

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SOUTH AUSTRALIA INC

JULY 2014 VOLUME 209

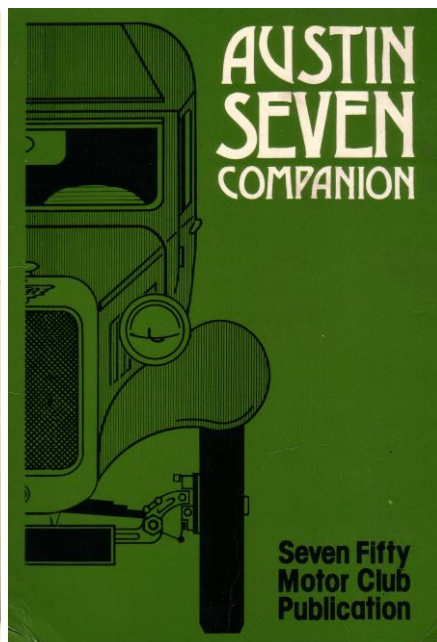
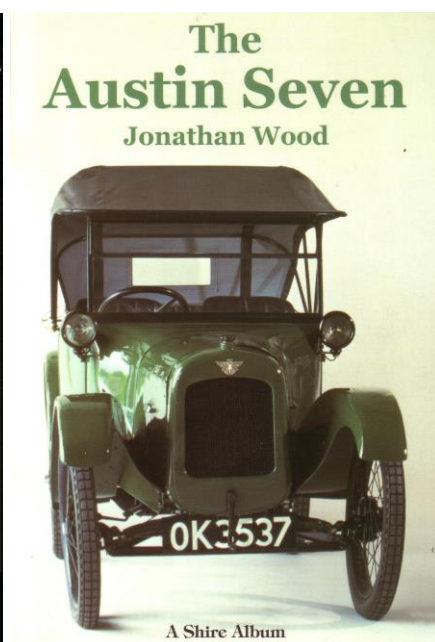
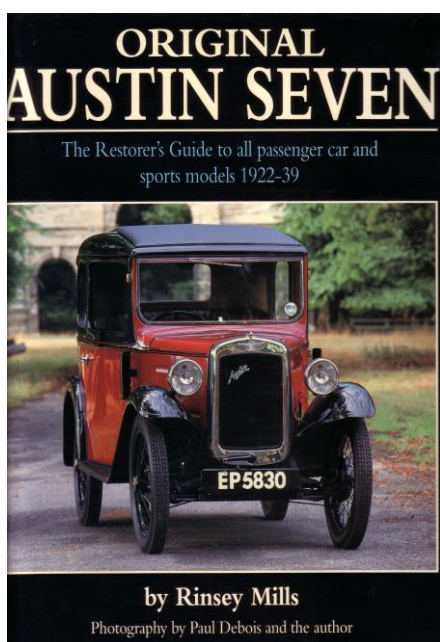
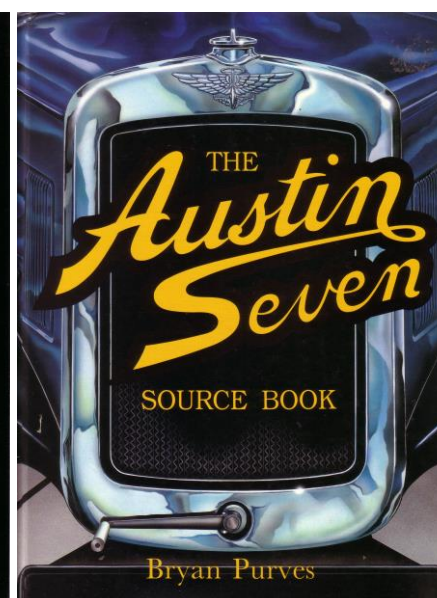
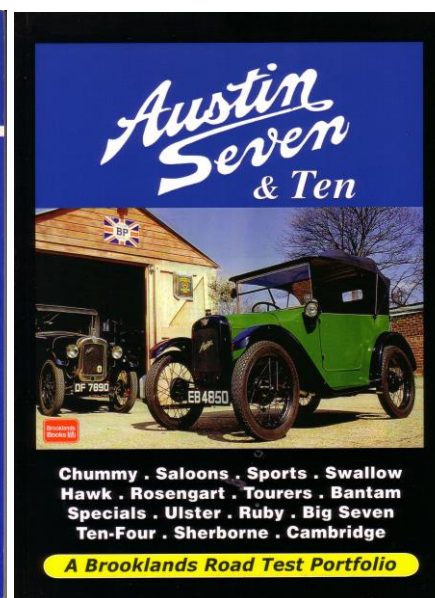
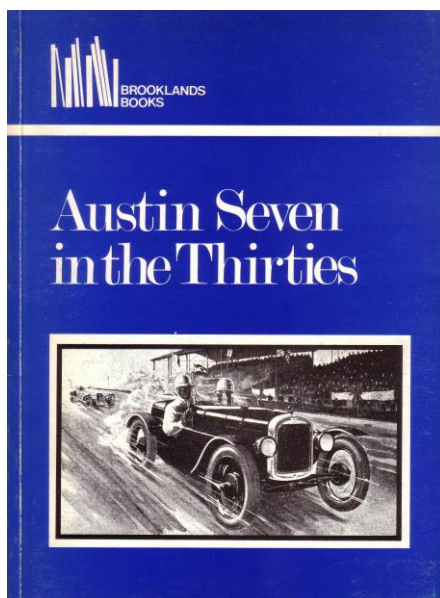
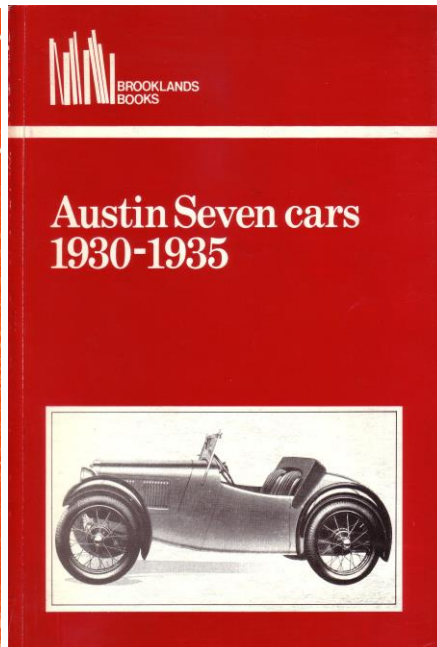
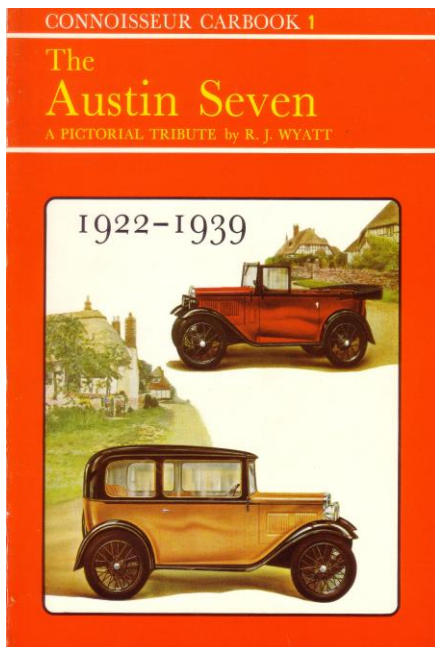
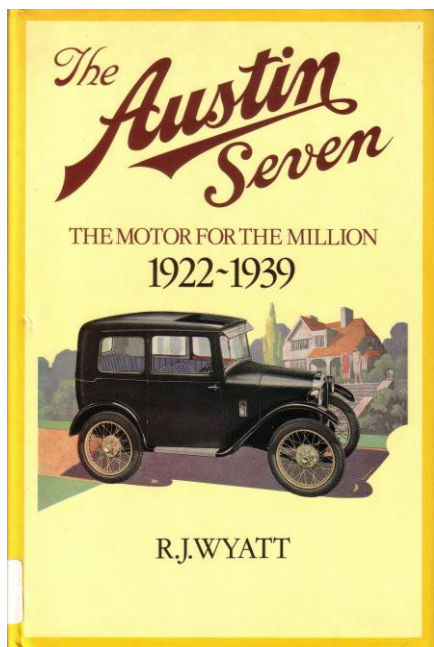


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AUSTIN 7 CLUB OF S.A. INC

2014 COMMITTEE

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

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TREASURER: LAURIE SUTTON,
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email: webbson@chariot.net.au

ASST SECRETARY: MALCOLM LAKE,

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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,
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: 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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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 085-333 A/c 838545354. 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 Journals

Volume 209 July 2014
PRESIDENT'S PREAMBLE

An unfortunate incident occurred at the clubrooms during a recent Technical Night meeting. One of our long standing members momentarily collapsed. After picking himself up he vehemently declared to those around him that he was fine. He stayed for the duration of the meeting, then, as heading for home, and not more than 2km from the clubrooms, he collapsed again. Luckily he was not seriously injured nor did he not injure anyone else, but his car was a write off., He was taken to hospital where he stayed for a couple of days.

