

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

OCTOBER 2015 VOLUME 214



AUSTIN 7 CLUB OF S.A. INC

Club Patron: Hon Stephen Mullighan MP State Member for Lee.

2015/16 COMMITTEE

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

SECRETARY: MARTIN LEWIS,
Ph: 8377 0893 or 0414 727 893
email: lewistraining@ozemail.com.au

TREASURER: LAURIE SUTTON,
Ph: 8358 3421 or: 0418 831 974
email: webbson@chariot.net.au

ASST SECRETARY: VACANT,

ASST TREASURER RON SCHACHE,
Ph: 8264 6317 email: grace.schache@bigpond.com

COMPETITION SECRETARY:
TONY MORGAN,

REGISTRAR & LOG BOOKS
GEOFF STEPHENS,
Ph: 8365 1343 (H) or 0437 061 569
email: kasznik@e-access.com.au

SPARES MANAGER & Vice President:
DAVID GREAR,
Ph: 8296 1689 email: dgrear@optusnet.com.au
The Austin 7 Spares Shed is open prior to Monthly Club Meetings, Austin 7 Technical Nights and other times as notified by the Manager.

TOURING: RICK HOFFMAN,
Ph: 8325 3776 or: 0408 898 736
email: richardhoffman7@bigpond.com

TOURING: VACANT,
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.

CAMS Delegate: TONY MORGAN,
Ph: 8264 7179 email: tony@amcommtech.com.au
FEDERATION Delegate DARRYL BYFIELD
Ph: 8266 1762 email: sanitrocmk1@yahoo.com.au
LIBRARIAN: BARRY PANNELL,
Ph: 8255 1371 email: barrypannell@yahoo.com.au

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
David Garnett All areas
Ph: 0457 434 718
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

Monthly Club Meetings (second Monday* of each month) commence at 7.30pm, from January 2016 please bring plate of supper to share. *Check club calendar for correct date.

Austin 7 Journals

Volume 214 - October 2015

PRESIDENT'S PREAMBLE

The club's Annual General Meeting was held on 14 September, with the only committee changes of Malcolm Lake (Assistant Secretary) and Bill Gower (Touring Coordinator) choosing not to re-nominate. I thank them for their past service to our club. As a result, there are two vacancies on the committee, so if you would like to be involved in the running of the club, please let me know.

Below is the report I presented at the AGM.

Well here we are at the end of another successful year for the club. From a committee point of view, there has been slightly less activity this year compared to recent past years – no major rallies to host, no significant property upgrading to manage and a few less monthly runs to organise because we made use of some invitation events from other clubs.

However, due to circumstances out of our control, we have had to direct more time and effort towards the motorsport side of our club, that is, our Modern Regularity events. This is because the Superkart club, with whom we share the cost of running each event, has been incurring a financial loss for a few years now due to reduced entries. This loss is now unsustainable for them. As a result, there will be a role reversal; as we will be taking over the hiring of Mallala from the start of next year. We will be making some reasonably significant changes to the format of the day's events, including the introduction of some other groups, such as a Rookies group, an Open Wheelers group, inviting the Junior Development Plan (JDP) group to at least one round. With these initiatives, we feel certain we will not be financially disadvantaged, at least not for the longer term. Thanks must once again go to Tony Morgan & the TTM Marketing group for being visionary and trying to meet the challenges that have been put before us.

Many of us attended a number of interesting Day runs, invitation events, Tuesday Leisure Runs & Quarterly luncheons. A thank you to those who organised each of them as well as to those of you who attended.

Some of our members attended Austin's over Australia in Tasmania last Easter, as the event came to a close our representatives were asked if we would host the 2019 event. The committee has since agreed to this request and a sub-committee has already been set up and had their first planning meeting. Thank you to those members for putting up their hands.

During the year we had a number of guest speakers who delivered very informative & interesting talks at our monthly meetings. I would like to thank those members who either provided me with the persons contact details, or arranged for them to attend a specific meeting.

Our Technical nights don't just happen without some forethought and planning. I would like to thank David Gear and his band of helpers for making these nights, not just enjoyable, but extremely informative & helping to impart the knowledge required to keep our old cars maintained, reliable and as safe as possible.

