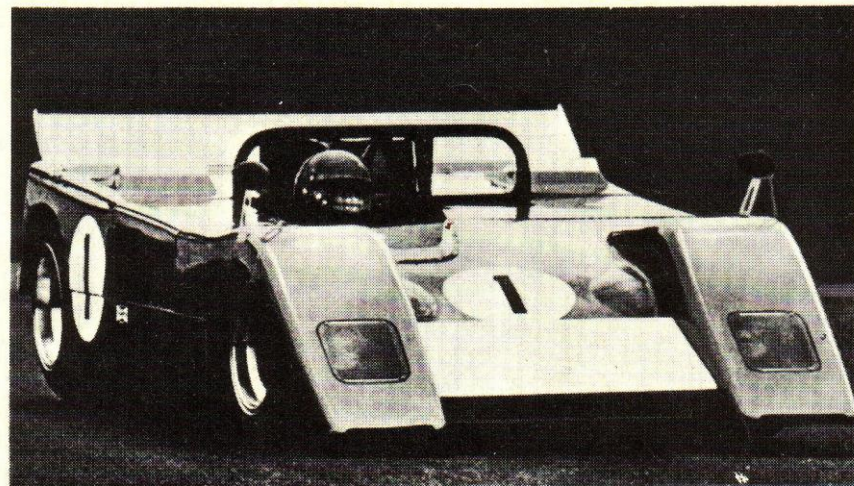
### Cooper's "Mono"

In 1964 Garrie built his first monocoque racing car and it became known as the "Mono". The first was not Cooper's most successful car by a long way, but also it was not a failure. By the time the Mk.III Mono was built, drivers like Garrie himself, John Walker and Alfredo Costanzo were setting times that put the other 1.5 cars to shame.

With the Mono, Garrie found the time to do more driving, something he had looked forward to eagerly.

Since 1964 he has won the Australian 1.5 litre title (jointly with Max Stewart), the Singapore Grand Prix in 1968 in the new Elfin 600, and last year his first Gold Star race at his home circuit, Mallala, with the Elfin 600 2.5 Repco V8 car.

This 2.5 litre machine was called the ultimate Elfin when it appeared for the first time. But when one



develops racing cars like Garrie Cooper does, it is a long way from the ultimate. There will be bigger and better Elfins for years to come.

The Elfin factory became interested in big V8-engined sports cars in the mid 60's. The first of these was built to take the Traco Oldsmobile V8 power unit, and was raced with unprecedented success by Frank Matich. Others went to Noel Hurd, for Globe Products, and Bob Jane.

The V8-engined cars were designated the Type 400 and logically, there had to be a similar smaller car. The Elfin 300 sports car was built to accept power units of up to 2 litre capacity.

Garrie Cooper's latest manufacturing exploits have been as remarkable as his first. The Elfin ME5, built to special order for Niel Allen, is as good as any similar sports/racing car in the world. At the time of writing the Elfin 600 Formula Ford,

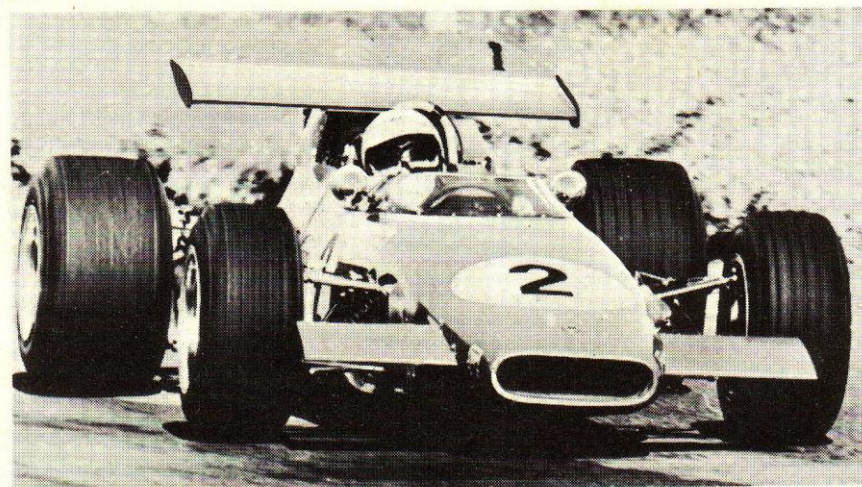
Niel Allen's Elfin ME5 is comparable to any sports racing car in the world.

in the skilful hands of Victoria's Richard Knight, has so far won every round of the 1970 Formula Ford Trophy series, while Peter Woodward recently piloted an Elfin 350 Climax to a clear cut victory in the 1970 Australian Sports Car Championship.