As a result of this incident, the committee agreed that should any one (member or otherwise) collapse at any club function, an ambulance is to be called so they can assess what they think should happen to the person. This agreement has been added to the club's By-Laws.

The TV advert that the TTM group had made to promote our Modern Regularity events has been aired on channel 44 over the past few weeks. Whilst it is too early to assess the impact of the advert, the number of entries at the recent Modern Regularity events has been pleasing. The newly introduced Mentoring program for new entrants has proved to be beneficial. A big thank you must go to the TTM group for continuing to look for ways to improve and promote the sport.

In recent months there have been some very good day runs, some of which have been lacking in participants. I would like to remind members that, regardless of your interest in the club, you are all most welcome to attend these types of events. You don't need to own, or bring on the day, an old car, but you'll be welcome in whatever type of vehicle you drive. To those who haven't been on a club day run, I encourage you to make the effort and join us in the near future. It will give you the opportunity to meet and socialize with other like minded people and go to, or see some things you may not have seen before. Also, if you have a historic vehicle, it will give you a reason to use it. As the old saying goes - use it or lose it.

As always the Touring Coordinators are continually looking for things of interest to include in the day runs that are held every month. If you think you know of something that may be of interest to others, please let Rick Hoffman or Bill Gower know.

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

Richard BAILEY
David CLAIR
Michael KEMERY
Thomas LYNCH
Jeffrey WATSON

Kristen BAILEY
Frank GROSSER
Ryan KENNEDY
Paul MARTIN

Brett BURNISTOW
Shane HUNT
Jackson LOMAS
Ashley SANDERSON

To any member who is currently on the sick list, I wish you a speedy recovery.

Ralph Drage
President

COMING EVENTS

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



July 2014

14 Monthly Club Meeting
20 Social Day Run (Hills Luncheon at
Currency Creek Winery)
22 Leisure Run to the Belair Hotel.
28 A7C Technical Night

August 2014

10 Modern Regularity R5 at Mallala Motor
Sport Park
11 Monthly Club Meeting 8pm at the
clubrooms, please bring plate of supper to
share.
16/17 Race Meeting—Mallala
17 Social Day Run which today is a
breakfast run commencing at Newton and
travelling via the City, the Superway, Port
Expressway, Outer Harbour and ending up
at the Largs Pier Hotel in time for a hearty
breakfast. Run sheet at clubrooms.
19 Leisure Run at the Aldgate Pump Hotel
25 A7C Technical Night
29 Quarterly Luncheon at the Royal Hotel,
Kent Town.

September 2014

1 Old Car Day.
8 Monthly Club Meeting & AGM 8pm at the
clubrooms, please bring plate of supper to
share.
13/14 Caravan Capers at the Kapunda
Tourist Park.
16 Leisure Run, planned for the Middleton
Hotel with Protea World as the morning tea
stop.
21 Modern Regularity R6 at Mallala Motor
Sport Park
22 A7C Technical Night.

Federation Motorfest 2014 starts:

Details at the clubrooms:

22 Day 1 Adelaide Electric
23 Day 2 Southern Tour
24 Day 3 Barossa Magic
25 Day 4 Major Berthold Delacroix's Death
25 Day 4 Uncle Arthur's Film Night
26 Day 5 City to Bay Veteran Run
27 Day 6 Motorfest Chat Time
28 Bay to Birdwood Run
29 Day 8 Meet Miss Stuart & Friends
30 Day 9 Plains & Planes of Mallala

October 2014

1 Day 10 Cricket & Football Get Together
2 Day 11 Put it on the Slate
3 Day 12 Come Fly With Me
Federation Motorfest 2014 concludes.
5 Vintage Hillclimb Collingrove
13 Monthly Club Meeting which tonight
includes the RAA giving a talk entitled
"Years Ahead". It is a lifestyle and road
safety presentation targeting mature
members which most of us have either
achieved or rapidly approaching. 8pm at
the clubrooms, please bring plate of supper
to share.
19 Social Day Run. To Hindmarsh Island.
21 Leisure Run, looking at the Normanville
Hotel.
26 Modern Regularity R7 at Mallala Motor
Sport Park.
27 A7C Technical Night.

November 2014

1 Race Meeting—Mallala
10 Monthly Club Meeting 8pm at the
clubrooms, please bring plate of supper to
share.
16 Social Day Run - bring your dog along
to this doggie day run
15/16 Bendigo Swap Meet.
18 Leisure Run, perhaps the Hahndorf Mill.
22 Subs & Rego Day at Clubrooms.
24 A7C Technical Night & Run.
28 Quarterly Luncheon at the Brighton
Metro Hotel (Charlies).

December 2014

7 Modern Regularity R8 at Mallala Motor
Sport Park.
8 Monthly Club Meeting.
9 Leisure Run possibly the Oakbank Hotel.
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 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.



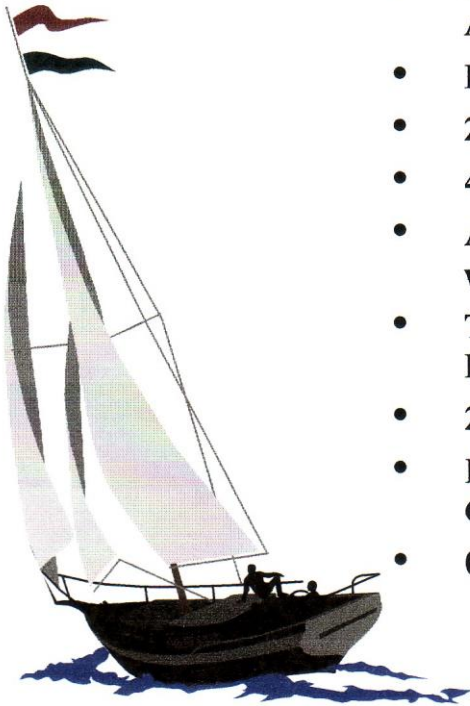
Club regalia for sale:



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.

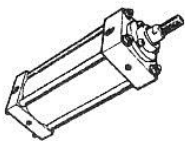
Port Vincent Holiday House.



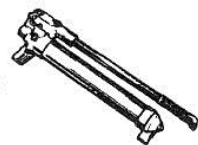
- 200Km And Just 2 Hours away from Adelaide is a four bedroom holiday house.
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- 4 Single beds.
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- The town has a Hotel, restaurant, Hardware & 3 General stores.
- 2 Petrol Stations & auto-gas is available.
- For further information call Trevor or Lyn Clerke on 08 84491375 or
- 042 885 1139.



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

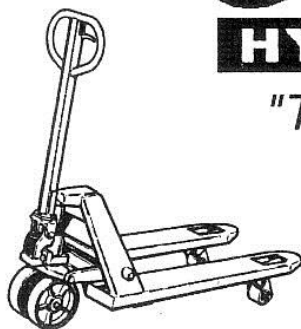


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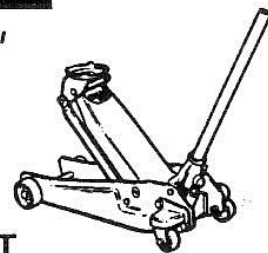


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Lakeside Nissan of 1195 Main North Road, Pooraka SA 5095 has offered a sponsorship deal with the Austin 7 Club of SA Inc for the Modern Regularity Series the Club to be conducted at Mallala Motor Sport Park during 2014.

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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Austins Over Australia - Devonport Tasmania 3rd to 6th April 2015

You should have all received the AOA 2015 Rally entry forms last month and please, now is the time to send in your entries rather than later, as this allows the planning committee more time to organise the AOA Rally.

The **SPiRiT of TASMANIA** bookings are now open and you may book online or by phone.

You will need to have on hand

- Dates for travel
- Vehicle registration number
- Vehicle length and height

For **online bookings** go to Spirit of Tasmania website:

<http://www.spiritoftasmania.com.au/austins-over-australia-2015-rally/>

For **phone bookings** call 1800 884 305 and ask for AOA 2015 Rally group bookings.

Return fares start from \$366 including your Austin

Accommodation can be sourced in the Devonport area and to book you will need to phone the Devonport Visitor Centre Coordinator, Anne-Maree Snell. Her number is 03 6424 4466, or you can email tourism@devonport.tas.gov.au and mark to the attention of Anne-Maree Snell. Again, I advise that you make your bookings early as it is a busy time of the year and accommodation availability will be limited.

Parking in **Melbourne** for your tow vehicle and trailer has been arranged with a transport company in the Altona area. A parking form will be sent out to all rally entries with the meals/regalia forms in about four months' time.

