

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

JULY 2015 VOLUME 213



AUSTIN 7 CLUB OF S.A. INC

2015 COMMITTEE

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ASST TREASURER RON SCHACHE,
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REGISTRAR & LOG BOOKS
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SPARES MANAGER & Vice President:
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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email: richardhoffman7@bigpond.com

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

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

LIBRARIAN: BARRY PANNELL,
Ph: 8255 1371 email: barrypannell@yahoo.com.au
The library is open at Monthly Club Meetings. Books may be borrowed or browsed.

Conditional Registration Inspectors & Authorised Officers

Scott Appleyard: Southern 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 213

July 2015

PRESIDENT'S PREAMBLE

At the March General Meeting Mark Virgin from the SA Ambulance Special Operations Group gave an interesting talk about patient transport before SA Ambulance existed and what has happened since it was created. He shared some of the vigorous training his group has to go through and spoke about some of the more interesting, dangerous & hilarious retrievals he has had to attend. He had some of his tools of trade on show as well (clothing, ropes & harnesses etc).

At the May General meeting the Federation of Historic Motoring Clubs representative on the Bay To Birdwood Committee, Kevin Noel, gave a presentation on the history of the B-T-B and shared an analysis of past events highlighting the problems which need to be addressed to ensure the viability and continuance of future events, albeit maybe in a different format to what it has been. He gave members sufficient time to ask questions and make recommendations, which he answered and greatly appreciated the input. He welcomed any further suggestions, preferably through the Club Secretary, Martin Lewis.

At the June committee meeting it was decided that all monthly General Meetings will start at 7.30pm from January 2016, not 8.00pm as it has been in the past. This will enable our aging members to get home at a bit earlier they normally would.

At the conclusion of the Austin's Over Australia rally held in Tasmania over Easter, David Grear was asked if our club would host the 2019 rally in South Australia. After some discussion at the following committee meeting it was agreed that we would. If you are interested in being a part of the organising group, please let David or me know.

Following a prompt from a member a few months ago, a club organised cruise on the Sea Princess is being planned for late 2016 – see the details further on in this Journals. If you are interested in joining a group of club members on this holiday, please let me know.

Our website has undergone a facelift thanks to the effort of Dave Winfield. It is running on a new platform with a much enhanced format. It looks better & is more user friendly, both for the Administrator and the general user.

Sadly, since my last Preamble we have lost another respected club member, John Kennewell. I know you will join me in offering our condolences to Judean 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.

Steve ALEXANDER

Alex BALL

Kevin J BERRY

A. Geoff BURDON

Ravi CHHABRA

Vanessa COMLET

Brian CRAMOND

John ELLIS

Colin HANKS

Shane HARRIS

Bruce HEINRICH

Joel HEINRICH

Jim HURST

Matthew KENNEWELL

Don MOYES

Martin RADFORD

Chad SMYTH

Brodie TURNER-SHARP

Michelle WEGENER

Greg L WENZEL

Brad WOLFF

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

Ralph Drage
President

COMING EVENTS FOR 2015

July 2015

- 19 Social Day Run (Hills Luncheon)
Starts at Tower Hotel Magill with
run to Crafers Hotel for morning
tea and then to the Belair Hotel
for lunch. Cost \$40 pp for the
day, tickets from the Treasurer.
- 21 A7 Leisure Run.
- 27 A7 Technical Night at the
clubrooms starting at 7.30pm
with A7 spares shed open an
hour beforehand.

August 2015

- 2 Modern Regularity Round 5.
- 3 Committee Meeting.
- 10 Monthly Club Meeting at the
Clubrooms starting at 8pm,
please bring a plate of supper to
share. A7 spares shed open an
hour beforehand.
- 16 Social Day Run to Goolwa with
BYO lunch at the Spangler
Holiday Residence.
- 18 A7 Leisure Run.
- 22/23 Pre War Austin 7 Run to
Mannum - Austin 7's only.
- 24 A7 Technical Night at the
clubrooms starting at 7.30pm
with A7 spares shed open an
hour beforehand.
- 28 Quarterly Luncheon, Windsor
Hotel, North East Road.

September 2015

- 1 Old Car Day.
- 7 Committee Meeting.
- 13 Modern Regularity Round 6.
- 14 Monthly and Annual General
Meetings starting at 8pm, please
bring a plate of supper to share.
A7 spares shed open an hour
beforehand.
- 15 Leisure run.
- 20 Social Day Run.
- 21/25 Mid North Run to
Peterborough.
- 27 Bay to Birdwood Classic for
vehicles 1 Jan1956 to 31
Dec1978.

- 28 A7 Technical Night at the
clubrooms starting at 7.30pm
with A7 spares shed open an
hour beforehand.
- 29 Committee Meeting.

October 2015

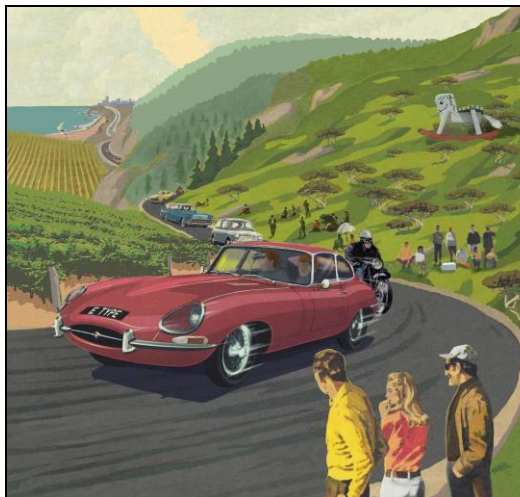
- 11 Modern Regularity Round 7
- 12 Monthly Club Meeting starting at
8pm, please bring a plate of
supper to share. A7 spares shed
open an hour beforehand.
- 13 A7 Leisure Run.
- 18 Social Day Run to Barossa
Valley.
- 18/25 Solar Challenge Darwin to
Adelaide.
- 26 A7 Technical Night at the
clubrooms starting at 7.30pm
with A7 spares shed open an
hour beforehand.

November 2015

- 2 Committee Meeting.
- 9 Monthly Club Meeting starting at
8pm, please bring a plate of
supper to share. A7 spares shed
open an hour beforehand.
- 14/15 Bendigo Swap Meet.
- 15 A7 Run to Mannum & MMAC
- 17 A7 Leisure Run.
- 21 Subs & Cond Rego Stat Dec Day
- 22 Modern Regularity Round 8
- 22 Clayton Bay Invitation Picnic.
- 23 A7 Technical Night & Run
starting at the clubrooms with
departure time of 7pm and an
eatery as our destination.
- 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 starting at
8pm, please bring a plate of
supper to share. A7 spares shed
open an hour beforehand.



BAY to BIRDWOOD CLASSIC 2015

SAVE THE DATE

**SUNDAY
27 SEPTEMBER
2015**

For vehicles manufactured between
1956 to 31 December 1978.