The Timing Team, under Barry Frost's direction, has continued to provide a service to our club, as well as many other clubs, by ensuring the integrity of the data they provide is what event organisers & competitors need, including our own Modern Regularity entrants. Thank you Barry and to your volunteers for the time & effort put into most weekends.

A big thank you must go to the ladies who toil in the kitchen at each monthly meeting ensuring that we do not go home under-nourished. Also thanks to the men who assist the ladies by washing the dishes.

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

I would like to thank the outgoing committee for their efforts and support over the past year. Without them, we wouldn't have such a strong club as we have today. I wish the incoming committee all the best for the coming year.

Last and most importantly, without you, the members, there is no club. So let me thank you all for your friendship and help over the past 12 months. Let's look forward to another rewarding year.

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

David BATTY
Chris HALBRICH
Wayne HOFMEYER
Paul RAGLESS
Robyn SMITH
Brendan WEGENER

Stephen DONA
Josh HEAVEN
Matt INGLIS
Jordan RAYNER
Paul TAYLOR
Adrian WILLIAMSON

James EMMETT
Graham HEWETT
Gavin LYMN
Terry ROSS
Raymond TODD
George ZERVAS

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

Ralph Drage
President

Vale: Ian Alexander



Club member Ian Alexander passed away on 17th September 2015, after a short illness, aged 77. Ian joined our Club in January 1962 and was awarded his 50-year Certificate at the Club's 60 year celebrations in June 2013.

Ian was one of a unique band of racing drivers in that he built and raced his own cars (2) - the first was a rear-engined Renault Gordini-based sports car, the *Billancourt* - which he raced at Port Wakefield from 1955 and at Mallala from 1961. The second car was a Hillman Imp-powered front-engined Clubman sports car - the *Shrike* which Ian raced at Mallala from early 1968. (An account of the Shrike's construction was printed in the August 1968 issue of SPORTS CAR WORLD: it concluded with this comment on Ian's ability as a constructor "*It takes a brave man to attempt the unusual in racing car design, and the change is welcome*").

Once he had hung up his helmet, Ian then became a Scrutineer, working at Mallala (until it closed in 1971) and at AIR, which opened in 1972, where he rose to be Chief Scrutineer.

At the first AGP in 1985, Ian was appointed to work out of a F1 team garage, where he was privy to the pre- and post-race workings of the team and its mechanics - an insight which he particularly enjoyed: this role continued for all the Adelaide AGPs and for first few in Melbourne from 1996.

By the early 1980s, V8 Championship race timing had moved to the Dorian automatic system, which required that each car had a timing transmitter mounted in it: this needed to be checked that it was correctly mounted and operating before the car entered the track - this was a perfect role for Ian and I enlisted him for our timing team, where he was able to enhance other timekeeping skills. When Clipsal came in 1999, Ian headed 4 teams of checkers and this role continued until this year.

Within the timing team, over the last 30+ years, Ian contributed in many ways: he was a mentor on all subjects ranging from health issues to computer problems and his friendship, reliability and dedication will be sorely missed. Ian was one of the many unsung heroes of motor sport - always ready to help - and the sport in SA is the big loser.

I take this opportunity to extend sincere condolences to Sue and his family on behalf of Rae and I, the timing team and the A7CSA.

Barry and Rae Frost

COMING EVENTS

October 2015

- 13 A7 Leisure Run. Inglewood Inn
- 18 Social Day Run to Barossa Valley.
- 18/25 Solar Challenge Darwin to Adelaide.
- 25 Modern Regularity Round 7
- 26 A7 Technical Night at Punch Manufacturing O'Connor Court CAVAN starting at 7pm. Subject is welding and light machining.

November 2015

- 2 Committee Meeting.
- 9 Monthly Club Meeting starting at 8.00pm, 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 Run meet Victoria Hotel Car Park at 9.30am then via Meadows for morning tea and Bull Creek Road Ashbourne to Clayton Bay.
- 23 A7 Technical Night & Barbecue at the Clubrooms. No Run Gates open at 6.00pm
- 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 at Royal Hotel, North Terrace Kent Town. Cost \$30 per person subsidised.
- 14 Monthly Club Meeting starting at 8.00pm, please bring a plate of supper to share. A7 spares shed open an hour beforehand.