There is no sign of the popularity of the Elfin waning, and Garrie Cooper will go on building cars. As well, he wants to race them and is looking forward to further successes with the big-engined 600.

He is a designer-builder-driver with the same dedication and enthusiasm as Jack Brabham and the late Bruce McLaren. He has the capacity to bring out the best in his cars.

**Garrie won his first Gold Star race at Mallala, 1969, in the Elfin 600 Repco V8.**



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### FOCUS ON FACT—The Astonishing Seven (3)

By Gary Keane & Neville Randall

<p>1921. THE POST-WAR BOOM HAD ENDED. MONEY WAS SCARCE. THE AUSTIN MOTOR COMPANY FOUND THE AUSTIN 20—LARGE AND EXPENSIVE—DIFFICULT TO SELL. WAS NEARLY BANKRUPT.</p>	<p>LICKEY GRANGE, NEAR BIRMINGHAM. SIR HERBERT AUSTIN, COMPANY FOUNDER, WAS WORKING SECRETLY AT HOME ON A NEW BRAIN-CHILD. A MOTOR FOR THE MILLIONS.</p>	<p>A COMPANY DRAUGHTSMAN, S.H. EDGE, JOINED HIM AFTER DINNER, ON THE BILLIARDS' TABLE THEY ROUGHED OUT SKETCHES FOR A NEW KIND OF CAR. TO COST NO MORE THAN A MOTOR-CYCLE SIDECAR.</p>

### FOCUS ON FACT—The Astonishing Seven (4)

By Gary Keane & Neville Randall

<p>1922. JANUARY. THE BIRMINGHAM MOTORCYCLE CLUB DINNER. SIR HERBERT AUSTIN MADE AN UNAPPLAUDED SPEECH.</p> <p>"I CANNOT IMAGINE ANYONE RIDING A SIDECAR IF HE COULD AFFORD A CAR."</p>	<p>JULY 21. CLARIDGES. HE PRESENTED A CAR THEY COULD AFFORD TO THE PRESS. MADE UNDER PROTEST FROM A SCEPTICAL BOARD.</p> <p>"IT IS A DECENT CAR FOR THE MAN WHO CAN ONLY AFFORD A MOTORCYCLE SIDECAR."</p>	<p>CORRESPONDENTS GAZED AT A TOY CAR. JUST 8FT. 8IN. LONG: 3FT. 10IN. WIDE. SEATING ADULTS IN FRONT, CHILDREN BEHIND. WITHOUT RUNNING-BOARD OR ROOF.</p> <p>COST. £25 MORE THAN A SIDECAR. £225.</p>

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

### **Trojan cars, EMC motorbikes and the Austin A20?**

Last year club member Arthur Addyman asked me if I had heard of a Trojan car. I did know of the Leyland Trojan truck range but could not recall a car of that name. Arthur told me that the Trojan car had a really strange motor where the con-rods flexed. Arthur provided me with a copy of the article he had read and yes, the Trojan really was a strange car. Design work started in 1910 and by 1913 a prototype was ready. Before production began World War 1 erupted and the factory was utilized for the war effort. In 1920 six cars were built and the final production version was shown at the 1922 London Motor Show. The car did not have a conventional chassis but a flat punt shaped tray that housed the engine and transmission beneath the passenger's seat. Very long soft springs were used and the car was fitted with antiquated solid tyres (puncture proof).

An agreement was reached with Leyland Motors to produce their cars at the Kingston upon Thames factory. This arrangement continued until 1928 when Leyland wanted more factory space for truck production. During these seven years 11,000 cars and 6,700 vans were made. The original price in 1922 was 230 pounds but by 1925 the price had dropped to 125 pounds – the same price as a Model T Ford. In the late 1920's however sales were falling and a new model with rear engine layout was announced in 1931. The car still did not have electric starting and only had rear wheel braking. Only about 250 were sold. Although the van still sold well the cars did not and the last car was delivered in 1937.