Entry forms available early June.

www.baytobirdwood.com.au

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ABBOTT

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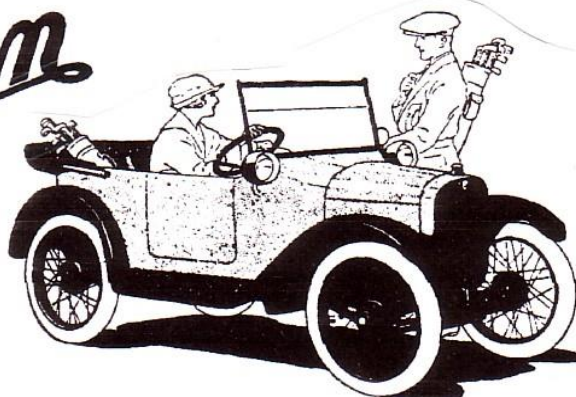
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Women trust
the *Austin*



BUY AN
AUSTIN
&
BANISH
CARE.

DO YOU HAVE A HISTORIC VEHICLE CONDITIONALLY REGISTERED THROUGH THE AUSTIN 7 CLUB?

If so, annually, you must sign a Statutory Declaration in front of a JP stating that your vehicle has not suffered any modification from both the original inspection MR334 and the conditions set out in the Code of Practice. (C of P available from the clubrooms). The Club will not update an existing or issue you with a new Log Book unless the Statutory Declaration is produced to the Club Registrar.

Members are advised that if your log book is not kept up to date with your current membership and annual statutory declaration, your historic vehicle is effectively, not driveable on the road, even though the registration may not have expired.

Members must pay their club subscription before 31 December each year to ensure continuity of membership and ability to drive their historic vehicle.

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:



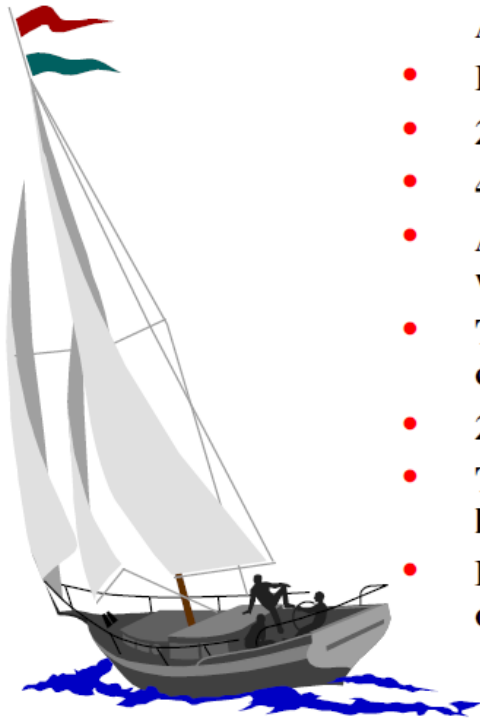
The club has a variety of items of interest to members which are available from the Treasurer each meeting at the clubrooms.

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.



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

Port Vincent Holiday House.



- 200Km And Just 2 Hours away from Adelaide is a four bedroom holiday house.
- It accommodates 8 persons in 4 Bedrooms
- 2 Double beds &
- 4 Single beds.
- All you need to take is your linen, food & whatever you drink.
- The town has a Hotel, IGA, Butcher, Ice cream parlour, Hardware, & Sports Store .
- 2 Petrol Stations & auto-gas is available.
- The Marina is available for boat mooring, launching & retrieval.
- For further information call Trevor or Lyn on 08 88537191 or 042 885 1139

CAMS State News:

From March 2015 CAMS is issuing new style licence cards to new licence holders. Four different card types will be introduced across Competitor and Officials licence holders. Existing members will receive the new cards upon renewal of their next licence. Members who hold Competitors and Officials licences will receive a card for each.

The new style cards are shown at:

<http://docs.cams.com.au/Public%20Documents/New%20CAMS%20Licence%20Card%20Examples.pdf>

ANNUAL GENERAL MEETING MONDAY 14 SEPTEMBER 2015

It's that time again where your Committee stands down and all positions on the Committee are available to members.

Positions on the Committee are: President, Secretary, Treasurer and 9 positions as members of the Committee. The 9 positions include: Assistant Secretary; Assistant Treasurer; Competition Secretary; Registrar & Log Books; Touring Co-Ordinators (2); Spare Parts Manager; Property Manager and Editor A7 Journals.

Nomination Forms will be available at the August and Annual General Meetings.



AUSTINS OVER AUSTRALIA 2015

Graham and I set off for AOA in the Austin A105 on Saturday, after seeing Australia defeat Pakistan at Adelaide Oval, in the quarter final of the World Cup. Trouble free motoring to Ararat where we stayed the night, before continuing on to Melbourne and station pier on Sunday. We boarded the Spirit of Tasmania and sailed overnight to Devonport where we woke to a cold and rainy morning.



As we had left Adelaide early we had 10 days to tour Tasmania before the rally began. We travelled first to Stanley, and to our surprise were passed by a campervan belonging to Nadia and Arthur Addyman!! After stopping for a chat we made our way to the caravan park and our stop for 2 days. Next was Strahan for 2 days, then Hobart for 4 days, Bicheno for 2 days and then to Devonport on Thursday to settle into our accommodation for the AOA Rally.

We drove to the Axeman's Hall of Fame (AHOF) at Latrobe to register and collect our rally pack and meet old friends from other AOA's. We then returned to the caravan park to check out all the goodies in the rally pack.



Bob & Christine Gell's Vanden Plas 1100



Martin Lewis's Austin 16



David & Michele Grear's 1935 Austin 7



Graham & Carol Buesnel's Austin A105

Good Friday was the start of the rally and we all met at the main central carpark in Devonport for a welcoming address from the council. An official "start your engines"

PAST EVENTS



AUSTINS OVER AUSTRALIA 2015 Cont:

from the Devonport Mayor, and we were off to the town of Sheffield some 23 kilometres inland from Devonport. Sheffield has become a major tourist attraction due to being promoted as a “Town of Murals.” It was a beautiful day and we were treated to a sit-down meal for lunch. After lunch we were free to browse the shops and view all the murals.



A couple of murals that grace the walls of Sheffield's buildings.

The return trip to Devonport was by a different route so we were able to see more of the Tasmanian countryside. The evening saw us back at the AHOF for the Friday evening dinner and a meet and greet.



The line up of Austins at Wings Wildlife Park.

Saturday's trip to the Wings Wildlife Park was wet with drizzly rain for most of the day. The first stop was for morning tea at Penguin school, with light rain still falling. Wings Wildlife Park is a large animal park that provides accommodation and displays a large collection of Tasmanian wildlife, plus an aquatic section with

PAST EVENTS



AUSTINS OVER AUSTRALIA 2015 Cont:

varieties of trout and Atlantic salmon.

On Saturday evening a group from SA went to the Irish Pub in Devonport for dinner.

Sunday was the usual display day held at the AHOF. A great display of all models of Austins, and for the most part the weather was good,(just one shower!) There were 2 local markets within walking distance, an Easter bonnet parade, and Rocker Cover races. I enjoyed the bonnet parade as there were some fabulous examples that displayed great creativity.