Wally Nye (Secretary)

Ph. 03 5968 9760

If going to this event please advise David Gear of your pending attendance.

PAST EVENTS

OBSERVATION RUN – SUNDAY 16 MARCH 2014

After experiencing some rainy days prior to the day of the observation run I was concerned that I would need to delete some of the questions on the day. However, I spoke to the man upstairs & he gave us some really nice weather on the day.

At the designated time 11 cars were lined up in the car park at Drage Reserve, Felixstow, ready to participate in the Observation run. The instructions were handed to each participant, their speedo and departure time was recorded and then the cars were released at 3 minute intervals, so they couldn't follow one another.

No road names were mentioned on the instruction sheets, only "TR at TJ" or "TL at 4th" corner type instructions, along with some cryptic clues like "Keep the Campbelltown Memorial Oval on your left for as long as possible" which required turning left from Darley Rd onto Lower North East Rd. There were 46 questions along the 55 km route which required an answer. As I understand it, several entrants saw other entrants along the way & weren't sure how they got there or why they were going in a different direction.

After leaving the Felixstow car park, the route went via several back streets to Paradise, then, after a few detours, went up Anstey Hill to Paracombe, then onto Upper Hermitage before winding thru Wynn Vale then back to Drage Reserve at Felixstow.

Rick & I waited at the start / finish for any late comers or early returners. At about 11.30 we were joined by a few other club members who had come to have lunch with us and soak up some of the atmosphere from the participants.

About 2 hours after the first car left, cars started to arrive back at the start/finish. Unfortunately the first 3 cars to return had not completed the course; they got part way thru and then got very lost. Luckily they found their way back to the start/finish.

Not long after, the successful entrants started to return. The first question Marie asked them was "Are you still speaking to each other". Many of the responses said thru heavy laughter cannot be published. Their speedo reading was recorded and they all got ready to have lunch.

When all entrants had returned & many had completed their lunch, each entrant passed their answer sheets to one of the other entrant. The answer to each question was then confirmed before the sheets were tallied.

Brenton & Cyndy Spangler were the only ones to answer every question correctly. They also travelled the least distance and completed the course in the least amount of time.

I would like to thank Bill & Veronica Gower who did the initial test run for me & Geoff & Bronwyn Stephens for doing a final run check the week before the event to ensure nothing had changed.

I am sure that all entrants found the route challenging but really enjoyed the experience. It was great to see some members we don't usually see on our normal day runs participate in this event. Thank you all for making it a successful day.

Ralph Drage (event organiser)

PAST EVENTS

DAY RUN to WITTUNGA BOTANIC GARDEN VIA MCLAREN VALE on SUNDAY 20 APRIL 2014

On a beautiful Autumn day, a group of 17 Austineers met at the Victoria Hotel (Top of Taps) in 8 cars – 1 Austin 7, 1 Austin A95, 1 HG Holden & 5 moderns. Amongst the group was Barbara Grear who was recovering from her surprise 80th Birthday the night before.

We left at 9.30 & headed for McLaren Vale via Clarendon. Along the way most cars had to contend with a group of cyclist who were competing in a road race. As they were 4 across on many sections of the winding & hilly roads it was impossible to pass them safely. Thankfully, after several kilometres they went left & we went right. Upon arrival in McLaren Vale, after having parked in a designated car park, Rick opened the gates to one of our member's, Davide Frada's, workshop. Most of the men went into the workshop where they saw a large number of European vehicles either in the process of, or waiting to be refurbished. The ladies headed to the Menz Chocolate outlet, which is on the same property as Davide's workshop. As if we needed more sweet stuff on Easter Sunday. We then went over the road to the Almond train where a few of the group had a coffee.

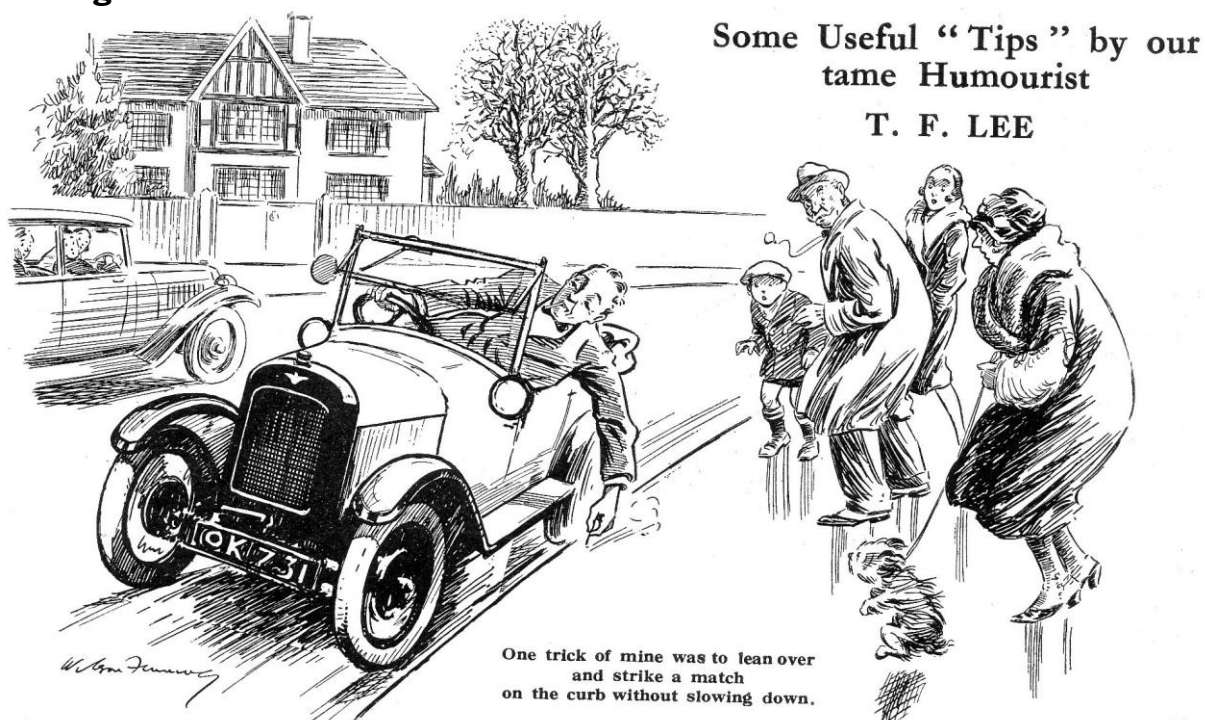
At 11.30 we headed off to our lunch destination at Wittunga Botanic Gardens at Blackwood, retracing our steps some of the way. It was such a pretty drive especially as the autumn colours are on display & the county side is slowly greening up. I think some cars took some alternative turns, but we all got back on track to arrive at Botanic Gardens at about the same time.

We formed a circle of chairs on the grass where we sat & had our BYO lunch over a lot of laughs. After lunch most of us went to investigate the duck pond which also had quite a few turtles swimming around.

It was then time for every to head off home after having a lovely day with wonderful weather, great friendship & no car troubles. We are so blessed to live where we do.

Thanks Rick for organising a great run & turning on the lovely weather.

Marie Drage



ANTHONY VERNER CONQUERS THE MOUNTAIN - EASTER 2014

Anthony Verner's smooth driving style paid off in spades at the Bathurst Motor Festival 2014 held at Mount Panorama over Easter. Anthony and his VR V8 Commodore won the group two regularity event by a clear margin, an impressive feat given that he was competing with about forty five NSW drivers with past experience at the Mount Panorama circuit. "But it's an automatic" was overheard a number of times during the trophy presentations.

Austin 7 SA and Track Time Motorsport was represented by five members, Anthony Verner – VR Commodore Senator, Brett Watters – Peugeot GTI 180, Colin Zygveld – Ford FG GT, John Tiller – Mazda MX5, and me, Steve Conroy – Lx Torana.



I have dreamt of competing at Mount Panorama since viewing my first telecast of the Hardie-Ferodo 500 in 1968 and it was definitely worth the forty five year wait. The facilities are first rate and the circuit is just breathtaking. The track surface was billiard table smooth, not a bump or pot hole to be found. My first lap was a leap into the unknown. Heading across 'Skyline' I was thinking "what an amazing view, but where's the next corner?" The guys back at the pits asked me why hadn't I been using my Playstation to get to know the track. I had to tell them that I don't have a Playstation nor do I have the inclination to race virtually. There are a number of blind corners and the surrounding concrete gives one a healthy respect for this circuit.



PAST EVENTS

Accreditation and scrutineering was completed on Thursday, and practice for Groups one and two was on Good Friday. We only had one opportunity to predict our lap time for the entire event so it was somewhat of a lucky dip for those that hadn't ever competed there. Brett Watters spent more than an hour checking and re-checking his calculations with much chin rubbing.



