

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SOUTH AUSTRALIA INC

OCTOBER 2014 VOLUME 210



“TWELVE-SIX”

Ascot Saloon - - -	- £235
Ascot Saloon (fixed head)	- £215

Prices at Works.

Austin

“TEN-FOUR”

Lichfield Saloon - - -	- £172-10
Colwyn Cabriolet - - -	- £178

Prices at Works.

Bay to Birdwood Run 28 September 2014



Wendy & Keith Seidel displaying a portrait of their Austin 7



David & Michele Gear with a portrait of their Austin 7 Meteor.

AUSTIN 7 CLUB OF S.A. INC

2014/15 COMMITTEE

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

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

ASST SECRETARY: MALCOLM LAKE,

ASST TREASURER RON SCHACHE,

COMPETITION SECRETARY TONY MORGAN

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,
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 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: \$70.00: Associate/Remote: \$40.00

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

Austin 7 Journals

Volume 210

October 2014

PRESIDENT'S PREAMBLE

The club's Annual General Meeting was held on September 8. The committee has remained largely unchanged except that Graham Buesnel has retired as Secretary and Martin Lewis elected to the position. Below is the report I presented at the AGM.

This year has seen the conclusion of a 3 year plan to substantially upgrade the clubrooms which included;

- Repairing the ceiling in meeting hall,
- Updating the kitchen with new cupboards & bench tops, as well as the stove & fridge,
- Purchasing new, more comfortable chairs, & replacing the old trestle tables with much lighter ones,
- Installing 2 Split system air conditioners, a new TV, and a new Spares Parts shed complete with Solar panels on the roof,
- Upgrading the car park with bitumen & the cladding on some of the external walls.

I would like to thank the current & previous committee members for managing these upgrades. I would also like to thank 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.

In my last year's report, I reported that Tony Morgan had asked all Modern Regularity participants to form a group to propose & develop a Marketing Plan with the aim of increasing the number of entrants at each event. I am pleased to say that an enthusiastic group has been formed and they have submitted a number of proposals, all of which have been accepted by either the committee or Tony.

Some of the recommendations made & implemented so far are;

- Market Modern Regularity under the name of Track Time Motorsport,
- Developed a TTM Logo & included it on new marketing material which has been produced & circulated,
- Setting up a TTM website, separate to the Clubs website, and the setting up and maintaining a Face Book page,
- Commissioned the production of a 30 second TV advert which was run many times over a 3 month period on channel 44,
- Introduced a driver mentoring process for newcomers to the sport. It includes, but is not limited to, having a session at the beginning of each event whereby each newcomer is a passenger in an experienced driver's car under non competition conditions for several laps so they can be tutored on what to do & what not to do during an event. It is aimed at making them much better & safer competitors.

Whilst the impact each of the above initiatives has had on the number of entrants is difficult to measure, it is very clear that compared with recent years, the number of entrants to each event have increased significantly (an average of 14 more entrants at each event). Whilst a lot

of our members do not participate in this sport, it is of significant importance to our club that these, or similar types of events are run by the club and that they attract sufficient entries to make them both financially viable & interesting for the entrants.

A big thank you must go to the 4 members who put up their hands to be a part of this group & for the amount of time & effort they have put into promoting the sport they are passionate about. They are, Andrew Baohm, Steve Conroy, Steve Dury and Phil Scadding. Their enthusiasm and expertise has been priceless. Thanks must also go to Tony Morgan for not only continuing to run every Modern Regularity event we run but also for initiating the marketing group & endorsing, or adopting, the recommendations they have proposed.

I would also like to acknowledge Brett Watters for organising the trophies for each of the modern regularity events and for providing reports for the Journals as well as, with his wife, Sandy & Darryl Brigg's help, assisting Tony to pack up at the end of each meeting. The timing team has also been as busy as ever this year, which is a testament to the work Barry Frost and his band of followers put into ensuring the integrity of the data they provide is what event organisers & competitors need, including our own Modern Regularity entrants.

A big thank you must go to the ladies who toil in the kitchen at each monthly meeting to ensure we guys don't go home under-nourished. Also thanks to the guys who assist the ladies with washing the dishes.

A big thank you must go to all members who assist with anything related to the activities & aims of the club, such as those who help by taking care of some of the more mundane things such as, maintaining the clubrooms and ensuring all of the consumable items don't run out and cutting the lawns and caring for the garden and the library. Then there are others who organise specific events and activities or take care of spare parts while others contribute to and produce the club magazine. Those people all know who they are. On behalf of all club members I say a big thank you for the time and effort you put into making this club the great club that it is.

Finally I would like to thank the outgoing committee for their efforts over the past year. Whilst I obviously don't know who will be on the next committee, to my knowledge Graham Buesnel is the only current member who is not standing. I would like to thank Graham for undertaking the Secretaries duties over the past 5 years & hope he has a well earned rest. I wish the incoming committee all the best for next year.

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

Michael ASPY	Brenton BAILEY	Matthew BENNECHE
Peter BOWDEN	Lance CHOMEL	Bernard CROWTHER
Philip GELL	Glenn POWER	Gerlelia SKELDON
Aaron SKIRREY	Robert TAYLOR	Lyle WALLACE
Des WALSH		

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



October 2014

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. Two starting points either Victoria Hotel Car Park O'Halloran Hill at 9am or Keith Stephenson Park at Mt Barker at 9.30am, then to Strathalbyn for morning tea at Coleman Terrace which is a picnic area adjacent to the Angas River. Afterwards via Currency Creek, Goolwa and Hindmarsh Island to Adelaide Vintage Aviation .

21 Leisure Run, looking at the Hahndorf Mill for a smorgasbord lunch, with a beforehand meeting at the Lobethal Bakery in Woodside for morning tea.

26 Modern Regularity R7 at Mallala Motor Sport Park.

27 A7C Technical Night, 7.30pm at the Clubrooms, spares shed open 6.30pm.

November 2014

1 Race Meeting—Mallala

9 Sunday at the clubrooms. Barbecue lunch with a short drive in the afternoon. Gates open at 11am. Please bring bowl of salad or sweets to share.

10 Monthly Club Meeting 8pm at the clubrooms, please bring plate of supper to share.

16 Social Day Run -

15/16 Bendigo Swap Meet.

18 Leisure Run, with a delicious lunch at the Normanville Hotel.

22 Subs & Conditional Rego Day (Incl Stat Dec - we will have a JP on hand), 10am to 2pm at the Clubrooms. Light refreshments will be available . Details page 11

24 A7C Technical Night & Run.

28 Quarterly Luncheon at the Brighton Metro Hotel (Charlies smorgasbord).

December 2014

7 Modern Regularity R8 at Mallala Motor Sport Park.

8 Monthly Club Meeting. please bring a plate of supper to share, as it is Christmas there will be extra supper.

9 Leisure Run and our Christmas get-together returning to the Belair Hotel at Glenalta.

14 Subs & Conditional Rego Day (Incl Stat Dec - we will have a JP on hand), 10am to 2pm at the Clubrooms. Light refreshments will be available. Details page 11

14 Christmas Function at the Buckingham Arms Hotel, 'tickets' from the Treasurer.



Graham Taylor 7 February 1939 - 8 August 2014

Graham joined our Club in November 1957. In the ensuing 57 years he contributed in many ways to club life

- as a committee member
- as an official at our many motor sport events
- as one of the support crew for Don Scott's racing skyline
- Graham's love of large American sedans came in very useful whenever we needed a tow vehicle
 - for the club trailer with all its equipment to club competitions.
 - or for taking "treasure" to the Marion drive-in "trash and treasure" days

He was an all-round good club member and was inducted into the **"50 year Club" in 2008**

Graham was attracted to the adventure of the Border Run (which had first been held in 1955) and first took part in 1967. By this time, it had developed into a tradition that it would be on the Anzac long weekend – which also has a tradition of being wet. One such run was memorable for the amount of rain that fell and as luck would have it, Graham and Colin Zytveld were driving Ian Jones' A7 tourer. Despite being dressed in what was thought to be suitable protection - large overcoats - by the time they had driven from the start at Glen Osmond to Eagle-on-the-Hill - they were soaking wet!

This did not deter Graham's enthusiasm and he continued to attend until 2007 – but in larger, more comfortable transport – his Pontiac. **Graham was one of the 38 SA members who attended the 50 years of Border Runs at Nhill in 2004**

Graham had his Austin 7 as a work in progress, which was a pity because we were all looking forward to seeing him fold his long body into the cramped confines of an Austin 7! In his early years in the Club, he had a dragster project on the go – for which he obtained a Rolls Royce Merlin V12 Spitfire engine as propulsion – but it was never completed. This engine later spent time in the Port Adelaide Aeronautical Museum.