Carol Buesnel with MC Adam Francis judging the best dressed gentleman.

The Gala Dinner was held that evening in the AHOF and the theme was the “Roaring Twenties.” Many folk had spent time deciding on their costume and for me, judging the best dressed male was a difficult one. I have decided that being chosen by the MC to do the task means that I will need to be out of sight in future!! The meal was great and the music excellent.



We made sure that we sat at table no 7

Presentations were made and George Keil won the hard luck award. George had trailed his A7 from SA to Melbourne, only to have it expire shortly after he unloaded it from the trailer. It was a great night enjoyed by all.

PAST EVENTS



AUSTINS OVER AUSTRALIA 2015 Cont:



George & Pam Keil with the Hard Luck Trophy at The Gala Dinner.

George & Pam luxuriated their way around Tasmania in their Disco. The Austin 7 is scheduled for the workshop in the coming months.



PAST EVENTS



AUSTINS OVER AUSTRALIA 2015 Cont:



The morning briefing session and hand out of prizes Saturday & Monday

Monday was a great day weather wise and a trip to Railton, which is renowned for its Topiary. We visited the Villarett Gardens for morning tea and then to Railton for lunch and a visit by some to the Seven Sheds Brewery.



Villarett Gardens



Topiary at Railton

On the return trip was a visit to the Cherry Shed and Anvers Chocolate factory. We joined others for a BBQ dinner at the AHOF, and a final farewell.

PAST EVENTS



AUSTINS OVER AUSTRALIA 2015 Cont:



On Tuesday, together with David Searles we visited the Don River Railway, went for a train ride and had a picnic lunch. We boarded the ship for the journey back to Melbourne. After disembarking the ship we proceeded to Ballarat for breakfast. After breakfast, David left, wanting to be home that day and we continued on planning to stay somewhere overnight. A few kms up the road and the car decided to STOP!! Graham found the problem with the ignition switch and "hot wired" the car to keep it going!! Another repair job to be done when we arrive home.

Carol Buesnel

South Australian A7 members who went on Austins Over Australia.

Graham & Carol Buesnel	1957 Austin A105
David & Michele Grear	1935 Austin 7
Lee & John Sandford	1936 Austin 7
Bob & Christine Gell	1965Vanden Plas 1100
Martin Lewis	1946 Austin 16
David Searles	1967 Austin 1800
Scott Appleyard	Some non-descript Hire Car
George & Pam Keil	Landrover Discovery
Greg & Julie Lindsay	Ford Territory

The Vintage Austin Register of Australia hosted this year's Austins Over Australia in Tasmania. The Club which is based in Melbourne did a grand job in organising this event. Here are a few photographs of the style of vehicles that feature in the Vintage Austin Register.



PAST EVENTS




PROPOSED SHIP'S CRUISE - NOVEMBER 2016

Here are the details of a proposed cruise on the Sea Princess, sailing in Queensland waters. If you would like to be on this cruise with other club members, please contact Ralph Drage on Ph 8251 2637 or email at rdrage@bigpond.net.au

7
Days

Queensland
Roundtrip from Brisbane, Australia

☐ Add To Compare



Ships: Sea Princess

Ports: Brisbane, Australia | Airlie Beach, Australia | Yorkey's Knob, Australia | Port Douglas, Australia | Willis Island, Australia (Scenic Cruising) | Brisbane, Australia

Interior Stateroom starting from:
\$1,099.00* AUD
per person

Taxes, Fees & Port Expenses included: **\$140.01***

What's Included in my Cruise Fare

1 available date

2016 Nov 20

Dates	Interior	Oceanview	Balcony	Mini-Suite	Suite
Sun, Nov 20, 2016 Sea Princess	\$1,099.00*	\$1,399.00*	\$1,599.00*	\$1,999.00*	\$2,899.00*
Guests 3 & 4 - same stateroom	\$549.00*	\$699.00*	\$799.00*	\$999.00*	\$1,449.00*

Taxes, Fees & Port Expenses included: **\$140.01***

[View Details](#)

PROPOSED INTINERARY		
Day	Date	Details
Thu	Nov 17	Fly to Brisbane
Fri	Nov 18	Australia Zoo
Sat	Nov 19	Day – TBA Eve – Outback Spectacular
Sun	Nov 20	am – free pm – board ship
Mon	Nov 21	At Sea
Tues	Nov 22	Airlie Beach
Wed	Nov 23	Yorkey's Knob (Cairns)
Thu	Nov 24	Port Douglas
Fri	Nov 25	Willis Island
Sat	Nov 26	At Sea
Sun	Nov 27	Depart ship & fly home

NB: Nov 17 – 19 are optional & details may change if better suggestions are made. If these optional days are not chosen, Nov 19 would be the day to fly to Brisbane.

OTHER ESTIMATED COSTS

Air Fare (return)	PER PERSON \$420
Accomm in Brisbane (for 3 nights)	\$220
Australia Zoo (Coach & Entry)	\$120
Outback Spectacular (travel & Entry)	\$135 (incl 3 course meal)

OTHER UNCOSTED ITEMS:

Transfers to / from air port
in Adelaide & Brisbane (both ways)
Transfer to the ship
Tours from the ship
Meals whilst in Brisbane
On board Gratuities

PAST EVENTS

Modern Regularity - 12 April 2015								
TTM Trophy #2								
Name			E1	E2	E3	E4	E5	Total
			5 Laps	5 Laps	5 Laps	5 Laps	5 Laps	25 Laps
1	69	Colin TUCKER	11	16	16	19	16	78
2	32	Peter HOOD	16	11	16	5	31	79
3	1	Duane GENT	27	16	32	11	16	102
4	26	Brett WATTERS	22	11	36	29	20	118
5	79	Noel HARRIS	64	22	9	16	16	127
6	77	Andrew BAOHM	28	19	39	23	21	130
7	43	Brenton BAILEY	33	23	20	37	28	141
8	71	Steve CONROY	38	34	35	30	32	169
9	78	Neil MARTIN	39	48	35	21	29	172
10	36	Sandy WATTERS	51	36	54	13	18	172
11	27	Kevin HALEY	42	47	46	13	36	184
12	67	Darryl BRIGG	31	37	51	29	38	186
13	95	Kristen BAILEY	57	45	18	34	49	203
14	66	Philip SCADDING	127	21	37	13	12	210
15	61	John TILLER	48	39	34	62	46	229
16	49	Geoff BURDON	59	54	58	31	42	244
17	8	Geoff STEPHENS	23	16	84	38	90	251
18	42	James FLEMING	92	42	65	26	33	258
19	37	Jason SMYTH	41	56	68	76	35	276
20	24	Stephen DRURY	63	84	29	84	16	276
21	82	Chad SMYTH	99	47	45	40	49	280
22	4	Brad WESTLEY	57	28	64	58	78	285
23	87	Vanessa COMLEY	52	31	90	87	40	300
24	55	Leon BONDARENKO	68	109	22	73	68	340
25	54	Dennis MCDEED	136	92	42	40	38	348
26	84	Kevin BERRY	102	109	32	64	61	368
27	56	Frank GROSSER	127	114	58	40	32	371
28	3	Mark POOLE	166	34	107	92	42	441
29	47	Jackson LOMAS	119	84	98	176	29	506
30	81	Duane KAAK	134	47	51	43	252	527
31	85	Jed SHEARER	248	68	32	109	110	567
32	91	Thomas WALKOM	369	22	143	52	25	611
33	11	Bronwyn STEPHENS	306	80	100	153	28	667
34	52	Shane DRURY	122	409	125	26	32	714
35	48	Michelle WEGENER	144	388	108	54	84	778
36	58	Peter BOWDEN	151	409	172	55	72	859
37	50	Stephen LANGFORD	92	210	232	100	252	886
38	15	Colin CORNELIUS	172	394	281	97	252	1196
39	93	Susan GLASSON	79	98	198	651	237	1263
40	35	Antony RODDA	105	39	39	908	252	1343
41	31	James ARNERIC	66	142	145	893	137	1383
42	88	Richard BAILEY	67	112	73	908	252	1412
43	72	Anthony VERNER	215	26	46	908	252	1447
44	10	John ELLIS	84	41	296	908	252	1581
45	98	Brandan MARSTON	384	193	84	908	252	1821
=46	40	David ZOLLO	384	409	296	908	252	2249
=46	41	Robin GEORGE	384	409	296	908	252	2249