Although car production had ceased van production continued up to the start of World War 2 when again the factory supported the war effort. After the war production of the van continued with the original engine until it was finally replaced with a Perkins diesel in 1952.

Now about the rather strange engine. It is difficult to explain. To start I will try to explain the workings of a 'split single' two- stroke engine. A split single consists of two cylinders in parallel configuration sharing a common combustion chamber and driven from a single throw crankshaft. Hope you are still with me so far. So basically both pistons go up and down together, and in other engines I have seen of this configuration, an articulated slave rod is used off of the big end of the 'main' con-rod (as in an aircraft radial engine) The unusual thing about the Trojan engine is that instead it uses a 'V' shaped con-rod and the con-rod actually flexes during operation. This is hard to believe and against all logical thinking but it happens. Now the Trojan engine consisted of two of these split singles, so the final layout took on the appearance of a 'square four'. I hope the diagram below makes it easier to understand.

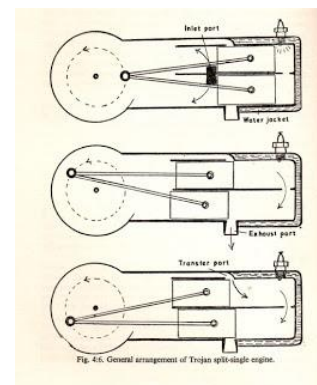
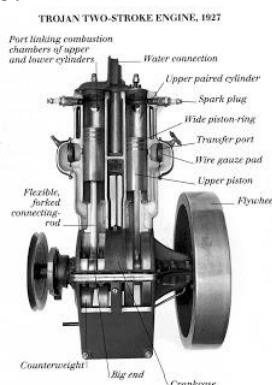
As I mentioned before the engine lay on its side beneath the passenger's seat. Starting was achieved by sitting in the driver's seat and pulling upwards on a starting handle with your left hand (sort of like a motorbike kick starter in reverse). The engine capacity was 1488 cc. Due to the engine configuration it provided good torque, good fuel economy and could idle very slowly. The transmission was two speed and the final drive was by chain to the back wheels.

Another oddity about this engine is that due to the crankshaft not being in line with the centre-line of the bores one piston goes up slowly yet comes down faster whilst



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

the other piston goes up quickly but comes down slowly. Balancing a split single has always been a problem. More information can be found on the Trojan engine on the Anarchadia Vintage Thing No 12 website.



## **Part two The EMC Motorbike**

As I have mentioned before when I was a teenager I spent as much time as possible at Huey Dunlop's motorcycle parts and wrecking premises in Flinders Street. It was here that he first showed me an EMC split single engine. He did explain the workings to me but I am sure I did not fully understand it. Now that I am much older and maybe just a little wiser, now I understand it.

Dr. Joseph Ehrlich was a wealthy Austrian who emigrated to Britain in the 1937. He was a keen motorcycle enthusiast who became the acknowledged authority on two stroke engines. In 1946 he founded the Ehrlich Motor Co. and began manufacturing motorbikes at his Isleworth factory. Production was based on a 350 cc split single. Up to 1952 when production ceased around 1,500 motor bikes were made. This was considered good as they were very 'un-British' in design, lacked a dealer network, were un-conventional and were relatively pricey. EMC also imported 125 cc Puch split single engines into Britain.

It was in motorbike racing where Dr. Ehrlich excelled as an engine builder and tuner. In 1948 he built a three cylinder engine that was banned from racing circuits as being 'too powerful'. In the early 1960's the EMC GP racing bikes were amongst the fastest in its class (you may remember from my story on East German racer Ernst Degner that Ernst was offered an EMC bike to ride in the final GP but the bike mysteriously failed to appear).

Famous British racer Mike Hailwood raced an EMC to fifth place in the 1962 125 cc World Championship (against the might of the factory Honda fours). Hailwood also won the Saar GP that year. EMC 250 cc bikes won four Isle of Man Junior TT's and an EMC was the first 250 cc machine to break the 110 miles per hour lap record. So old Joseph certainly knew his stuff. Following his retirement from EMC in 1967 his racing interests continued into the 1980's with Rotax engine powered bikes. His bikes were faster than the factory entered bikes such was his tuning abilities.