Those who knew Graham valued his friendship and he will be greatly missed.

We have never been more proud of a friend as we were of Graham when he lovingly looked after his wife Eileen during her final years.

Barry and Rae Frost

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2008

JANUARY **FEBRUARY** **MARCH**

APRIL **MAY** **JUNE**

JULY **AUGUST** **SEPTEMBER**

OCTOBER **NOVEMBER**

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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 generally 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, and not at the Club Registrar's Business premises.

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



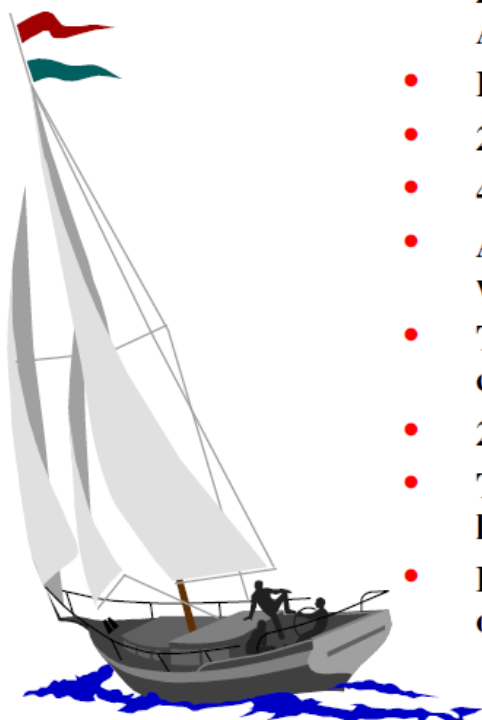
Club regalia for sale:



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.

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- 2 Petrol Stations & auto-gas is available.
- The Marina is available for boat mooring, launching & retrieval.
- For further information call Trevor or Lyn on 08 88537191 or 042 885 1139



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

AUSTIN 7 SPARES REPORT

The Club of SA is manufacturing new chassis rails to suit the 1929 Austin 7. These are being drawn up and will be stamped out with all holes, and the process is all being done with computers so they will be correct. The price should be less than \$200 per rail as it is being done by one of our members.

Please register your interest with David Grear our Spares Manager at any meeting or Technical Night , so we have an idea of the number to press.

The Austin 7 Club here in South Australia has an excellent Austin 7 spares resource. This spares service is an important part of the existence of this Club and accordingly is for members only. If you are aware of any Austin 7 owner who is not a member and is struggling in getting that elusive part, make a suggestion to them of the benefits that membership of the Austin 7 Club gives. The Austin 7 Spares is usually open an hour before each monthly club meeting and the ten technical nights programmed during the year.

SUBSCRIPTION & REGISTRATION DAYS 2014

In addition to the normal club meetings, the club is having two Subscription & Registration Days at the CLUBROOMS on;

- **22 November (Saturday) between 10am and 2pm, and on**
- **14 December (Sunday) between 10am and 2pm**

These days are held to enable you to;

- pay your annual subscription, and,
- if you have a “Conditionally Registered Vehicle” (Historic Rego), to fulfill your annual responsibilities as stated in Section 11.7 of the Code Of Practice, part of which states;

The owner of a conditionally registered vehicle must abide by the following conditions:-

- *maintain their membership of an approved club;*
- *present their vehicle/s for an inspection upon the request of the club at a minimum of once every three (3) years and upon the request of the Registrar;*
- *have the club’s authorised person validate their log book/s and current registration papers annually;*
- *provide their club with a statutory declaration annually declaring vehicle eligibility to the scheme and, detailing any modifications that have been made to their vehicle since the last declaration and/or inspection of their vehicle;*
- *Present the vehicle to the club’s authorised person for an inspection if any modifications have been made to the vehicle to determine if the vehicle is still eligible for the scheme.*

Note - log books will not be endorsed by the club’s authorised person until a completed Statutory Declaration is received and an inspection of the vehicle has been performed if required.

To assist you to fulfill the above requirements;

- **the Club will provided you with a Statutory Declaration.** It must be completed annually by you & your signature witnessed by a JP before your vehicle's Logbook can be endorsed or renewed for the following year, and
-
- **a JP has been arranged to be at the club on both of the Subs & Registration days, and**
-
- **if your log book is due to expire, your vehicle must also be inspected.** Logbooks contain Membership details for 3 years. If “Membership Year 3” of your logbook already contains details, it is ready to expire. A new Logbook will not be issued until your vehicle has been presented for inspection, and passed.

Light refreshments will be available in the clubrooms on both days.

PLEASE REMEMBER

It is illegal to drive your Conditionally Registered Vehicle on public roads after 31 December 2014 unless you have paid your Austin 7 Club subscriptions for 2015 AND had the Log Book updated by the Club Registrar.

AUSTIN SEVEN NATIONAL RALLY 2017

The Austin Seven Register of Queensland is pleased to advise initial details of the next Austin Seven National Rally. It is to be held in the garden city of Toowoomba, Queensland in April 2017.

It is expected that over 100 Austin Seven cars built between 1922 and 1939 will attend the rally from all states. A wide variety of Austin 7 models will be there including tourers, sedans, sports, vans, utilities and specials.

Location

Toowoomba is a large city located about 125klms west of Brisbane and a 90 minute drive. It is a slightly longer drive of about two hours to the Gold Coast and two and three quarter hours to the Sunshine Coast.

Why Toowoomba?

The main reasons why Toowoomba was chosen are:

- its wide selection of moderately priced accommodation
- good roads suitable for Austin 7 rallying
- there is a wide range of interesting places to visit
- terrific mild April weather 13 to 23
- a number of successful national car rallies have been held in Toowoomba and surrounds.

Accommodation

Toowoomba has a wide selection of accommodation including caravan parks, motels, hotels and bed and breakfast at moderate prices.

Program

The program includes daily drives from Toowoomba and return along good country roads to places of interest, a swap meet and a presentation dinner. There will be plenty of time to meet other Austin 7 owners and make new friendships and renew ones from previous events.

Planning for the rally is continuing and is on track for an enjoyable rally.

The rally will also assist to celebrate the 50th anniversary of the Austin Seven Register of Queensland which held its first meeting in 1967.

Expression of Interest

As the rally draws nearer, information bulletins will provide more information about the rally. If you are thinking of attending and wish to be added to the mailing list for future updates, then print off and complete the Expression of Interest Form below and return it to the A7 Register of Qld - address on the form. You can also contact John Que (contact details on Form) for more info.



Expression of Interest Form

Austin Seven Register of Queensland Inc

2017 Austin 7 National Rally, Toowoomba

I wish to express my interest in attending the Austin 7 National Rally to be held in April 2017 in Toowoomba.

Name/s		
Postal Address		Postcode
Phone	Home Number	Mobile Number
Email address		
Number attending		
Club		
Signed	Date / /	

Please return the completed Expression of Interest form by

Post to; Austin Seven Register of Queensland Inc,
1376 Old Cleveland Road,
Carindale Qld 4152

Or by email to; jque@bigpond.net.au

On receipt of the Expression of Interest form we will add you to our mailing list and send updates.

For enquiries contact John Que by phone on 07 3396 0882

BREAKFAST RUN - SUNDAY 17 AUGUST Newton to Largs Bay

After all the wet weather Adelaide has been having, it was great to have a cool, sunny day with no rain forecast for our breakfast run.



We assembled at the Newton Shopping centre where a few grabbed a quick coffee & a loaf of bread before we headed off at about 8.45am. We travelled via Walkerville, past the back of the zoo before parking & regrouping near the Torrens Parade Ground where we were met by a few more members. Unbeknown to Martin, our run organizer, two events were being held in this vicinity that day; the Adelaide University had an open day & the Vietnam Veterans had their Remembrance day at the Parade Grounds. Thankfully we were there early enough to get a car park.

We headed off again at about 9.15. We drove past our "Million Dollar" Oval & our "Million Dollar" Foot Bridge, then travelling along Memorial drive, onto Hawker St, Torrens Rd & Days Rd before getting onto our "Million Dollar" South Rd Superway. From here it was down the Port Expressway, over the Diver Derrick Bridge where we saw some other "Million Dollar" projects, the old City of Adelaide Clipper &, at the ASC, a new warship under construction. Aren't we lucky that we have all this money to spend!!!!



We arrived at the Largs Pier Hotel pretty well on time. Two tables had been reserved for us &, as everyone was hungry by this time, orders were placed very quickly. The breakfasts were quite big & filling & I don't think anyone had any complaints. I settled for a low calorie

breakfast of pancakes with bananas & caramel sauce. Absolutely delicious, but 3 pancakes were too much so my rubbish bin (Ralph) had to eat one.

After breaky everyone headed off separately, probably for the same reason as we did – to go home & have a sleep.