PAST EVENTS



1st No 69 Colin TUCKER - 2nd No 32 Peter HOOD



3rd No 1 Duane GENT - 4th No 26 Brett WATTERS



5th No 79 Noel HARRIS - 6th No 77 Andrew BAOHM



7th No 43 Brenton BAILEY - 8th No 71 Steve CONROY

PAST EVENTS

Modern Regularity - 31 May 2015

TTM Trophy #4



Name			E1	E2	E3	E4	E5	Total
			5 Laps	5 Laps	5 Laps	5 Laps	3 Laps	23 Laps
1	43	Brenton BAILEY	101	229	90	45	110	575
2	26	Brett WATTERS	70	312	99	97	28	606
3	67	Darryl BRIGG	74	339	80	136	112	741
4	53	Jason THIELE	128	259	76	235	90	788
5	52	Shane DRURY	40	311	116	277	74	818
6	88	Richard BAILEY	57	280	344	84	100	865
7	95	Kristen BAILEY	134	286	228	93	124	865
8	36	Sandy WATTERS	64	369	68	238	129	868
9	47	Jackson LOMAS	116	227	372	172	99	986
10	42	James FLEMING	167	479	76	158	142	1022
11	8	Geoff STEPHENS	117	275	222	350	70	1034
12	79	Noel HARRIS	96	377	101	89	459	1122
13	69	Colin TUCKER	74	788	77	126	143	1208
14	24	Stephen DRURY	129	470	234	67	330	1230
15	40	David ZOLLO	143	224	430	167	299	1263
16	49	Geoff BURDON	242	345	358	332	79	1356
17	13	Brett FORREST	562	309	332	122	59	1384
18	27	Kevin HALEY	90	330	736	288	63	1507
19	66	Philip SCADDING	95	288	932	82	229	1626
20	78	Neil MARTIN	60	596	185	714	459	2014
21	65	Adam YOUNG	536	747	550	186	119	2138
22	20	Matt THOMAS	562	650	310	162	459	2143
23	85	Jed SHEARER	374	505	202	729	459	2269
24	81	Duane KAAK	124	783	336	729	459	2431
25	48	Brendan WEGENER	274	555	880	276	459	2444
26	10	John ELLIS	268	898	370	729	459	2724
27	3	Mark POOLE	914	617	377	429	459	2796
28	1	Duane GENT	636	550	628	729	459	3002
29	77	Andrew BAOHM	236	978	1168	220	444	3046
30	60	Russell PEARCE	1158	685	762	106	348	3059
31	33	Jason CASSIDY	962	662	636	486	417	3163
32	46	Brodie TURNER-SHARP	1269	978	320	403	295	3265
33	62	Ashleigh BENNETT	1269	202	982	411	459	3323
34	58	Peter BOWDEN	776	599	972	729	459	3535
35	25	Aaron BROWNE	772	978	856	729	459	3794
36	44	Bjorne HARDS	1244	978	588	528	459	3797
37	56	Frank GROSSER	1254	836	598	729	459	3876
38	25	Tony HEMPEL	1269	963	1183	375	459	4249
39	15	Colin CORNELIUS	1269	978	1183	729	459	4618

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

DNF Score

1269


978

1183

729

459

 denotes track record

 under previous track record

PAST EVENTS



1st No 43 Brenton BAILEY - 2nd No 26 Brett WATTERS



3rd No 67 Darryl BRIGG - 4th No 53 Jason THELE



5th No 52 Shane DRURY - 6th No 88 Richard BAILEY



7th No 95 Kristen BAILEY - 8th No 36 Sandy WATTERS

PAST EVENTS

Modern Regularity - 5 July 2015							
TTM Trophy #4							
Name		E1	E2	E3	E4	E5	Total
		5 Laps	5 Laps	4 Laps	4 Laps	8 Laps	26 Laps
69	Colin TUCKER	41	16	23	8	25	113
36	Sandy WATTERS	78	14	8	3	18	121
66	Philip SCADDING	30	11	20	6	55	122
24	Stephen DRURY	18	46	8	14	49	135
43	Brenton BAILEY	28	16	29	16	50	139
26	Brett WATTERS	17	42	17	10	75	161
12	Graham HEWETT	46	27	23	19	64	179
27	Kevin HALEY	36	30	31	36	61	194
58	Peter BOWDEN	47	36	40	16	59	198
8	Geoff STEPHENS	50	32	33	31	52	198
9	Brodie COOK	74	16	17	19	80	206
88	Richard BAILEY	57	20	31	28	71	207
67	Darryl BRIGG	138	4	6	22	41	211
60	Russell PEARCE	84	35	25	10	59	213
3	Mark POOLE	72	46	39	21	37	215
95	Kristen BAILEY	47	25	36	42	66	216
71	Steve CONROY	111	20	49	15	41	236
78	Neil MARTIN	32	58	81	25	48	244
77	Andrew BAOHM	38	12	17	12	167	246
47	Jackson LOMAS	44	27	178	10	27	286
40	David ZOLLO	38	46	37	48	125	294
53	Jason THIELE	79	74	45	42	75	315
42	James FLEMING	122	27	45	10	127	331
56	Frank GROSSER	144	31	41	29	111	356
31	James ARNERIC	164	70	101	161	102	598
93	Susan GLASSON	348	67	69	36	92	612
13	Brett FORREST	96	12	386	64	85	643
49	Geoff BURDON	196	256	69	43	92	656
46	Brodie TURNER-SHARP	363	126	83	35	231	838
18	Asher JOHNSTON	14	8	16	15	827	880
48	Michelle WEGENER	50	37	69	24	827	1007
99	Max VIDAU	276	171	127	187	366	1127
65	Adam YOUNG	109	60	39	541	412	1161
23	Mason VANDERKAMP	117	306	69	56	827	1375
10	John ELLIS	312	40	1086	14	139	1591
97	Greg WENZEL	234	566	544	620	812	2776
44	Bjorne HARDS	72	581	1101	635	827	3216
23	Rob VANDERKAMP	363	581	1101	635	827	3507

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

DNF Score

363

581

1101

635

827

denotes track record

under previous track record

PAST EVENTS



1st No 69 Colin TUCKER - 2nd No 36 Sandy WATTERS



3rd No 66 Philip SCADDING - 4th No 24 Stephen DRURY



5th No 43 Brenton BAILEY - 6th No 26 Brett WATTERS



7th No 12 Graham HEWETT - 8th No 27 Kevin HALEY

PAST EVENTS

Austin 7 Enthusiasts Night 25 May 2015.

