

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

JANUARY 2015 VOLUME 211



AUSTIN 7 CLUB OF S.A. INC

2015 COMMITTEE

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The Austin 7 Spares Shed is open prior to Monthly Club Meetings, Austin 7 Technical Nights and other times as notified by the Manager.

TOURING: RICK HOFFMAN,
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TOURING: BILL GOWER,
Ph: 8524 6029 or: 0457 157 494
email: billygower2@gmail.com
A comprehensive touring programme is conducted annually, any suggestions of events or places to visit are welcomed.

PROPERTY ALAN BAKER,
Ph: 8261 1175 or 0437 428 543
email: rodneybaker11@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,
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LIBRARIAN: BARRY PANNELL,
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The library is open at Monthly Club Meetings. Books may be borrowed or browsed.

Conditional Registration Inspectors & Authorised Officers

Scott Appleyard: Southern Suburbs
Ph: 0427 243 879
Wolf Semler: Southern Vales.
Ph: 8556 6405
Trevor Clerke: Yorke Peninsula.
Ph: 0428 851 139
Geoff Stephens; All areas.
Ph: 0437 061 569
Ralph Drage: All areas.
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THE AUSTIN 7 CLUB OF S.A. INC IS AFFILIATED WITH:
CONFEDERATION OF AUSTRALIAN MOTOR SPORT, and

FEDERATION OF HISTORIC MOTORING CLUBS SOUTH AUSTRALIA 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

COMING EVENTS

January 2015

- 12 Monthly Club Meeting
- 17 TTM End of Season 2014 Dinner, Royal Hotel Kent Town
- 26 Australia Day picnic at Walker Flat Reserve River Murray.

February 2015

- 2 Committee Meeting
- 8 All British Day - Echunga Oval
- 9 Monthly Club Meeting
- 14 Visit to Sidewinders Speedway
- 15 Modern Regularity R1
- 17 A7 Leisure Run
- 23 A7 Technical Night & Run
- 27 Quarterly Luncheon
- 26/28 Clipsal 500

March 2015

- 1 Clipsal 500
- 2 Committee Meeting
- 8 Power of the Past
- 9 Monthly Club Meeting & BBQ
- 12/15 Aust F1 GP
- 15 VSCC Display Day at Keswick
- 23 A7 Technical Night
- 24 A7 Leisure Run
- 30 Committee Meeting

April 2015

- 3/6 Austins Over Australia - Devonport Tas
- 12 Modern Regularity R2
- 13 Monthly Club Meeting
- 17/19 Shannons Round Mallala
- 19 Cruise on PS "Oscar W" at Goolwa
- 21 A7 Leisure Run
- 25/26 Historic Racing - Mallala
- 27 A7 Technical Night

May 2015

- 3 British Classics Display at Victor Harbor- HMVC
- 4 Committee Meeting
- 11 Monthly Club Meeting
- 19 A7 Leisure Run
- 24 Copper Coast Cavalcade of Cars
- 25 A7 Technical Night
- 29 Quarterly Luncheon
- 30/31 Historic Winton
- 31 Modern Regularity R3

June 2015

- 1 Committee Meeting
- 6-8 Border Run to Penola
- 15 Monthly Club Meeting
- 21 Social Shortest Day Run
- 22 A7 Technical Night
- 23 A7 Leisure Run

July 2015

- 5 Modern Regularity R4
- 6 Committee Meeting
- 13 Monthly Club Meeting
- 19 Social Day Run (Hills Luncheon)
- 21 A7 Leisure Run
- 27 A7 Technical Night

August 2015

- 2 Modern Regularity R5
- 3 Committee Meeting
- 10 Monthly Club Meeting
- 16 Social Day Run
- 18 A7 Leisure Run
- 22/23 Pre War Austin 7 Run
- 24 A7 Technical Night
- 28 Quarterly Luncheon

September 2015

- 1 Old Car Day
- 7 Committee Meeting
- 13 Modern Regularity R6
- 14 Monthly and Annual General Meetings
- 15 Leisure run
- 20 Social Day Run
- 21/25 Mid North Run to Peterborough
- 27 Bay to Birdwood Classic
- 28 A7 Technical Night
- 29 Committee Meeting

October 2015

- 11 Modern Regularity R7
- 12 Monthly Club Meeting
- 13 A7 Leisure Run
- 18 Social Day Run
- 18/25 Solar Challenge Darwin to Adelaide
- 26 A7 Technical Night

November 2015

- 2 Committee Meeting
- 9 Monthly Club Meeting
- 14 Bendigo Swap Meet
- 17 A7 Leisure Run
- 21 Subs & Cond Rego Stat Dec Day
- 22 Modern Regularity R8
- 22 Clayton Bay Invitation Picnic HMVC
- 23 A7 Technical Night & Run
- 27 Quarterly Luncheon

December 2015

- 7 Committee Meeting
- 8 A7 Leisure Run
- 13 Subs & Cond Rego Stat Dec Day
- 13 Christmas Function
- 14 Monthly Club Meeting

Austin 7 Journals

Volume 211

January 2015

PRESIDENT'S PREAMBLE

Members of the new committee for 2015 have settled into their positions and it is good to see that all committee positions and club delegate positions have been filled. In recent years we have had difficulty filling the position of Federation Delegate, but this year Daryl Byfield has kindly offered to represent our club at all Federation meetings. I thank him for his assistance and interest in doing so.

Many months ago we were approached by a local business asking us to hire them our carpark for their customers to use 2 evenings per week. Initially we made them an offer which had a financial benefit to us and a limitation on them of not being able to use it the nights we had our meetings. At that stage they did not accept our offer. Then in more recent times we were approached once again, this time for more nights than they had originally asked for, but this time we rejected their request. It was felt that we wanted to have more security over our property than they could provide (the gates would be open or at least unlocked & with no one in our buildings for several hours each evening), plus we would like to have our own car park available to us to use whenever we want to. Having said that, we do hire our clubrooms to 2 other car clubs who meet there each month, but we know which nights they are (they never conflict with what we want to do) and there is always someone on the property whenever the gates are open.

As you may or may not know, our Modern Regularity events are held in conjunction with the Supercart club and the cost of running the events is shared between the 2 clubs which has worked very well for both clubs for the last 10 years. However, there is now a concern that this partnership may not be able to continue due to the lack of Supercart entries. They may no longer be able to afford to run their event which may well put pressure on our club to fill the void. Tony Morgan & the TTM Marketing group are very aware of the situation and are constantly reviewing the situation. I am sure they would welcome any thoughts you may have on how this void may be filled, should the need arise.



Fran Williams, who has been heavily involved with the organising of our motor sport events over many years recently advised Tony Morgan that due to her health she would no longer be able to assist him. Her resignation was accepted with regret, but her service to our club has not gone un-noticed. In November the committee awarded her Life Membership of the Club which she graciously accepted.

A survey of "Logbook usage" was undertaken during the recent Subs & Rego days held at the clubrooms. The last usage survey was done 10 years ago.

Surprisingly the usage has not really changed. Both surveys indicate that the average number of days a historic car is used per year is 16.



Some very interesting events were held recently. The run to the Hindmarsh Island International Airfield was very interesting. We were able to get close & feel a real Tiger Moth and got to hear some really good stories about them. Some of us took advantage of an offer to visit the new South Australian Medical

Research Institute building in North Terrace (the cheese grater). It was a well explained tour & very interesting to see the building from the inside looking out.

It was good to see a number of members join us for a BBQ lunch at the clubrooms on Nov 9. Brenton & Cyndy Spangler organised a great run & lunch at the Glenroy Homestead near Sanderson Gorge & a nice end of year breakup (Christmas) dinner was held at the Buckingham Arms Hotel. There have also been 3 well attended Modern Regularity events held at Mallala since my last report.

There are some more interesting events being organised, but as always;

- The Committee is looking for things to do that would interest members. If you have something in mind, please share it with me or another committee member
- 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.

For those who have been to the clubrooms recently you would have seen that the front walls of the clubrooms have been reclad with cream foam backed vinyl which doesn't only look good, it is also protecting the old cladding which was starting to disintegrate. The committee has decided to clad both the northern & western walls with the same material.

Sadly, since my last Preamble we have lost some very well known and respected club members as well as a recent past member. The current members were Joy O'Connell, Dave Hall (Life Member), Tony Marston & Laurie Sciberras. The past member was Johnno Johnson. I know you will join me in offering our condolences to their family and friends at this sad time.

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

Grant ARCHER
Colin CORNELIUS
Andrew KITTO
Marcia SCIBERRAS

Graham BENNECKE
Greg COWIE
Robert LITCHFIELD
Ryan SMITH

Ashley BONYTHON
Michele CUTTS
James NICHOLSON
Grant SANDERSON

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

Ralph Drage
President



Dave Hall
12 Sept 1940 to 19 Nov 2014

The following is an eulogy given by past President, Trevor Clerke, at the funeral of our mate Davo1.

"Who was David? to me he was tall, friendly, considerate for his fellow man, generous to a T and would accept all challenges thrown up at him, be they at work, home or in his interests of scouting and his beloved Austin Seven Club of South Australia.

When my wife Lynette and I joined the club, Dave was one of the first of a group of Dave's (at one stage we had more Daves on our committee than any other name) to greet us and welcomed us into the fold. When an event had to be organized he would say I will do that and if none had been planned he would take on planning a long term event. Some of these events were the Tasmania Treks in 1995, 1998 and 2001. Three times the members were asked to place their faith and money into Dave's hands to get us over, around and back from Tasmania.

If you had been on the planning group as Helen can vouch for, you would have seen Dave at his best. Ringing up, chasing discounts, talking to the Government of Tassie and having more front than Myers in charging ahead. He had the charisma, that made you want to perform well in order to achieve the best for all. He and Helen even went to Tassie several times, before anyone else, to produce running sheets and to make sure nothing had changed from a month or so before.



Working with Dave, one learnt that he would drive himself until he was flat before starting the event and so we would take a few jobs off of him and send him and Helen to have a rest. We never were certain if he/they rested or what, but they were certainly smiling at night for tea. He also was involved in organizing the Flinders Run to celebrate the club's 50th birthday, Austin's Over

Australia and participating in the URRS runs mid week. The name stood for unemployed, redundant, retired and sickies run, but was changed to the Leisure Run due to not being a good thing to encourage members to take sickies.