It was a great morning, with 13 cars, 25 adults & 3 children attending. As I say whenever I do a write up of an event, those members who didn't come missed out on a lovely morning run that another member has gone to a lot of trouble to organize, so to them, come along and join us on a future day run. You will enjoy it & discover that we don't bite. Our thanks go to Martin Lewis for organizing this very successful run, even if he is now off my favourites list for asking me to do this write up.

Marie Drage

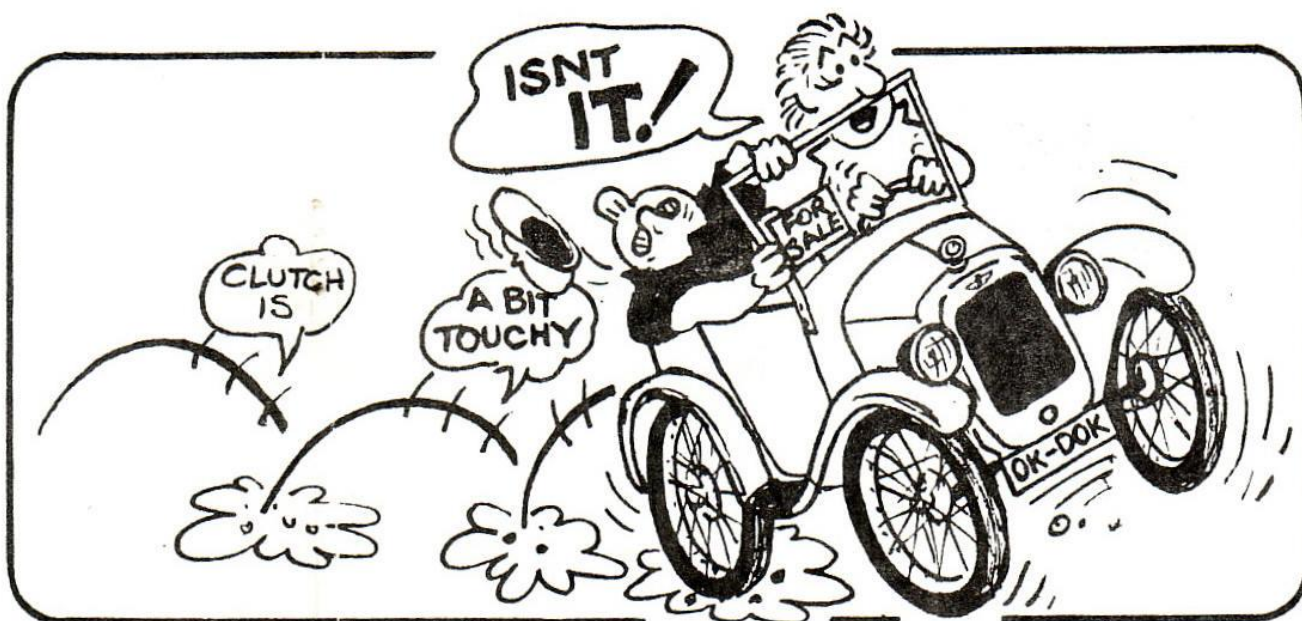
CLUB CLASSIFIEDS



On the Clubroom Notice Board: For Sale: a 1951 Austin A40 Devon, British Racing Green, Head & Valves made to run on unleaded petrol. Alternator fitted, first of the column shift A40's, complies with Conditional Registration. \$7,500
See Graham Buesnel at any meeting or phone 0438 794 979 anytime.



Also on the Notice Board For Sale: a 1953 Austin A30 4 door Sedan, also British racing Green, 948 motor, alternator fitted on Club Registration \$6,500
Call Graham Buesnel on 0438 794 979 anytime.



Major Sponsor!

2014 Modern Regularity Season



Lakeside Nissan is a family owned and operated business in Adelaide involved in the motor industry for over 45 years. In addition to sponsorship of the Modern Regularity series, the team at Lakeside Nissan has a special offer for all members and competitors that purchase a new or used vehicle from us.



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

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

=====000000=====

Modern Regularity -

13 July 2014

Lakeside Nissan Trophy #4

		Name	E1	E2	E3	E4	Total
			4 Laps	9 Laps	4 Laps	10 Laps	27 Laps
1	16	Brett WATTERS	13	55	24	34	126
2	77	Andrew BAOHM	25	31	31	48	135
3	78	Neil MARTIN	56	28	19	43	146
4	66	Philip SCADDING	32	49	14	55	150
5	21	Darren DAVEY	32	50	19	52	153
6	42	James FLEMING	53	38	15	70	176
7	24	Stephen DRURY	26	40	23	90	179
8	35	Antony RODDA	42	83	30	63	218
9	71	Steve CONROY	44	72	35	76	227
10	72	Anthony VERNER	44	93	20	90	247
11	76	Neil LOVELL	59	109	11	68	247
12	91	Thomas WALKOM	36	64	54	141	295
13	75	Lee SUMMERS	31	137	52	97	317
14	8	Geoff STEPHENS	73	75	33	139	320
15	67	Darryl BRIGG	74	87	36	128	325
16	61	John TILLER	54	134	78	69	335
17	48	Brendan WEGENER	92	116	48	94	350
18	96	Paul SEIDEL	132	104	15	102	353
19	12	Michael MCCLAREN	142	94	37	102	375
20	18	Graham MODRA	135	116	46	94	391
21	52	Shane DRURY	122	116	21	139	398
22	36	Sandy WATTERS	42	158	26	174	400
23	92	Josh HOARE	103	140	35	130	408
24	1	Duane GENT	118	197	35	65	415
25	58	Peter BOWDEN	395	57	31	64	547
26	90	Ashley SANDERSON	64	89	40	380	573
27	88	Richard BAILEY	395	86	13	84	578
28	63	Jason BRADBOOK	207	162	131	110	610
29	54	Dennis MCDEED	111	93	45	365	614
30	60	Russell PEARCE	96	231	80	246	653
31	95	Kristen BAILEY	114	178	81	380	753
32	46	Michelle WEGENER	42	496	98	129	765
33	34	Robert WANN	59	511	196	53	819
34	40	David ZOLLO	395	45	181	340	961
35	11	Bronwyn STEPHENS	380	200	98	286	964
36	89	Bruce MARSTON	46	511	52	380	989
37	34	Ben DE PALMA	395	292	24	380	1091
=38	69	Colin TUCKER	395	511	196	380	1482
=38	70	Jon LANGHAM	395	511	196	380	1482
=38	85	Megan LANGHAM	395	511	196	380	1482

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

DNF Score

395

511

196

380

denotes track record

under previous track record

Modern Regularity - 10 August 2014

Lakeside Nissan Trophy #5

	Name	E1	E2	E3	E4	E5	Total
		5 Laps	5 Laps	5 Laps	4 Laps	5 Laps	25 Laps
47	Jackson LOMAS	57	42	58	25	55	237
42	James FLEMING	130	33	72	17	54	306
27	Kevin HALEY	96	119	65	55	35	370
11	Bronwyn STEPHENS	78	64	25	28	178	373
79	Noel HARRIS	112	224	30	10	30	406
36	Sandy WATTERS	48	302	74	19	22	465
40	David ZOLLO	147	54	75	95	122	493
88	Richard BAILEY	33	340	139	20	31	563
46	Brodie TURNER-SHARP	312	39	62	122	53	588
67	Darryl BRIGG	148	386	70	22	26	652
48	Michelle WEGENER	368	50	95	96	64	673
49	Geoff BURDON	61	298	125	112	90	686
16	Brett WATTERS	258	380	44	33	33	748
23	Graham HEWETT	264	304	80	65	47	760
77	Andrew BAOHM	379	322	44	30	32	807
72	Anthony VERNER	527	244	22	15	23	831
61	John TILLER	633	188	37	41	42	941
58	Peter BOWDEN	247	560	74	19	46	946
95	Kristen BAILEY	111	216	123	91	407	948
1	Duane GENT	102	828	22	24	8	984
78	Neil MARTIN	266	570	106	33	37	1012
80	Peter NELSON	134	596	168	94	52	1044
34	Robert WANN	270	362	58	283	104	1077
21	Darren DAVEY	221	765	66	24	16	1092
35	Antony RODDA	472	576	93	49	17	1207
69	Colin TUCKER	297	43	291	283	407	1321
4	Brad WESTLEY	206	676	198	268	101	1449
71	Steve CONROY	575	214	46	283	407	1525
90	Ashley SANDERSON	195	1374	41	16	38	1664
56	Frank GROSSER	591	866	64	48	156	1725
98	Brandan MARSTON	401	1164	108	24	53	1750
89	Bruce MARSTON	326	708	66	283	407	1790
24	Stephen DRURY	251	1389	276	41	53	2010
54	Dennis MCDEED	928	496	113	102	392	2031
8	Geoff STEPHENS	233	1389	291	140	55	2108
22	Bernard CROWTHER	943	1166	74	87	41	2311
74	Des WALSH	943	738	125	184	372	2362
3	Mark POOLE	943	1126	126	283	407	2885
34	Ben DePALMA	943	1389	291	106	407	3136
14	John ILLINGWORTH	943	1389	291	283	407	3313
64	Neville PHILIPS	943	1389	291	283	407	3313