Ian Leitch brought along his Austin 7 project which has progressed significantly since the installation of the wooden framework manufactured by Graeme Logan in Victoria. These nights continue to be popular amongst members, here are a few photos taken on the night.



2015 61st SA/Vic Austin 7 Club Border Run - Penola SA 6/8 June 2015

It was our turn to host the 2015 Border Run and a decision to try Penola as a venue began in 2014 just after that year's Border run to Stawell hosted by the Victorian Austin 7 Club. The early start proved beneficial as later on it became more difficult to procure suitable accommodation.

Right from the beginning, it must be acknowledged that the success of this year's Border Run is due mainly to the efforts of Greg & Julie Lindsay who live at Casterton, just over the border. Many thanks to both of you for your commitment.

Headquarters for the Border Run was the Alexander Cameron Suites (a posh name for a motel, but the rooms were really nice). A few stayed at the Caravan Park and some at the Prince of Wales Hotel/Motel. All up we had 42 people on the Run.

A special welcome to the Border Run first timers: Steve & Beryl Thorpe; Trevor & Rosalie Gent and Simon Mander. It was actually Simon's 2nd Border Run, but his first one was in 1982 as a newborn baby, so we'll excuse him for not remembering this.

We travelled via Andrew & Debbie Dawes' home lakeside at Meningie, and then we had the 2 hour drive on the Princes Highway to Kingston for a late lunch. We didn't realise that a new bakery had opened in Kingston adjacent to the Shell servo as we refuelled and bought a sandwich at the OTR servo. We corrected the situation on the return trip by enjoying the culinary delights of the bakery.



A few of the Austins at the lunch-time stop adjacent to the Big Lobster at Kingston.



The Motel owners requested that we park the Austins up in the court-yard of the Motel for photographs, so we happily obliged with 14 Austin 7s & 1 Austin 10.

PAST EVENTS

2015 61st SA/Vic Austin 7 Club Border Run - Penola SA 6/8 June 2015 Cont:



On the road between Penola and Dergholm, nice Austin 7 (&10) roads



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The Menzies Hotel at Dergholm was the morning tea stop where a lavish buffet of scones, sandwiches, pizzas, and a cheese & meat platter was presented for us to demolish which we did quite successfully.



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A mural showing the bar of years gone by depicting bar-tenders and customers all looking a bit like they are related or was it the style of the artist?

PAST EVENTS

2015 61st SA/Vic Austin 7 Club Border Run - Penola SA 6/8 June 2015 Cont:



Inside the Menzies Dergholm Hotel.

Then it was off to Casterton for the Annual Kelpie Sales and display at the oval.



Sunday in the warm winter sunshine at Casterton where we settled in to enjoy the spectacle of the kelpies.

Rear: Laurie Sutton; Pam Sutton; Jenny Styles.
Middle: Wayne Styles; Graeme Logan; Bev Logan.
Front: Marie Drage; Valerie Baker; Alan Baker.

PAST EVENTS

2015 61st SA/Vic Austin 7 Club Border Run - Penola SA 6/8 June 2015 Cont:



The kelpie goes into action herding sheep under the watchful eyes of prospective buyers of the dog.



We lined up our Austins in the sunshine at the Casterton Oval where Joyce Garnett in the blue Austin 7 Ruby chatted with passers-by while finishing off some knitting.



Our evening meals on Saturday & Sunday nights were held at the Penola Bowling Club where good wholesome meals were served. We tried something a bit different this year. As the motel did not have a restaurant we utilised the services of the local school bus to ferry us from the motel & caravan park to the bowling club. This allowed us to arrive together and obviated the requirement of driving our Austins at night.

PAST EVENTS

2015 61st SA/Vic Austin 7 Club Border Run - Penola SA 6/8 June 2015 Cont:



Graeme Logan introduced the Athol Lamont Trophy which recognises members who drive their vehicles to the Border Run, and Simon Mander who drove his Austin 7 from Adelaide was the worthy recipient of the Trophy for the 2015 Run.

A note received from Brian Gibbons

Hi David.

Thank you for all your efforts (with David Searles and Greg Lindsay) in bringing another Border Run together again this year. As usual it is all over so quickly just as we are starting to renew friendships. It was great to see such a strong SA contingent this year (though a bit quiet from the VICs). I hope all arrived home safely. I look forward to our next opportunity to see you all again soon. Please pass on my regards to everyone. PS. I have the axle out in my A7 and have found that a pinion tooth came off and was mashed into the crown-wheel which then took out two more pinion teeth. New axle goes in tomorrow morning. Cheers, Brian Gibbons

Who came on the Border Run to Penola

From South Australian A7 Club

Phil & Jean Bunker (A7)
Ralph & Marie Drage (A95)*
Ian & Cheryl Jones (A7)*
Laurie & Pam Sutton (120Y)*
Geoff Stephens (A7)*
David Searles (A10)*
David Garnett & his mum, Joyce (A7)
Lee & John Sandford (A7)
Daryl & Margaret Beasy (A7 broke)
David & Michele Grear (A7)
Greg & Julie Lindsay (A7)
Alan & Val Baker (Merc)*
Bill & Veronica Gower (A55)*
Simon Mander (A7)*
Trevor Mander (A7)
Trevor & Rosalie Gent (Mod)
Steve & Beryl Thorpe (A7)

From Victorian A7 Club

Wayne & Jenny Styles (Mod)
Len & Carole Kerwood (A7)
Graeme & Bev Logan (A7)
Bruce & Julie White (A7)
Brian & Glynis Gibbons (A7 broke)
Dennis & Jenny McIlroy (A7)

We had 14 Austin 7's; 1 Austin 10; 1 Austin A55; 1 Austin A95; 1 Datsun 120Y; 1 Mercedes Coupe; 2 Austin 7's suffering mechanical failure before the event, and a few moderns to make up the numbers. Historic Vehicles marked * were driven from Adelaide.