Dr. Joseph's interests were not only for racing bikes as he also built Ehrlich racing cars (and engines) for F2, F3 and later Formula Atlantic. (He also supplied parts for Brabham F2 and F3 racing cars). Ehrlich racing cars claimed many victories.

Dr. Joseph Ehrlich built his last competitive racing bike in 1995 when he was into his 80s. He died in September 2003 aged 89. A brilliant man.



### **Part three. The Austin A20**

Yes, that right, the Austin A20. Never heard of it? Neither had I until I was doing some research for the Erhlich EMC report.

When the Austin A30 was launched in 1951 there were those in Austin management who questioned whether this was indeed a true economy car or just a 'large car in miniature'. Britain's had many Continental economy cars to choose from. Renaults, DKWs, Citroens, Saabs, Panhards, Goliaths, Goggomobiles and Fiats were on offer to the cash and fuel restricted British public.

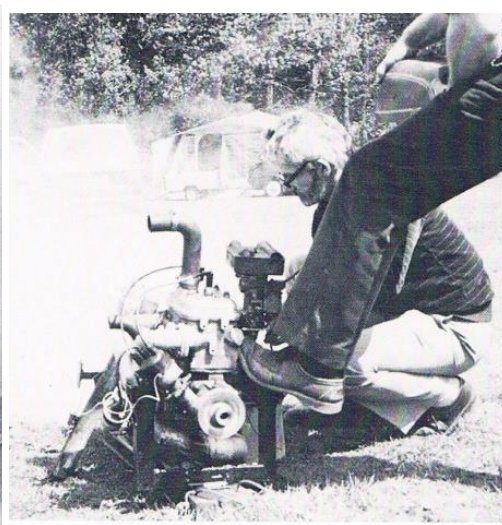
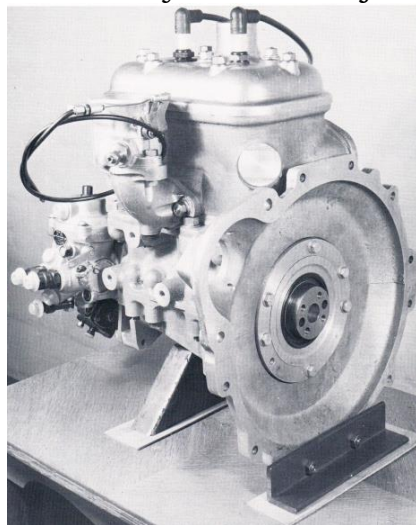
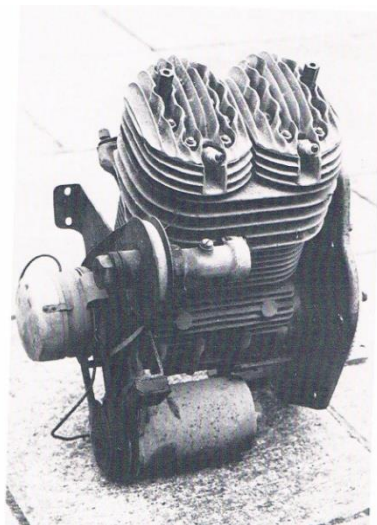
At this stage production of EMC motorbikes was winding down and Dr. Erhlich began promoting his road going car designs (and engines) to British manufacturers. He presented his ideas to Austin big wig George Harriman who was very interested in his concepts, especially the engine. His arrival came at an opportune time as George Harriman felt that Austin should know more about two-strokes which were popular at that time. Harriman saw that the Erhlich engines could produce around 50 to 60 bhp per litre and that torque was up by 20 to 30 per cent over an equivalent capacity four stroke motor.

Dr. Erhlich was employed as an outside consultant and worked two days a week at the Austin factory at Longbridge. Shortly after the design of a 500 cc engine was presented to George Harriman, he declared that this is 'The engine of the future'. He then paid Dr. Erhlich 5,000 pounds in advanced royalties. The first engine was installed in an A30 convertible to road test the engine. (A light weight version of the A30 was being developed. The lightweight body was being built by coachbuilders Fisher & Ludlow and featured lighter gauge steel panels, a non opening boot (access was gained by lowering the back seat squab) and lighter seats and trim.





