

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

APRIL 2015 VOLUME 212



AUSTIN 7 CLUB OF S.A. INC

2015 COMMITTEE

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DAVID GREAR,
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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,
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. Articles forwarded are not necessarily guaranteed inclusion in future editions but the editor strives to include most articles.,

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 Suburbs
Ph: 0427 243 879
Wolf Semler: Southern Vales.
Ph: 8556 6405
Trevor Clerke: Yorke Peninsula.
Ph: 0428 851 139
Geoff Stephens; All areas.
Ph: 0437 061 569
Ralph Drage: All areas.
Ph: 8251 2637 or 0418 846 082
Graham Buesnel North Western Suburbs.
ph: 0438 794 979

THE AUSTIN 7 CLUB OF S.A. INC IS AFFILIATED WITH:
CONFEDERATION OF AUSTRALIAN MOTOR SPORT, and

FEDERATION OF HISTORIC MOTORING CLUBS 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

Austin 7 Journals

Volume 212 April 2015
PRESIDENT'S PREAMBLE

In my last Preamble I reported that the front walls of the clubrooms had been re-clad with cream foam-backed vinyl which doesn't only look good, but it is also protecting the old cladding which was starting to disintegrate. I can now report that the same cladding has now been attached to the Northern (Front door end) & Western walls.

The Track Time Motorsport (TTM) end of year dinner was held at the Royal Hotel on January 17. Tony Morgan must be commended for the time, effort & initiative he put into organising the evening.



Tony & the TTM Marketing group have continued to work diligently on strategies aimed at securing the future of our Modern Regularity events. Something must be working well – a record number of entries (50) were received for the first round of 2015, which was held at Mallala on February 15 when the temperature was in the low 40's and the flies were plentiful. A week before on 8 Feb, the TTM team put on a display at the All British Day at Echunga, pictured left.

Sadly, since my last Preamble we have lost another respected club member, Laurie Sciberras. I know you will join me in offering our condolences to Marcia and her family 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.



Chris BENNETT
Kym LAPTHORNE

Mike EMERY
Dean MATTHEWS

Greg KEEGAN
Grant SANDERSON

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

Ralph Drage
President

COMING EVENTS

April 2015

- 3/6 Austins Over Australia -
Devonport Tasmania
- 12 Modern Regularity R2
- 13 Monthly Club Meeting
- 17/19 Shannons Round Mallala
- 19 McLaren Vale Vintage & Classic
Event.
- 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 Marion
Sports & Community Club
- 30/31 Historic Winton, Victoria
- 31 Modern Regularity R3

June 2015

- 1 Committee Meeting
- 6-8 Border Run to Penola with run
to Casterton.
- 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 - Austin
7's only.

- 24 A7 Technical Night
- 28 Quarterly Luncheon, Windsor
Hotel, North East Road

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 Broadway
Hotel, Glenelg.

December 2015

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

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Austin 7 Club SA Inc Privacy Policy

The Austin 7 Club of South Australia Inc (the Club) recognises the importance of your privacy and shares your concerns about the security of your personal information. The Club is committed to the protection of the personal information that we hold about you. This Policy describes how the club manages your personal information.

Collection of your personal information

The information we hold about you is provided by you and comprises personally identifiable information such as your name, address, email address and phone number(s), and specific information about the cars you own and register under the Conditional Registration Scheme.

The Club may also collect and hold anonymous demographic information which is not unique to you, for example, your postcode, age, gender and interests.

From time to time the Club will also survey you for other information *e.g.* the frequency of usage of Conditionally Registered motor vehicles owned by you.

The Club does not hold personally sensitive information such as race, religion or political affiliations.

Use of your personal information

The club collects and stores personal information from you for the following purposes:

- To provide Club services to you.
- To provide you with information about the Club's activities.
- To provide means of communication between the management Committee and you.
- To administer and comply with the Conditional Registration Scheme for historic and left-hand drive vehicles.

The Club is affiliated with the Federation of Historic Motoring Clubs Inc. (the Federation). Under the auspices of the SA Department of Planning Transport and Infrastructure, the Federation administers the Conditional Registration Scheme for the registration of Historic motor vehicles (the Scheme). If you have a vehicle which is Conditionally Registered through the Club, then by necessity elements of your personally identifiable information, as well as information about your relevant car(s), as required under the Scheme will be passed to the Federation. Your participation in the Scheme is deemed to be your consent to pass on such information.

Except as detailed in this Policy, the Club does not sell, rent, lease, trade or give your personally identifiable information to any third party unless specifically authorised by you or unless compelled to do so by law. In the event that the Club is

legally compelled to release personal information you will be advised accordingly unless legally prohibited.

The Club may contact you from time to time with offers by third parties (e.g. businesses) that may be of interest to you. In such cases, your personally identifiable information is not given to the third party. It is up to you to instigate action should you wish to take up the offer.

From time to time your name and relevant photograph(s) may be published in the Club's Magazine, *Austin 7 Journals*, or on the Club's website to acknowledge awards, achievements, competition results or other newsworthy events. **If you do not want your name or relevant photograph(s) to be published in this manner, it is your responsibility to inform the Club accordingly.**

Non-disclosure of Personal Information

The *Application for Membership* form provides the opportunity to exclude certain information from publication in the Club's phone directory. In the event that the Club produces a phone directory you will be informed and given the opportunity to review the information made available in the directory.

You have right to review your personally identifiable information held by the Club and exclude any element of the information from the Club's records. You should be aware that excluding items of personal information may restrict the Club from providing services and information, or prevent the Club from contacting you promptly.

Security of Personally Identifiable Information

The Membership records are held by the Secretary of the Club.

From time to time the membership database is passed to the Club President, Treasurer, Registrar and News letter editor, or other members of the management Committee if they have particular reason to access the data to carry out their specific roles within the Club.

All reasonable care is taken to hold the data securely.

Changes to this Privacy Policy

Upon adoption of this Policy, all members will receive a copy. New members will receive a copy of the Policy when their Membership Application has been accepted. The Policy will also be published on the Club's website.

You will be advised of any amendments to this Policy within a reasonable time after the policy has been amended by the Committee.