PAST EVENTS

A Border Run Ditty penned by Beryl Greig (Thorpe)

It's the 2015 Border Run
And we are out to have fun
So its on the road from Andrew Dawes
On to Kingston without a pause
Look here's a big Lobster all bright red
And here comes Simon someone said
In the little red coupe that flies on the road
With a flat tyre and issues not that it showed
Lookout for the 'Roos and Wombats keep
Watch for the cows emus and sheep
As we travel the highway a motley crew
Cars and Trailers and a country view
Beryl took the wheel and hit forty five
The car's alright and Steve's still alive

We arrive in Penola around four thirty
Off to the showers for anyone dirty
On to the bus at 6 O'Clock pickup points are three
And then to Dinner at the Bowls Club for tea
On Sunday its 8:30 start, up bright and early
Line up the cars don't be too surly
Onwards we travel to Menzies Hotel,
All arrive and all is well
The building it looks a bit like a barn
We enjoy morning tea pizzas scones and a yarn

Then slow coaches the Thorpe's get going well
Well before the time to go bell
On the road to Casterton for lunch
We all line on the oval, such a happy bunch
Let's watch the sheep dogs as they strut their stuff
Or on to the galleries arts and craft the choice is tough
Off we go back to Penola for happy hour
Drinks and nibbles and others check power
Of the Austin 7s that cruise along strong
Discussions abound about the cars that are wrong
Tuned and tweaked exhausts and machine
The talk is technical and all are keen
So on to the bus again for dinner
Refunds are issued, everyone's a winner
So ends the Border Run for 2015
Its not where we are going is where we have been.

PAST EVENTS

Shortest Day Run Sunday 21 June 2015

It may have been the shortest day, but it was still sunny, so we assembled at the clubrooms and then went for a drive. Down to Port Adelaide and Maccas where we had coffee and cake. Good value too! The drive was to Outer Harbor and Mutton Cove to view the ASC Air Warfare Destroyers under construction. Not much sign of life in the construction area, so we parked by the Port River opposite the Torrens Island Power Station.



After some time in the sunshine at Mutton Cove, we headed back to the clubrooms for lunch from Trevor's Fish & Chip Shop near the clubrooms. A grand day out!

41 YEARS AGO

It's worthy to occasionally look back in time of the Austin 7 Club in South Australia and 41 years ago was a momentous year for the Club as in 1974 it was our 21st year and we had just purchased our Clubrooms at (then) 276 Tapleys Hill Road Seaton. So it wasn't surprising to hear that three intrepid Austin 7 owners decided to do what you do in an Austin 7 and to drive to Ayers Rock in the Northern Territory and return within 21 days.

The President's Piece in the July 1974 issue of the Austin 7 Journals came with this report for the magazine:

"Well I guess the talking piece must be the Austin 7's epic trip to Ayres (sic) Rock and Alice Springs to celebrate the club's 21st birthday and the attached publicity.

Nowhere in Australia has any car club received as much publicity as consistently over a prolonged period. Finally the cars were displayed in John Martins city store for a week afterwards.

The club's congratulations must go to Ian (Doc) Jones, Ian (Revs) Motley and Gwilym Henry-Edwards the three Austin 7 drivers, and of course the back up crew without who's help it would have not all be possible. Of course there are other numerous people both in and out of the club who contributed to the success of the venture and to these people we must also add our thanks, particularly the birthday committee who came up with the original idea.

The return of the Austin 7's coincided with our 21st Birthday dinner (3 x 7 = 21) held at the Morphett Arms Hotel and would be one of the best in the history of the club. It was nice to see a large party from the Sporting Car Club to help us celebrate. Everyone enjoyed themselves and the floor show by "Long Arms" Dillon - our thanks to the social committee. The Austin 7 owners were entertained at their last meeting by John Walsh, who used to race most successfully an Austin 7 back in the Port Wakefield days."...

Tony Grove, President



At the Gateway to the Ayers Rock & Mount Olga National Park: Ian Jones, Gwilym Henry-Edwards and Ian Motley with their Austin 7's having successfully reached the half-way point.



Standing: Stephen Sneesby, Geoff Kain, Colin Hanks, Mike Talbot, Ron Burchett

In front: Ian Jones, Trevor Knuckey, Heather Lane, Ian Motley, Gwilym Henry-Edwards

On top of Ayers Rock, the successful crew from the Austin 7 Club of SA Inc



Back at Shell Service Station West Terrace Adelaide a toast on their return.

As reported in the Austin 7 Journals July 1974

'The Austin 7 Club Ayers Rock team were flagged off from Victoria Square by Chief Secretary, Mr. Kneebone, on the morning of June 1st after many nights of frantic preparations at Ian Jones' Prospect Stable and a last minute engine swap by Ian Motley.

The send-off was terrific - the team appreciated the support of all those who turned out and the cars that provided an escort out of the city and as far as Port Augusta.

The weather throughout was perfect, day after day of bright, sunny, cloudless skies. The night generally were freezers but were tolerable with plenty of blankets. The roads were better than we dared to expect. The effects of the big rains could be seen everywhere, but wherever the road was badly cut up or still under water, there was always a loop around that section.

Corrugations were our worst enemy. Some could be taken at 30-35mph, but the deeper ones threw the cars all over the road and they had to be negotiated at 20mph or lower.

Early in the piece Gwilym Henry-Edwards' car was shedding bolts almost faster than we could replace them, and on two separate occasions the hood on Ian Jones' car threatened to part company with the car when windscreen supports fractured right through.

The Austin 7's did a marvellous job. Worst moments were Gwilym Henry-Edwards' broken half shaft and Ian Jones' broken crank on consecutive days. However, those problems were both overcome and the trip continued. In fairness it should be pointed out that both breakages were found to have resulted at already cracked sections and Ian Jones wasn't driving when his went!

Two days from home on the return trip Ian Jones car lost all power and was found to have four burnt out exhaust valves. Unperturbed, Ian performed an instant valve grind using Heather Lane's toothpaste.

Readers will note no mention of Ian Motley's car - he spent most of the trip waiting for something to blow up and is still trying to work out why it didn't give trouble! Apart from a loose flywheel at Ayers Rock it went like a rocket for the 2400 miles. The publicity received was tremendous and the Club and the sponsors, Shell, Spartan Paints, John Mack Cameras, Edgells and Port Carriers received wonderful promotion.

The climax came when at exactly 10.30am 21 days after the start, the team of three Austin 7's and two support vans arrived at the Shell Station on the corner of West Terrace and Grote Street to be greeted by crowds of people, TV cameras, radio interviewers, the lot! A truly memorable finish to a memorable event.

The thanks of the team go to those people who helped make the trip possible, the sponsors, those who helped with preparations at Ian Jones' place and Margaret and Trevor Mander and Bruce Bridgart who brought up fresh supplies at the end of the first week.

Special thanks go to Heather Lane (cook), and Trevor Knuckey and Colin Hanks who spent most of the trip driving the very essential support vans.

For the record the team comprised:

Austin 7 owners: Ian Motley, Ian Jones, and Gwilym Henry-Edwards, plus Heather Lane, Trevor Knuckey, Colin Hanks, Mike Talbot, Geoff Kain, Stephen Sneesby and Ron Burchett."