As the engine developed 20 horsepower it became the A20 project. By 1954 serious discussions were taking place as to how the experimental mini-car should be configured. Front engine - front wheel drive or rear engine - rear wheel drive? Two, three or four seats? Sedan or tourer? Air cooled or water cooled? Finally the main points were agreed to. The car must be capable of 60 mph and at least return 60 mpg. It should have a modern streamlined appearance and be of monocoque construction. It soon became apparent that the low target weight could not be achieved so the decision was made to increase the engine size to 670 cc, so as to achieve the required 60 mph speed. It was then decided that the engine should be water cooled as it would run quieter and reduce the tendency for pistons to seize when driven hard. But the new engine would not be of the split-single design but of the more conventional two-stroke layout. Fuel injection was also tried.



The new engine was fitted to the rear of the lightweight A20 in 1956 and further testing was carried out. The next up-grade was to be the fitting of a water pump, but before these modifications were completed the project was abandoned. The concept of building a twin cylinder two-stroke with built up cranks, press fits and seals did not endear such an engine to the Longbridge production engineers. A new project was began using information gathered from the A20 project to design and build a mini-car using the A series four stroke engine. From this, in 1959 the 'Mini' was launched.

When Dr. Erhling left Longbridge in 1958 the A20 went with him. It was never registered for road use but in testing it had covered thousands of miles. Dr. Erhlich had often used it to travel to London and claimed it was quite pleasant to drive. After several years of standing about the A20 was scrapped in 1975, although its engine lives on, having been donated to the Austin A30-A35 Owners Club by Dr. Erhlich.

### **A few interesting things about Dr. Erhlich and his engines.**

\*The split single engine was eventually banned from motorcycle GP racing as it was deemed to be 'mechanically' super charged.

\*In English speaking countries a split single engine is often called a 'twingle' (a twin single).

\*In Europe a split single is called a 'doppelkolbenmotor'.

\*The 'Environmental Engine'. Dr. Erhlich dedicated the last eleven years of his life to designing and developing the Environmental Engine. An engine which is more versatile,



more economical and more environmentally acceptable. This engine changes its capacity and compression ratios to suit the needs at the time. That is, large capacity, high compression when power is needed yet smaller capacity, lower compression when cruising or stationary. With the involvement of the 'Mayflower Corporation', from 2000 to 2004, Dr. Erhlich saw his dream come true in a series of working research engines. The data confirmed that this was indeed the engine of the future. That was ten years ago. (More information on the Environmental Engine can be found at [www.Docscipark.com.au/ee\\_tech.html](http://www.Docscipark.com.au/ee_tech.html)).

### **Something to Crow about**

I called into to see Joy (O'Connell) the other day and she asked me this very thought provoking question. "Why is a crowbar called a crowbar?" Now Joy has a very inquisitive mind and often comes out with these type of questions. Anyone know the answer? No, neither did I, but I thought I would do a little research.

The term 'crow' or 'crow bar' is recorded as being in use around the year 1400. It was named a crow or crow bar because the flattened end with the fissure for removing nails and such looked like a crows beak, and because a crow can pry just about anything open with its beak the name was applied.

William Shakespeare used the term crow in his play Romeo and Juliet (Act 5 scene2) 'Get me an iron crow and bring it straight. Unto my cell...'

Other bars associated with the crowbar are the 'pry bar', 'jimmy bar' (jemmy bar in British countries), spud bars and wrecking bars.

How did the crow get its name? It is said that the name came about by humans trying to mimic the raucous sound of the big black bird. (Although Graham Kennedy's version was somewhat different!). Other phrases containing a reference to crows include 'crow's feet' (the wrinkles around the eyes), 'crow's nest' (ships lookout atop a mast) and 'eating crow' (admitting an error).





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

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

Harley Hog. I always thought the term referred to the 'Harley Owners Group'. The Harley Owners Group is the largest factory sponsored motorcycle club in the world. By the year 2000 it had over 500,000 members. (Now over 1 million members.) So I thought my reasoning was sound. Recently I read about Harley Davidson's 110 year history and read that the term 'hog' started when the race team's mascot – a pig – was carried on a victory lap after each race win. The Harley Davidson factory race team were known as the 'wrecking crew' due to their domination in the 1920's. Fans and the media began naming the team the 'Harley Hogs' and the name stuck.