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

DNF Score 943 1389 291 283 407

Modern Regularity - 21st September 2014

2014 SA Modern Regularity Championships & Lakeside Nissan Trophy #6

Name		E1	E2	E3	E4	E5	Total
		6 Laps	7 Laps	6 Laps	7 Laps	10 Laps	36 Laps
1	Duane GENT	32	28	13	7	39	119
96	Paul SEIDEL	35	15	19	26	39	134
66	Philip SCADDING	28	22	19	23	48	140
21	Darren DAVEY	34	24	11	27	55	151
78	Neil MARTIN	32	39	35	28	49	183
91	Thomas WALKOM	29	38	46	35	40	188
35	Antony RODDA	18	39	70	48	48	223
8	Geoff STEPHENS	21	44	44	39	85	233
76	Neil LOVELL	26	54	65	32	76	253
67	Darryl BRIGG	74	28	39	66	58	265
83	Lindsay HICK	60	48	70	37	57	272
36	Sandy WATTERS	136	49	29	25	44	283
71	Steve CONROY	114	33	45	49	46	287
77	Andrew BAOHM	77	94	13	38	76	298
23	Graham HEWETT	66	88	45	59	41	299
24	Stephen DRURY	41	63	63	74	65	306
52	Shane DRURY	158	36	30	20	73	317
45	David MCDEED	75	129	27	11	84	326
79	Noel HARRIS	93	87	82	19	69	350
26	Brett WATTERS	112	36	44	47	119	358
40	David ZOLLO	121	83	36	44	86	370
63	Jason BRADBOOK	69	102	38	105	72	386
56	Frank GROSSER	92	93	116	99	102	502
49	Geoff BURDON	314	57	70	40	115	596
11	Bronwyn STEPHENS	178	103	52	125	183	641
80	Peter NELSON	81	130	113	206	292	822
58	Peter BOWDEN	76	54	40	48	844	1062
43	Brenton BAILEY	87	99	59	22	844	1111
89	Bruce MARSTON	95	19	62	221	844	1241
3	Mark POOLE	59	308	85	67	829	1348
90	Ashley SANDERSON	101	133	64	221	844	1363
46	Brodie TURNER-SHARP	79	101	131	221	844	1376
27	Kevin HALEY	114	138	91	221	844	1408
69	Colin TUCKER	59	528	131	221	844	1783
57	Pat MILLER	64	528	131	221	844	1788
61	John TILLER	88	528	131	221	844	1812
60	Russell PEARCE	297	513	131	221	844	2006
7	Ben DE PALMA	329	528	131	221	844	2053
19	Peter WILLIAMS	329	528	131	221	844	2053
20	Matt THOMAS	329	528	131	221	844	2053
29	Gavin JENNINGS	329	528	131	221	844	2053
30	Greg COWIE	329	528	131	221	844	2053
54	Dennis MCDEED	329	528	131	221	844	2053
72	Anthony VERNER	329	528	131	221	844	2053



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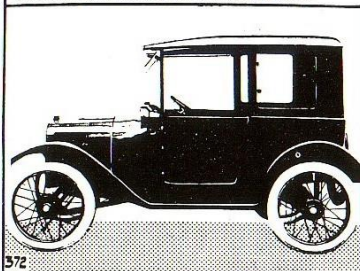
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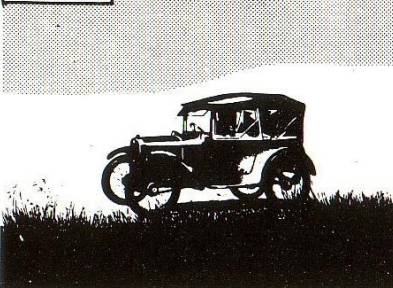
FOCUS ON FACT—The Astonishing Seven (7)

By Gary Keane & Neville Randall

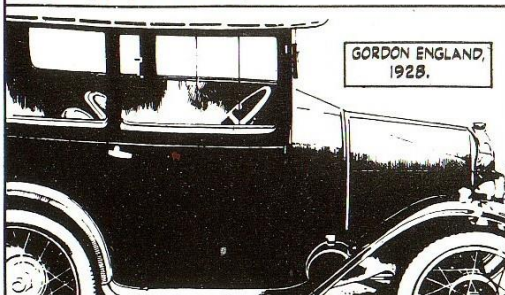
1923. THE AUSTIN SEVEN TOURER WAS THE TALK OF THE MOTOR SHOW. THE SEVEN—SINGLE-SEATER—TAXI APPEARED AT THE COMMERCIAL VEHICLE EXHIBITION. NOT A COMMERCIAL SUCCESS. FOLLOWED BY...



...1924. A NEW, LARGER TOURER. WITH LONGER—9 FT. 2 IN.—BODY, HIGHER HOOD, GREATER BACKSEAT LEG-ROOM. AND A REAL SPEEDOMETER. LEADING TO...



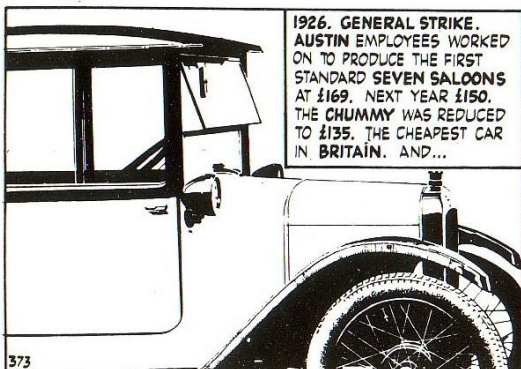
...1926. THE FIRST SEVEN SALOON. BUILT BY GORDON ENGLAND. WITH A CELLULOSE-BASED FABRIC STRETCHED OVER FRAMEWORK. WEIGHING 8 3/4 CWT. COSTING £210.



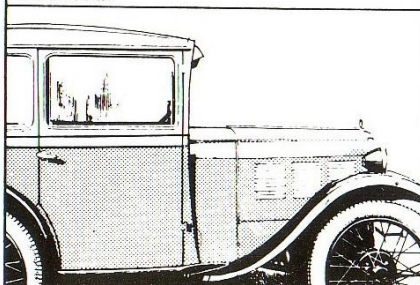
FOCUS ON FACT—The Astonishing Seven (8)

By Gary Keane & Neville Randall

1926. GENERAL STRIKE. AUSTIN EMPLOYEES WORKED ON TO PRODUCE THE FIRST STANDARD SEVEN SALOONS AT £169. NEXT YEAR £150. THE CHUMMY WAS REDUCED TO £135. THE CHEAPEST CAR IN BRITAIN. AND...



...1927 IN EUROPE TOO. A GERMAN FIRM, GOTHIA WAGGONFABRIK—MAKERS OF B.M.W. CARS TODAY—AGREED TO MANUFACTURE THE SEVEN UNDER LICENCE. AS THE DIXI.



SOON USED BY A SHARP-TONGUED AGITATOR RAISING FUNDS FOR A NEW POLITICAL PARTY CALLED NATIONAL SOCIALISTS—ADOLF HITLER.



Bay To Birdwood Run



The 34th Bay to Birdwood Run was held on Sunday 28 September 2014 leaving Adelaide Shores West Beach for Birdwood in the Adelaide Hills. The early participants were flagged away by Glen Dix and they motored their way via Tapleys Hill Road, Anzac Highway, Greenhill Road etc and then Grand Junction Road and up Ansteys Hill as a deviation from past routes. This deviation proved to be the achilles heel of many entrants as their vehicles suffered fuel vapourising problems on the Hill, as the temperature of the day gradually crept towards the 30 degree mark.

Arrival at the Birdwood Mill was done in surprising easy fashion for those in Vintage Austin 7's, but not all members were lucky to depart West Beach early. Perusal of the Bay to Birdwood programme showed that 31 members had acknowledged the Austin 7 Club

when entering their vehicles for the Run.