Identification of this Policy

This Policy is titled:	Austin 7 Club of South Australia Inc. – Privacy Policy
Version	1.0
The policy was assented to and adopted at a meeting of the Club's Committee on:	<u>02 March 2015</u>

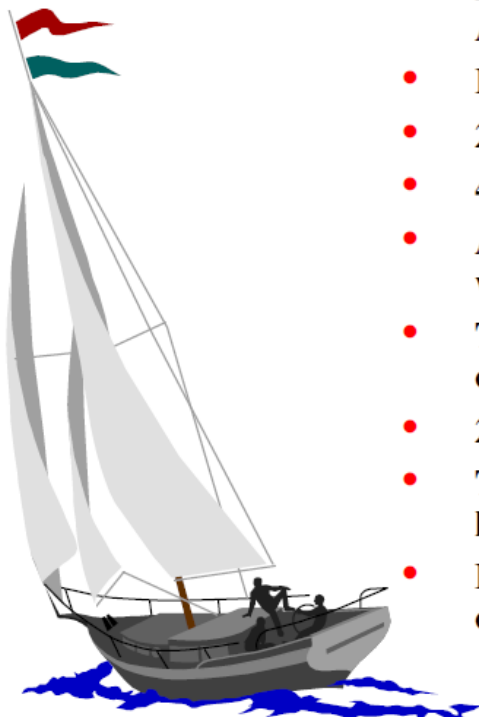


Club regalia for sale:

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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- 4 Single beds.
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- 2 Petrol Stations & auto-gas is available.
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- 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



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Austin 7 Club Members Welcome

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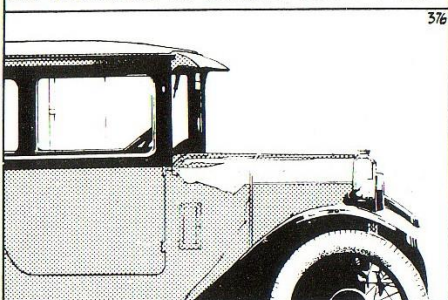
Mob 0408 269 444

Ph 08 8269 4444 Fax 08 8269 5537

FOCUS ON FACT—The Astonishing Seven (11)

By Gary Keane & Neville Randall

1931. THE SLUMP. AUSTIN SEVEN SALES STILL BOOMED, HELPED BY A NEW DE LUXE SALOON TO SEAT FOUR ADULTS, WITH SUNSHINE ROOF AND LEATHER UPHOLSTERY FOR £128.



1932. THE TWO-SEATER WAS REDUCED TO £105. SECOND-HAND SEVENS, STILL SERVICEABLE, COULD BE PICKED-UP FOR £10 TO £15: A "RUNNER", NEEDING A BACKYARD OVERHAUL, FOR A FIVER.



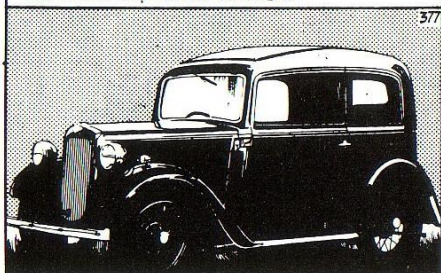
1933. TWO NEW ZEALANDERS, HECTOR MCQUARRIE AND RICHARD MATHEWS, DROVE A SEVEN ROUND THE WORLD, AND MADE IT WORLD FAMOUS. THE JAPANESE PRODUCED AN IMITATION SEVEN, CALLED DATSUN.



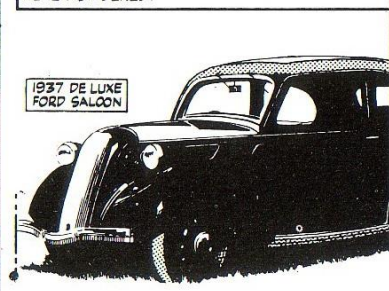
FOCUS ON FACT—The Astonishing Seven (12)

By Gary Keane & Neville Randall

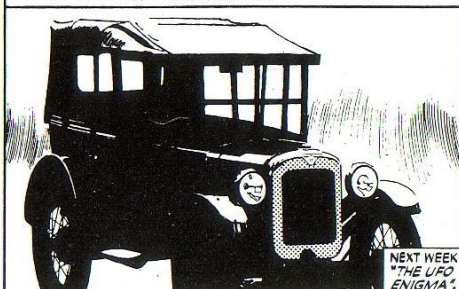
1934. THE LAST GENERATION OF SEVENS. THREE REDESIGNED JEWELS. THE RUBY, PEARL AND OPAL. WITH NEW RADIATORS AND SWEEPING LINES. AND A NEW LOW PRICE, FOR THE OPAL TWO-SEATER, OF £100. THE FAMILY WAS ALMOST COMPLETE.



1935. THE MOTOR SHOW. ANOTHER RIVAL MADE ITS BOW. THE NEW FORD 8. PRICED AT £100 FOR A FOUR-SEATER SALOON. THE SEVENS' DAYS WERE NUMBERED.



1939. THE AUSTIN 8 WAS BORN. THE SEVEN WAS KILLED OFF. IT HAD BEGUN AS A FREAK. GIVEN HALF A MILLION PEOPLE THE CHANCE TO OWN THEIR FIRST CAR. AND CHANGED FROM A JOKE TO AN INSTITUTION.



NEXT WEEK:
"THE UFO
ENIGMA"

PAST EVENTS

All British Day - Echunga - Sunday 8 February 2015



The All British Day was celebrated by a large number of members who brought their British vehicles along. Apart from the usual display of Austins, and a small diesel tractor of Ian Schultz used on his apple orchard in Summertown, there was display highlighting the divergence of Austin 7 Club activity with the Track Time Motorsport publicising Modern Regularity.