Dave and Helen participated in so many events and helping out but what amazed me was that he had a swag of Austin 7's of all models and never drove them, mainly due to his big feet as the pedals were close together and in some of the smaller ones he would have had to sit in the back seat to drive them. In a couple of them, he had the seats moved back so that he and Helen didn't end up with crook legs after a day touring the countryside of South Australia. Dave's interest was in the

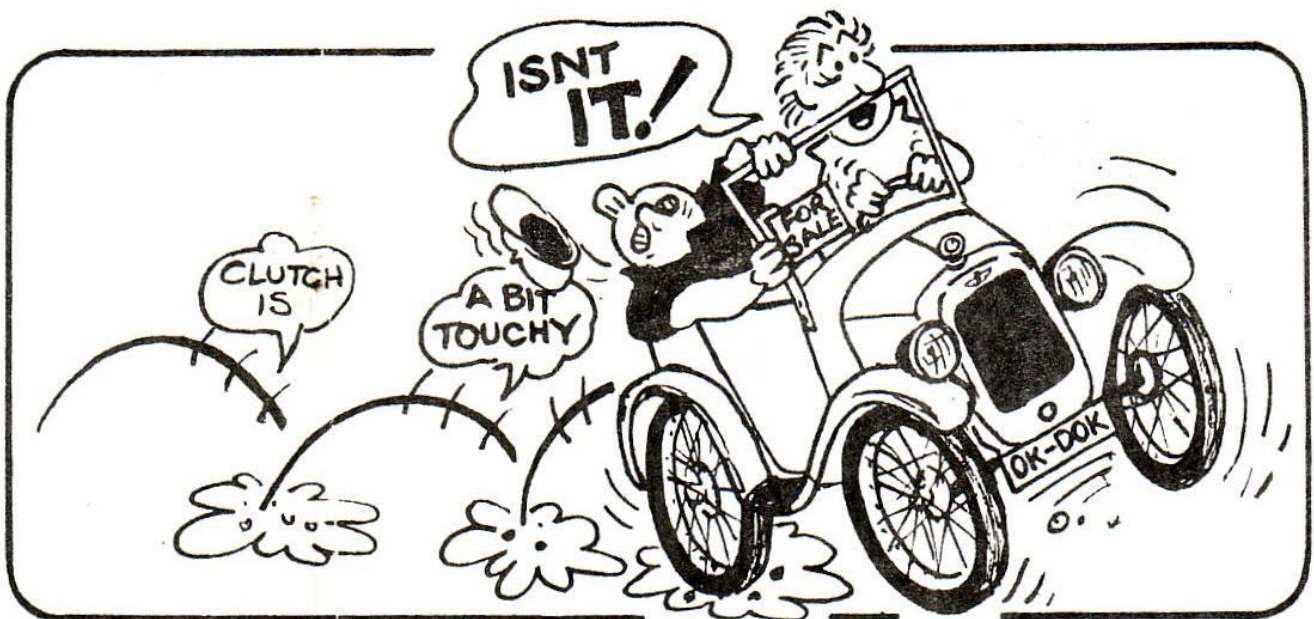
collecting memorabilia, models and of the cars, but they do take up more room than stamp albums.

One of the funny things that always stayed in my mind was in his helpful mode David became the spare parts man for the club. Where would you expect spares to be stored, in a shed? no way! they were so precious that he kept them in a case inside of his house. It was through the spares that Dave was well known in Australia but also in Great Britain where the Austin 7 Workshops still manufacture parts. Through these contacts grew a nationwide contact group and many of these folks joined us on many of Dave's organized trips.

So through his energy we all gained friendships throughout Australia and the world. During these busy years of David's Touring Company being in full swing, Lynette and I were on the Committee, me as President and Lyn as Treasurer. As well as other things we worked on the trips with David and Helen. We formed a close relationship both formal and informal with David and the impact he has had on so many with his personality, planning and performance during his life. He will be remembered whenever something comes up about his cars, trips, work and his sense of humour; and just being David Stanley Grahame Hall.

Dave at long last is retired, leaving us , his friends and ETSA behind. We, your friends, farewell you David as you leave us here and depart on your final journey.

Happy Austineering, our friend and fellow clubmate."



Life may be a bumpy ride at times, but actively involving yourself in Austin 7 Club activities will be a rewarding experience.

Here are some recollections from Brian Moffatt on his times with Dave Hall written in May 1977.

"In February 1975, I was visiting my friend David Hall who owned a 1929 Austin 7 Chummy. We were talking about books and he suggested we adjourn to his garage, there is was, the finest piece of engineering on 4 wheels. I forgot about looking at books, and the Austin 7 became the centre of conversation. The car was complete in every way, but was much the worse for wear. He told me he used it as an everyday car for 16 years, but as the vehicles using the roads became more powerful, and the drivers becoming more impatient, he had to retire the "baby" (as they were affectionately known) and purchase a more powerful car.

After much inspection I suggested that we bring the "baby" out of retirement, and make it roadworthy again. David suggested a coat of paint would do the trick, but after scraping off 8 coats of different coloured paint, and not reaching the metal surface. I said "Strip It!" What a statement!. This was the start of what would be 18 months of back-breaking work. We decided to go all the way, removing the entire body (to the last nut and bolt) from the chassis.



Stripping off the paint was next revealing a badly battered and torn aluminium scuttle panel. This was in turn spotted on to a steel panel under the doors. This was now a massive task to fix up. My good friend Hank Visser with his vast knowledge of panel beating, was the only key to what was to become a successful venture.

We purchased a sheet of 18 gauge metal and Hank formed the sides of the scuttle panel and rivetted them to the top section, all by hammer and dolly. A tremendous effort.

This type of effort was required throughout the entire venture, best panelwork, painting, hand polishing, chroming, mechanical and electrical. The cost was in the vicinity of \$1,300, the man-hours 2,000 and the overall time 18 months. All this for a car of such small size.

After entering the finished "baby" in the Austin Seven display Rally, we took out 1st prize, trophy and certificate for the best produced and most standard vintage car displayed.

Someone made an offer of \$7,000 for the Austin Seven, but money can't buy her. That was that so i thought, but the Austin bug hit me and now I am in the process of doing two more, One a 1935 model for me, and a 1937 model for Dave. Yes he has 2 now, but our aim is to hit the jackpot with these 2 cars at the next Austin 7 Club Rally."

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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.



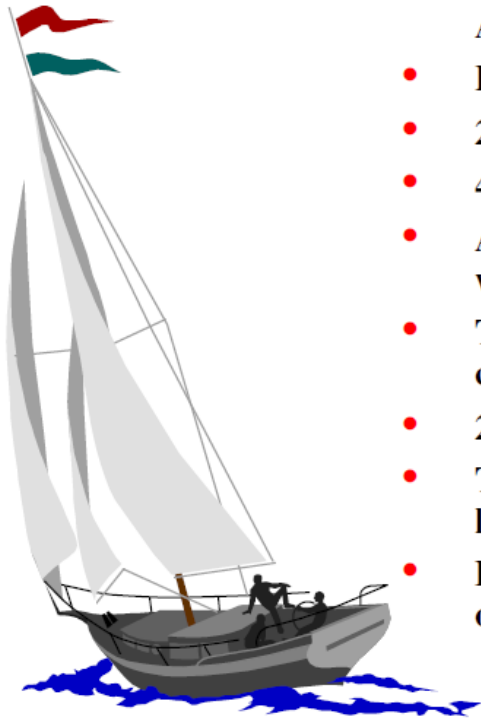
Club regalia for sale:



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.

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

Austin 7 Club invited to Display and Parade

Members of the Austin 7 Club have been invited to display and parade their cars at the February 14th meeting of the Sidewinders Junior Speedway meeting. This meeting is their annual Re-union meeting with lots of nostalgia and many former competitors, including some from the famous Rowley Park speedway days, coming along to support Australia's future champions.

The track is located at Eighth Street Wingfield and racing starts at 6.30 pm. Details of when our cars will arrive, either individually or in convoy will no doubt be arranged at future Club meetings. Entry is by gold coin donation and the track has an excellent canteen and clean toilets. You will need to bring your own chair and the usual slip, slop, slap gear.

Both Bill Gower (announcer) and myself (starter) help out at the Junior speedway and we both get a great thrill helping these young riders and seeing their development. Both boys and girls compete (around 10 to 12 girls usually) and the racers range in age from 6 to 15. And some of them are extremely skillful with racing as good as you will see anywhere.

Great opportunity to invite your children and grandchildren down to see a night of entertainment for a really low cost.

Hope to see many Club members at this meeting. Cheers Laurie O'C.

AUSTIN 7 WINS BAY TO BIRDWOOD RUN!



In the tradition of the 1928 Australian Grand Prix, a 1928 Austin 7 has crossed the line first (being the first entrant vehicle to arrive at Birdwood) in the Run from West Beach to Birdwood in the biennial event of the Bay to Birdwood Run held on 28 September 2014. The trophy pictured left was presented to the driver at the Federation Meeting on 29 November.

The 1928 Austin 7 Chummy driven by the editor of this Journals (and also the Treasurer of the Federation), was able to sneak past the early starters by some judicious traffic manoeuvres and managed to remain ahead, and despite a late challenge from the Police Historic Chrysler Royal on the final leg into Birdwood, maintained the lead position. It was noted that the early arrival at Birdwood caught the Run Finish Officials napping.

I would like to thank Wendy Seidel for knobbling Keith in their 1929 Austin 7 Chummy, by threatening him with dire consequences if he drove past the Police Chrysler earlier in the Run, because if they had done so, I wouldn't be writing this piece!



Relaxing at the Birdwood Mill after the journey up from West Beach and the Bay.

CREDIT WHERE CREDIT IS DUE!

Willys Overland DID NOT Design or Build the First Jeep!

I noted in "The Old Man's Ramblings" in the July 2014 "Journals" that he perpetuated the falsehood that Willys designed and built the first Jeep. Willys actively promoted this false claim from the outset in the early days of WW2, and have continued to do so ever since.

In truth, in Butler, Pennsylvania, the small firm of Bantam, originally American Austin, designed and built the first prototype Jeep, which the US War Dept accepted, approved and put through rigorous testing.

In the early days of WW2, Bantam had tried to interest the government in a military version of the Bantam. The military thought it would be a great idea, but insisted that the project would have to be financed privately. Bantam responded with an offer to build the car if the government would guarantee expenses - \$25,000. The Army declined.

Meanwhile an ordnance technical sub-committee had been formed to develop the concept of a midget combat car. The Army had evaluated a stripped-down American Austin as early as 1933 and several privately financed ventures, such as an Austin powered machine gun carrier had been tested.

On 27 June 1940 the final recommendations were approved and a formal specification was drafted and invitations to bid were sent to 135 manufacturing concerns. A preliminary design was required by 19 July.