The beautiful autumn weather continued on Saturday. The nights were a very cold two degrees but the days were all a mild nineteen degrees with some light cloud. We had two twenty minute events on Saturday although the time window could not be extended if an incident caused yellow or red flags. Kym Ninnes and his Clubman hit the wall at Reid Park midway through the second group two event so we only managed to complete about three laps. John Tiller's Mazda decided to dead lock it's right hand door so he had to resort to climbing over it to be seated. It didn't stop him doing some great sub three minute lap times. I got a hell of a fright whilst steaming down Conrod, I heard a voice telling me to "turn back you're going the wrong way", my speedo wasn't working so I'd decided to use my GPS but I'd forgotten to delete the last instruction to direct us to our farm stay cabin.

Ground hog day weather continued on Sunday, two more events to finish the weekend's racing. Port Lincoln's Hagen Zerk in his XA GT two-door Falcon was a shoe-in for a podium finish running consistently 2:47 until his top loader input shaft was sheared off, possibly a horse power issue, plenty there I think. Anthony had nominated 3:03, he put down 3:03.2741, 3:03.1363, and a 3:04.0888 in a reduced first event. I finally got to pass someone, a V8 Torana Hatch driven by Stephen Lacey but he later told me that he couldn't reach the pedals because his seat adjuster failed and he nearly ended up in the back seat.

Bathurst is a well appointed large country town with some majestic old buildings. There are many restaurants and hotels with a wide choice of good food at reasonable prices. Noel (my pit manager) and I decided to try Kings Hotel on Thursday night. I spied the Seafood Plate for \$27.90. The waitress asked if I was sharing with my mate. I said no "he can get his own". The trouble was that the plate arrived so piled high with seafood, chips and salad that I thought I'd missed 'serves two' on the menu but no, it was for one.

It included:

- 1 x barramundi fillet
- 1 x morton bay bug (I love these)
- 6 x prawns
- 2 x black mussels
- 2 x scallops
- 3 x kilpatrick oysters
- calamari rings
- chips (couldn't eat all)
- salad

I have to admit that we returned to the Kings Hotel on Saturday night with Anthony Verner and John & Christine Tiller. I starved myself during the day not to be beaten by that Seafood Plate.

PAST EVENTS

Brett and Sandy Watters kindly invited the A7 contingent to their rented farm house on Sunday night. They put on a magnificent dinner which ended with our in-car videos of the Mount Panorama circuit. It was a very pleasant end to a wonderful weekend of camaraderie and motor sport.



Steve Conroy **TRACK TIME MOTORSPORT** *a division of* Austin 7 Club of SA Inc.



REDBANKS farmer, Anthony Verner, competes in the less-known sport of Modern Regularity racing. He recently returned from a trip interstate, where he took out the 2014 NSW Road Racing Club Regularity Bathurst event at Mt Panorama.

Anthony's drive earns him first at Bathurst

Dec O'Brien reports:

REDBANKS farmer, 34-year-old Anthony Verner, could probably drive almost anything. From tractors, to motorbikes, to go-karts, if it's got a steering wheel, Anthony loves to get behind it.

But his favourite "hobby", as he puts it, is the lesser-known sport of Modern Regularity racing.

Modern Regularity is a relatively new competition focused on tactical driving, where each driver nominates a lap time and endeavours to maintain that time over a number of flying laps (usually four) of a racing circuit.

Each tenth of a second away from the nominated time scores penalty points.

The driver with the least number of points wins, or the driver with the most points (i.e. furthest from their nominated lap time, comes last).

It is a relatively safe form of competition, as outright speed or the fastest lap time is not a consideration in scoring, and passing through corners, blocking or "racing" other competitors is not permitted.

In April, Anthony returned from a trip interstate, where he took out the 2014 NSW Road Racing Club Regularity Bathurst event at Mt Panorama.

Competing in five rounds over three days

against 55 other drivers, Anthony said it was a great first time experience for him driving the famous circuit.

The rises, falls and turns of the circuit were a challenge and a change from the flat, circular route at Mallala Motorsport Park, where all Modern Regularity events in SA are held.

Racing in his HSV VR 1993 Senator, Anthony says the sport is a great one for all car enthusiasts and is open to anyone, with vehicles not needing to be "scoped up" to take part.

"Regularity is about being consistent," he explained.

"That's the beauty of it, you can do any mods (modifications) you want to, but you can't do a fastest lap time of 1 min 20 secs."

"With this sport it's not about having the fastest time, it's about being consistent."

"It's a grassroots sport that's about getting out there and having a bit of fun."

"It's low cost, and it's about what you want to put into it at the end of the day."

Races are held at the Mallala Motorsport Park around eight times a year in South Australia, with between 40-45 competitors taking part in each event.

The next Modern Regularity event will be held at Mallala on July 13.

If you're interested, why not drop in and see what all the fun's about or visit www.track-timemotorsport.com.au for more information.

	No	Driver	Total
1st	39	Anthony Verner	115
2nd	20	Garry Shipton	135
3rd	51	Angus Kingsell	230
4th	40	Steve Conroy	277
5th	45	David Price	283
6th	37	Lyn Harris	287
7th	47	Mark Tierney	289
8th	25	Bill McBride	313
9th	24	Brett Watters	317

The article (left) is courtesy of the July 2014 issue of the Two Wells and Districts ECHO.

PAST EVENTS

Pre War Austin 7 Run to Goolwa 25 to 27 April 2014

We met at 9.00am at Price's Bakery on North East Rd at Windsor Gardens and departed at 9.30 after coffee. Departure time was 9.00am but the Bakery only opened at 9.00 when they saw us all in the car park waiting.

The group travelled through Inglewood, Gumeracha and Birdwood to Mount Pleasant where we met up with Lee and John Sandford from Mildura in their '37 Ruby Sedan who had come down to spend the weekend with us.

Each driver was then required to nominate an average speed that they would travel to our next stop at Callington where Greg and Julie Lindsay would be waiting at the Callington oval to clock in each car. Most drivers estimated between 32 and 38 miles per hour allowing for stop signs and hills.

The Stephens family nominated 42 mph and roared off into the distance.

Who would win?

Who would be closest?

How fast do you really average in an Austin 7?

We will never know as Greg and Julie did not make it to Callington Oval before we did due to smoke coming out from under the passenger seat. This problem was easily fixed by removing the battery and running the car on the Magneto ignition for the weekend.

After regrouping at Callington we travelled to Strathalbyn for Lunch and then on to our Motel in Goolwa. The Motel proprietor was rather confused when we requested a number of empty cardboard boxes. It was explained that our cars have a habit of dripping oil and it is easier to catch it rather than cleaning it up afterwards.

Tea was taken at the Corio Hotel where we were joined by some of our Southern members Doug and Vivienne Hill, Chris Wright and Sarah, and Alf Hart and his wife.

Saturday started bright and sunny and then the weather deteriorated as we travelled to Hindmarsh Island. The Bridge at Goolwa looks (and is) quite steep for an Austin 7 and down to the Murray Mouth for a group photo of 13 Austin 7's.

Morning tea was at Currency Creek Winery and then on to the Milang Bakery for Lunch. We followed the river along through Clayton and Finniss and back to Goolwa

Ian Brock, who lives opposite the Motel, invited us over the road to view his collection Saturday afternoon where he has his Elfin, the Nadger (Clubman) and a Mercedes coupe. Ian started the Elfin and woke up the sleepy town of Goolwa from their afternoon nap.

Tea was at the Whistle Stop Café which was enjoyed by all.

Sunday Morning before we left for home, we visited Rob Vanderkamp's home in Goolwa to view his collection of Falcon GT racecars.

The group then travelled back to Meadows which must now be the meeting place for car and motorbike clubs on Sunday mornings as it was busy.

From Meadows the group dispersed and travelled back to either Hahndorf to search for Teddy Bears, or back to Callington to search for where the smoke escaped from or back to Adelaide via Clarendon.

PAST EVENTS



PAST EVENTS



PAST EVENTS



PAST EVENTS



To wind-up the Pre War Run to Goolwa we stopped at the Meadows Bakery for brunch along with a large number of motorcyclists who often frequent the town on a Sunday.