PAST EVENTS

All British Day - Echunga - Sunday 8 February 2015



PAST EVENTS

All British Day - Echunga - Sunday 8 February 2015



PAST EVENTS

All British Day - Echunga - Sunday 8 February 2015



PAST EVENTS

Modern Regularity - 15 February 2015

TTM Trophy #1

Name			E1	E2	E3	E4	E5	Total
			5 Laps	4 Laps	4 Laps	3 Laps	5 Laps	21 Laps
1	79	Noel HARRIS	16	9	17	25	20	87
2	92	Josh HOARE	39	23	9	18	8	97
3	76	Neil LOVELL	32	22	17	29	21	121
4	1	Duane GENT	64	18	10	5	24	121
5	43	Brenton BAILEY	25	45	23	10	31	134
6	69	Colin TUCKER	40	18	15	16	52	141
7	37	Jason SMYTH	31	44	37	24	30	166
8	71	Steve CONROY	32	51	13	14	60	170
9	26	Brett WATTERS	52	38	15	19	53	177
10	66	Philip SCADDING	61	48	18	22	30	179
11	77	Andrew BAOHM	62	53	20	20	40	195
12	24	Stephen DRURY	51	58	31	44	17	201
13	63	Jason BRADBOOK	39	161	17	28	30	275
14	33	Jason CASSIDY	97	27	63	26	121	334
15	48	Michelle WEGENER	79	125	51	53	42	350
16	36	Sandy WATTERS	213	16	42	18	64	353
17	47	Jackson LOMAS	180	21	40	42	76	359
18	42	James FLEMING	202	57	80	14	36	389
19	46	Brodie TURNER-SHARP	66	97	23	37	211	434
20	8	Geoff STEPHENS	183	49	65	32	108	437
21	49	Geoff BURDON	78	67	67	82	196	490
22	53	Jason THIELE	89	331	42	24	22	508
23	11	Bronwyn STEPHENS	310	18	48	43	95	514
24	87	Vanessa COMLEY	128	152	177	49	55	561
25	84	Kevin BERRY	396	176	31	50	82	735
26	95	Kristen BAILEY	98	112	56	294	211	771
27	88	Richard BAILEY	216	38	26	294	211	785
28	93	Susan GLASSON	545	87	57	22	116	827
29	10	John ELLIS	239	420	19	16	137	831
30	78	Neil MARTIN	138	42	192	294	211	877
31	38	Ryan SMITH	197	36	192	294	211	930
32	3	Mark POOLE	735	71	47	22	66	941
33	75	Lee SUMMERS	196	58	192	294	211	951
34	81	Duane KAAK	246	96	192	294	211	1039
35	20	Matt THOMAS	78	340	192	294	211	1115
36	31/95	Lauren BAILEY	735	248	44	165	38	1230
37	7	Ben DE PALMA	261	435	54	294	211	1255
38	28	Luke BOOMER	124	435	192	294	211	1256
39	60	Russell PEARCE	298	435	192	294	211	1430
40	50	Stephen LANGFORD	409	435	192	294	211	1541
41	31	Jake PARTRIDGE	720	435	192	279	102	1728
=42	5	David WHITBREAD	735	435	192	294	211	1867
=42	16	Lisa TOTANI	735	435	192	294	211	1867
=42	34	Robert WANN	735	435	192	294	211	1867
=42	52	Shane DRURY	735	435	192	294	211	1867
=42	54	Dennis MCDEED	735	435	192	294	211	1867
=42	67	Darryl BRIGG	735	435	192	294	211	1867
=42	72	Anthony VERNER	735	435	192	294	211	1867
=42	82	Chad SMYTH	735	435	192	294	211	1867
=42	86	Mark WISBY	735	435	192	294	211	1867

PAST EVENTS

Modern Regularity Round 1 15 February 2015

Noel HARRIS



Josh HOARE



Neil LOVELL



Duane GENT



Brenton BAILEY



Colin TUCKER



Jason SMYTH



Steve CONROY



Vintage Sports Car Club invitation to its 8th Annual Historic Vehicle Gathering: Sunday 15 March 2015 at Edwards Park Anzac Highway Keswick.

Nine early and two later model Austins assembled at the Clubrooms for morning tea before heading off to the VSCC event in the parklands adjacent to Keswick. There was, however, an early casualty with Peter Dover's toy tow truck failing a couple of miles into the journey with mechanical problems, all others made it to the venue.



The day was warm and bright, and on arrival we were soon setting up chairs under the shady trees that surround the old courts. There wasn't a lot to do there apart from chatting and wandering around looking at the various vehicles on display.

The Austin 7 'feral' made its debut at the gathering and caused quite a lot of interest, (as it did at the All British Day last month), and the concept that the vehicle will not be restored apart from making sure the mechanicals are sound, reliable and functioning struck a cord with many who came by to look at a project which has temptation to many to get the sandpaper out and start rubbing it down..



A wide variety of vehicles were present on the day with the main emphasis on Vintage & Veterans, however a strong showing of Classic vehicles complimented the day. The BSA Owners Club staged a ride through on their motor bikes during the day.

PAST EVENTS

Historic Vehicle Gathering: Sunday 15 March 2015.



18,000 Miles through Africa

Eleven
Months Roving with
an Austin Seven

By F. W. HOCKEY

AN extended tour from Johannesburg to Lagos, Nigeria, by motor car, would have been quite impossible a few years ago, but, owing to the ever-growing number of motor vehicles in the Dark Continent, roads of sorts are rapidly coming into being, so that the trip about to be described can now be accomplished, during the dry season at least, without undue discomfort.

When this 18,000-mile trip—which occupied eleven months!—was contemplated I was not aware of the improved road conditions existing. Consequently, I had visions of hardships and difficulties which fortunately did not materialise to anything like the extent imagined.

The first consideration once the route had been mapped out, was to get a motor suitable for the job; it had to be light and “manœuvrable,” with a good ground clearance, but, above all, it had to be reliable. After a process of weeding out, we chose an Austin Seven—a car, by the way, which is exceedingly popular in South Africa.

Some modifications were naturally necessary for a trip of this length, the main one being the removal of the rear seat, and its replacement by two four-gallon petrol tanks, from which petrol was fed into the main tank by a pressure pump. As regards spares, all that we carried were two spare springs and one additional spare wheel.