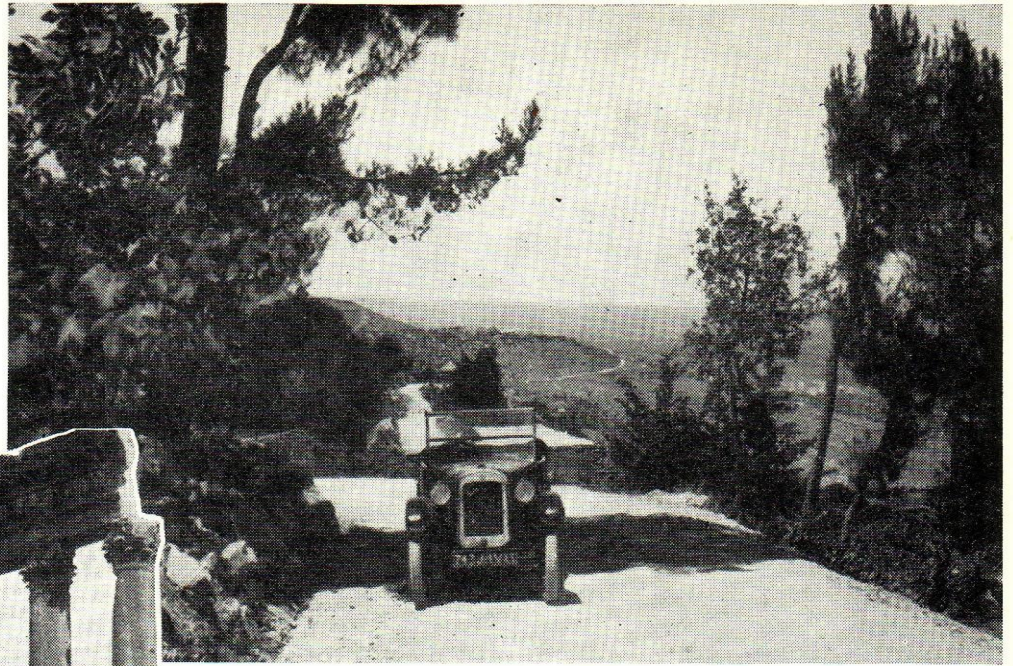
These included in entry number order, Martin Lewis 1946 A16; Kath Matheson 1936 A7; David Searles 1928 A7; Kym Woolford 48 215 Holden; Arthur Addyman 1932 A7; Louise Barrington 1938 Big 7; Maurice Ralph 1954 A30; G Thorpe 1955 A50; Les Dienhoff 1954 A70; Dave Hall 1954 FJ Holden; Phil Bunker 1937 A7; David Grear 1929 A7 Meteor, 1935 A7 & 1946 A16; Brenton Thorndike 1949 Jaguar Mk V; Ian Sweetman 1936 A7; Brenton Spangler 1953 A30 & 1933 A10; Chris Wright 1930 A7; Stuart Brown 1919 Dodge; Geoff Murch 1948 A40; Ian Medsen 1946 A8; Keith Seidel 1928 A7; Neil Maslin 1936 A7; David Garnett 1932 A7, 1937 A7 Ruby, 1937 A7 Ruby; Ian Schultz 1948 Standard; Graham Pearce 1937 A7; Simon Mander 1937 A7, and Trevor Mander 1936 A7. Other Austin 7 Club members entering with other clubs included Andrew Dawes 1929 A16/6; & Wolf Semler 1927 Chevrolet Capitol.



On the Birdwood Mill Green with entertainment and concours finalists.

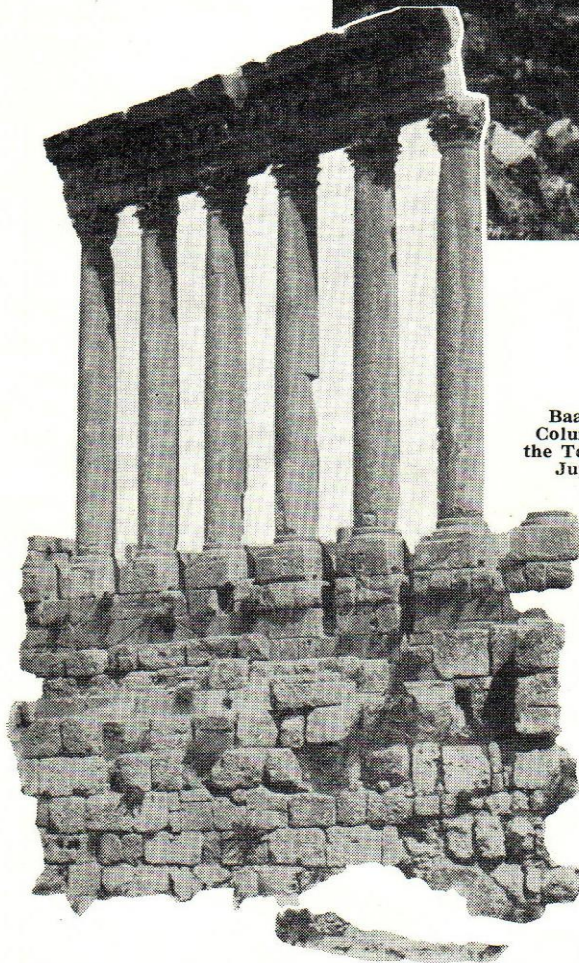
More photos page 34

A Journey into SYRIA



The Lebanon Mountains. On the road up to the Cedars.

WITH AN AUSTIN SEVEN



Baalbek :
Columns of
the Temple of
Jupiter.

THE writer and the Austin Seven decided that it was time to leave Palestine in search of new country and new scenes, and so determined to launch an attack on Syria. Accordingly, one day in June they left Jerusalem and sped northwards to Galilee and the Syrian frontier until they reached Baalbek in a high valley between the Lebanon and Anti Lebanon Mountains. Some 1,700 years ago Baalbek was a great city; to-day there only remains the stupendous ruins of the temples dedicated to Jupiter and Bacchus. They were the glory of the ancient world and the Romans spared neither labour nor expense to enhance their

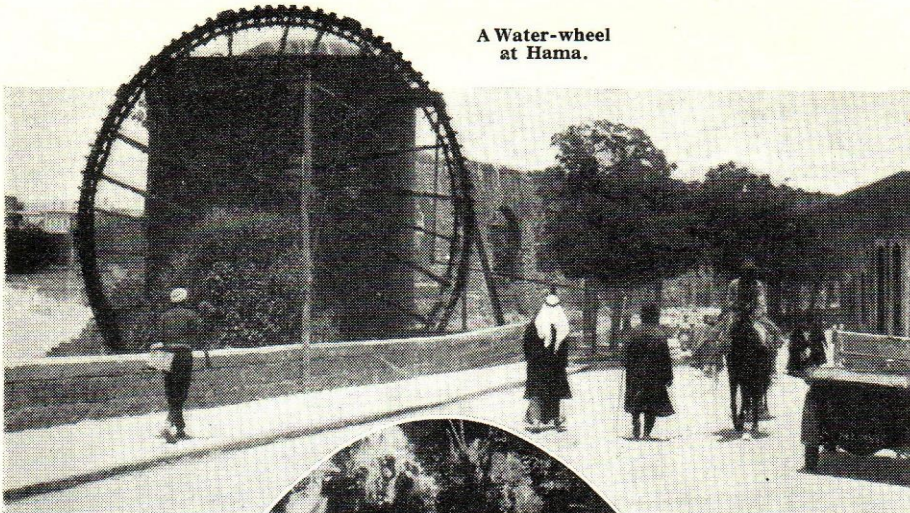
magnificence. Some idea may be gained of their size from a single stone left in a quarry, dressed and ready for transportation, which measures 70 feet by 14 feet by 13 feet and is computed to weigh not less than 1,000 tons. Here, too, are columns of red granite, quarried at Assouan, which must have been floated a thousand miles down the Nile and up the coast, to be dragged finally a further 70 miles overland. And yet the buildings are so well proportioned that one loses any impression of mere mass in a sense of their delicacy.

Baalbek, with its rivers and orchards, its shady walnut and apricot trees and flaming red pomegranates, was left behind with reluctance and the desert journey to Palmyra begun. It has been said that it is better to travel hopefully than to arrive, and certainly the journey from Damascus to Palmyra, more aptly named Tudmur in the Wilderness, called for a full measure of hope; 160 miles across a desert track in places good, but in others execrable, brought home the necessity for reliability, since a breakdown would have meant at least one night in the desert. But the Austin never murmured at the going or the increasing heat.

By G. B. A. BAKER

Palmyra was an extensive town on the great trade route from Baghdad and the East to Damascus. When the route changed to Aleppo it died and fell

A Water-wheel
at Hama.



A beautiful
cascade
at Daphne,
near
Antioch,
where the
nymph
Daphne,
chased by
Apollo,
was
changed
into a laurel.
The
Romans
cut a
grotto and
erected
temples at
this spot.