Following several weeks of intensive work, the prototype Bantam was ready for a trial run on 21 September, and on 27 September it was handed over to the testing section. In the following weeks it received an unmerciful pounding and successfully passed all tests. The American Bantam was directed to build an initial batch of seventy vehicles, to be completed in twelve weeks.

A Willys prototype arrived on 13 November, closely followed by a Ford version ten days later. Both vehicles had a marked resemblance to the Bantams, and both Ford and Willys had witnessed the Bantam tests and had been given free access to Bantams blue-prints.

In March 1941, the Army awarded a contract to Bantam for 1,500 vehicles. Some five months later the government invited new bids, and on the basis of cost and the limited manufacturing ability of Bantam awarded a contract to Willys for a further 16,000 Jeeps, and shortly after a further order was placed with Ford.

The production of Bantam Jeeps was being gradually phased out over this period, and the final 2,675th Bantam Jeep rolled off the line just before the Japanese attack on Pearl Harbor in December 1941. It was the last automobile that American Bantam would build. The Bantam factory went on to build thousands of light trailers for towing behind Jeeps.

In May 1943, the *New York Times* carried a small article on the back page. It concerned a paternity suit. The Fair Trade Commission had charged Willys-Overland with foul play. It seems the Willys publicists had proclaimed in print that

their engineers had created the ubiquitous Jeep. That, protested the FTC constituted false and misleading advertising. Willys was making capital out of credit rightfully belonging to others. Following testimony by the principals, including Karl Probst and Francis Fenn, the court determined that the Jeep was indeed Bantam's baby, fostered and conceived by Butler, Pennsylvania, by Roy Evans and a handful of loyal employees. Willys was ordered to cease and desist. To the men who built the first Jeep, it was small compensation.

One can only wonder if Willys Overland with their relatively small pre-war car market would have survived the War without the huge benefit of the Jeep contract.

Model	Year	Number Built
Bantam pilot	1940	1
Bantam Mk II / BRC-60	1940	70
Ford Pygmy	1940	1
Ford Budd	1940	1
Willys Quad	1940	2
Bantam BRC-40	1941	2,605
Ford GP	1941	4,456
Willys MA	1941	1,553
Willys MB	1942–1945	361,339 (335,531 + 25,808 'slats')
Ford GPW	1942–1945	277,896
World War II Total	1940–1945	647,925



L: Bantam No 1 Blitz Buggy. R: Bantam BRC



L: Ford GP R: Willys MA

For the full story, it is worth reading "Whatever became of the Baby Austin" by John W. Underwood. Heritage Press, Sun Valley. California, 1965, but it is out of print and pretty hard to find.

Ron Burchett



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Austin 7 Club Members Welcome

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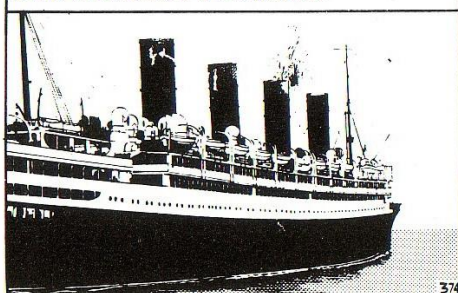
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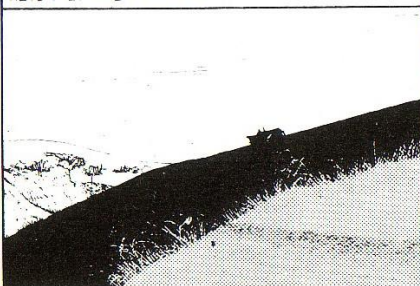
FOCUS ON FACT—The Astonishing Seven (9)

By Gary Keane & Neville Randall

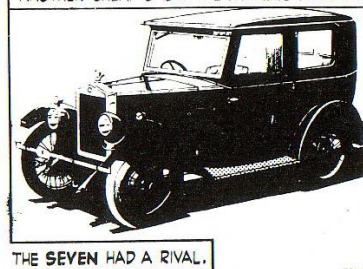
1927. DEC. 28. THE FAME OF THE SEVEN HAD CROSSED THE ATLANTIC. HERBERT AUSTIN FOLLOWED IN THE 'AQUITANIA' TO FIND A FIRM TO BUILD IT IN AMERICA.



1928. A SEVEN, DRIVEN BY EDINBURGH BUSINESSMAN GEORGE SIMPSON, CLIMBED BEN NEVIS, BRITAIN'S HIGHEST MOUNTAIN, IN 7 HOURS, 23 MINUTES, AND RETURNED THE SAME DAY.



THE CHANCELLOR, WINSTON CHURCHILL, PUT A TAX ON PETROL. 1½ P. A GALLON. MOTORING COSTS ROSE. WILLIAM MORRIS THOUGHT IT TIME TO REDUCE THEM. WITH ANOTHER CHEAP BABY, THE MORRIS MINOR.



THE SEVEN HAD A RIVAL.

FOCUS ON FACT—The Astonishing Seven (10)

By Gary Keane & Neville Randall

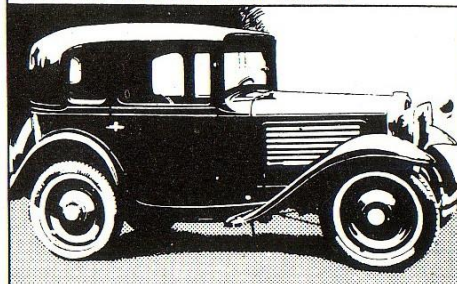
1928. FRANCE. PEUGEOT MANAGING DIRECTOR, LUCIEN ROSENGART, RESIGNED. TO BUILD THE SEVEN IN FRANCE. "LE BÉBÉ" WAS SHOWN IN PARIS. POLICE WERE CALLED TO CONTROL EXCITED CROWDS.



THE BRITISH SEVEN WAS IMPROVED. GUNNAR POPPE, LONDON WELSH RUGBY CAPTAIN, DROVE IT 394 MILES FROM LONDON TO EDINBURGH—ON SINGLE-TRACK ROADS—IN 10 HOURS, AVERAGING ALMOST 40 M.P.H.



1929. WILMINGTON, U.S.A. THE AMERICAN AUSTIN MOTOR CO. INC. WAS FORMED. TO BUILD THE AMERICAN AUSTIN. LATER NAMED BANTAM. WITH A STEEL BODY. LIKE A TOY VERSION OF CURRENT BIG CARS.



PAST EVENTS

Day Run to Glenroy Homestead – 16 Nov 2014

A group of 10 cars left the Tea Tree Gully Hotel at 10.15 and headed to Gumeracha for morning tea where 2 more cars joined us. Thankfully it was nice & cool, great travelling for the older cars.

At Gumeracha we had a nice chinwag while we had our morning tea. The Stephens family got there late, just as we were about to leave at 11.30, so they had a coffee at the nearby market then had to catch up with the rest of the group.

It was a lovely drive passing through Birdwood & Mt Pleasant and then turning off onto the Swan Reach road. The countryside is certainly looking dryer – all the green has disappeared. Just after getting out of the hill and down onto the plains we had to turn left off the main road & travel about 2km on a gravel road to get to the Homestead. Luckily the cars did not create a lot of dust because the area had 13 mm of rain the night before.

Once everyone had arrived we had a game involving tossing horseshoes at a peg – not as easy as it sounds. After a couple of playoffs, Ted Rix was declared the winner with Nadia Addyman coming second. Brenton presented them a prize each. As lunch wasn't quite ready, to fill in some time, Nadia pulled out some Bocce Balls which some of the attendees tried their hand at. Another bit of fun.



Bill Broughton (who with his wife Jan, own the Homestead) gave a very interesting talk detailing how they came to buy Glenroy. He also shared with us all the work that has already been done to the place as well as the work they plan to do. A long term plan I think.

Jan meanwhile had been busy cooking our lunch which consisted of 3 hot meats, salads & bread. Dessert was scones, jam & cream, all very delicious.

After lunch we were free to roam around the outer buildings & grounds, including one of the old cottages they are setting up for bed & breakfast. Once all of the investigating was over, we were free to head for home.

Once again, we had a really great day with 12 cars & 26 members. Bad luck all the rest of you who missed out

Our thanks go to Brenton & Cyndy for organising a beaut day out.

Marie & Ralph

Austin 7 Journals

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January 2015

6 Hour Regularity Relay Phillip Island 2/3 August 2014

The day started with Darryl Brigg from Lewiston picking me up from Prospect with the Peugeot 206 GTi in tow behind the van. We left around 8am. The rain started just after Mt Barker. By the time we reached Tailem Bend, the temperature had dropped from 9 to 3 degrees Celcius. An ice warning flashing on the van's display as prelude to a downpour of small hail.

The weather provided a myriad of new sights with patches of snow in the rocks of the Grampians and snow capped hills on the outskirts of Ararat. We got in front of the weather near Ballarat but not before rain, sleet and a minute long flurry of snow. To see Melbourne in brilliant sunshine while surround by bad weather was the opposite of a normal visit.

The stop go traffic of Melbourne's four lane freeway was an unpleasant change to the free flowing country roads we had been travelling. The slow crawl allowed the weather to catch back up to us by the time we looped back South West towards Phillip Island.

John Tiller from Mallala had left a day earlier and had already unloaded his MX-5 by the time we had arrived. Jason Smyth, the third member of our team arrived as we pulled up with his RX7. The blustery weather made unloading an unpleasant experience.

The fourth member of the team Anthony Verner of Redbanks of was travelling with Mick Heinrich of Roseworthy. They had made a late getaway with his Torana with newly fettled engine. Anthony parents John and Helen, John Tiller's wife Christine and Jason Smyth supporter Vanessa Comely made up the rest of the support crew for the regularity.

Friday evening we had a team meeting and sorted out our numbers for the cars. The Phillip Island 6hr regularity has its own peculiar calculation method. It involves gaining a point for each lap completed, adding bonus points for getting close to your nominated time then dividing by the lost points for going faster than the nominated. Therefore the key to winning is not going too fast.

We had all arrived at the track by 8am for the normal duties of driver's briefing, having cars scrutinised and chatting to the adjacent competitors. This event had 49 teams of at least 4 drivers per team, which is the largest briefing any of us had been experienced. Next to us in the garages were two teams of Ford Mustangs, and had brought a trailer set up for catering for the teams, including cooked breakfasts.

First practice was for drivers experienced with the track, which meant as first timers to Phillip Island we had to sit it out. The second practice was for new drivers so we lined to head out, but we could see rain falling from a lone cloud one to two kilometres out to sea. As the green flag was dropped for us to head out it started to sprinkle. By the time we had completed a lap it was pelting down, with rivulets of water crossing the track in places and the grip level quite treacherous. This allowed exploratory laps to familiarise ourselves with the layout, but no competitive laps to determine braking points or lap times.