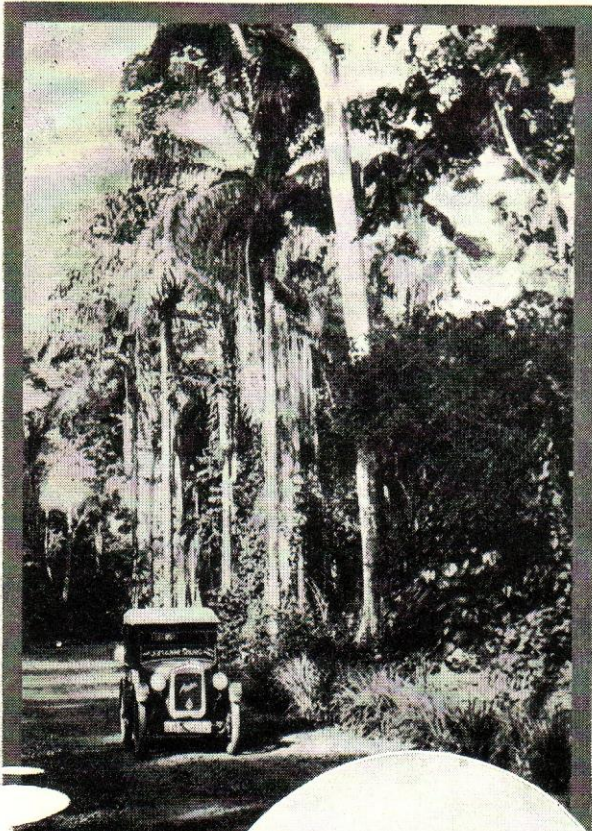
After weeks of preparation we (a young man companion accompanied me as far as Nairobi) bade farewell to Johannesburg on the arranged date and began our great trek northwards. We were accompanied for several miles by 75 Austin Sevens, whose

owners had turned out to give us a good send-off. When we left this convoy, after having made our final adieux, the nose of the Seven was headed for Pretoria, and the Great North Road—very different from the English road of the same name!

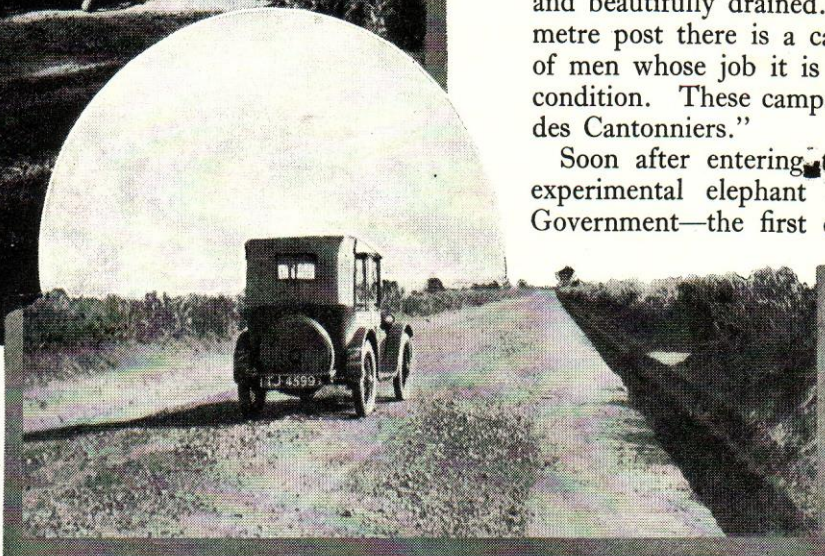
After Pretoria, head winds were encountered, and these, accompanied by bad patches of sand, kept our speed down so low that for long periods second gear was necessary. Passing through Nylstroom, Messina and Bulawayo, our route took us to the Victoria Falls on the Zambezi River. These falls, which are considerably larger than those at Niagara, are set in the midst of indescribably beautiful scenery. Until a few years ago a trip to the falls occupied over six months, and was fraught with hardship and danger. Now the journey is comparatively easy.

After two stops, one at Broken Hill, and the other at Abercorn, where we stopped for three weeks exploring the countryside, we entered the Tanganyika Territory. At Moshi, one of our stops in this region, we obtained a magnificent view of Kilimanjaro, the highest mountain in Africa. Although at the foot of the mountain one swelters in tropical heat, the top, 19,712 feet above sea-level, is always covered with snow.

At Nairobi—one of the most “motor-infested” towns in Africa—four and a half months were spent in touring the neighbouring country, with the town as our base. Here I parted with my



Through beautiful forest scenery in Uganda—note the good condition of the road. (Right) One of the Routes Nationales in the Belgian Congo.



the frontier into Uganda, "the greenest country in the world," making a stop at Jinja, close to the source of the Nile. The roads in Uganda are, I think, the best in any tropical country; long, straight and with a magnificent surface, they present a pleasing contrast to those of Kenya, where, owing probably to the difference in the soil, the roads are of very poor quality.

At Kampala I lingered for another three weeks, but between Kampala and Massindi four terrific storms were encountered which made progress exceedingly difficult and defied the most valiant efforts of the screen-wiper.

The speedometer now registered 10,000 miles.

The route now led to Butiala, where the Seven and I were shipped across to the west bank of the Nile, to Rhino Camp. Here the rain fell as it only can in the tropics, and as a result the journey from Rhino Camp to Arua, the chief town in the west Nile district, was one continual plough through deep mud and slush.

From Arua we crossed into the Belgian Congo. The roads here were very good, being well graded and beautifully drained. At every twentieth kilometre post there is a camp which houses a body of men whose job it is to keep the road in good condition. These camps are known as "les Cases des Cantoniers."

Soon after entering this territory I visited an experimental elephant farm established by the Government—the first experiment of its kind in Africa, where elephants are trained for domestic use.

The River Boma was crossed on one of the craziest ferries it has been my lot to encounter. The pontoon consisted of a platform resting on seven native canoes, and the necessary

motive power was supplied by means of a rope strung from bank to bank.