The 3<sup>rd</sup> edition of the 'Dictionary of American Slang' contains an entry for 'hog' as a 1960's motorcycle or motorcyclist. The name became 'official' in 1983 when the Harley Davidson sponsored 'Harley Owners Group' appeared.



So now I am not sure, but I still like the Harley Owners Group story.



**I'm not this brave (or stupid?)**

Every so often we hear of 'Base' jumpers being killed or injured around the world. Now mankind has always pushed the limits with extreme sports but I think I will give Base jumping a miss. BASE stands for Building – Antenna (communications towers) – Span (bridges) – Earth (cliffs and mountains etc.).

The 'sport' began formally around 1978 when the concept of base jumping was semi-organised. When you jump from all four disciplines you are given a BASE number. In October 2010 over 1400 BASE numbers had been issued.

I have jumped out of a plane and thoroughly enjoyed it. I would recommend that everyone try it (one of my 18 year old grandsons recently had his first jump). It is fantastic, a great rush and pleasure at the same time, but base jumping I will give a miss. In 2006 the fatality rate was one in every sixty participants! That's scary. In one site in Norway there have been nine fatalities in eleven years and one in every 254 jumps result in non-fatal injuries.



### **Congratulations Citizen of the Year**

Congratulations to Glynnis Burrows, wife of Club member Bill Burrows, on being named the Mid Murray Council's **Citizen of the Year**. Glynnis was presented with the award on Australia day at Mannum.

And what had this clever, hard working lady done to attain this award? Well for starters Glynnis has been the secretary of the Tungkillo, (the Burrow's home town), Progress Club for the past eight years, she was instrumental in having the Post Office relocated to the Progress Club Hall when the local store closed down, she organised lunches for community groups and other functions (weddings, birthday parties etc.) and ran fund raising Bingo sessions.

In addition to this Glynnis also organised the Annual Auction, another Tungkillo fund raising event. Another initiative of Glynnis's is the 'Tungkillo Gazette', a newsletter Glynnis produces and distributes monthly. For two years Glynnis also managed the 'Tungkillo Country Market'.

Glynnis's efforts have not been limited to Tungkillo only. She also is involved in the organisation of the Mount Pleasant Annual Show and was the treasurer, and is a player in the Mount Pleasant based Top of the Torrens theatre group. Congratulations to a capable, hard working, fun loving lady. It is great to see that your community work has been recognised.

p.s. Glynnis has also jumped out of a plane, and loved it.





# PAST EVENTS: MODERN REGULARITY

## Modern Regularity - 23 February 2014

### Lakeside Nissan Trophy #1



Place	#	Name	E1 5 Laps	E2 5 Laps	E3 5 Laps	E4 5 Laps	E5 5 Laps	Total 25 Laps
1	1	Duane GENT	11	19	44	12	16	102
2	36	Sandy WATTERS	30	13	50	12	22	127
3	26	Brett WATTERS	29	31	43	25	6	134
4	8	Geoff STEPHENS	33	32	48	21	19	153
5	24	Stephen DRURY	33	41	37	27	21	159
6	72	Anthony VERNER	48	53	33	28	20	182
7	37	Jason SMYTH	32	44	28	42	38	184
8	77	Andrew BAOHM	43	31	45	31	35	185
9	91	Thomas WALKOM	48	15	51	22	49	185
10	66	Philip SCADDING	26	36	95	19	19	195
11	61	John TILLER	37	56	49	34	30	206
12	79	Noel HARRIS	85	24	51	50	19	229
13	14	John ILLINGWORTH	78	38	57	30	36	239
14	52	Shane DRURY	64	17	115	21	32	249
15	89	Bruce MARSTON	61	90	23	83	56	313
16	46	Brodie TURNER-SHARP	60	37	98	144	29	368
17	49	Geoff BURDON	39	74	143	76	65	397
18	45	David MCDEED	94	32	15	70	224	435
19	67	Darryl BRIGG	67	180	114	39	47	447
20	95	Kristen BAILEY	86	81	168	45	82	462
21	84	Brock LINDO	77	54	36	80	239	486
22	23	Graham HEWETT	208	75	22	80	152	537
23	9	Nathan ROBERTSON	181	96	75	61	239	652
24	19	Peter WILLIAMS	22	38	46	548	47	701
25	54	Dennis MCDEED	246	53	262	134	29	724
26	7	Ben DE PALMA	233	104	153	196	94	780
27	40	David ZOLLO	152	182	230	112	239	915
28	11	Bronwyn STEPHENS	456	143	141	144	43	927
29	50	Steve LANGFORD	58	802	42	82	27	1011
30	32	Andrew SCADDING	67	40	111	563	239	1020
31	10	Antony RODDA	63	56	154	563	239	1075
32	25	Aaron BROWNE	33	817	154	47	80	1131
33	96	Paul SEIDEL	40	149	277	563	239	1268
34	28	Jason DUNSFORD	659	55	277	563	239	1793
35	25	Tony HEMPEL	659	106	277	563	239	1844
36	88	Richard BAILEY	69	817	277	563	239	1965
37	6	Malcolm EBEL	644	817	50	563	239	2313
	4	Brad WESTLEY	659	817	277	563	239	2555
	39	Bryan YOUNG	659	817	277	563	239	2555
	71	Steve CONROY	659	817	277	563	239	2555