PAST EVENTS

6 Hour Regularity Relay Phillip Island 2/3 August 2014 cont:

In the wet conditions Jason Smyth logged a 3.07.95, John Tiller a 2:45.83, Anthony Verner a 2:39.82 and Brett Watters a 2:39.49.

The verdant green surrounds of the track were causing some issues with cars getting trapped in the muddy requiring a tow to get them out. First but not the last to plough the fields was one of the team's farmers Anthony Verner. One complication of the off was Anthony blowing a power steering return hose off. This required his car to be pushed out of the garage for repairs to be made. Luckily it wasn't on the track.

Practice for the rest of us consisted of 45 minutes of the track being open then a 15-minute break. The safety car was used extensively as many drivers were leaving the tarmac. We roughly split each of the practice sessions between two of our drivers.

By the end of the day Anthony Verner had clocked the fastest time of 2:00.41, followed by myself with 2:02.85, John Tiller with 2:04.85 and Jason Smyth on 2:05.55. Nominations for the lap times, from which we would loose or score points on Sunday closed at 5PM. There was much discussion about the best times to nominate. As Sunday was to be clear and dry we all expected to go faster. Anthony nominated 1:59, Brett 2:00, John 1.59 and Jason 2.03. John has a habit of having gaining significant speed on the second day on the track. The speculation is whether it is an old dog taking a while to learn new tricks, or red mist generated speed gain.

We had a BBQ dinner provided by Jason Smyth & Vanessa Comely and our support crew. The dinner was moved indoors due to the brisk Southerly blowing over the cabins at the Cowles Caravan park. More discussion ensued of lap times with the possibility of amending the nominations in the morning. John and Jason amended their times to 2:00 and 2:04 respectively.

Sunday morning cars were shuffled and before another briefing. Jason Smyth was our starter and formed up on the grid, to be serenaded by a gent on bagpipes. The organisers had been provided with a team grid marker, with being our grid girl Vanessa. Most of the "grid girls" were men including one who had pulled up his tee shirt into a bikini top with his beer belly thrust out proudly.

The cars competing ranged from a Datsun 120Y and Holden Gemini, up to Porsche 911, Lotus Exige and Ferrari 308GTB.

The event started with two laps behind a safety car and ran relatively freely through the day with limited use of the safety car.

The tow vehicle appeared a relative frequently with white flags to notify that it was on the circuit pulling out stuck vehicles.

Another nuance of the events rules is that you could not do more than 15 laps per driver stint. This was approximately half an hour on the track. Which meant plenty of action in the pits all day. In comparison lately we have been doing single drive stints to reduce off track time and number of laps lost during change over.

PAST EVENTS

6 Hour Regularity Relay Phillip Island 2/3 August 2014 Cont:



Other event limits were a lowest lap time of 1:55 which didn't appear to hamper the late model Mustang appearing quickly in the mirrors.

During my stint found I had difficulty getting up to my nominated lap time and was having to break later to get close.

The Phillip Island pit exit provided some unwanted entertainment. The

pit lane exit is at the end of the start finish straight and some of the cars entering the track would either enter at inopportune moments or half commit and slow up entering turn one. Once I had a Lotus Elise enter the track at moderate speed and slow. Just prior to turn one and to clear him I went in to turn one at full throttle carry a little too much speed and subsequently exited turn two on the grass. The levels of grip on the grass were extremely low and I sat for twenty seconds while spinning the wheels trying to gain traction. The recovery vehicle had just started to roll as I gained traction with a little extra mud on the windscreen. If I had an open differential rather than a plate LSD I may have been stuck for longer.

As this was the team's first Phillip Island event we were content with our finish in twentieth out of forty nine entries.

The All Brands team won. We have a friendly rivalry with them and day that have pipped at several events. They have won the last two Mallala 6hr Regularities.

After the event we all dined at the Cowes RSL before turning in for early returns to Adelaide.

Brett Watters



PAST EVENTS

6 Hour Regularity Relay Phillip Island 2/3 August 2014 Cont:



Competitors in the 6 hour Regularity Relay

Anthony Verner Torana No 40A
Brett Watters Peugeot 206GTi No 40B
John Tiller Mazda MX5 No 40C
Jason Smyth Mazda RX7 No 40D



Fri 29, Sat 30 & Sun 31 May 2015

39th Historic Winton, Winton Motor Raceway

www.historicwinton.org

Conducted by the Austin 7 Club

**with assistance from the Historic Motorcycle Racing Association
Vic**

Historic Winton: Honouring the Past - Australia's largest and most popular all-historic motor race meeting presents a **weekend** of non-stop racing featuring over 400 historic racing cars and motorbikes from the 1920s to the 1980s.

Celebrations at the 39th Historic Winton include anniversaries:

- 100 years - Morris Cowley
- 90 years - Ford Australia, Chrysler, Invicta
- 80 years - Talbot Lago, Morris 8
- 70 years - MG TC, Bristol, Riley RM
- 60 years - Peugeot 403, Fiat 600, Triumph TR3, Citroen DS19, Jaguar Mk1, Sunbeam Rapier, MGA, Mercedes Benz 190 SL, Rolls Royce Silver Cloud, Karmann Ghia, Toyota Crown
- 50 years - XP Falcon, HD Holden, Peugeot 204, Renault 16, Triumph 1300

Historic Winton displays:

- **Shannons Classic Car Park** featuring car and bike clubs
- a **FordFest** honouring 90 years of Ford Australia and featuring vehicles produced here between 1925 and 1980
- **Australian Grand Prix Aussie Specials**
- **Historic Motorbikes:** the Big 3 - Triumph, Harley-Davidson and Indian
- **Historic Commercial Vehicles**
- Spectator access to the **Competition Paddock** with fabulous old racing machines on open display
- and if you have a **Classic or Special-Interest car or bike**, park in the **Spectator Display Area**.

Raceway entry fees: Sat \$25, Sun \$35, weekend \$50, comp paddock \$5, children 16 and under n/c

General public enquiries: Noel Wilcox email noelwilcox@rocketmail.com ph 03 5428 2689

Media enquiries: Jo Pocklington email jopocklington@bigpond.com ph 03 5593 9277

Friday 29 May 2015 - Benalla & District Classic Car & Motorbike Tour

Be part of the **Benalla & District Classic Car & Motorbike Tour** assembling 9am on **Friday 29 May** at the Benalla Art Gallery. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display.

Further information, phone **Graeme McDonald** on **0417 306 332** email historicwinton@hotmail.com

The following is an extract from the minutes of a meeting held on 18 October 2014 of the Federation of Historic Motoring Clubs SA Inc

With the death of a member where the member has a vehicle under the Conditional Registration. There are two scenarios that may arise that members need to be aware of:

- The vehicle is **solely registered** in the member's name.

The vehicle becomes un-registered based on the fact that he/she no longer exist and is therefore no longer a financial member of the club. This may be seen as a technicality, but it would be reasonable to assume that the club has been informed as some of the club's members will be attending the funeral. Additionally, the registration of a Conditionally Registered vehicle is not transferable.

The family of the deceased need to be advised of this fact, however, should they choose to drive the vehicle to the funeral, it is unlikely that there will be any repercussion from DPTI or SAPOL as they will not have been officially informed. The issue will likely come from the insurance company should the vehicle be involved in an accident.

- The vehicle is **registered in joint names**.

The vehicle remains registered and is able to be used in accordance with the requirements of the Conditional Registration Scheme.

Important Note Once DPTI has been notified that the person has deceased, they will not send reminder notices in either case. We understand that DPTI is not normally notified of the death through the inter-department process for a period of up-to six months or more. It is the responsibility of the Executor or person handling the deceased's estate to contact Services SA where the matter will be rectified quickly. For the sole owner, registration is cancelled. For the joint owner, registration is transferred in to the surviving owner's name. There is no requirement for a new MR334 to be issued in this case. A new logbook is required.

2015 SA/VIC AUSTIN 7 CLUBS ANNUAL BORDER RUN TO PENOLA.



Since 1955 the Austin 7 Clubs of South Australia and Victoria have met annually at or near the SA/Vic State Border. This tradition continues, so in 2015 as it is our turn to select a venue, we have decided to go to Penola in the South-East as our destination, staying at the Alexander Cameron Motel (pictured above).

Bookings are now open so, if you would like to come along please advise David Grear or David Searles of your intention, also an attendance sheet has been circulating at Club meetings since November, please add your name to this list.

The Border Run event will be held on the Queens Birthday Weekend 6 to 8 June 2015.

Cost of the weekend which includes two nights accommodation, two evening meals and two continental breakfasts will be in the vicinity of \$500 per couple.

**ENTHUSIAST NIGHT RUN 24 NOVEMBER 2014 TO PORT ADELAIDE
AND TO THE CLIPPER SHIP "CITY OF ADELAIDE"**



ENTHUSIAST NIGHT RUN 24 NOVEMBER 2014 TO PORT ADELAIDE AND TO THE CLIPPER SHIP "CITY OF ADELAIDE"



PAST EVENTS

Modern Regularity - 26 October 2014

Lakeside Nissan Trophy #7

	Name	E1 5 Laps	E2 5 Laps	E3 5 Laps	E4 5 Laps	E5 5 Laps	Total 25 Laps
69	Colin TUCKER	54	65	35	20	26	200
26	Brett WATTERS	32	121	22	34	25	234
61	John TILLER	52	88	62	49	38	289
11	Bronwyn STEPHENS	55	143	46	33	69	346
21	Darren DAVEY	184	96	24	9	41	354
49	Geoff BURDON	132	57	51	41	104	385
77	Andrew BAOHM	157	134	72	23	28	414
91	Thomas WALKOM	206	85	64	24	40	419
89	Bruce MARSTON	286	26	25	73	38	448
94	Naomi MALTBY	226	80	48	51	57	462
20	Matt THOMAS	229	58	80	65	44	476
66	Philip SCADDING	446	42	25	23	13	549
36	Sandy WATTERS	110	38	44	46	324	562
40	David ZOLLO	306	50	6	42	189	593
1	Duane GENT	508	42	20	34	15	619
8	Geoff STEPHENS	183	45	44	25	344	641
52	Shane DRURY	256	34	28	68	284	670
67	Darryl BRIGG	172	278	74	47	275	846
88	Richard BAILEY	460	50	12	58	284	864
46	Brodie TURNER-SHARP	456	48	26	51	300	881
96	Paul SEIDEL	270	44	50	15	503	882
47	Jackson LOMAS	543	24	46	74	216	903
54	Dennis MCDEED	590	28	178	55	277	1128
71	Steve CONROY	426	120	18	128	488	1180
60	Russell PEARCE	1028	98	96	55	42	1319
95	Kristen BAILEY	804	71	88	110	270	1343
3	Mark POOLE	760	240	48	58	253	1359
41	Robin GEORGE	1128	70	193	108	137	1636
33	Jason CASSIDY	1143	156	85	46	503	1933
50	Steve LANGFORD	868	356	170	143	503	2040
25	Aaron BROWNE	1018	371	193	143	503	2228
29	Gavin JENNINGS	1143	371	193	143	503	2353
72	Anthony VERNER	1143	371	193	143	503	2353