Soon after this came the only accident of the whole trip. Speeding at a fair average, I came upon a small bridge which had been broken by the heavy rains, and which was hidden from view by a slight rise. There was insufficient room for the brakes to act sufficiently to bring the car to a standstill, with the result that the car hit the structure with a resounding smack—result, one broken spring leaf. It says much for the springs that only one leaf was smashed, for the jolt appeared to be sufficient to smash them all to atoms.

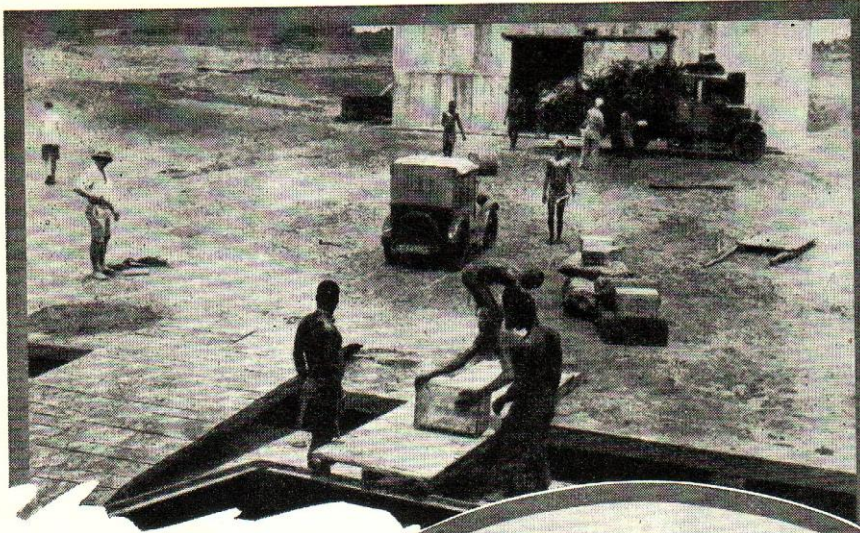
After binding up the spring as well as possible,

companion, and was faced with the unpleasant prospect of continuing my long journey alone. In spite of the fact that the rainy season was beginning and I had been advised not to attempt the trip at this time of the year, I had every confidence in the car and its ability to overcome all obstacles, and therefore decided to push on.

My course now lay west towards Naivasha. The roads, never particularly good, were in a frightful state owing to the rains, being simply one long succession of pot-holes, ruts, vleis and dongas. Over all these the little Seven romped without a falter. Naivasha, Timborou (9,000 ft.) and Eldoret were visited, and then the Seven and I crossed

the journey was continued to Nikati, where, with the aid of two Portuguese shopkeepers, the broken member was patched up sufficiently strongly to reach Bodo, where a new leaf was fitted.

After proceeding via Bangasu, Lami and Bombari,



The Seven at Rhino Camp after crossing the Nile.

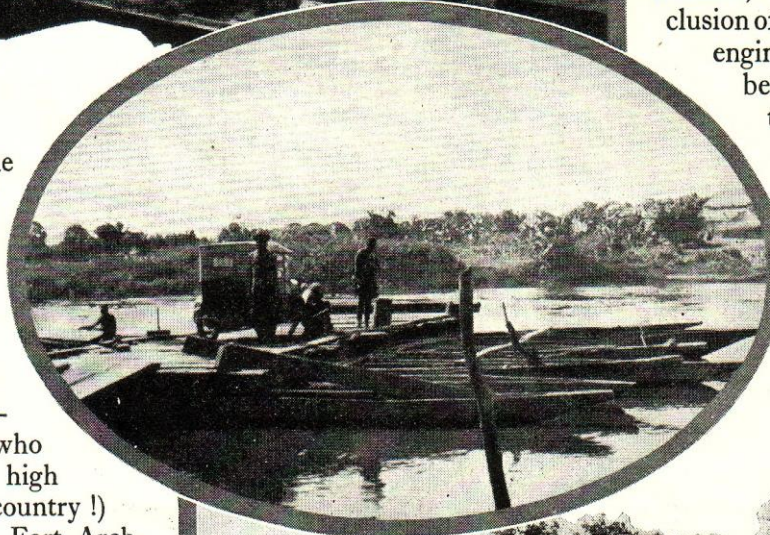
petrol began to become scarce, but fortunately there was sufficient on board to reach Fort Archambault, where a further eight gallons were obtained at a price of 72s. (This should interest those motorists who complain about the high price of petrol in this country!)

The journey from Fort Archambault to Lami was accomplished in terrific heat, the thermometer at times registering 130° in the shade. After resting three weeks in Lami we crossed over into Nigeria via the frontier station of Dikwa.

The end of our journey was now almost in sight. Leaving Maidugari, where I had to obtain a special permit to proceed owing to the bad state of the roads, progress was made on a camel track alongside what had once been the "permanent" way, and which was now nothing but a series of holes which the rains had washed out. Eventually, after a journey that was anything but pleasant, Jos was

reached. We stopped here for a week or so, and then made for Kano. Proceeding from Jos in a northerly direction, half-a-dozen swarms of locusts were encountered which made progress a bit difficult, and then, to cap it all, a tornado struck the car about twenty miles from Kano, lifting it clean across the road. After waiting until the tornado was over, the journey was resumed, and Kano was soon reached. Here a fortnight was spent making ourselves—the Seven and I—thoroughly acquainted with the district.

Upon making enquiries, I found that there was no road from Kano to our next objective, Jebba, so the car and I entrained to this point, and from there proceeded by road to our destination, Lagos. At the conclusion of this strenuous trip, the engine, although it had not been decarbonised since the start, was running as smoothly and silently as when it left the showroom, thanks, no doubt, to the Mobil-oil BB, which was used throughout



(Left) The ferry upon which Mr. Hockey and the Seven were transported across the River Boma.

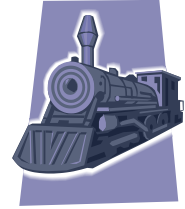


The native market at Kano. The natives sit under the awnings, seen on the right, with their wares spread out in front of them.

the long journey, and which gave entire satisfaction. The petrol consumption, too, was exceedingly good, working out at 40 m.p.g. for the 18,000 miles.