January 2016

- 4 Committee Meeting
- 11 Monthly Club Meeting at 7.30pm
- 16 Modern Regularity Dinner at Royal Hotel Kent Town

February 2016

- 1 Committee Meeting
- 8 Monthly Club Meeting at 7.30pm
- 14 All British Day - Echunga Oval
- 16 A7 Leisure Run
- 22 A7 Technical Night & Run
- 26 Quarterly Luncheon
- 28 Modern Regularity R1*

March 2016

- 3/6 Clipsal 500
- 7 Committee Meeting
- 14 Monthly Club Meeting at 7.30pm & BBQ beforehand, gates open 6.00pm
- 20 VSCC Display Day at Keswick
- 20 Social Sunday at the Clubrooms
- 21 A7 Technical Night
- 22 A7 Leisure Run
- 31 Aust F1 GP Melbourne

April 2016

- 1/3 Aust F1 GP Melbourne
- 4 Committee Meeting
- 10 Modern Regularity R2*
- 11 Monthly Club Meeting at 7.30pm
- 17 Social Day Run
- 18 A7 Technical Night
- 19 A7 Leisure Run
- 23-25 A7 Pre War Run to Burra

May 2016

- 2 Committee Meeting
- 9 Monthly Club Meeting at 7.30pm
- 17 A7 Leisure Run
- 22 Social Day Run
- 23 A7 Technical Night
- 27 Quarterly Luncheon
- 28/29 40th Historic Winton
- 29 Modern Regularity R3*

June 2016

- 6 Committee Meeting
- 11/13 Border Run hosted by the Victorian A7 Club to Little Desert Lodge Nhill
- 20 Monthly Club Meeting at 7.30pm
- 21 A7 Leisure Run
- 26 Social Sunday at the Clubrooms
- 27 A7 Technical Night
- * Subject to confirmation

SUBSCRIPTION & REGISTRATION DAYS

Two Subscription & Registration Days have been arranged at the CLUBROOMS on;

- **Saturday 21 November 2015**, between 10am and 2pm, and on
- **Sunday 13 December 2015**, also between 10am and 2pm

This will enable you to;

- **pay your annual subscriptions, and,**
- **if you have a “Conditionally Registered Vehicle”, fulfill your annual responsibilities as stated in Section 11.7 of the Code Of Practice.**
- **a Statutory Declaration form has been sent with your Membership Renewal Form.** This must be completed by you & your signature witnessed by a JP before your vehicle's Logbook can be updated for the following year. and
- **if your log book is due to expire, (that is the Membership for year 3 has been completed) your vehicle must be physically inspected by an authorised club inspector before a new log book is issued. This entails you bringing your vehicle to the Clubrooms for this inspection.**
- **a JP has been arranged to be at the Clubrooms on both the above days.**



ABBOTT'S 

PRINTERS AND STATIONERS

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315 Port Road
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E. copies@abbott22.com

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Adelaide SA 5000
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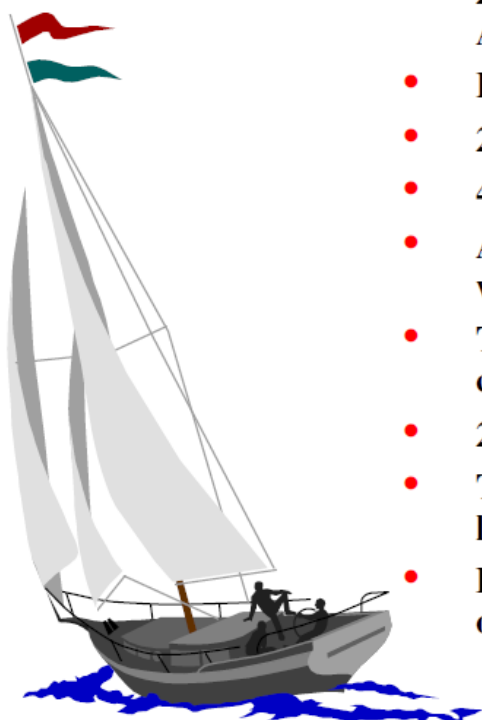
www.abbott22.com

Austin 7 Club welcomes our new Patron, The Hon Stephen Mullighan MP.