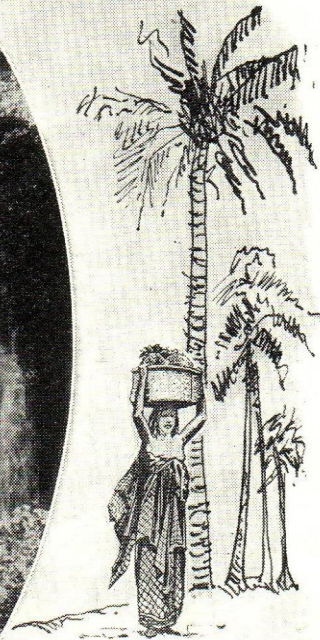
into ruin.
Queen Zeno-
bia whom tradi-
tion endows with
youth and beauty as well
as a talent for war, reigned
over it at its height. She
carried her conquests to
Antioch in Northern Syria,
to the Euphrates and even
into Egypt before she was
eventually defeated by the
Romans. Eastwards the
desert stretches to Baghdad
and Persia; and when the
evening light gilds the
columns and temples, the old
city seems to spring into life
once more; one seems to
hear the noisy concourse of

citizens, to see the great queen
descend into the town in her
chariot surrounded by her
courtiers. And then the red
glow turns into a blue-green
and darkness falls; and with it
quiet, save for the piping of
some shepherd or the hoot of
an owl.

The track to Homs proved
better and shorter, and from
here a broad road runs to
Aleppo over rolling downland
fringed on the horizon by
purple mountains. The Orontes

is crossed at Hama, where
great water wheels groan
incessantly, carrying their
load of water up some 60
feet to aqueducts which
distribute it over the
fields.

At length Aleppo appears
in a hollow, clustered
round its lofty citadel.
Aleppo was a town known
to the Egyptians in 2000
B.C., and to the English
in Elizabethan times when
a factory and consulate
were established there.
Shakespeare mentions it
in *Macbeth* as a port, but
his geography was at fault.



Palmyra or Tudmur in the Wilder-
ness: The ruins of the temple of
the Sun.



A Journey into Syria—contd.

The East is becoming westernised : European dress is taking the place of native costumes ; the picturesque is being sacrificed to the cause of progress. But in the Bazaars of Aleppo, some 20 miles of covered streets, finely-vaulted and richly-carved, one sees more of the East than in Cairo, Damascus or even Baghdad. The Bedouin of the desert, the Syrian, the Afghan, the Persian and the Turk are among the throng continually passing up and down. Craftsmanship still flourishes, even if the materials are drawn from the Western world.

The Church of St. Simon Stylites (who sat on the top of a column 38 feet high for 37 years and preached therefrom to an astonished multitude) ; Antioch and the waters of Daphne, where the nymph Daphne, chased by Apollo, was changed into a laurel, were visited before turning southwards across the mountains to Latikia and its tobacco fields. Thence along a coast road which rivals those of the Riviera to the hot and bustling town of Tripoli.

The high range of the Lebanons, culminating at over 10,000 feet, look down upon Tripoli. The track to the Cedars climbs more than 6,000 feet in less than 20 road miles so that the gradients and frequent hairpins, to say nothing of a surface scored and worn bare by the melting snows, presents a very exacting task for a small car. But the Austin took it all in good part and arrived at the top cool and unperturbed, very much to the surprise of the local inhabitants.

Here snow lies in the gullies and spring is not yet finished, although the heat of summer is on the plain below. Once the whole countryside was a dense forest of great cedars in which wild beasts roamed, and persecuted Christians from Antioch sought sanctuary. Now but 400 trees remain, a monument to their former glory.

The descent to Beyrouth and the return to Palestine call for no comment—they passed without incident and both the Austin and its driver entered Jerusalem well content, having covered 1,500 miles over mountains and desert with but one involuntary stop—and that to change a punctured wheel.

NOW that the alleged summer has departed, and we have more time to consider, I venture to offer some suggestions for dealing with such familiar discourtesies as "cutting in," "pulling out without showing a hand," or "stopping suddenly without signal."

In my humble opinion these offences merit a somewhat more chastening form of punishment than is authorised by the Ministry of Transport's legislation, and I submit herewith a brief Penalty-Scale or Ordeal-Schedule for use in connection with minor misdemeanours :

(1) *Ordeal by Inferior Petrol.*

Every motorist knows the feeling of helplessness induced by the spluttering of watery petrol in the carburetter, and a few months' compulsory impaired running under these conditions should prove an effective penalty.

(2) *Ordeal by Screaming Brake.*

Apart from personal irritation caused by the noise itself, the fact of one's disgrace being thus publicly broadcast would intensify this punishment.

Almost any garage could ensure that brakes hitherto quiet should shriek when applied.

(3) *Ordeal by Cranking.*

The self-starter to be disconnected and recourse had to winding by hand whenever starting was

MOTOR MEDICINE

By

Ralph Wotherspoon

required. A purely physical punishment which might be awarded in conjunction with (4) *Ordeal by Grease.*

The police would periodically smear portions of the offender's car with some preparation or solution capable of adhesion to the clothes or person. The exact disposition of the preparation or solution

to be effected in secret.

(5) *Ordeal by Flat Spare Tyre.*

The spare wheel would be available in the regulation position but the tyre of it, deflated under official supervision, would be carried punctured. This condition would induce a feeling of insecurity, particularly on long journeys or through wild, desolate and stony country.

(6) *Ordeal by Leaking Hood.*

The "holed" cover would be regularly exhibited for inspection and any attempt at private patching would be frustrated by the police, who would be empowered to slash the canvas anew.

These are my six penalties, and if you say that offenders would rather stay at home than be subjected to such humiliations, I answer that I am glad to hear it. Such motorists would not for themselves be missed, and their voluntary absence might even render present-day congestion less confounded.

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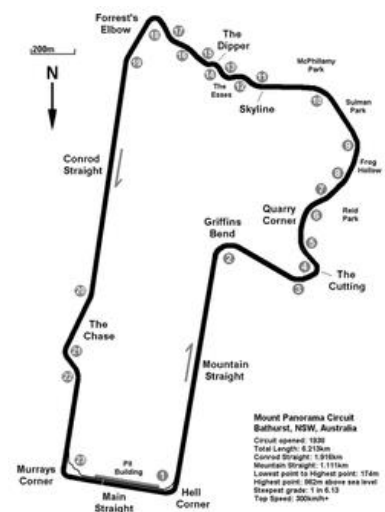
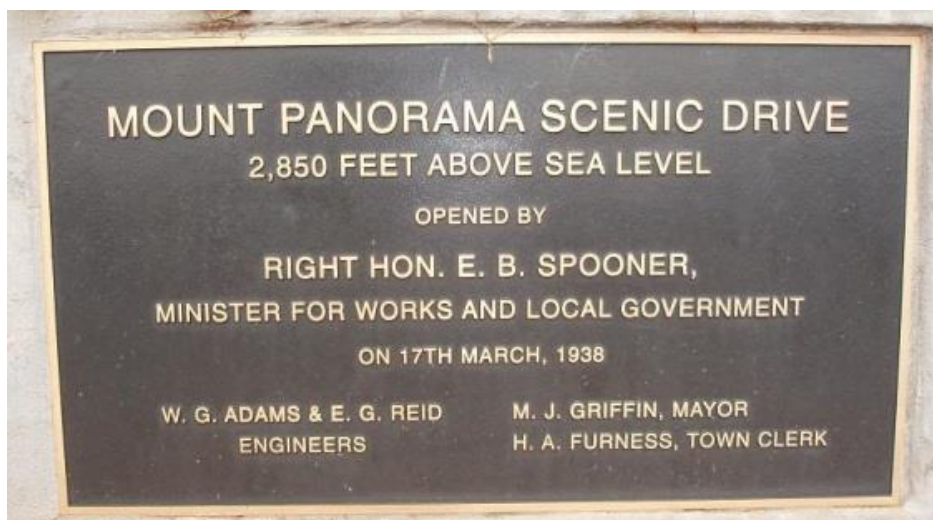
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Bathurst..... Australia's Premier Racetrack.

Well another Bathurst 1000 has been run and won and no doubt it did not disappoint with the usual excitement, drama and twists that this great race usually throws up. Bathurst is now known throughout the world due to the global television coverage. Bathurst as a race track came about due to the foresight, and cunning, of a group of citizen's way back in the 1930's. The country was slowly emerging from the Great Depression and the Government was providing assistance to keep the momentum going by providing funding for community projects. Now Bathurst Mayor Martin Griffin had a dream to create a racetrack around the Bald Hills area of Bathurst. But he knew that applying for funding for this venture would probably not be approved, but funding for a scenic drive around this area stood a good chance so an application was made to build a scenic drive. Good news – the application was approved and along with Bathurst City Engineer, Hughie Reid, plans were drawn up for the scenic drive (read racetrack). The track was built and opened by the Mayor on the 17th March 1938, and the first race meeting, the Australian Grand Prix was held on the 16th April 1938, just one month later.