AUSTIN 7 CLUB of SA INC

presents



"PETERBOROUGH GET-AWAY"

Monday 21st to Friday 25th September 2015

Peterborough is a historical railway town in the beautiful Southern Flinders Ranges of South Australia.

Visit and enjoy local attractions including: several museums of heritage and history of the local area, heritage walks, Federation Quilting Displays and shopping in the main street.

Further details of the tour will include

A visit to the Heritage Museum with a Difference (it includes the Railway Yards & associated memorabilia)

A magnificent Sound and Light Show

A 150Km tour around the area, to places such as Magnetic Hill, Booleroo Centre and Jamestown, and

Exploring the many attractions available in Peterborough.

Accommodation: Peterborough Roundhouse Motel with a courtyard garden setting, a licenced restaurant, 27 units and off street parking.

*If you are interested in a few fun-filled days with like minded people
please contact either:*

Bill Gower, phone: 8524 6029, email: billygower2@gmail.com or

Ron Schache, phone: 8264 6317, email: grace.schache@bigpond.com

Further to the above;

Accommodation for the 4 nights will be at the ROUNDHOUSE MOTEL, 25 Queen St, Peterborough S.A.5422 Phone: 8651 2078. Mob: 0427 775 705

Arrival Monday 21st Sept, check out Friday 25th Sept.

Prices are set as following.

- Accommodation - Deluxe room - \$115.00 per night. - booked out.
- Accommodation - Standard room - \$110.00 per night.
- Accommodation - Economy room - \$95.00 per night.
- Accommodation - Family room - \$125.00 per night.

Dinner will be available each night in the dining room and a Continental breakfast will be available each morning.

Please:

- **Make your own Motel bookings**. When you make your booking, please state that you are an AUSTIN 7 CLUB member.
- After making the booking, **let Bill Gower know**, either by email (billygower2@gmail.com) or phone (8524 6029 or 0457 157 494) so he knows how many people to plan for.

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

Motor Sports Fanatics Rejoice

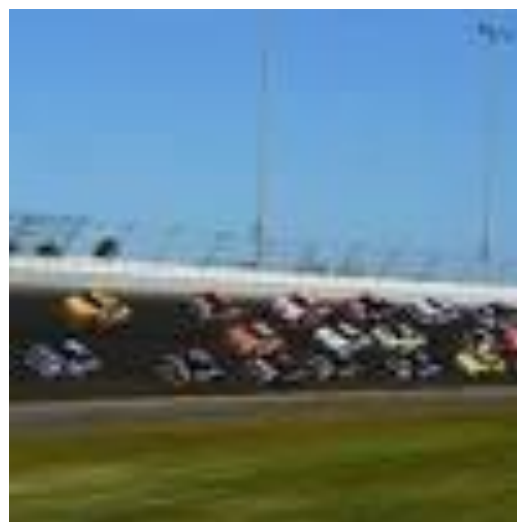
For now it is motorsport season and if the first events held so far are any indication we are in for another bumper year. (Well maybe excluding Formula 1) How good was Clipsal? Even competition, good weather, fantastic support classes (especially the Stadium Trucks) and excellent off track entertainment. Adelaide is the winner again in providing the greatest motorsport festival.



And then there is Formula 1 (or maybe Formula farce). Predictable and boring the Melbourne opening race did nothing to enhance its status. Two horse race for the win with the others racing for third.

For those interested in motor bike racing, Phillip Island was again a star with extremely close racing in the World Superbike Series where no one rider dominating the series. With larger fields this year again looks very promising. Grand Prix bike racing is underway and we have a few Aussie riders to cheer on.

And then there are the other International competitions that are now in full swing. Although NASCAR is not everyone's 'cup of tea' it is a series I really enjoy. Seeing 43 cars racing bumper to bumper at over 200 mph is exciting. To many this form of racing is boring but the more you learn about it the more you realise the enormous amount of strategy that is involved. It also is very hard to predict the winner with usually half the field being potential winners. It is true that television does not truly convey the speed and sound of motor racing events, but with the continual improvements in TV broadcasting this gap is being narrowed.



Another of my favourite series is the INDY car series. Sort of like Nascar without the car bodies this is another very close racing series as all cars use the same chassis and there are only two engine suppliers. The cars race on small, medium and large oval courses as well as street and road courses. Australian Will Power won this series last year in a Championship that went down to the last race. This series leaves formula 1 for dead as the racing is always close and the results unpredictable.



Add in the Le Mans sports car series and the Speedway Grand Prix series and the British and Swedish Elite League Speedway series and my motor sport addiction is nearly satisfied.

Things you need to satisfy this addiction are :- Fox recording box (tick), free to air recording box (tick), lots of spare night time (tick) and a very patient and understanding wife (double tick).

Austin 7 racer at Sidewinders Speedway

On a very hot February night member Ian Motley had his Austin 7 racer on display for the junior speedways Re-union night meeting. The little car created plenty of interest as a lot of old racers from 'the good old days' were in attendance and they all remembered the racing exploits of these famous cars. During the interval break Ian drove his racer around the track and judging by his grin, I think he enjoyed this. The Sidewinders have asked me to thank Ian and the other Club members who attended this meeting.



Oh No, This Can't Be!

Harley-Davidson has built an electric motor bike! Known as project Livewire a number of electric bikes have been built to test consumer reaction and as a test bed for future development. The bikes were taken to dealerships across America in 2014 for evaluation. In 2015 it is intended for evaluation runs to be held in Canada and Europe. From all reports the bikes have been very well received across a wide range of riders. The new bike will be aimed at younger riders, lady riders and city commuters. With no gearbox or clutch the twist and go concept should appeal to this group. Technical stuff includes the use of lithium-iron batteries, led lighting, digital display and an enclosing aluminium chassis. Performance is very good with 74 hp (about equal to their Sportster 883 cc model) and 50 ft/lb of torque. Of course with an electric motor the maximum torque is developed from rest so acceleration is very nippy. The bike is electronically limited to 95 mph (around 150 kph) which should be sufficient. Range is around 85 km at present and recharging time is 3.5 hours.