Several months ago the Austin 7 Club asked the local member of State Parliament and member for the seat of Lee, the Hon. Stephen Mullighan to be our Club Patron. He duly accepted and visited the Clubrooms at the September and Annual General Meetings. While he was at our meeting, we asked him to present to Ralph Drage, his Life Membership badge. Another reason for our request to Stephen to accept Patronage was due to his appointment to Cabinet as Minister for Planning, Transport and Infrastructure which covers the Historic Conditional Registration Scheme which many of us are familiar with.



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



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



complete
WINDSCREENS

220 Main North Road Prospect SA 5082

Autoglass Replacement & Repairs

Tinting Cars

Glass Cut

Insurance work billed direct

All major cards accepted

RAA Members Welcome

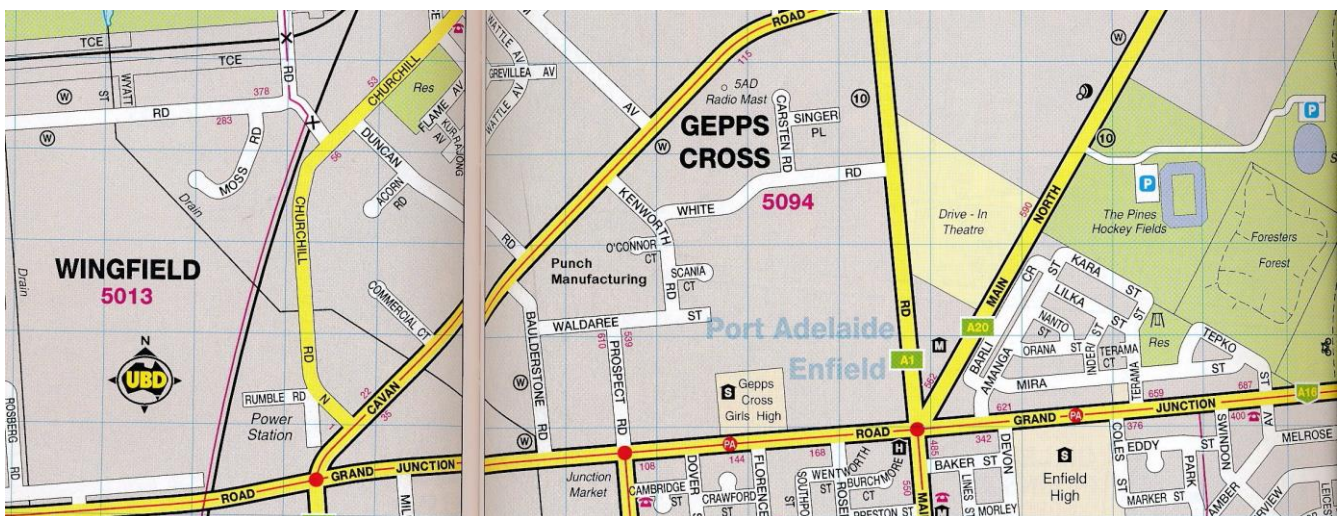
Austin 7 Club Members Welcome

Lindsay Dean

Mob 0408 269 444

Ph 08 8269 4444 Fax 08 8269 5537

Please note that the Technical Night to be held on Monday 26 October 2015 will not be at the Clubrooms ,but will be held at the premises of PUNCH Manufacturing O'Connor Court CAVAN starting at 7pm where the subject will be Welding & Light Manufacturing. Please go direct to Punch Manufacturing.





AUSTINS OVER AUSTRALIA 2017
IPSWICH, QLD
FRIDAY 14TH APRIL TO MONDAY 17TH
NEWSLETTER NO.1 AND REGISTRATION

Newsletter No. 1

The Austin Motor Vehicle Club of Qld. has selected Ipswich as the venue for AOA 2017. The Ipswich City Council have offered facilities for the Registration which will be able to be completed "on line" by clicking on the link below. This will take you directly to the Council Web Site and the page will need to be completed on line and submitted. This will generate a return email to the address you have used and this will be your receipt of Registration. For those we do not have an email address for you will receive a hard copy to be completed (including email) and returned. There will be information on the Registration Form for :

Direct Deposit payments, include full name for identification and an address for cheques to be sent.

Cheques to be made payable to: **AOA Ipswich 2017.**

For Accommodation go to www.discoveripswich.com.au and you can book online or you can call 0732810555 and the Information Centre can book it for you. I would suggest you book early to make sure you can get accommodation that suits you.