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

DNF Score 1143 371 193 143 503

PAST EVENTS

Modern Regularity - 7 December 2014

Lakeside Nissan Trophy #8

Name		E1	E2	E3	E4	E5	Total
		6 Laps	7 Laps	5 Laps	5 Laps	7 Laps	30 Laps
1	Duane GENT	9	41	23	28	27	128
71	Steve CONROY	40	32	27	18	22	139
69	Colin TUCKER	14	62	23	33	10	142
36	Sandy WATTERS	19	31	50	9	38	147
26	Brett WATTERS	28	28	28	30	41	155
91	Thomas WALKOM	23	47	19	29	43	161
77	Andrew BAOHM	43	46	20	10	42	161
89	Bruce MARSTON	38	26	25	36	49	174
58	Peter BOWDEN	56	74	39	15	28	212
78	Neil MARTIN	40	37	70	54	36	237
52	Shane DRURY	116	67	31	13	46	273
8	Geoff STEPHENS	85	29	59	51	51	275
67	Darryl BRIGG	64	104	48	42	63	321
61	John TILLER	28	78	34	49	136	325
88	Richard BAILEY	217	34	23	35	44	353
98	Brandan MARSTON	121	105	43	52	56	377
49	Geoff BURDON	46	102	120	50	72	390
33	Jason CASSIDY	79	152	116	34	62	443
24	Stephen DRURY	137	188	31	71	54	481
11	Bronwyn STEPHENS	222	102	39	46	74	483
47	Jackson LOMAS	339	90	31	18	30	508
96	Paul SEIDEL	33	57	28	472	39	629
3	Mark POOLE	121	65	370	30	54	640
41	Robin GEORGE	72	136	66	64	344	682
60	Russell PEARCE	40	238	40	60	329	707
79	Noel HARRIS	57	35	26	627	344	1089
56	Frank GROSSER	934	110	46	44	43	1177
72	Anthony VERNER	134	49	44	627	344	1198
53	Jason THIELE	934	89	58	33	107	1221
50	Steve LANGFORD	182	365	41	612	96	1296
27	Kevin HALEY	934	190	64	48	80	1316
63	Jason BRADBOOK	934	115	82	81	133	1345
34	Robert WANN	50	409	117	627	168	1371
95	Kristen BAILEY	934	164	96	40	288	1522
18	Graham MODRA	934	409	56	81	55	1535
68	Hamish PHILIPS	934	409	61	627	81	2112
34	Neville PHILIPS	934	394	385	99	344	2156
54	Dennis MCDEED	420	409	385	627	344	2185
15	Colin CORNELIUS	919	409	385	627	344	2684
40	David TAYLOR	934	409	385	627	344	2699

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

DNF Score

934

409

385

627

344

LAKESIDE NISSAN MODERN REGULARITY TROPHY WINNERS FOR 2014



With 380.67 points Duane GENT was the winner in 2014



and Sandy WATTERS 2nd on 284.5 points

LAKESIDE NISSAN MODERN REGULARITY TROPHY WINNERS FOR 2014



**on 277.5 points,
Andrew Baohm in
3rd position.**



**Brett Watters came
in 4th place on
274.5 points.**



**Thomas Walkom
achieved 5th place
with 206 points.**

LAKESIDE NISSAN MODERN REGULARITY TROPHY WINNERS FOR 2014



Colin Tucker on 198.67 points came 6th.



Anthony Verner in 7th position on 188.5 points.



Steve Conroy finished the year on 174 points in 8th spot.

LAKE SIDE NISSAN MODERN REGULARITY TROPHY WINNERS FOR 2014



Paul Seidel had a troubled year but managed 9th with 171 points



Geoff Stephens, not as consistent as in previous years attained 161.67 points into 10th place.



Philip Scadding continued his experience with Modern Regularity with 139.67 points and 11th place..

LAKESIDE NISSAN MODERN REGULARITY TROPHY WINNERS FOR 2014

Here are all the points earned by all who participated at each Modern Regularity event sponsored by Lakeside Nissan:-

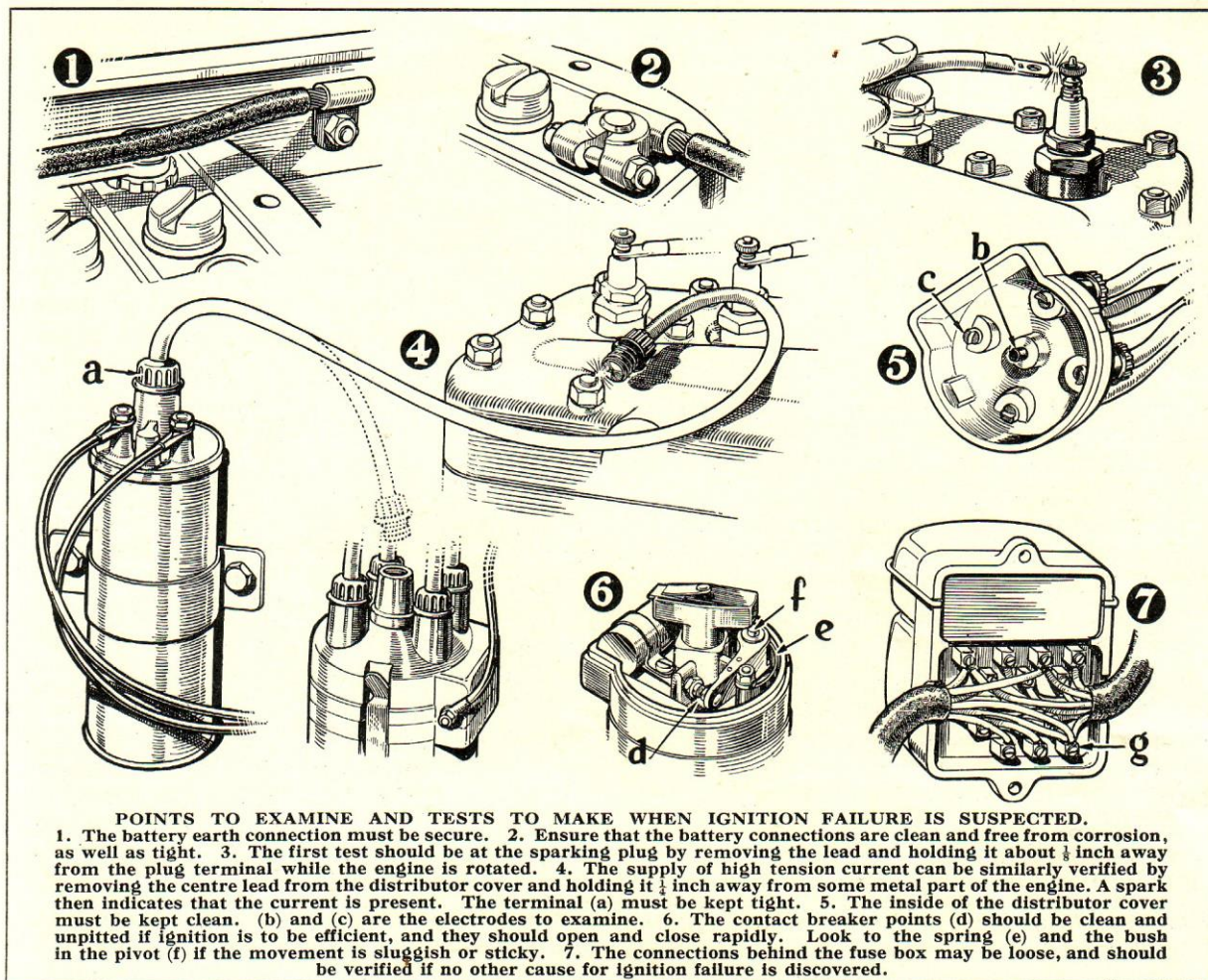
Lakeside Nissan Trophy - 2014																		
Driver		Base Score								Bonus								Total
		23 Feb	30 Mar	25 May	13 July	10 Aug	21 Sep	26 Oct	7 Dec	23 Feb	30 Mar	25 May	13 July	10 Aug	21 Sep	26 Oct	7 Dec	
1	Duane GENT	50	28	50	3	7	50	12	100	19.5		16		14.5	18	5	10.67	380.67
2	Sandy WATTERS	45	36	40	5	28	15	14	72	14.5	2	3		5			10	284.5
3	Andrew BAOHM	23	50	28	45	12	13	25	50		17	1	12		3.5		10	277.5
4	Brett WATTERS	40	12	1	50	14	7	45	64	8	3.5		16			10	5	274.5
5	Thomas WALKOM	21	17	23	15	0	28	23	56	5		8			2		8	206
6	Colin TUCKER	0	32	14	1	1	1	50	80			2				4	13.67	198.67
7	Anthony VERNER	28	45	45	19	11	1	1	2		21	5		11.5				188.5
8	Steve CONROY	1	1	32	21	1	14	3	90			5				2	5	174
9	Paul SEIDEL	1	40	11	9	0	45	6	10		8.5	21			14.5	5		171
10	Geoff STEPHENS	36	15	21	13	1	23	11	30	0.67		5			5		2	161.67
11	Philip SCADDING	19	13	0	36	0	40	15	0	4.67			2		2	8		139.67
12	Bruce MARSTON	12	1	36	1	1	1	21	46	2		1			5	5	8	139
13	John TILLER	17	21	5	11	10	1	40	26							5		131
14	Neil MARTIN	0	0	0	40	6	32	0	38				13					129
15	Darren DAVEY	0	0	1	32	3	36	32	0					5	8	8		125
16	Shane DRURY	13	25	0	6	0	10	10	34	2	16						2	118
17	Darryl BRIGG	8	7	15	12	19	19	9	28			5						115
18	Stephen DRURY	32	19	4	25	1	11	0	16				2					110
19	Jackson LOMAS	0	6	19	0	50	0	5	12					4		8		104
20	Bronwyn STEPHENS	1	8	1	1	36	2	36	14					2				100
21	James FLEMING	0	1	10	28	45	0	0	0				2	8				94
22	Noel HARRIS	15	23	1	0	32	8	0	2	0.67	2			8	2			93.67
23	Geoff BURDON	10	3	12	0	15	3	28	20									91
24	Richard BAILEY	1	4	6	1	23	0	8	24				5	8		5	0.67	84.67
25	Peter BOWDEN	0	0	25	2	9	1	0	42			2						81
26	Antony RODDA	1	0	0	23	2	25	0	0					2	8			61
27	David ZOLLO	1	1	1	1	25	6	13	0							8		56
28	Brodie TURNER-SHARP	11	9	0	0	21	1	7	0					5				54
29	David MCDEED	9	1	17	0	0	9	0	0	8					5			49
30	Neil LOVELL	0	0	0	17	0	21	0	0				8		2			48
31	Kevin HALEY	0	0	0	0	40	1	0	2									43
32	Jason SMYTH	25	11	0	0	0	0	0	0									36
33	Graham HEWETT	5	0	0	0	13	12	0	0	5								35
34	Brandan MARSTON	0	0	0	0	1	0	0	22									23
35	Robert WANN	0	2	9	1	4	0	0	2		5							23
36	Lee SUMMERS	0	0	8	14	0	0	0	0									22
37	Robin GEORGE	0	1	13	0	0	0	1	6			1						22
38	Kristen BAILEY	7	1	1	1	8	0	1	2									20
39	Naomi MALTBY	0	0	0	0	0	0	19	0									19
40	Michelle WEGENER	0	1	0	1	17	0	0	0									19
41	Jason CASIDY	0	0	0	0	0	0	1	18									19
42	Matt THOMAS	0	0	0	0	0	1	17	0									18
43	Jason BRADBROOK	0	10	0	1	0	5	0	2									18
44	Dennis MCDEED	2	5	1	1	1	1	4	2							2		18