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

DNF Score

 denotes track record

659

817

277

563

239

# PAST EVENTS: MODERN REGULARITY

## Modern Regularity - 30 March 2014

### Lakeside Nissan Trophy #2

	Name	E1	E2	E3	E4	E5	Total
		5 Laps	5 Laps	5 Laps	5 Laps	5 Laps	25 Laps
77	Andrew BAOHM	21	14	16	6	22	79
72	Anthony VERNER	41	12	18	7	5	83
96	Paul SEIDEL	21	26	25	25	10	107
36	Sandy WATTERS	26	25	25	12	19	107
69	Colin TUCKER	51	25	17	17	12	122
1	Duane GENT	58	20	17	19	17	131
52	Shane DRURY	19	30	10	52	25	136
79	Noel HARRIS	48	33	36	19	11	147
61	John TILLER	49	32	38	16	22	157
24	Stephen DRURY	24	37	63	24	48	196
91	Thomas WALKOM	82	43	19	38	17	199
8	Geoff STEPHENS	48	16	39	38	62	203
81	Duane KAAK	96	40	27	15	31	209
66	Philip SCADDING	65	50	33	17	47	212
26	Brett WATTERS	27	14	31	75	70	217
37	Jason SMYTH	86	18	53	37	53	247
63	Jason BRADBOOK	41	48	74	40	74	277
48	Brodie TURNER-SHARP	79	54	75	50	21	279
11	Bronwyn STEPHENS	76	52	88	37	64	317
67	Darryl BRIGG	216	23	33	42	32	346
47	Jackson LOMAS	154	65	63	22	43	347
54	Dennis MCDEED	64	62	72	67	104	369
88	Richard BAILEY	104	57	165	27	38	391
49	Geoff BURDON	88	143	24	67	73	395
34	Robert WANN	72	39	12	183	169	475
99	William HARDING	67	96	102	86	140	491
42	James FLEMING	132	53	120	128	154	587
56	Frank GROSSER	70	470	116	102	47	805
46	Michelle WEGENER	273	65	238	148	86	810
25	Aaron BROWNE	203	304	253	183	169	1112
45	David MCDEED	753	60	253	35	40	1141
4	Brad WESTLEY	126	675	64	168	169	1202
40	David ZOLLO	101	675	253	183	169	1381
5	David WHITBREAD	753	81	253	183	169	1439
41	Robin GEORGE	738	660	101	67	47	1613
64	Neville PHILIPS	595	675	253	183	169	1875
95	Kristen BAILEY	753	675	253	183	169	2033
46	Brendan WEGENER	753	675	253	183	169	2033
89	Bruce MARSTON	753	675	253	183	169	2033
44	Craig MARSHMAN	753	675	253	183	169	2033
71	Steve CONROY	753	675	253	183	169	2033

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

DNF Score

753

675

253

183

169





**Modern Regularity Round 1  
Sunday 23 February 2014  
Mallala Motor Sport Park**



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