To register click on: <https://fs12.formsite.com/discoveripswich/form41/index.html>

All news letters will be sent by email following Registration. Below is listed an email address for any enquiries and the Postal Address for the Secretary. The contacts will be:

Rally Director, Kev Airton; Mobile 0438702910 email k.pairton@bigpond.com

Secretary, Nairn Hindhaugh at: The Secretary

AOA 2017

PO Box 301

Coorparoo Qld 4151

Austins Over Australia (AOA) and the 95th Anniversary Austin 7 Rally will be held in April 2017 in Ipswich and Toowoomba, Queensland respectively. Austins Over Australia will be held over Easter 2017 ie 14 to 17 April 2017, however the date of the Austin 7 event has not been finalised but will either be just prior to or just after AOA.

Members of the Austin 7 Club of SA will be attending either one or both events and through our Technical nights a listing of participants has already been arranged. Please see David Grear or David Searles at any meeting to be included in the contingent going to Queensland. You may be rest assured that we will be going as a group, however, if you wish to divert from any planned itinerary, it is on the understanding that others may be unable to accompany you.



Expression of Interest Form

Austin Seven Register of Queensland Inc

2017 Austin 7 National Rally, Toowoomba

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

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

Please return the completed Expression of Interest form by

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

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

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

For enquiries contact John Que by phone on 07 3396 0882

Here are the names of members who have indicated their interest in travelling to Queensland to attend one or both of the above events.

DAWES A & D; ADDYMAN A & N; GELL R & C; BYFIELD D & M; CARVER D & G; GARNETT D; GREAR D & M; SEARLES D; BUESNEL G & C; LINDSAY G & J; JONES I & C; LEITCH I & S, SUTTON L & P; SEIDEL K & W; DRAGE R & M; APPLEYARD S; MANDER S & M; THORPE S & B, GENT T & R, & WILLIAMS T & J.

PAST EVENTS

Modern Regularity - 2 August 2015

SA Championship & TTM Trophy #5



Name			E1	E2	E3	E4	E5	Total
			4 Laps	6 Laps	4 Laps	4 Laps	7 Laps	25 Laps
1	36	Sandy WATTERS	15	11	13	8	23	70
2	66	Philip SCADDING	13	25	25	27	29	119
3*	47	Jackson LOMAS	18	46	33	9	23	129
4	77	Andrew BAOHM	24	51	25	10	19	129
5	52	Shane DRURY	16	23	35	14	43	131
6	69	Colin TUCKER	22	31	43	16	40	152
7	26	Brett WATTERS	41	34	24	15	44	158
8	79	Noel HARRIS	38	28	58	21	20	165
9	42	James FLEMING	62	27	20	9	60	178
10	72	Anthony VERNER	93	38	24	14	12	181
11	95	Kristen BAILEY	42	27	46	42	30	187
12	48	Brendan WEGENER	44	37	43	19	46	189
13	88	Richard BAILEY	56	76	12	15	61	220
14	54	Dennis MCDEED	74	39	62	9	40	224
15	61	John TILLER	27	68	67	28	47	237
16	67	Darryl BRIGG	47	67	30	29	73	246
17	27	Kevin HALEY	49	44	52	82	30	257
18	97	Greg WENZEL	13	120	61	30	50	274
19	10	John ELLIS	64	87	28	28	82	289
20	91	Thomas WALKOM	109	62	40	41	48	300
21	99	Max VIDAU	31	59	59	37	117	303
22	58	Peter BOWDEN	84	57	61	44	79	325
23	35	Antony RODDA	23	106	36	98	72	335
24	31	James ARNERIC	41	118	63	29	89	340
25	8	Geoff STEPHENS	76	114	35	60	74	359
26	40	David ZOLLO	36	139	50	80	67	372
27	78	Neil MARTIN	265	27	21	19	46	378
28	7	Jordon RAYNER	53	169	68	39	69	398
29	57	Andrew YOUNG	31	88	39	27	225	410
30	59	Tom REILLY	54	87	79	148	49	417
31	12	Graham HEWETT	26	71	234	28	70	429
32	71	Steve CONROY	55	39	49	49	240	432
33	19	Peter WILLIAMS	246	64	59	10	90	469
34	62	Ashleigh BENNETT	81	47	279	20	73	500
35	70	Paul TAYLOR	90	121	43	93	167	514
36	17	Josh HEAVEN	80	155	64	90	126	515
37	68	Gavin LYMN	250	51	117	30	120	568
38	92	Josh HOARE	48	372	108	46	81	655
39	22	Christopher HAUBRICH	104	277	102	57	124	664
40	60	Russell PEARCE	26	387	40	163	240	856
41	49	Geoff BURDON	74	106	294	163	240	877
42	89	Bruce MARSTON	27	387	294	163	240	1111
43	41	Robin GEORGE	31	387	294	163	240	1115
=44	1	Duane GENT	265	387	294	163	240	1349
=44	55	Leon BONDARENKO	265	387	294	163	240	1349
DNF Score			265	387	294	163	240	