LAKESIDE NISSAN MODERN REGULARITY TROPHY WINNERS FOR 2014

Lakeside Nissan Trophy - 2014																	
Driver	Base Score									Bonus							
	23 Feb	30 Mar	25 May	13 July	10 Aug	21 Sep	26 Oct	7 Dec		23 Feb	30 Mar	25 May	13 July	10 Aug	21 Sep	26 Oct	7 Dec
45 Lindsay HICK	0	0	0	0	0	17	0	0									17
46 John ILLINGWORTH	14	0	0	0	1	0	0	0									15
47 Duane KAAK	0	14	0	0	0	0	0	0									14
48 Brendan WEGENER	0	1	0	10	0	0	0	0									11
49 Mark POOLE	0	0	0	0	1	1	1	8									11
50 Peter WILLIAMS	3	0	1	0	0	1	0	0	5								10
51 Russell PEARCE	0	0	2	1	0	1	2	4									10
52 Graham MODRA	0	0	0	7	0	0	0	2									9
53 Michael McClaren	0	0	0	8	0	0	0	0									8
54 Frank GROSSER	0	1	0	0	1	4	0	2									8
55 Robert EDWARDS	0	0	7	0	0	0	0	0									7
56 Brock LINDO	6	0	0	0	0	0	0	0									6
57 Peter NELSON	0	0	0	0	5	1	0	0									6
58 Ashley SANDERSON	0	0	1	1	1	1	0	0					2				6
59 Ben DE PALMA	1	0	1	1	1	1	0	0									5
60 Steve LANGFORD	1	0	1	0	0	0	1	2									5
61 Neville PHILIPS	0	1	1	0	1	0	0	2									5
62 Nathan ROBERTSON	4	0	0	0	0	0	0	0									4
63 Brenton BAILEY	0	0	3	0	0	1	0	0									4
64 Josh HOARE	0	0	0	4	0	0	0	0									4
65 Brad WESTLEY	1	1	0	0	1	0	0	0									3
66 Aaron BROWNE	1	1	0	0	0	0	1	0									3
67 Gavin JENNINGS	0	0	0	0	0	1	1	0									2
=68 Colin CORNELIUS	0	0	0	0	0	0	0	2									2
=68 David TAYLOR	0	0	0	0	0	0	0	2									2
=68 Hamish PHILIPS	0	0	0	0	0	0	0	2									2
=68 Jason THIELE	0	0	0	0	0	0	0	2									2
=72 Jason DUNSFORD	1	0	0	0	0	0	0	0									1
=72 Malcolm EBEL	1	0	0	0	0	0	0	0									1
=72 Andrew SCADDING	1	0	0	0	0	0	0	0									1
=72 Bryan YOUNG	1	0	0	0	0	0	0	0									1
=72 Tony HEMPEL	1	0	0	0	0	0	0	0									1
=77 David WHITBREAD	0	1	0	0	0	0	0	0									1
=77 Craig MARSHMAN	0	1	0	0	0	0	0	0									1
=77 William HARDING	0	1	0	0	0	0	0	0									1
=80 Dennis HALL	0	0	1	0	0	0	0	0									1
=80 Lauren BAILEY	0	0	1	0	0	0	0	0									1
=80 Tom FERGUSON	0	0	1	0	0	0	0	0									1
=80 Tony TREWREN	0	0	1	0	0	0	0	0									1
=84 Jon LANGHAM	0	0	0	1	0	0	0	0									1
=84 Megan LANGHAM	0	0	0	1	0	0	0	0									1
=86 Bernard CROWTHER	0	0	0	0	1	0	0	0									1
=86 Des WALSH	0	0	0	0	1	0	0	0									1
=88 Greg COWIE	0	0	0	0	0	1	0	0									1
=88 Pat MILLER	0	0	0	0	0	1	0	0									1

= dropped score

THE INVOLUNTARY STOP



How to Diagnose Power Failure Quickly and Accurately

IN these days of dependable motoring engine failure or other derangement enforcing a stop is comparatively rare. Tens of thousands of miles can normally be covered without an involuntary halt. Yet perhaps it is this very immunity which sometimes leaves the motorist unprepared when the unexpected happens, and the car comes to rest as, in vulgar parlance, the engine "conks out."

When the engine fails, tracing the causes and effecting a remedy calls for the application of practical experience. Close reasoning, and not a little ingenuity may be needed, for "trouble-shooting" (as our American friends call it) requires an alert mind to comprehend quickly the many possibilities that arise.

But as a start these can, with certain exceptions, be broadly divided into fuel or ignition defects,

and, according to breakdown statistics, the odds in favour of the latter are ten to one.

That is a fact worth remembering for it may guide investigation into the right channel at the outset. But even with such favourable odds there is no need for diagnosis to rely entirely on chance if the circumstances of the failure are properly taken into account.

So the first questions to be answered are :

- (a) Did the power fail suddenly without any warning?
- (b) Did the engine begin to misfire before stopping?
- (c) Was failure preceded by a temporary disinclination to pull, and did the engine show any sign of reviving before it finally faded out?

The Involuntary Stop—contd.

- (d) After stopping did the engine restart but only run for a few seconds?
- (e) Was the failure accompanied by any unusual noise or smell?

From the answers to these questions much can be inferred. Failure as in A is in all likelihood due to the ignition; B arises mainly from ignition faults, but may be the result of weakening mixture; C is almost surely fuel failure; D points to some restriction in the petrol supply but not a complete stoppage. With E we will deal later.

Bearing the above facts in mind, it is clearly wise to check up first of all the two most obvious points in both systems, *i.e.*, the amount of petrol in the tank, and the supply of ignition current from the battery, as indicated by the fuel gauge and the ignition warning light respectively. If these points seem in order, but the symptoms indicate ignition trouble, remove a sparking plug lead and hold it close to its terminal on the plug whilst the engine is turned over. If a spark results ignition trouble can be dismissed subject to one reservation. This is necessary because a spark may occur at low starting speeds and yet fail at running speeds, due to a condenser or contact breaker fault, or some breakdown of the insulation.

There is little object in testing more than one plug terminal as it is unlikely that failure would simultaneously occur in all four high tension leads. Of course, if their condition is uniformly desperate, and they are all either badly perished or oil sodden, they will be suspected at the outset.

When this test produces no spark, proceed to the high tension lead that runs between the coil and the distributor. First see that its terminals are secure, then disconnect at the distributor end and hold the bare cable about $\frac{1}{2}$ in. from the engine casting, or any other metal part through which the current can flow to earth. When the engine is turned over a healthy spark should then result.

If this spark occurs the next step is to examine the carbon bush in the distributor over the rotating arm on which it bears, the segments to which this arm distributes the current, and the terminals of the high tension leads to the plugs.

Any defect causing a breakdown should be readily observable and dust or oil inside or outside the cover are in themselves quite sufficient to upset ignition. If no fault is immediately obvious, turn to the fuel system.