Now electric bikes are usually very quiet, but Harley has cleverly built in a bevel drive somewhere in the system so the bike has a 'jet powered' whine. I think I still prefer the sound of my son's V Twin Fat Bob though.



Last Journal I wrote about women in motor sport. To continue this little series we now come to:-

And Now the Top Four

In equal third I place **Danika Patrick** and **Angelle Sampey-Drago**.



Danika is a driver who has developed a love/hate relationship with fans. There is no doubt she is very fast but there are those who doubt her ability to 'race'. Danika began racing go-karts at age ten. By the time she had reached sixteen she had decided that racing would be her career and she moved to England to pursue this dream. During a three year period she raced in British Formula Ford and Formula Renault. Returning to America in 2002, Danika raced in the Barber Dodge Pro Series before switching to Formula Atlantic the following year. Here she attained one pole position and several podium finishes.



In 2005 Danika moved into the big time of IndyCar racing. At the 2005 Indianapolis 500, Danika set fastest time during practice at 229.880 mph (369.956 kph), but due to a small mistake in qualifying, had to settle for fourth starting position. However this was still the best starting position for a female driver ever for the great race. During the race she led 19 laps (due to pit stop strategies) and finished the race in fourth position. By doing

so she became the first woman to lead a lap at the Indianapolis 500 and also the highest ever female finishing position.



2008 saw Danika win her only IndyCar race win at the Twin Ring circuit in Motegi in Japan. The win was a mixture of luck and good strategy as Danika was forced to pit early due to a minor collision but returned to the track without losing a lap. Shortly after all the lead lap cars pitted during a caution period to leave Danika in the lead. Shortly after the heavens opened up and the race was declared leaving Danika as the winner. Danika raced 115 races during a 7 year period in IndyCar. She attained one win, seven podiums and three pole positions.

In 2012 Danika switched to Nascar stock car racing where she continues to race today. Her best achievement was setting pole position at the famous Daytona 500 race in 2013 at a speed of 196.434 mph (316.130 kph). As I mentioned at the start, a very fast driver but maybe not yet proven as a fast racer.

Angelle Sampey-Drago is a lady who has taken on men in the very tough discipline of American Pro Stock Motorcycle drag racing and won. Angelle began competing in Pro Stock Motorcycle competition in 1996. She became NHRA Pro Stock Motorcycle Champion for three successive years from 2000 to 2002. Since her debut in 1996 Angelle has set 45 top qualify positions which is an all time class record achievement. She has also recorded 41 event victories which is the most wins for any female in NHRA competition and is also claimed to be the most wins of any female in professional motor sport worldwide. In 2007 Angelle set the national Pro Stock Motorcycle record at 6.871 seconds. Due to her team being unable to obtain sufficient financial backing in 2009 she was unable to compete and in 2010 she announced her retirement. Angelle had taken on the men and beaten them in an extremely demanding discipline. It was announced in September last year that Angelle would be making a comeback this year with her old team. We wait to see what the future will bring.



Second Place Goes To

Shirley Muldowney. Born in 1940 Shirley would go on to become the greatest drag racing lady of all time and also rank extremely high on the overall greatest ever driver awards. Her drag racing career started as an 18 year old in the street car classes. In 1965 she obtained her 'Professional' licence and advanced to the purer forms of drag racing. A twin engine dragster was used for the 1969 and 1970 U.S.Nationals. Then Shirley made a change of class to Funny Car and that change would see her profile grow. She won her first major event, the Southern Nationals, in 1971. Then the opportunity arose to match race with American drag racing legend Connie Kallita. Between 1972 to 1977 they competed across America as the 'Bounty Hunter' (Kallita iconic Funny Car) and the 'Bounty Huntress'.

In 1973 Shirley moved up to the ultimate in drag racing, the 'Top Fuel' class. She became the first woman licensed to drive these 7,000 horsepower plus monsters. Shirley went on to win the NHRA Top Fuel World Championship in 1977. She backed this up by winning the title again in 1980 and in doing so became the first driver to win two Championships. This achievement was surpassed in 1982 when she won her third Championship which made her the first driver to win three titles. Shirley was on a high but this all came crashing down in 1984 when she suffered a serious accident. A front tyre came off her dragster as she passed through the finish line at over 400 kph and tangled with the steering gear. This caused the car to veer violently off track and barrel roll for a couple of hundred

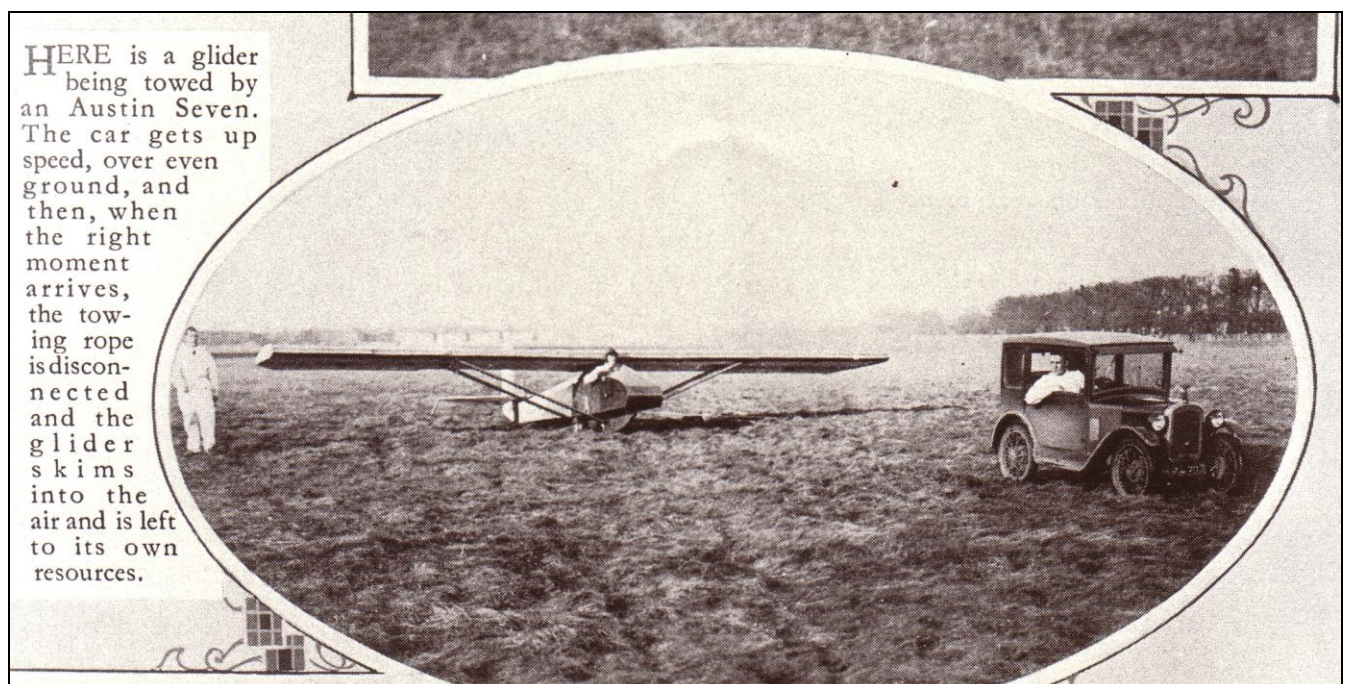
metres (similar to the crash Richard Hammond from the Top Gear programme suffered). Shirley had to undergo numerous operations to repair crushed and broken legs, pelvis, hands and fingers, along with internal injuries. Following a very long rehabilitation period Shirley returned to drag racing in the late 1980's but the injuries had taken their toll and she never fully regained the magic she previously had. Shirley continued to compete on a limited schedule up to her retirement in 2003 at the age of 63 years.