Modern Regularity - 25 May 2014

Lakeside Nissan Trophy #3

Name		E1	E2	E3	E4	E5	Total
		5 Laps	4 Laps	6 Laps	5 Laps	3 Laps	23 Laps
1	Duane GENT	24	12	11	10	19	76
72	Anthony VERNER	50	14	20	11	22	117
36	Sandy WATTERS	22	36	18	16	28	120
89	Bruce MARSTON	51	24	18	21	13	127
71	Steve CONROY	23	23	41	35	9	131
77	Andrew BAOHM	38	11	56	13	26	144
58	Peter BOWDEN	51	38	28	23	10	150
91	Thomas WALKOM	55	33	44	22	1	155
8	Geoff STEPHENS	19	13	29	59	44	164
47	Jackson LOMAS	65	51	25	31	11	183
45	David MCDEED	30	52	56	25	22	185
67	Darryl BRIGG	42	8	48	50	38	186
69	Colin TUCKER	29	10	33	99	19	190
41	Robin GEORGE	52	44	25	13	82	216
49	Geoff BURDON	30	35	79	63	41	248
96	Paul SEIDEL	13	4	17	17	207	258
42	James FLEMING	30	145	46	66	11	298
34	Robert WANN	124	12	54	36	72	298
75	Lee SUMMERS	56	86	67	87	36	332
97	Robert EDWARDS	122	76	74	31	58	361
88	Richard BAILEY	30	39	34	54	207	364
61	John TILLER	50	33	45	29	207	364
24	Stephen DRURY	68	55	33	51	192	399
43	Brenton BAILEY	139	44	152	58	24	417
60	Russell PEARCE	84	34	127	52	207	504
90	Ashley SANDERSON	157	88	117	116	40	518
54	Dennis MCDEED	385	42	65	40	27	559
13	Tony TREWREN	54	24	102	363	207	750
95	Kristen BAILEY	88	203	86	363	19	759
7	Ben DE PALMA	114	32	208	257	207	818
11	Bronwyn STEPHENS	342	59	179	317	33	930
40	David ZOLLO	370	36	40	363	207	1016
95	Lauren BAILEY	449	188	223	163	39	1062
65	Tom FERGUSON	364	203	223	189	110	1089
50	Steve LANGFORD	434	203	56	348	207	1248
19	Peter WILLIAMS	279	203	223	363	207	1275
2	Darren DAVEY	449	203	223	363	207	1445
26	Brett WATTERS	449	203	223	363	207	1445
62	Dennis HALL	449	203	223	363	207	1445
64	Neville PHILIPS	449	203	223	363	207	1445
79	Noel HARRIS	449	203	223	363	207	1445

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

DNF Score

denotes track record

449

203

223

363

207

PAST EVENTS

2014 SA/Vic Austin 7 Clubs Border Run 7/9 June

This year of 2014 represents 60 years of Border Runs since the inception of the event in 1955. A small number of members from SA attended this event organised by the Victorian Austin 7 Club. The venue was Stawell in Victoria some 200 Kms



east of the border. As a result Austin 7's attending from here were few in number.

A couple of us left on Friday and travelled via Wellington, lunching at the new refurbished Courthouse Cafe, very nice! We dropped in on Andrew & Debbie Dawes home at Meningie and had a look at their most recent purchase of a Ansair Flexible Clipper which they will be using as a mobile home, before overnighting at Kingston.

Saturday morning a leisurely run via Naracoorte and Apsley where we picked up Greg & Julie Lindsay from Casterton and Dean & Louise Tompkins from Millicent at the Saturday cafe lunch stop just outside Apsley. Arrival at Stawell was about late Saturday afternoon with most of the Victorian members already settled in.

The motel dining room was the venue for a bit of a happy hour followed by the evening meal which was on the excellent side. Entertainment was provided during the meal by a duet which normally provides entertainment to folk in nursing homes and they lived up to their genre confirming that I never voluntarily want to see my days out in a nursing home.

Sunday was bright and cool and after breakfast given route instructions and set off following the car in front - not a good idea! The plan was to go to the only hill in Stawell, but sometimes this is more difficult than imagined, however after a bit of left & right turns an Austin 7 was spotted heading in an uphill direction and we soon came across the hill and the lookout. This hill is the subject of some local controversy as part of it is a gold mine site and the mine owners want to remove the whole hill in their operations.

After taking in the view it was off to a collection of Austin Champs, and after not getting lost we all arrived at this premise for morning tea and housing the largest collection of Austin Champs in the world. albeit most of them being in a wrecked but restorable state of affair. This place was amazing with its collection of vehicles. After morning tea it was off to Seppelts Champagne Cellars at Great Western with nobody getting lost on the way, because after the tour of the cellars it was lunch time. The tour of the cellars was most interesting in the way the cellars were constructed and the way the bottles were stored during their maturation process. Lunch was served in the cellars together with a few tastings of their bubbly.

The tour in the afternoon was towards the Grampians and as it was said by a 'local' keep the Grampians on your left and you won't get lost. We didn't get lost but the road names listed on the run sheet bore no resemblance to the road names on the sign posts. It was back at the Stawell Motel for the evening meal which again was excellent. Wayne & Jenny Styles won the Athol Lamont trophy.

Next morning after scraping off the ice from our cars we set off for a reasonably trouble-free journey home. Thanks to all who attended, next year it's our turn to host the Border Run. Please don't let us down by not attending.

PAST EVENTS



Outside the Border Inn at Apsley, just over the border from Naracoorte.



At the top of the hill in Stawell in the crisp Sunday morning sunshine.



Part of the scenery at the Rosevale Homestead and its accoutrements

PAST EVENTS



Morning tea stop at Rosevale Homestead and small part of collection.



Heading off to the Seppelts Champagne Cellars at Great Western.



Well graded minor roads made it picture postcard territory for an Austin 7 and for the occasional MG which came into view.

PAST EVENTS



In the Seppelts Great Western Cellars.

Club Run to Mt Crawford Forest Headquarters.

On Sunday the 15th of June, we met at the Williamstown Hotel car park at 9.15am. 65 adults and 3 children turned up for a 9.30am departure.

This is probably the biggest attendance for a Sunday club run for many, many years.

We left on time for the forest, just a few club cars, a bit too cold for cars with no heaters. A lovely looking Morris Minor but fitted with a Datsun motor.



The weather was on the cool side but fairly comfortable for Mt Crawford one of the coldest spots in the state.

On arrival we parked on the airfield turnaround loading zone for the fire fighting aircraft. Kevin Haley, our tour leader, introduced us to Tony Lange the officer in charge of Aircraft loading for region 2 (Tony is an old workmate of mine at Orlando winery) and the rest of the Aircraft loading team. Tony then explained how they loaded the planes etc.

At 10am we headed over to the Forestry sheds to look at the big Fireking fire truck. This truck is fitted out with fire crew safety at the upmost, spray jets are fitted to spray water over the truck and tyres to stop it catching fire.



It seats a crew of 4 in the cab, but will hold 8 or 9 if needed. The whole truck is clad in heavy gauge metal some of it 5 or 6mm thick. The windows in the truck are toughened glass similar to those in your ovens or combustion heaters; as they can stand a massive heat range.

This truck was one of the older ones from Penola forest; it is about 10 years old. The cost was about \$800,000 the newer ones \$1,000,000.

PAST EVENTS

Club Run to Mt Crawford Forest Headquarters. Cont:

We then moved back to the airfield. Tony and his crew then demonstrated how they fill up the aircraft with Kevin playing the part of the plane.

The loading of the plane's tank, which holds 3,100 litres only takes a couple of minutes, this includes the retardant, gel or foam.

During the Eden Valley fires last summer, 7 planes and 2 helicopters were on the go from daylight to dusk. For safety reasons they can not fly at night or in heavy smoke and if it is too windy. After the display we headed back through Williamstown to Lyndoch C.F.S. fire station.



About to head off to Lyndoch and the CFS station.

This is a new building, Neville Kies the station chief explained what they do and also why the trucks have the numbers on their sides e.g. Lyndoch 34, the number 34 means it can carry 3.4 tonnes of water (3400 litres), the same applies for 24 e.g. 2.4 tonnes etc, their third truck is a tanker 13 this carries 13 tonnes (13,000 litres), this is a supply tanker for all the other units, as it is too big to get close to most of the fires. Neville also told us that now days they spend more time at house fires and car crashes than they do grass or bushfires, about 60% to 40%, also backup for S.E.S and Police in other crisis.

Thanking Neville and his crew, we then headed to Kevin's home at Sandy Creek, where poor old (oops) young Lynne was flat out making the salads. The men headed for Kev's shed to look at his cars and sheet metal equipment. We then had a barbecue and salad lunch supplied by Kevin & Lynne. They did a marvellous job feeding 68 of us. This was followed by scones, jam & cream made by my wife (the rest of us call her Veronica - ed) & daughter who also made the sausage rolls for morning tea at Mt Crawford.



Thanks again to Kevin & Lynne for a wonderful day, to Ralph who sent out emails to all Club members and thanks to everyone attending as we raised over \$600 for the Lyndoch CFS and a big thanks to Beryl for her Big donation.

Bill Gower

PS: Very impressed with the car port structure at Kevin & Lynne's place, looks about the right size for between the

Clubrooms and the Library/Toilets - ideal for social events, food for thought. Ed

Martin Lewis's 1946 Austin 16



I'm one of those people who wanted their first car back again. My first car was a 1948 Austin 16 for which I paid £50 in 1963. It was a great car and I had a lot of fun in it. After 3 years and about 45,000 miles it went to the wreckers.