The track was un-sealed (the first all sealed AGP was at Lobethal in 1939) and much shorter than other tracks used before and after for major meetings. Bathurst is only 6.21 Km or 4 miles long, compared to Lobethal's 13.8 km or 8.6 miles long. This did not matter though as the track was spectacular and the crowds loved it. 20,000 spectators attended the first meeting and its future was assured. Today crowds of 200,000 attend the Bathurst 1000 meeting.

Bathurst has hosted the Australian Grand Prix in 1938, 1947, 1952 and 1958. The Australian Motorcycle Grand Prix was held there from 1984 to 1987. The Bathurst 1000 has been held there since 1963. It was a 500 mile race from 1963 until 1972 before adopting the present 1000 km format in 1973. Some of us may remember the 1960's telecasts viewed on our little 18 inch black and white sets with local motor sports identity Alan Marks filling in with banter when the 'link' would invariably drop out. (Alan had his 90th birthday recently). Another world championship held there that not many of us knew about was the 2008 World Gravity Sports Championships for skate board downhill and street luge downhill. These races began at Skyline and finished on Con-rod straight.

Sixteen competitors have been killed at Bathurst, eight car drivers and eight motorcyclists. Two spectators were killed when struck by a crashing car in 1955.

And now for a lap of the track. Starting on Pit Straight into the first left hand bend Hell Corner. This corner was named because of a tree stump on the corner apex. Hit this stump and you could end up in hell. Then up Mountain Straight where cars and bikes would become airborne at the rise near the top. Then right into Griffin Bend (later GTX bend) named after the Bathurst Mayor who had the track built. Then through the steepest part of the track, the Cutting, and up through Reid Park, named after the Bathurst City Engineer, Hughie Reid, who redesigned the scenic drive to make it a better race track and McPhillamy Park, named after Walter McPhillamy a former Bathurst Mayor who donated this section of land. From here it's onto Skyline (later Brock's Skyline) where all you see ahead is sky, now down through the Esses and the Dipper and onto the last bend before the downhill straight, Forrest's Elbow. This bend is not named because of the shape of the bend nor the trees that are there, it is named after motorcycle racer Jack Forrest who 'dropped' his bike on this corner and had his arm trapped under the bike as it slid along which caused a lot of damage to his elbow.



Bathurst
2.10.1939 - the
McIntyre Hudson
stopped after 14
laps - with a burst
radiator hose.
Kevin Salmon the
driver. (just out of
what was later
known as
Mountain Corner)

Now ahead lays the famous Con-rod Straight. Originally this was named Main Straight but was re-named in 1940 following an incident in the 1939 Easter race meeting. Frank Kleinig was one of the back markers in the 38 lap (150 mile) race in his Hudson Terraplane Special. By lap 29 he had passed all but one of the cars that started in front of him and now he had

this car in sight. Charging down Main Straight flat out the Hudson motor cried enough and disintegrated in a big way. Most of the internals finished out on the track. After the race Frank and his mechanic Clive Gibson surveyed the scene and recovered a con-rod bent like a figure 8. They had this bent rod chromed and mounted on a wooden base and would take it to various hotels and clubs as a talking piece. Just as an aside I had heard this story before but I checked it with a Hudson friend of mine in Sydney to confirm. This friend was a Hudson dealer for 50 or so years and knew both Frank and Clive. He confirmed my story and also said that he had been trying to find the 'trophy' for years but had always come to a dead end. (There are also a lot of interesting racing photos on Clive Gibson's web page.)



After Con-rod Straight it is into the fastest corner in Australian motor racing, Caltex Chase. The Chase was added in 1987 following the death of Mike Burgmann the previous year. Only one bend left now and that is Murray's Corner which is named after Bill Murray following his spectacular crash of his Hudson race car in 1946.

So there it is, a brief history of our most famous race track. If you have never driven around this track you have missed out on some-thing special.



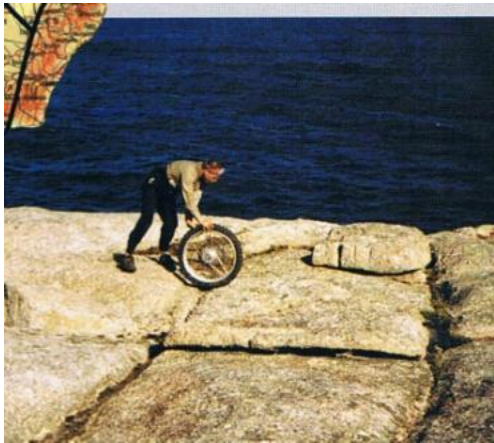
Modern Day Adventurer

Last Journal I wrote about the exploits of Ben Carlin and his seep 'Half Safe' and his journey around the world. It is good to see that there are still a few who seek to do adventurous things. One such man is American Dave Barr. Dave was born in 1952 and at age 17 joined the U.S. Marine Corps. Soon he was serving on a helicopter gun ship in Vietnam. He left the Marines in 1972 and joined peace keeping forces, firstly in Israel then Zimbabwe/Rhodesia and later South Africa. It was while he was in South Africa that he was severely injured in a land mine explosion which resulted in both his legs having to be amputated (one above and one below the knee). When he returned to America he was re-united with his Harley Davidson bike and it was then that he decided to ride around the world. The David Barr Foundation was established to improve the lives of the disabled.

His first journey took three and a half years to complete as he rode a total of 83,000 miles and spanned six continents. He did not ride 'across' the continents but rode around the continents. He wrote a book titled 'Riding the Edge' which detailed his ride. On another later trip he set a Guinness Book World Record for crossing northern Europe, Russia and Siberia on a motor cycle in the dead of winter. Again he wrote a book this time titled 'Riding the Ice'. These rides were completed on his 1972 Harley- Davidson 750 cc Sportster. He has also been inducted into the 'Motorcycle Hall of Fame'.

His second Guinness Book World Record is the one I will detail here as it is for the first and therefore fastest motorcycle journey between Australia's four extreme geographical points. He completed this epic trip in 2002 and this time rode a new Harley-Davidson 883 cc Sportster. Dave started in Perth and rode up to Steep Point,

the most westerly point of Australia. From here the next point to visit was Byron Bay on the east coast and the most sensible thing to do would be to cross the Nullarbor but Dave is an adventurer so his route was due east across the inland desserts. This 4000 mile ride encountered many sand dunes and 'bull-dust pits' which were very painful as Dave's artificial legs made it very difficult to 'cushion the blows' when the bike would 'bottom out' in these holes. He did enjoy the clear skies and complete silence when he camped for the nights though. So onto Byron Bay where he had made arrangements with the local Park Service to allow him to take his bike to the official sign. But this required negotiating 60 steps and this was where the local members of the Vietnam Veterans Motorcycle Club came to his assistance and carried the bike down and then up the steps to enable Dave to reach his easternmost goal.



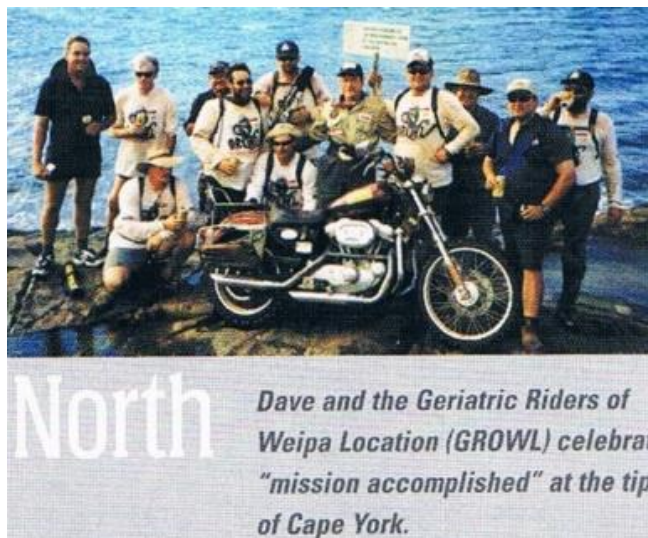
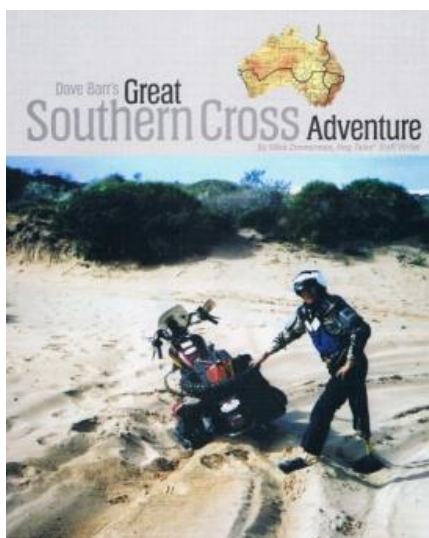
From here Dave headed south to Wilson's Promontory. But Victoria's Park's officials would not let Dave take his bike to this point. The Guinness Book people were very understanding and said to obtain a letter of refusal from the officials and as long as he walked to the point the record would stand. He obtained the letter but thought that simply walking there was not enough so he removed the Harley's front wheel and carried it the two and a half miles along the track to the easternmost point.