The following results and awards show just how great Shirley Muldowney was. Three Top Fuel World Championships. Eighteen National Championships and many speed and time records. First woman to be licensed and drive a Top Fuel dragster. First Top Fuel driver to win three National events back-to-back. In 1990 inducted into the American Motorsports Hall of Fame. In 2004 Shirley was inducted into the International Motorsports Hall of Fame. She won numerous magazine and fan based awards. In 1983 a movie, 'Heart Like a Wheel' portrayed her life and career. One of her more cherished awards was the 'Recipient of Outstanding Achievement Award' from the United States House of Representatives in 1977. Truly a Champion and a worthy winner of my runner-up award.



And Now the Winner of my All-time Greatest Ever Female Motorsports Competitor

Will be revealed in the next Austin 7 Journals.



HERE is a glider being towed by an Austin Seven. The car gets up speed, over even ground, and then, when the right moment arrives, the towing rope is disconnected and the glider skims into the air and is left to its own resources.

HEAD FOR THE HILLS

50th Anniversary Updates

50
1965-2015

NATIONAL
MOTOR
MUSEUM



SAVE THE DATES

Sunday 17 May

Be a Kid on International Museum Day

1924 Indian Chief motorcycle restoration demo, open bonnets & tours of George Brooks Library.

Sunday 27 September

Bay to Birdwood Classic

We are aiming to break a world record to celebrate the 50th anniversary of the Museum – WATCH THIS SPACE!

Saturday 31 October

Take Your Tops Off

An event for lovers of convertibles, supporting Breast Cancer Research.

Sunday 22 November

All-day Birthday Bash

To celebrate the Museum's official opening by Sir Thomas Playford fifty years ago.

Shannon Street, Birdwood, South Australia

Open 10am-5pm every day except Christmas Day

Admission: \$12 adults, \$10 con, \$5 child or \$30 family

For further information contact the Museum on 08 8568 4000

Email:

Motor@history.sa.gov.au

or visit

www.nationalmotormuseum.com.au

We've been hard at work planning a year-long calendar of events and activities to celebrate 50 years of the motor museum in Birdwood, South Australia. Here's a snapshot:

POLE POSITION: Commencing 16 March

This new feature near our front entrance will profile special vehicles, beginning with the 1956 Leyland Brothers Series 1 Land Rover. Watch out for bi-monthly changes.

FORECOURT VEHICLE DISPLAYS:

We love historic or significant vehicles or those with a special history, and so do our visitors. Speak to a Museum Officer about displaying your vehicle on our forecourt while you enjoy your visit this year. You will be obliged to comply with public liability, insurance and work health and safety requirements.



CHARLEY BOORMAN AND MOTORCYCLE LEGENDS

Tuesday 17 March 10am to 1pm

Charley Boorman of *Long Way Round* fame will visit Birdwood with Compass Expeditions. Motorcycle Greats including MotoGP legend Jeremy Burgess and Dakar greats Andy Haydon, Dave Schwarz and rising star Toby Price are coming along for the ride.



ROCK & ROLL RENDEZVOUS: SUNDAY 12 APRIL

This year we have Elvis (Paul Fenech) and Roy (Aaron Mansfield) performing *In Dreams* live on stage- come see the cars, bikes and fashions, the dancing and the museum. A great family day out, FREE for Kids under 15.

DRIVE DOWN MEMORY LANE: 20-26 APRIL Sponsored by RAA

Ride in one of our collection cars during the second week of the school holidays. Young and old can experience cars without seat belts, power steering, disc brakes, or air conditioning, from a 1925 Model A Ford to a 1940s Chevrolet. FREE with Museum Entry.

GET ON LINE!

You may not be able to visit us in person, but you can get involved and stay in touch.

Like us on FACEBOOK. Keep up to date and help us reach 5,000 likes in our 50th year - we need another 1600 to get there. Follow us on TWITTER and INSTAGRAM.

REVERSE GEAR BLOG

By our curator Mick Bolognese, these monthly blogs explore topical and often quirky histories about vehicles and motoring in Australia. <http://nationalmotormuseum.com.au/collection-blog>

SUPPORT THE NATIONAL MOTOR MUSEUM

Donations are tax deductible – that includes cash and vehicles!

Seriously, if you have a vehicle that you would like to donate to the museum, we have tax deductible gift recipient status. This makes donating a very worthwhile proposition.

We are also looking for businesses to support us by way of cash sponsorship or provision of in-kind support. Please contact the Director, 8568 4006 or email motor@history.sa.gov.au.

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