After my sons finished at uni and were able to support themselves I started looking for a classic car. I bought a 1959 FC Holden that was in original condition and too good to restore. – but I always had the desire to get another Austin 16. I watched the papers and car sales magazines, and hunted for 10 years before I found the car I wanted.

Details:

Make/Model: 1946 Austin 16 sedan
Chassis No. 1170
Build Date: 2 April 1946
Engine: 4 cylinder OHV 134 cu. in. (2,199cc)
64 b.h.p. @ 3,800 rpm
Sump capacity: 8 litres
Gearbox: 4 forward 1 reverse gears, synchro on 2,3 & 4. Reversing lamp switch built into gearbox housing
Body: 4 door, 5 seater, 26cwt (1.3 tonnes)
Turning Circle: 42 feet (12.8 metres) You need a wide road to do a u-turn
Colour: Metallic Blue (not the original colour, but I suspect it may have been dark blue originally)
Features: Front bucket seats have armrests; central and side armrests in rear seat; electric fan blown heater/demister; speedo with odometer and trip meter, clock, oil, amps & fuel gauges, flip-out trafficators (they work); under-floor tool box (under front passenger seat); originally fitted with Jackall hydraulic jacking system to 4 wheels (not fitted, but I do have the components – they will come).

The “16” was announced by Austin in 1944, while the war was still on, but manufacture didn't commence until the war's end in 1945. You can see from my chassis number (1170) that it's a fairly early car. The body actually came out in 1939 as an Austin 12, with a 1.5 litre side-valve engine. The OHV was developed during the war and went into some war-time commercial vehicles, and the “16” was the first Austin passenger car with an overhead valve motor. The same motor then went into the A70 in 1948. It was later bored to 2.6 litres and with a couple of carbies it went into the Austin Healey 100 (4).

I have no history on the car prior to 1999 when it was restored by a chap at Warrnambool, Vic. He was a lecturer in automotive at Warrnambool TAFE and he did a great job on the car. In January 2004 he sold it to a couple at Inverell, northern NSW, and I bought it from them in July 2011 when she had early stage Alzheimer's and (in his words) he had “a use-by date of 18 months” because of cancer.

What do I like/dislike about the car? It runs very well, and cruises comfortably at around 55-60 mph. The engine is very sound and burns minimal oil between changes. I love the big chrome headlights. While it drives well, the conventional tyres seem to want to wander around the road, so on 2nd class road surfaces the driver needs to pay attention.

The car attracts a bit of attention when it's out – there's not many of them around. I know there's a couple of others in the club, and I know of a lovely restored one at Whyalla. But I've never seen another one on the road in the past 10 years (except that there were 2 Victorian 16s in the last Bay to Birdwood).

I have registered for Austins Over Australia in Devonport Tas next Easter, and I have no concerns about driving to and from Melbourne in my car.

THE RESTORATION OF OUR CAR by Ron & Grace Schache



Our club car is a 1969 Datsun 2000 Roadster.

These cars are known in Australia as Datsun 2000 Roadsters, but in other countries they are known as Datsun 'Fairlady's'; so we have called our car "My Fairlady Eliza".

The car was advertised in the Trading Post in 1992 and I purchased it totally disassembled and in boxes.

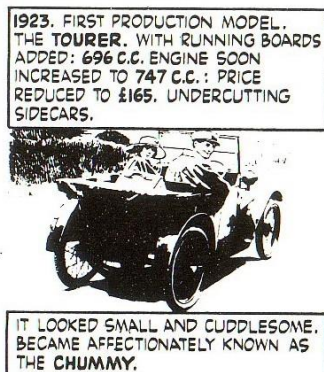
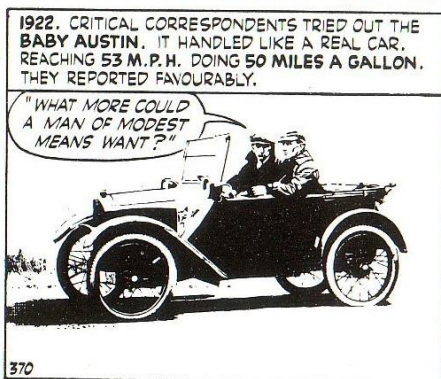
I am a member of the N.S.W. and the Queensland Datsun Sports Owners Association.

In 2007 the Australian Nationals for these clubs was held in Tanunda, so we decided to attend this weekend. It was a great weekend and encouraged me to start the restoration of the car.

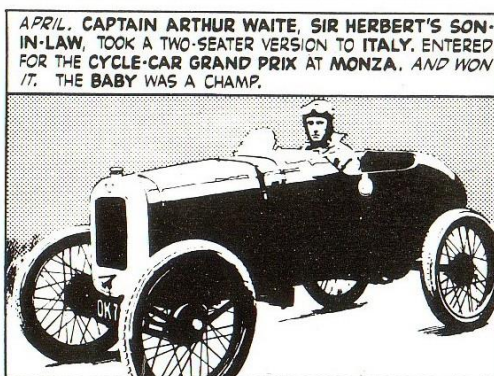
At home we formed a company – our daughter, Tanya, was the project manager, Grace the Finance Manager and I was Production Manager. The remainder of the car that was not in boxes was also dismantled so that every nut and bolt and metal could be cleaned or renewed. I had some of the 'body' and the chassis sand blasted by A.Grit Blasters. Tanya stripped most of the paint from the car panels. The Brakes and clutch cylinders and brake lines were renewed by PBR. The dash-board was re-vinyl by Dash Original and the Fibreglass hard top was re-vinyl inside and out by Monaco Auto Trimmers. All other restoration was completed in our garage and car port.

The car was completed for the Australian Nationals 2013 which was held in Mildura. Grace and I drove it on its maiden journey and enjoyed every mile. We also joined the Austin '7' trip to Edithburgh in 2013.

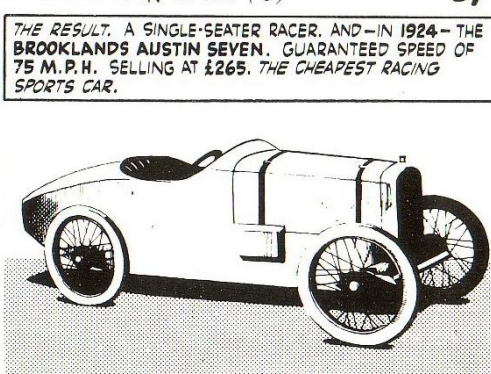
FOCUS ON FACT—The Astonishing Seven (5)



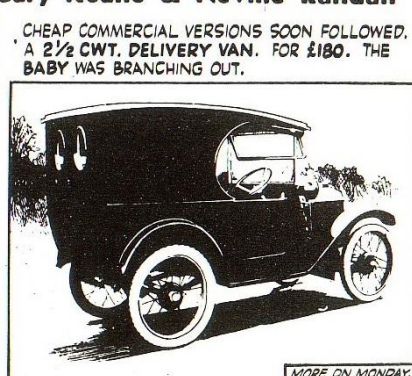
By Gary Keane & Neville Randall



FOCUS ON FACT—The Astonishing Seven (6)



By Gary Keane & Neville Randall



1956 A30 Countryman



Restored 1995 as everyday driver
948cc Sprite Motor,
Needs some work **\$4800**

Austin of England

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1949 Mark V Jaguar 3.5L



Older Restoration,
Red Leather look upholstery,
Easy comfortable Driver
Some Spares Included **\$23,000**



Austin A30 Parts Sale

Kit of assorted spares \$100 – Excellent Value!
Other items include large range of A30 Parts
Motors – 803cc, 948cc, 1275cc,
Gearboxes & Diffs (various ratios),
Doors, Panels, Glass, Locks, Handles,
Steering, Suspension, Switches and much more....

Miscellaneous

Old Bicycles, Gopher, Wheelchair, Paint,
Photographic Items, Cameras, Minolta Enlarger
Early 8mm KODASCOPE Projector, ,
Old Power Tools, Sher Shopmate Drill Stand/Lathe,
TOWA Planer, Sheet/Bar Guillotine, Hand Tools,
Typewriter (Early Electronic)
Very Early Sunbeam Mix Master

Other Auto Parts

Austin A90 LHF & RHR Mudguards & Bonnet
Austin A90 & A95 RHR Doors
Jaguar XJ6 Trailer (unfinished) 2 Boots joined
Other Trailer bits
Celica 5 Speed Gearbox,
Driving Lights (Raydoyt & Lucas),
Assorted Park & Flasher Lights,
Vesta Battery Charger,
Vane Instruments,
Collection Battery Cell Testers,
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Run and Motorfest
Entries are still open,
see the Club
Noticeboard for
details of a fortnight
of motoring events.