But in the event of this test with the coil to

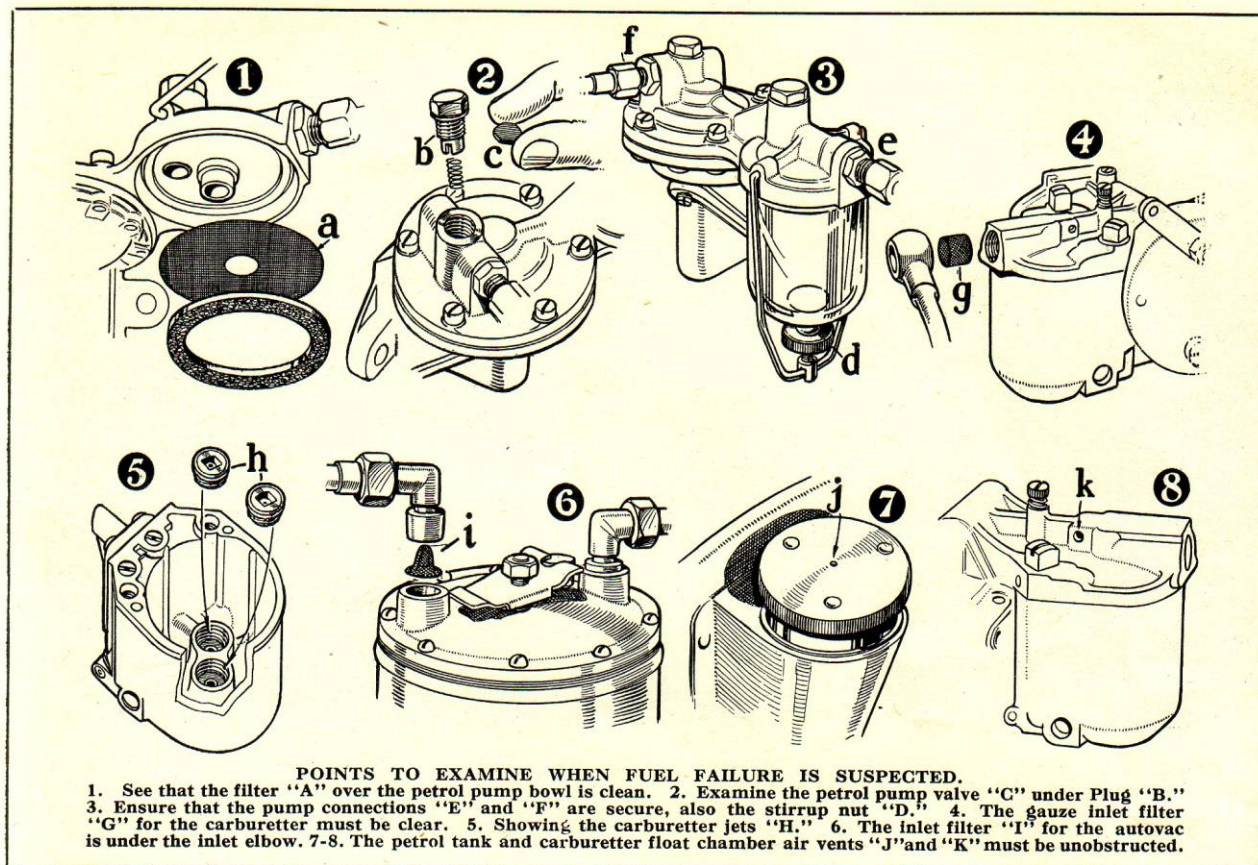
distributor lead proving negative, no spark being forthcoming, the coil or contact breaker can be suspected. Examination of the contact breaker points to see whether they move freely and to ensure that they have not worn or burned badly is the first step. Points that have burned and reveal a milky-white corrosion, indicate condenser trouble for which the remedy is a new component. Badly-pitted or worn points are liable to cause erratic running at least. But the spring which closes the contact breaker points may be the guilty member, having weakened or broken. Further, ensure that the distributor spindle rotates properly. Lack of lubricant has been known to result in this spindle seizing to shear the teeth of its driving gear.

Turning to the coil, practically the only thing the owner can verify here is the security of the terminals, especially that for the high tension cable, which should make good contact in its socket. The remedy for coil failure is a new coil, but do not too hastily assume this to be the fault before exhausting all other possibilities, including the ignition connections in the junction box behind the fuses.

If on the first investigation, the warning light does not respond to the ignition switch and the ammeter records no discharge, the very first step is for the battery to be examined to verify whether a terminal is adrift or any corrosion has set in to prevent the flow of current. The earth connection from the battery to the frame should not be overlooked. Of course, the battery may be discharged, but the driver will have many indications of this before engine failure supervenes.

These, then, are the main coil ignition defects for which to look, but remember that the cause of failure is often very simple, so check over all connections, leads, and terminals and look for oil and dirt where their presence may be harmful. It is a good plan to keep a roll of insulating tape in the car, and some careful motorists carry with them wherever they go a spare coil and a replacement contact breaker spring "just in case."

With magneto ignition the same advice applies in general in respect of the contact breaker, distributor and leads. A point to remember, however, is that the ignition is switched off by earthing the contact breaker. Consequently, if the insulation of the cable connecting the switch to the contact breaker cover becomes faulty and allows the current to escape to earth, the ignition may be restored by disconnecting this cable from the contact breaker cover. Another vulnerable point on the magneto is the slip-ring under the



casing at the drive end of the unit. The high tension current is picked up at this point and a dirty or pitted slip-ring, or a faulty brush in contact with it, will sometimes cause ignition failure. The carbon brush behind the contact breaker is yet another point to examine when no spark is forthcoming.

In the fuel system attention can be first directed to the carburettor when tracing the cause of engine failure, although a glance at the filter bowl (if fitted) under the petrol pump may show without more ado where the trouble lies. Apart from this the first procedure should be to remove the float chamber cover or dismount the chamber (according to type), to see how much petrol is within. Absence of petrol should direct investigations back towards the source of supply. A normal quantity of petrol should direct it forward.

Dealing with the latter first, the jets should be removed and examined for stoppages—the main jet in particular. An obstruction can be blown clear against the direction of petrol flow. But before emptying the petrol from the float chamber look for globules of water at the bottom. Some of the most puzzling engine failure problems have resulted from water in the fuel. Then the throttle and carburettor controls might be inspected if the trouble is still obscure. On most

carburettors if the control becomes disconnected the throttle closes.

When the float chamber is found to be empty or comparatively so, the first step in tracing backward towards the source of supply is to disconnect the inlet union and look for any stoppage in the filter gauze. Then if all is in order, the petrol pump can be considered. Are all its unions secure as well as the top cover (or glass filter bowl, according to type)? Air leaks at any of these points will affect the delivery of the fuel.

The filter in the petrol pump located over the filter bowl or under the cover (whichever type of pump is involved) is a point to examine, as also the small valve plates (accessible on removing their cover plugs). The latter, if warped or for any other reason unable to seat properly, will render the pump ineffective. With autovac fuel feed there is a vent cap in the top of the unit, and a small conical filter under the inlet union to be examined if the fuel is not reaching the carburettor, and naturally the suction connection from the induction manifold must have its unions at each end secure.

Other points in the petrol system which can possibly be suspected are the union on the petrol pipe at its tank end, which must, of course, be tight, the air vent hole above the float chamber

[Concluded on page 1120]

of the carburetter, and (especially on gravity feed models with a dashboard tank) the vent hole in screw-type filler caps. These vents must be kept clear.

While we have briefly surveyed the more likely causes of failure, it must be realised that there are many other possibilities to consider in a complex mechanism such as a car engine.

Thus a defective cylinder-head gasket which allows water to leak into the cylinders can quite easily bring about a stoppage. Loss of cooling water, as discovered on examining the level in the radiator, water dripping from the exhaust (except the usual condensation when starting), and the presence of water in the combustion chambers as found on removal of a plug, will readily point to this trouble.

A timing chain failure, although a rare occurrence, is also a possibility. It will usually be accompanied by noise and can be verified by removing the valve cover(s) and

watching the valves while the engine is turned.

Then, as already mentioned, some stoppages occur following the advent of an unusual noise; sometimes the owner is forced to stop to avoid the engine or some other unit suffering. In these circumstances the noise itself is the essential clue, and if a vital part has failed, a proper repair is the only cure.

Engine seizures are nowadays few and far between apart from those arising from sheer neglect or abuse. The remedy in case of seizure is to wait for the engine to cool and hope for the best while application of lubricant to the suspected parts will naturally help.

Yet in nine cases out of ten engine failure, whatever form it takes, will be found to arise, not from any inherent defect in the unit itself or in any of its auxiliaries, but from some attention that has been neglected, or some abuse of the mechanism. That is a fact which the careless motorist should take to heart.

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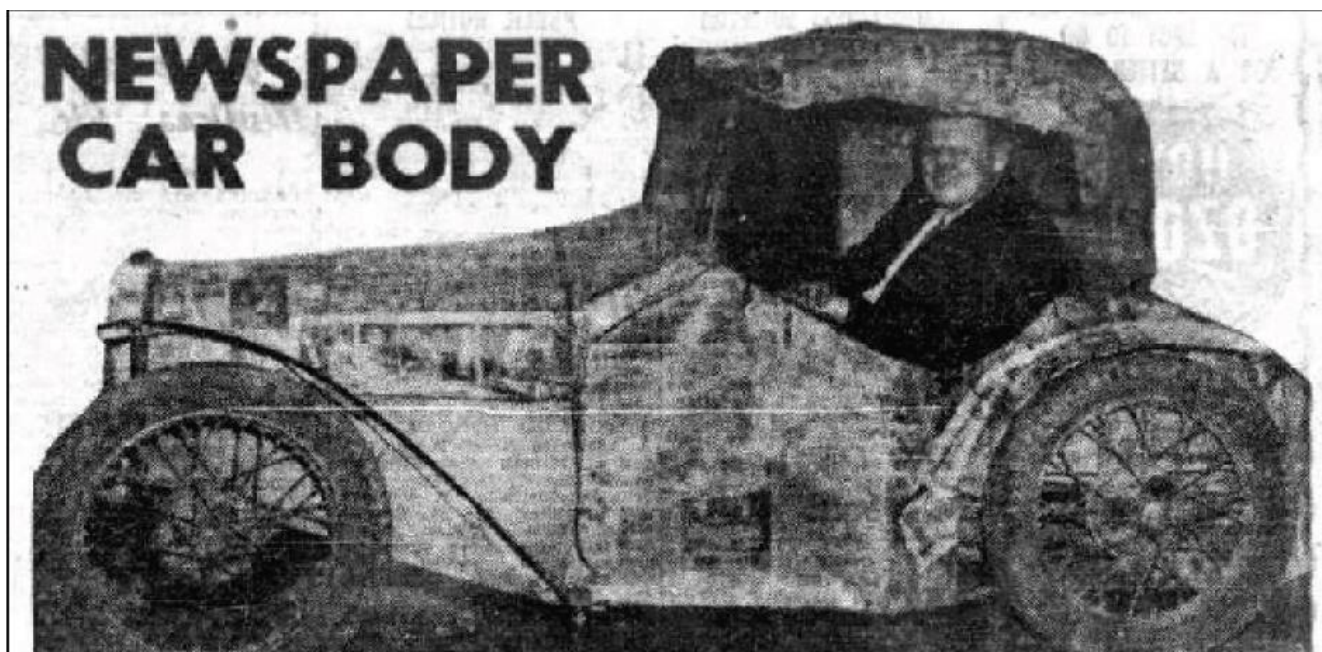
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Extra photos available from the Editor





An Adelaide built paper car is weathering the test of time and giving good service. Old newspapers stuck over wire mesh make the body of this car, which was built by former speedway rider Mr. Dick Wise (seen above).

When Chairman of the Austin 7 Club, Mr. Wise decided to build a car for the enthusiast. He contemplated a Mercury-engined special, but decided first to experiment with a very lightweight body on an Austin 7 Chassis.

To make the body of metal or aluminium would be difficult for anyone unskilled in body-building, he said, so he decided to try paper. He had heard of paper bodies and experimented with discarded newspapers. The framework was made from steel tubing, flywire attached to the frame and ordinary newspaper stuck to it with rubber solution.

After the first coating of newspaper had "taken" other sheets were applied with rubber solution until a body of reasonable strength was obtained. In most cases only three thicknesses of newspaper were necessary.