I'm afraid that you will have to be a bit indulgent of me for a moment as 50 years ago on 14 August 1965 I bought my 1935 Austin 10 (pictured above) from J.K. Stump Ltd for £34 (Jim Stump thought it was a '34 Austin Ten hence the price) and it's still going strong having recently completing a 620 mile round trip to Penola & Casterton on the 2015 Austin 7 Club Border Run.

When purchased, the Austin Ten had done 30,000 miles and the motor was in a very poor state using well over a gallon of oil (Used sump oil) on each of the Border Runs in the late 70's. The previous owner was a Miss Alma Noreen Conaghty who lived at 22 King William St Kent Town and the whole underside of the car was caked in hardened road mud rendering the brakes unworkable and all grease points ungreaseable. The paintwork was worn out as it was assumed the vehicle was washed on a weekly basis after travelling an average of only 1,000 miles per annum. The upholstery was worn out on the 2 front seats but the rear seat was and still is - original. The Ten has a Holden body numbered 602 and was built at Woodville about 1 km from where I now live (& went to high school).

The Austin 10 has been 5/7th of my life and I still enjoy driving it - The Ten (I have never given it a name) has been extremely reliable. The odometer now reads over 120,000 miles indicating that I have driven it for 90,000 miles in 50 years, still not a high average of 1,800 miles per annum. I used to drive it to work very regularly from 1965 to 1998 and was often seen parked outside the Customs House at Port Adelaide. Ian Motley spotted me in 1974 driving into the ICI Oval at Largs for an annual Customs Vs Customs Agents Sports Day (he worked at Port Carriers a Customs Agency). In May 1974 I joined the Austin 7 Club and have never looked back and enjoyed the camaraderie of all involved since.

If anyone else has a milestone to report with their Austin please let me know for inclusion in future editions of the Club Journals.

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

Beware the on-line car sales scammers

If you are selling a car, or any other item for that matter, beware of the on-line car scammers. They work like this. On the first day your ad is posted you receive an e-mail claiming it is just what they have been looking for, but unfortunately they are working on an off-shore oil rig (or something similar) and have no phone contact (they had left their satellite phone at home base etc.). They do not attempt to get a better price or have anyone who can look at your car but are more than happy to pay your asking price. They will then say that they live in Darwin or New Zealand or some other distant place but it is ok as they will arrange a courier to make all transport arrangements and then pick up the car when funds have been cleared. Sounds good so far but now for the scam. The next e-mail says "Was just about to transfer funds when the courier said that I will have to pay for the courier costs (usually somewhere around \$1000 to \$2000) before they can schedule a pick-up time etc.." The courier's corporate international headquarters is in China (or India or Indonesia etc.) and payment needs to be made through Western Union money transfer. They then say that because they are unable to use their credit card facilities that if YOU would make this payment they would add this cost onto your

Please, find below the name and address of the Transport Agent where the **\$950.00 AUD** should be sent via **Western Union**

First Name: Lei
Last Name: Ning
Address: Ocean Plaza, 158 Fuxingmennei
Street
City: Beijing
State: Beijing
Zip Code: 100031
Country: China.

 <https://www.paypal.com/us/m0b1pal-HKZA42RVE3M2S>

'official looking' Pay-Pal documentation. The e-mail contains the address (in China or India etc.) where the Western Union money is to be sent. The e-mail also claims that the money deposited with them cannot be returned to the buyer (very untrue) and if you do not pay the transport costs they will take LEGAL ACTION (spelt out in capitals) against you. The bad guys hope that the official looking Pay-Pal e-mail will convince you that money is waiting to be transferred to your account and secondly that the threat of legal action will convince you to send the transport costs through the Western Union money transfer system. Time to pull the plug and ignore all of the

* If there's any refusal from you to act upon the receipt of this payment notice, we will have to take a LEGAL ACTION against you as this is just a way to ensure PayPal a safer place for all our customers.

Note: As this transaction was done via our e-mail payments service, all inquiries should be directed to us by replying to this email. This email is the one being monitored for this transaction because the status of this transaction cannot be accessed via our customer care phone service section.

Sincerely,

The PayPal Team.

asking price when they transfer funds.

By now you are thinking maybe something is a little fishy here but the bad guys have not yet given up. Next comes an e-mail stating that the money (asking price and courier costs) has been paid into Pay-Pal and will be credited to your account once they have received the money you have paid to Western Union. This is on

e-mails and be very wary in the future.

It is not only older folk who have been caught by this scam. I know of one young man who fell for this scam when he advertised his surfboard for sale. He lost around \$200 on the bogus

transfer costs. My son in law a few years ago advertised his Aprilia motor bike for sale and he got an e-mail supposedly from a lady in England very keen to buy the bike and then the transport costs scam appeared and he immediately bailed out. Many may know of this scam but for those who have not heard of it I hope this article has made you aware. And also the bogus buyer is usually a woman as I think (or they think) women are more trustworthy.

The most ridiculous yet?

In a previous Journal I wrote of a car having a heap of speakers. Well it seems they have been out done by the latest luxury Cadillac for it now boasts 34 speakers. As you can imagine there are speakers everywhere, even in the headrests. There are two tweeters in each A pillar and even a sub woofer under the drivers and front passengers seat so that you 'feel the music as well as hear the music'. Necessary? I think not. Maybe emergency vehicles will need louder sirens. Perhaps hospitals will need more deafness clinics in the future. I prefer to talk to my passengers rather than deafen them with loud music, and besides with this beast boasting 400 horsepower from a twin turbo V6 why not fit a 'sports' exhaust, wind down the windows and listen to some real music. But then again I am old.



And now the No 1 all time female racer

And in my opinion the all-time greatest ever female racer is Francis (Fay) Helen Taylour.

Fay was born in Birr, Ireland on April 5th 1904. Born into a 'comfortable' family, her father was a district inspector for the Royal Irish Constabulary, she gained a good education. She learned to drive a car when 12 years old and then learnt to ride a motorbike. She was also a very good sportsperson and represented Ireland in hockey. But she had always loved motors and this was her destiny.

Shortly after buying her first bike she convinced an uncle to enter her in the 'Southern Scots Scramble', a cross country event covering 48 miles. How did she go? She won such was her determination to succeed. With this success achieved she approached motorcycle manufacturers for support but none were forthcoming because of limited female appeal. However she did gain employment in the showrooms of Rudge motorcycles in Birmingham. Fay continued to excel in trials and scrambles but then she discovered the new speedway scene. Having attended an event she knew this is what she also wanted to do. She obtained a bike and went to enter an event. Her entry was refused. She tried to enter two more times but again her entry was refused.



It was now time for the Isle of Mann T.T. races and all of the 'officials' headed over to this event. This was the opportunity that Fay needed as she took her bike to the Crystal Palace speedway track and practiced and practiced. The result was that when the 'officials' returned she was able to demonstrate her proficiency. So she was allowed to enter and she immediately became a star. Fay defeated established champions from England and other countries and also established track records at various venues. (It would take a lot of space to detail all of her

achievements).