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

Aussie Adventurer Ben Carlin and his Amazing Seep 'Half Safe'

Ben Carlin was an Australian adventurer who was born in W.A. in 1912. He studied mining engineering in Perth before accepting a position with a British mining firm in China in 1939. Carlin married in 1940 (Gertrude Plath) but they had separated by the end of the war. At the outbreak of war Ben enlisted in Shanghai and was posted to the Indian Army Corps of Engineers. By war's end Ben had been promoted to Major and had also met American volunteer nurse Elinore Arone. On discharge from the army they emigrated to America and were wed in June 1948.

During the war Carlin had seen the Ford GPA Jeep amphibious vehicle commonly referred to as a 'Seep'. (12,778 were built during the war years.) He suggested to Elinore that they could travel around the world in one of these and their honeymoon could be spent crossing the Atlantic (sort of like a romantic sea cruise?) They purchased a 1942 Ford GPA and began modifications to make the 'Seep' seaworthy. A more boat like bow, a rudder, enclosed cabin and extra fuel tanks were fitted. The fuel capacity was now 200 gallons (760 litres). The vessel was christened 'Half-Safe' after a slogan for Arrid, a deodorant – "Don't be half safe – use Arrid to be sure".

The first attempts. The Carlin's chose Montreal as their starting point and headed off to New York in late 1947 where the Seep would be 'launched'. Trial runs were conducted and eventually the big day arrived on the 16th June 1948 when Half Safe left New York harbor and headed out into the Atlantic at a speed of 5 knots. The Carlin's failed to maintain radio contact so the Coast Guard mounted a search. Half Safe had landed 40 miles south of New York after being at sea for 5 days. They had experienced problems with the steering gear. Attempt two left on the 3rd July but they were again forced back to land following near poisoning following a cracked exhaust pipe.

In late July attempt three also failed due to mechanical problems and severe sea sickness. Attempt four took place in early August and this time things went better. After a few days they were spotted almost 200 miles off shore. But yet again they lost radio contact and Pan American Airway's planes were asked to search for the craft. The craft was sighted 270 miles from land drifting aimlessly. It was rescued by an oil tanker and returned to America. Seven days into the voyage a propeller bearing had welded itself fast due to lack of lubrication. The little craft had then drifted for a further ten days although the Carlin's did not seem that concerned as they radioed from the tanker that they were enjoying a pleasant life drifting and fishing. So after four failed attempts in two months a re-think was necessary as was the need for more funds. Also winter was approaching so a further attempt was put on hold.

Here they go again. The Carlin's had realised they needed to carry more fuel so two large fuel tanks were made to be towed behind the Seep. September 1949 and off they go again. 35 miles off shore both fuel tanks were lost (along with the extra fuel at a considerably financial loss). So back to land again. More modifications and another large single fuel tank to be towed behind Half Safe was built. Total fuel capacity was now 735 gallons (up from the initial 200 gallons). 19th July 1950 it's off again and this time after 32 days at sea they reach the Azores Islands. But the 'cruise' had not been without incident. Ben had to remove the cylinder head several times to de-carbon the valves. A head gasket also was replaced and the craft lost radio contact halfway into the trip. They continued to 'island hop' and although planning to land in Portugal decided to carry on and land in Morocco. This they did

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

and finally drove ashore on 25th February 1951. They crossed the Gibraltar Straits in Mid April before touring Europe and concluding their first part of their round the world trip in Birmingham where they arrived on 1st January 1952.

Time to rest and recover. Tired and short of funds the decision was made to remain in England for a while. Considerable repairs were needed as the little craft had been damaged by Hurricane Charlie near the islands of Macaronesia and the rough terrain it had travelled. To raise money Half Safe was exhibited in department stores throughout Europe. During this time Ben Carlin wrote a book 'Half Safe: Across the Atlantic by Jeep'. The book sold well (32,000 copies) and was translated into five languages. April 1955 and the trip is back on. The Carlin's drive through Europe and down to Calcutta. They had not originally intended to visit Australia but the chance to catch up with family and maybe secure more funds saw Half Safe shipped to Australia for a promotional tour.

From Perth the Carlin's then drove to Adelaide, Melbourne, Sydney and Brisbane. A ship then returned the craft to Calcutta in January 1956. At this time Ben's wife had tired of the long travel and constant seasickness and decided to return home to America (the honeymoon was over?) Although initially continuing on alone Ben met Hanley Barry, another Australian in Burma and the two teamed up to continue the journey. The pair drove and 'sailed' through Asia finally arriving in Japan in July 1956. At this point Hanley returned to Australia whilst Ben rested and carried out more repairs.

The final leg. An American journalist working in Japan, Boye De Mente, offered to accompany Ben on the final leg of the trip. They left Japan for Alaska on the 1st May to great fanfare from the Japanese people. They had planned to reach the Aleutian Island group within the 21 days of their fuel supply. After 21 days no sight of Half Safe so the Coast Guard were again notified and a search began. The craft was not sighted until 8th July when they landed at the Aleutian Islands. They had taken a detour to the town of Petropavlovsk (Russian) where they stayed a while. Another 900 miles sailing before finally arriving in Cold Bay and then Homer. From there they drove to Anchorage where De Mente flew home to Pheonix. Ben then drove down to California where he was met by his wife who he had not seen for two years. From here it was across America then up to Canada where he arrived in Toronto on the 10th May 1958. Three days later he arrived in Montreal to complete his ten year journey. He and Half Safe had travelled 11,050 miles (17,780 km) by sea and 38,987 miles (62,744 km) by land over 10 years passing through 38 countries and over two oceans.

The Guinness World Records recognises Ben Carlin as having completed the "first and only circumnavigation by an amphibious vehicle".



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

High Tech Aerodynamics.

Most of us would have seen on television the extremely complex and intricate wings and flaps and things on Formula 1 racing cars. Manufacturers spend a small fortune on wind tunnels to gain that micro second advantage. In the 'good old days' things were not that complicated though. I recently read an article about the Monaro raced by Pete Geoghegan in the mid 1970's. The car was built by John Sheppard and he recently detailed how the rear boot lid spoiler shape was achieved. To test various designs they simply put a mechanic in the boot and drove flat out down the straights. The mechanic would push up against the boot lid and compare the efforts needed to lift the boot. More effort equalled more downforce. Pretty simple really and a really good way to spend your working day.



Sir Jackie Stewart.

One of the most recognisable former racing car drivers would have to be Sir Jackie Stewart. Known to be the driver who demanded, and got, up-graded safety at race tracks the world over and a more equitable pay structure for drivers he was not very clever or articulated as a young man. In fact although he did not know it he was suffering from dyslexia. He did not know until he was 42 years old that he had this condition. In an article I read recently he states "I obviously knew I was different in school. I knew I wasn't clever. When I married my wife at age 23 I hadn't the courage to tell her that I couldn't read or write or spell". So from these humble beginnings Sir Jackie rose to become a much respected man and a man in high demand on the motivational speaking circuit.



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

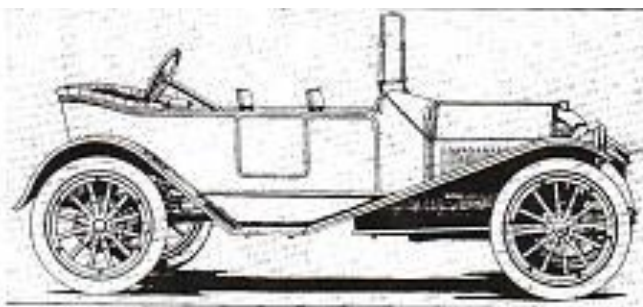
Long, Long Time Ago.

A long, long time ago I raced a car at Brookfield Dragway (near Two Wells). There were many strange things about this car. It started its life as a sedate under powered side valve Ford Prefect of around 1950's vintage. But it had a heart transplant in the form of a stove hot Pontiac engine. It also lost a lot of weight to the point where it was only just a shell of its former self. The firewall was moved back to where the back of the front seat would normally be and I drove the 'car' from the rear seat position.

But this was not the first rear seat drive car, for excluding the very early veteran cars, a conventional car was built in 1913 where the driver sat in the rear seat and peered over the heads of front seat passengers to see where he was going. The car was the 1913 Duck. It is still debated whether the car was a model of the Jackson Car Co. or a separate marque built by the Jackson Car Co.. Either way it was only built in 1913 so I guess it was not that popular.

Jackson was one of fourteen early car manufacturers who built cars in Jackson, Michigan. They built Jaxon steam cars in 1903 but a falling out between partners saw the steam division moved on. Jackson entered three cars in the first Indianapolis race in 1911 where their best placing was 10th.