Mr. Wise tried several glues, some were too brittle, others had insufficient adhesive qualities for newsprint and finally he decided rubber solution was the most satisfactory. It gave a strong joining of the paper and wire, with sufficient flexibility to ensure against breakage. The car has been running for nine months and the paper body is still in good condition and waterproof. It is light, cannot rattle, and is sturdy enough for Mr. Wise to plan further for the Mercury paper special.

"I believe any enthusiast can make at low cost a high-powered lightweight, silent running fast car using this method of body building" Mr. Wise said.

"It is not suitable for the Redex Trial, stock car or speedway racing, but provides a car of reasonable appearance, with good braking and petrol consumption"

"For ordinary road use, I doubt if the enthusiast-home builder could find anything better." Mr. Wise said.

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

I trust you all had a great festive season and survived all the frivolity. My doesn't time fly. This will be the 10th edition of my 'Ramblings' which means I have been writing them for two and a half years now. There is an old saying in motor racing that says 'The older I get the faster I went'. I think this is also true with time as I am sure it is going by faster now than ever before. Not sure how this can happen with all the 'time saving' devices we now have.

Ladies in Motor Sport

Motor sport and equestrian are the two major sports where men and women compete against each other on equal footing. There have been a few interesting characters along the way and below are a few.

Louise Smith was an American lass who became the second woman to race in the Nascar series. This came about in 1949 when she went to watch the 1949 Daytona Beach Nascar race. She could not stand watching the race so she entered her family's new shiny Ford Coupe in the race. She managed to roll her new car. Now she had to explain to her husband how the car was damaged. She thought maybe he would believe that she rolled the car on the way home to South Carolina but the local newspaper had already published photos and a report of the roll over so her alibi was shot. The bug had bit however and Louise raced from 1949 to 1956 winning 38 races in modified (28 wins), speedcar and sportsman classes.



Pat Moss is remembered as the most successful female rally driver of all time. She attained three outright wins and seven podium finishes in International Rallies. Because of her achievements she was crowned 'European Ladies Rally Champion' five times. Pat began competing in club rallies when 18 years old in 1953. Two years later she had become a BMC Works Team driver and she was on her way. Pat later went on to drive a range of rally cars including Austin Healey 3000, Saab 96, Mini Cooper and Lotus Cortina. In 1963 Pat married fellow rally driver Erik Carlsson and they then competed together racing for Saab. Pat Moss is also remembered as being the younger sister of British Formula one ace Stirling Moss.



Kim Krebs is from the small Victorian town of Yackandandah. In 2012 she was awarded the 'Woman of the Year' by the Australian Riders Division of Motorcycling Australia for setting a Land Speed record at Lake Gairdner in SA. She attained a speed of 188.412 mph (303 kph) in less than ideal conditions. She had previously recorded speeds of 365 kph but these were not attained on official

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

record attempts. Kim has been credited as being the 'Fastest Woman in Australia' and the 'Second fastest Woman in the World' but I think this should be prefixed with 'Motorcycle' as there are other ladies who have gone faster. Kym rides a turbo charged Suzuki.



Rachelle Splatt is an Australian lass who has gone faster than Kim Krebs 365 kph. Rachelle is a drag racing 'Top Fuel' dragster driver. Rachelle burst onto the drag racing scene in the early 1990's where she won the 1993 Australian National Championship on debut. Not only that but she also set both national and international records, and also became the first female driver in the world to break the 300 mph (480 kph) barrier. These stunning results saw her land a contract to drive for a top US team the following year. She returned to Australia the following year and raced on until 2000 when she retired to raise a family. She did make a one off appearance in 2003 at the Perth Motorplex drag strip where she recorded the strips first ever four second pass at 4.96 seconds. The now mother of three has said she is ready now to resume racing. She said juggling work, children and racing should be possible now with family and staff support. Rachelle is General Manager of Dragway Performance Engineering.



Dry Creek Power Station

Have you ever driven past the Dry Creek power station near the corner of Cavan and Grand Junction Roads and wondered why they haven't painted the rusty chimneys? No, neither had my wife, but I was able to give her a little information about the plant.

The plant consists of three natural gas fired gas turbines (jet engines) driving generators which generate a total capacity of 156 MW. (Torrens Island plant generates 1280 MW). The Dry Creek plant is used to supplement peak loads and also as a back-up should there be problems at Torrens Island. The beauty of this gas turbine system is that it can be brought on line almost immediately.

About 30 to 40 years ago when I was doing an engineering course I had the opportunity to tour this building and see its operation. As you can imagine I cannot recall all of the details and stats so for this little article I thought I would contact the power company to confirm some of the details I was not sure about. It seems we now have high terrorist alerts and power stations could be a target. Trying to convince the people who I was shuffled between that it was for a little snippet in the Austin 7 newsletter obviously did not meet with their approval as they considered my request for information as 'suspicious'.

So the following details are from my fading memory. Firstly the reason for the rusty chimneys is that the exhaust gas temperature is around 850 degree Celsius. (This was something I tried to get confirmed). I know you can purchase exhaust pipe paint but maybe the cost was considered too prohibitive. Also many a pigeon has been barbecued on initial start up. The shaft connecting the gas turbine engine, the step down gearbox and the generator is approximately 20 to 30 metres long (another measurement I was trying to verify) and when the generator is not in use the shaft is slowly turned at around two revs per minute to prevent 'shaft sag'.

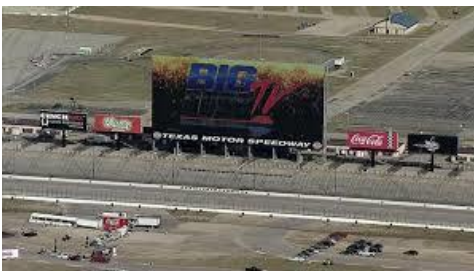


The whole building is protected by a foam fire system whereas if a fire is detected the whole building is filled with foam in two minutes. Operators are trained to evacuate the building by being blindfolded and finding their way out by memory and feel.

So now you know a little about this power plant and when your grandkids ask you "Grandpa why are the chimneys rusty?" You can tell them!

They build them big in Texas

Have you been to Adelaide Oval and seen the 'big' new 180 square metre television screen that replaced the 'small' 80 square metre screen that was at AAMI Stadium. Impressive hey. But it pales into insignificance when compared to the new screen erected at the Texas Motor Speedway. For that screen is a whopping 1917 square metres. That is more than ten times larger than the Adelaide Oval screen. This Panasonic screen named Big Hoss (obviously) is the 'Largest High Definition Television LED Screen' in the world. The screen is mounted half way along the back straight of the 1.5 mile track. And here are some of the very impressive figures. The screen is 66.5 metres (218 ft) wide and 28.6 metres (94 ft) high. The total structure is 38.5 metres (125 ft) high and built to withstand a 190 kph (120 mph) wind force. There are 14,376,960 LED's and the screen has a maximum power rating of 1,380,000 watts. That is 1.38 MW, almost a small power station is needed to power this beast. As I said at the start, they build them big in Texas.



Salute to a Couple of Oldies

Two relatively old timers starred on the world motor sport stage last year. Firstly hats off to 44 year old American motorcycle speedway racer Greg Hancock. Greg won his third world title in 2014. Quite an effort as Greg was competing against many riders half his age. The first title was won in 1997 with the second in 2011. Up until September last year Greg had competed in every Speedway Grand Prix since its inception in 1995. He missed that one round in September due to broken fingers suffered in a horrific race crash at the previous GP. Greg has also won the World Best Pairs Championship along with three World Cup Teams Championships, and eight USA Championships and numerous British, Swedish, Polish, Czech and Danish Championships. For a rider who competes many times a week in various (country) leagues he has had a remarkable serious injury free run. He is recognized as one of the 'good guys' in speedway and is extremely well respected by his peers, fans and officials worldwide. His nickname is 'The Grin' because he is always smiling. A great guy and a worthy Champion.



The other oldie to star is evergreen MotoGP racer Valentino Rossi. When many thought his career may be waning, Valentino came back to finish second in this year's Championship (to young sensation Marc Marquez). He finished the year with two wins and thirteen podium positions out of the eighteen round series. At 35 years old Rossi had nothing to prove yet he rode with the skill and daring so evident in his early career. Valentino began his GP career in 1996 after winning the 1995 Italian 125cc Championship.

He has gone on to win 82 MotoGP races which make him the all time record holder. Valentino's father, Graziano, was a former Grand Prix racer and winner having won three GP races in his career. He also raced under the number 46 and this is the number Valentino has used for his whole career.

Adelaide Hills resident Jeremy Burgess was Valentino's head mechanic and mentor for most of Valentino's career. His 'main' nickname is 'The Doctor'. He has also dabbled in Formula 1 and world Rallying and these exploits will be detailed in coming editions of the Journal.

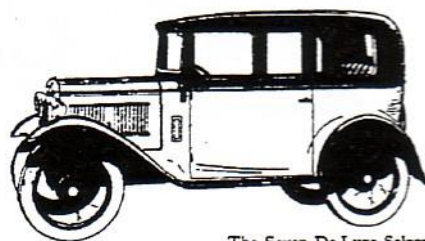


Left Foot V Right Foot Braking

With a lot of mainly elderly folk reversing into or driving into shop fronts and the like, I wondered how many of these people were left foot brakers. I think it is generally accepted that in motor racing left foot braking is the best option (especially with today's electronically assisted gearboxes) and will give faster lap times., But is it best for the road? At present I have four cars, two autos and two manuals., I left foot brake in the autos and obviously right foot brake in the manuals. I don't have to think about it, it just happens 'naturally'. ,Maybe this is because I was racing go-karts before I was driving on the road, but I have never had any problems 'changing feet'. I suspect, although at this stage I have no proof, that the majority of the shop front accidents are caused by right foot brakers who think they are pressing on the brake pedal when in fact they are on the accelerator pedal. ,What do you think?

Just as aside the two manual cars that I have different gear change locations. One is 5 speed floor change and the other is 4 speed column change. For a while I also had an Austin A50 which also had a 4 speed column but with a reverse pattern to the Ford 4 speed column. When I was a teenager I had many motorbikes (I have owned over 40) and some were British, some were European and some were Japanese. Now some of these had left foot brake pedals and some had right, so obviously the gear change was on the opposite side. But some of these gear changes were 'up' to go to a higher gear and some were 'down' to go to a higher gear. Now this did become a bit confusing when maybe using three different bikes on the same day (work bike, cruise bike and race bike). I adopted the policy of both feet down in an emergency, and there were many, and work out which gear I was in later.

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