Now was the time for a new challenge and that challenge would be racing in Australia. Using her own funds she packed her bikes and headed 'down under'. She became the first foreign rider to race speedway in Australia. Arriving in Perth her first challenge was to race W.A. Champion and International rider Sig Schlam. This she did by defeating Sid on his home Perth track. More acclaim was achieved when she defeated the S.A. champion Dick Wise at Adelaide's Speedway Royale track at Wayville. (Frank Lietchfield was also in this event and both Dick and Frank went on to be Adelaide engineering icons). On to the eastern states where more success was achieved before heading over to New Zealand. This made her the first foreign rider to ride there. Fay again showed her brilliance by defeating the NZ ace, Alf Matson. This was early 1929 and an interesting footnote is that whilst in NZ Fay received a ticket for speeding but she left the country before paying the fine. However when she returned to NZ in 1953 the Traffic Officers of the day presented her again with the speeding ticket.

Back home to England after a very successful tour 'down under'. Fay's next foray was to enter the International Six Day Trial on a 500 cc 'slopy' Panther. Anyone who has ridden one of these 'old' British bikes will know how un-wieldy they are and here was Fay riding this bike across five countries, mainly on mountain passes and tracks on a six day trial.

Then it was time for the next speedway season but the promoters dropped a bomb shell when they banned all female competitors. They were worried about the public backlash should a lady be seriously injured or worse. This curtailed Fay's English season but ladies were still permitted to give 'demonstrations' and attempt track records. This Fay did and set a new track record at the famous Wembley Stadium track. But the competition had gone and a new challenge was sought. This came in the form of car racing.



With females now banned from speedway racing Fay turned to cars for her thrills. Brooklands was the place to be and driving a Talbot 105 she won at an average speed of 107.8 mph. The following year at the same track she finished second this time lapping at 113.97 mph in a 2.6 litre Monza Alfa Romeo. She loved this so much that after the race she continued to circulate the track at very high speed for several more laps and only stopped when the flagman stepped out in front of her. (Brave guy). She was fined and disqualified but she was still

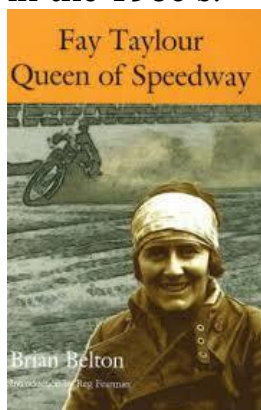
smiling. In 1934 Fay returned to Ireland and won the Leinster Trophy road race driving an Adler Trumpf. She was the only lady in the race. She was also the only lady entrant when she drove a works Aston Martin in the Italian Mille Miglia. The following years saw Fay competing at various events in many countries, including

Ireland, England, Italy, Sweden, India and South Africa. Her most notable drive pre-war was when she drove a Freddy Dixon tuned Riley in the 1938 South African Grand Prix where she received a hero's welcome for her spirited driving performing before the car died.

The war years were a dark period of Fay's life. She was influenced by British Fascist leader Oswald Mosley, (who incidentally was the father of controversial former F1 big wig Max Mosley), and was included in the membership of the British Union of Fascists and as such was firstly interned in England before being sent to neutral Ireland until war's end. Following the war Fay worked in Ireland selling farm machinery but fate soon had her back in the motor racing scene. In 1949 she was asked to go to Hollywood and sell Jaguar and MG cars. This she accepted and it was not long after she arrived that she discovered the sport of midget car racing on dirt tracks. Shortly after she was competing where the commentators would call her 'Lady Leadfoot'. After a few years racing in the U.S. she was off again to Australia and New Zealand to race midgets.



She raced the Australian and NZ circuits in the early 1950's. She competed at Rowley Park in 1952 (possibly in Satan Brewer's Ford V8-60 powered midget, but I am not a 100% sure. I was only 7 years old then.) She was a hot shot mixing it with the local stars at all the tracks she raced. She upset NZ ace Snow Morris by beating him two out of three in a match race series. On paper Snow's V8-60 powered midget was superior to the Rugby powered midget Fay was loaned. This girl could drive and she continued to show this where ever she raced. In the late 1950's Fay returned to England where she continued to race. It is reported that she raced sedans at Brands Hatch around 1958 and then went on to race a 500 cc Cooper around Britain for several more years. Fay finally retired from racing in the 1960's.



This short article cannot cover all the motoring exploits this amazing lady experienced. Much more detail about Fay is in a book 'Fay Taylour – Queen of Speed'. I had read this book about a year ago. I borrowed it from an old motorbike racer mate but when I asked to re-borrow it for this article he told me he had lent it to someone but he could not remember who Fay Taylour was a very pretty girl. She is described as having auburn hair, laughing Irish eyes and a very nice figure. She did not marry but had several serious romances. One was to a very well to do English bike rider with whom she toured the International motorcycle race meetings with. But this man's family did not think that Fay had the 'social status' to marry their son so the relationship was ended and the man went on to marry a 'society girl'. Another serious relationship was with an Australian farmer

with whom she met on her tours to Australia. I think he proposed to her but she could not see herself settling down on an Australian farm. (These were a couple of facts I wanted to confirm from the book).

She often said "If I had to choose between a man and a race car I'd choose a race car every time. A man will pall after a time but a race car is always a challenge."

When Fay first went car racing she drove in a jumper and tweed skirt. This later gave way to tailored powder blue overalls which always had lipstick in the pockets. Her racing kit also included a pair of silk pyjamas in case she was injured and needed to go to hospital. Early in her career she had the misfortune of going to hospital and could not stand the course hospital gown.

Fay was in Adelaide in early 1954 and in fact took part in speedboat racing at Snowden's Beach on January 4th. Fay was the 'racing passenger' in a speedboat driven by a Mrs. Grace Walker from NSW. (This meeting was also Kym Bonython's first meeting in 'Bullo bee' and the meeting was witnessed by 8,500 people, of which I was one.)

After Fay retired she went to live at Blandford in Dorset where she passed away on August 2nd 1983.

So there you have it, the woman who took on the men and consistently beat them. From motor cycle trials and speedway to car racing covering road racing, hillclimbs and even a Grand Prix this lady shone. Then her exploits in the speedway midgets just proved her amazing talents. So therefore in my opinion Fay Taylour was the greatest ever female motor racing competitor. Does anyone agree with me?



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Club members may use the facilities of the Journals to advertise items for sale or wanted free of charge. Items for sale are not restricted to motoring goods but can include interesting items. Photographs of any sale item are more than welcome.

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Austin 7 Ruby [saloon] Mk 1, 1935.

Genuine English body with documented history & log book, goes well, looks fantastic, colour white. \$11,500. Contact Wayne on 03 9592 1672.

FOR SALE by Stan Gafney:

Two 17" x 4½" Ruby UK wheels. Sound condition. Suit Girling drums. \$10.00 each.

FOR SALE by Stan Gafney:

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