So what happened to the Ponty Powered Pre. Well after finishing its life as a wheel standing demonstration and drag racing car the motor was removed and fitted to an off-road buggy racer. And the original Prefect gracefully rusted away.



Aircraft Safety

Remember the good old days when aircraft terrorism did not exist. I was thinking about this recently and thought how sad it is that children cannot go into the cockpit of commercial aircraft these days. As a child me and my friends would spend a lot of time at Adelaide and Parafield airports.

We rode our bikes miles. At the airports we were free to roam the hangers, look over the planes and talk to the mechanics. Adelaide airport was always good as the DC 3's of Guinea Airways were usually being serviced. (We were all members of Channel 10's Junior Flyers Club although I don't think this made any difference.)

Many a Sunday afternoon was spent looking at the engines and mechanics of the planes and absorbing as much information as possible. It was only 20 years ago when I was on a British Airways flight to London (I was off on a speedway trip) when during a late night stage I asked if I could go up to cockpit. The hostess said it was o.k. with the captain so I went forward for a while. I was able to stay there for three hours (until the pilot's meals came) and during this time I saw many interesting things. I guess I must have asked reasonably intelligent questions and I was familiar with some aspects of flying so they let me stay.

Things of interest that I noted were the number of thunderstorms that could be seen from 36,000 feet (we were flying over India at the time) and the number of 'strobe' lights visible from other aircraft in the night sky. Also of interest were the

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

Indian ground controllers asking if the British airways plane could please speed up as a Lufthansa Plane behind us was behind schedule. The request was denied as our plane was meeting expected fuel usage and speeding up would have used more fuel. So as I lamented earlier how sad is it that now these opportunities no longer exist.



From Jeeps to Hummers

Back in 1940 Wills-Overland Motors designed and built the first 'Jeep'.

In 1953 Willys-Overland was bought by Henry J Kaiser and renamed Willys Motors.

In 1960 they won a contract to develop and build half ton delivery vehicles for the U.S. Post Office. 14,000 were built.

In 1963 Willys Motors was renamed Kaiser Jeep Corporation.

In 1964 Kaiser Jeep Corporation buys the Studebaker Corp. Manufacturing facilities.

In 1967 Kaiser Jeep Corp. forms a special division to research, develop and produce Government vehicles.

In 1967 awarded contract by U.S. Post Office for 150,000 ¼ ton DJ-5 Dispatchers.

In 1970 American Motors Corp. buy Kaiser Jeep Corp. from Kaiser Industries.

In 1979 American Motors Corp. Begin design work on the 'High Mobility, Multi-purpose, Wheeled Vehicle'. (HMMWV pronounced as Humvee).

In 1981 prototype contract awarded by U.S. Army.

In 1982 development and testing carried out.

In 1982 contract for 55,000 Humvees at 1.2 billion dollars awarded. Order then increased to 70,000 Humvees at 1.6 billion dollars.

In 1985 production begins on civilian version of Humvees. These are known as Hummers and are called 'The World's Most Serious 4x4'.

In 1989 further contracts gained for another 35,000 Humvees at 1 billion dollars (order later increased to 50,000).

In 2000 further contracts, through to 2009, for another 65,000 Humvees was gained.

Over 200,000 Humvees have been built.

They offer exceptional speed, mobility and agility. The multi-purpose platform accommodates a broad range of configurations. They feature full time four wheel drive, independent suspension, steep approach and departure angles, 60% grade ability and 16 inch ground clearance.

Civilian version Hummers have found favour as 'Custom Cars' or Stretched Limos', but their use as a drive to work or shops car is seriously challenged.



Really Scary Speeds

In late May the Indianapolis 500 race was held. The speed of these race cars border on the insane. During qualifying half the field had a qualifying speed of over or close to 370 kph. Now these cars are racing not only feet but often inches apart and considering the wind buffeting at these speeds it is amazing more 'accidents' do not occur. But when an accident does happen it occurs for a long time. A car without its wheels on the ground takes a while to stop, unless it meets an immovable object.

I enjoy Indy car racing as unlike Formula 1 the winner is rarely predictable. Any one of the drivers has the chance of winning. All the cars are the same (Dellara chassis) and there are two factory engine suppliers (Honda and Chevrolet). The engines are 2.2 litre (134.3 c.in.) V6 turbo-charged, twin OHC but must have mechanically operated valves. In fact the pole sitter from this year's race, Ed Carpenter, was a driver from his own low budget single car team and the winner, Ryan Hunter-Reay started the race from the 19th position. Going into the final 10 miles of the race anyone of five drivers still had a very good chance of winning the race.

Indy cars have tackled safety issues relating to the cars seriously. The cars have a form of 'rear bumper' to stop wheels climbing over each other. The side skirts have also been extended to behind the front wheels again to prevent wheels from becoming interlocked. This along with all other safety measures adopted now make these cars the safest ever but at these speeds fatalities and injuries are still possible.

Another thing I like about Indy car racing is the 'push to pass' feature that is incorporated on the road and street courses. Each driver is given, usually 10, 'push to pass' options. When this option is used the driver gains a slight increase in engine horse power and engine revs. This adds another strategy into the race, use them early to gain track position or save them till later to hold off a challenge? This along with the crew chiefs call as to when to change tyres, and to what option tyre to use, and the possibility of being 'caught out' by caution periods that can occur at any time make for exciting racing and unpredictable results.





Postscript on the Ben Carlin Story

At the conclusion of the trip Half Safe remained in the USA where it was occasionally exhibited by friend and co-owner George Calimer. Ben, after a period, returned to Perth taking up residence at Cottesloe. Ben Carlin died in Perth in 1981. He had left his share of Half Safe to his old school, Guilford Grammar, as well as a sizeable endowment for the purpose of funding a scholarship. The school purchased the other share from George Calimer and the craft was transported to Guildford's campus where it is on display. The school also posthumously published 'The Other Half of Half Safe' which detailed the second portion of Ben's journey.

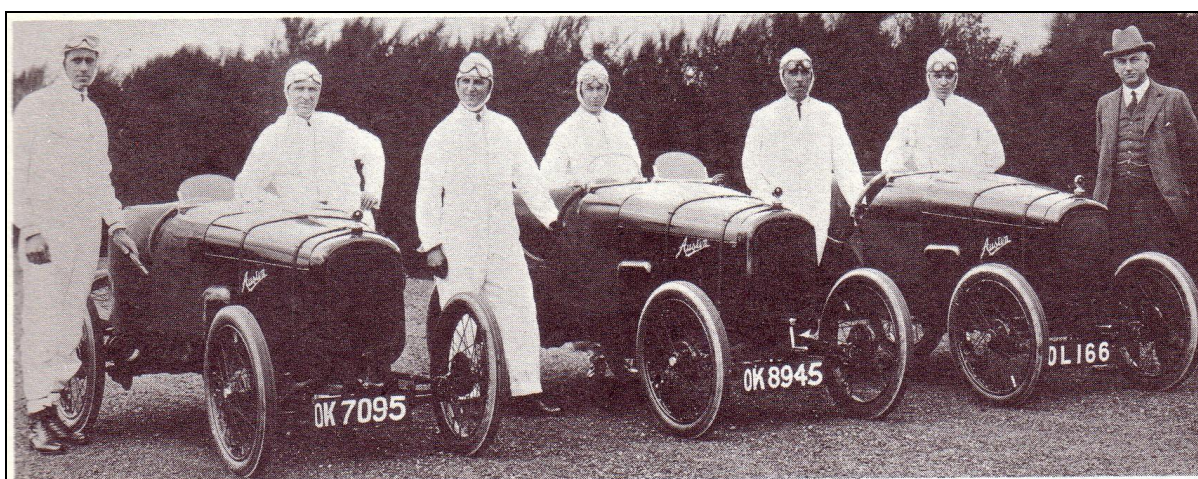
In 1999 the craft was transported across Australia to Corowa, NSW, where it featured in an annual celebration on the River Murray, along with 16 other amphibious vehicles from the Second World War.

Money from Carlin's estate was used to found the Charlotte Carlin Scholarship (named after his mother), awarded for 'The proficiency of the English Language with the Avoidance of Clichés'.

New Wine for Seniors

Clare Valley vintners who produce primarily **Pinot Blanc**, **Pinot Noir** and **Pinot Grigio** wines have developed a new hybrid grape that acts as an anti-diuretic. It is expected to reduce the number of trips older folk have to make to the bathroom during the night.

The new wine will be marketed as **Pinot More** (I heard it through the grapevine).



Sir Herbert with the first Austin Seven racing team at the Boulogne meeting in August, 1923.



The A7 Club Day Run on 18 May 2014 from BB's Cafe Mile End Homemaker Centre to Mt Compass via Kuitpo forest - another Grand Day Out.

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George & Pam Keil pose in their Austin 7 at the entrance to Goolwa on our recent pre war run to the lakeside town.