The wheel weighed 32 pounds (around 15 kilograms) so with two artificial legs this was quite an achievement. Now it's upwards and onward to the northernmost point at Cape York. It was on this last leg of the trip that Dave had a big 'off'. He did not see the dust covered hole and this time it really hurt. He felt sure he had cracked a couple of ribs and hurt his left shoulder. But he was less than a 1000 miles from his goal so there was no thought of quitting.

After taking a few days rest to heal a bit he pushed on only to come off again, possibly due in part to his previous injuries, and this time he broke two ribs and damaged his right shoulder. But he could not let down the people who had supported him and especially the 13 members of a local motorcycle club who had taken time off of work to help him with the last part of the trip. The local bike club was the 'GROWL', the Geriatric Riders of Weipa Location. Reaching the final point would take a team effort and timing as the sign is half submerged at high tide. To reach the beach required the bike's winch, a block and tackle and lots of manpower to lower the bike down several steep ledges so that he could make the dash along the beach to the sign. This group enabled Dave to reach the final point and thereby set the new record.

I found the basis to this story in a July 2003 edition of the Harley Owners Group magazine Hog Tales. I have not found any record of anyone beating or even attempting this feat so I am guessing that the record still stands.

My son had a Harley 883 cc Sportster for a while and I enjoyed riding it. He later traded it on a 1200cc Sportster but has now mellowed (aged) and rides a Harley Fat Bob.



Port Wakefield Racetrack Lost and Found

The Adelaide Treasure Hunter's Club is a group that organise field trips, equipped with their metal detectors, to search for 'buried treasure'. Member Brian Sones obtained permission to search the old Port Wakefield racetrack. Port Wakefield operated from 1952 to 1961. The property was subdivided many years ago and the section nearest the township upon which the car pits and starting area was ploughed. The motor cycle pit area and starting area was barely visible and aided

with some original track diagrams a search of this area was begun. Brian started his search on June 9th 2013 and finished on 6th October 2013.

Surprisingly he found few motorcycle related bits. He did find several metal tube valve caps, a few spark plug copper washers, some spark plug screw tops, miscellaneous nuts, one square nut spanner and one Amal T.T. jet. Other objects found included keys, a cuff link, lapel badges and buttons. A surprising number of .22 bullet shells and brass 12 gauge cartridge caps were also found.

Brian appeared to have more success finding lost coins as his return consisted of four pennies, four halfpennies, fifty one threepenny pieces, twenty sixpenny pieces, four shillings and two florins. Could it be assumed that motorcycle racers were more protective of their parts and tools than of their spare change? When I showed this to

an old motorcycle mate of mine he exclaimed "Struth, he came away financially better off than the many times I raced there."



Aussie Racers Star Overseas

Three Aussies starred overseas during September. Firstly Daniel Ricciardo has exceeded everyone's expectations, except maybe his own, by winning three Grand Prix's and out qualifying and out performing his highly credentialed team mate. His drives at Spa and Monza were great and his performances in a car with much lesser power than the rival Mercedes powered cars is exceptional.



Secondly Will Power, from Toowoomba, finally won the Indycar Championship. Will had finished second three times previously. On two of these occasions he had entered the final race as Championship leader but had lost out to either being involved in a crash which was no fault of his own or car failure. Going into this year's final race was also filled with drama. Will held a slender lead but it was possible for at least two other drivers to win the Championship should Will suffer another disaster. And this was on the cards as Will had a shocker in qualifying and only managed to qualify in second to last place.

His main rival qualified on pole, and gained a bonus point, further putting the pressure on Will. Now starting at the back of the pack on a super fast oval circuit is scary as you are amongst the less experienced and often 'kamikaze' drivers. But Will maintained his cool and steadily worked his way forward until at about the 90% race distance he hit the front. It was about this time that his rivals suffered their misfortune and now all Will had to do was basically finish to win the Championship. So Will cruised to a safe finish and claimed his first Indycar Championship. He did Australia proud.



The third Aussie to star is from Morphett Vale. He is 34 year old Richie Crampton. Richie won the 60th U.S. National Drag Racing Top Fuel Championship at the Lucas Oils Raceway in Indianapolis USA. Richie is competing in his rookie year in Top Fuel. He went to America in 2007 and joined the Morgan Lucas Racing Team as a clutch specialist, fabricator and car chief. From here he worked his way up to secure the drive he has today. On winning the title Richie said "This is crazy stuff for a kid from Adelaide. I'm a long way from home. The U.S. Nationals is to drag racing what the Bathurst 1000 is to Australian motorsport." His parents, Alan and June, can often be seen on the Adelaide cruise circuits driving their '32 blown Ford coupe. Great to see these young Aussies flying our flag overseas.



Blast from the Past

Just happened to see the entry list for the 1966 Demolition Derby at the Rowley Park Speedway and two names stood out. One was Bill Gower and the other was Ian Motley. I checked with them to make sure they were in fact the one's listed and Ian told me that yes it was him and in fact he came second in this event. He was very



pleased with the prize money but we had a bit of confusion if he won dollars or pounds. (Australia changed to decimal currency on 14th Feb 1966). When I confirmed with Bill that it was him he said yes it was but he only lasted about 10 minutes before his old Ford died. They both agreed it was great fun.

I competed in a couple of Demo Derby's in 1964 and 1965 and was lucky enough to also score a second place in 1965. The prize money for second then was 150 pounds and I also won 100 pounds for the 'most spectacular display'. As Sandra and I were due to be married in only a few weeks time some of this money went on flying to Sydney for our honeymoon rather than driving our Austin A40 convertible as originally planned.

A Bit of History

My daughter lives at Lewiston (sort of between Angle Vale and Virginia) and as such we travel north along Heaslip road out of Angle Vale. About a kilometre along this road is a slight dog leg to cross the 'new' bridge which spans the Gawler River. This new bridge is probably now 50 years old but it is much younger than the one it replaced. And luckily the old bridge was left in place as it now is fairly historical. For now nestled amongst the gum trees is a graceful 85 foot span arched timber bridge which was opened in November 1876. The interesting thing about this old arch bridge is that the arch is formed using laminated timbers. Iron girders were too expensive to import in 1876 so laminated timbers were used. There were once 15 laminated timber arched bridges in Australia but now this is the only one remaining.



How Bald Hills became Mount Panorama

In 1934 local woman, Kathleen Walsh, won 10 shillings from the Bathurst City Council for her winning suggestion of renaming Bathurst's Bald Hills to Mount Panorama.

Funny story

Five surgeons were on their coffee break and discussing who they preferred to operate on:-

1st surgeon – I prefer to operate on accountants

as all the parts are numbered.

2nd surgeon – No librarians are better as all their parts are alphabetical.

3rd surgeon – Electricians are cool as all their parts are colour coded.

4th surgeon – I find lawyers the best because they are heartless, spineless, gutless and their heads and butts are interchangeable.

5th surgeon – The best to operate on are British car restorers because they always understand when you have a few parts left over when you finish.



Spotted at the Bay to Birdwood - do you recognise this man?

The chap who does the paintings of vehicles at events such as the Bay to Birdwood, is available to do paintings of any vehicle at events, please contact Steve Brown at the phone numbers shown on his card right..

**Steve Brown
ARTIST**

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 **Steve Brown car event paintings**



L: Andrew Dawes with Mrs Dawes being helped from the Austin 16 by Mrs Dawes at the start and R: the Grears arriving at West Beach



Les Diennehoff's A70 arriving at West Beach & Steve Brown in action at Birdwood.



A popular picnic spot at the Birdwood Mill.

MODERN REGULARITY SUNDAY 21 SEPTEMBER 2014
Placegetters in Modern Regularity Championship.



First place - #1 Duane Gent: In second place: #96 Paul Seidel



Third: #66 Philip Scadding and Fourth: #21 Darren Davey



Fifth: #78 Neil Martin, and Sixth: #91 Thomas Walkom



Seventh: #35 Antony Rodda, and Eighth: #8 Geoff Stephens

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Entrant #23, Graham Hewett in a Hyundai Exel passes underneath the chequered flag at the Modern Regularity Championships 21 September 2014.