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

Lady, Junior

* Jackson takes third on count back

denotes track record

under previous track record

PAST EVENTS



PAST EVENTS

Modern Regularity - 13 September 2015

TTM Trophy #6



Name			E1	E2	E3	E4	E5	Total
			4 Laps	6 Laps	5 Laps	5 Laps	5 Laps	25 Laps
1	69	Colin TUCKER	15	23	13	21	6	78
2	79	Noel HARRIS	22	14	14	26	38	114
3	6	Jackson LOMAS	11	31	22	22	54	140
4	13	Brett FOREST	29	29	29	22	32	141
5	67	Darryl BRIGG	15	27	61	21	32	156
6	24	Stephen DRURY	17	58	62	12	15	164
7	66	Philip SCADDING	11	83	25	24	33	176
8	71	Steve CONROY	21	71	57	11	16	176
9	43	Brenton BAILEY	25	33	36	47	46	187
10	41	Robin GEORGE	5	37	38	77	32	189
11	58	Peter BOWDEN	30	56	25	53	25	189
12	61	John TILLER	26	58	41	24	44	193
13	68	Gavin LYMN	46	50	62	19	22	199
14	49	Geoff BURDON	39	30	28	51	56	204
15	26	Brett WATTERS	69	23	16	48	48	204
16	42	James FLEMING	57	28	41	24	58	208
17	1	Sandy WATTERS	30	33	52	44	50	209
18	54	Dennis MCDEED	48	63	38	55	41	245
19	88	Richard BAILEY	66	57	38	35	70	266
20	19	Peter WILLIAMS	75	37	75	34	53	274
21	73	Duane GENT	156	59	23	31	8	277
22	78	Neil MARTIN	22	82	48	45	84	281
23	11	Geoff STEPHENS	61	139	47	21	15	283
24	70	Paul TAYLOR	51	103	17	27	88	286
25	64	Shane HARRIS	43	56	24	118	51	292
26	29	Matt INGLIS	42	86	47	102	36	313
27	3	Mark POOLE	23	175	42	34	41	315
28	89	Bruce MARSTON	42	125	42	102	10	321
29	95	Kristen BAILEY	29	129	42	81	52	333
30	63	Jason BRADBOOK	57	73	71	83	76	360
31	17	Josh HEAVEN	46	106	150	29	34	365
32	97	Greg WENZEL	18	210	63	34	43	368
33	56	Frank GROSSER	50	57	97	106	88	398
34	40	David TAYLOR	65	122	41	104	102	434
35	12	Graham HEWETT	83	238	16	53	52	442
36	35	Antony RODDA	45	360	96	102	17	620
37	55	Leon BONDARENKO	112	451	57	20	130	770
38	65	Adam YOUNG	158	451	76	39	65	789
39	48	Michelle WEGENER	98	89	42	86	550	865
40	46	Brodie TURNER-SHARP	63	25	32	319	565	1004
41	14	Wayne HAFMEYER	238	191	206	247	213	1095
42	77	Andrew BAOHM	25	119	72	319	565	1100
43	94	David REILLY	83	143	65	319	565	1175
44	90	Lucas KHAWAM	155	342	85	49	565	1196
45	15	Colin CORNELIUS	333	451	221	187	57	1249
46	50	Steve LANGFORD	318	169	97	304	565	1453
47	44	Bjorne HARDIS	333	44	221	319	565	1482
48	60	Russell PEARCE	20	436	221	319	565	1561
=49	47	Sanjay KUMAR	333	451	221	319	565	1889
=49	59	Tom REILLY	333	451	221	319	565	1889
=49	98	Brandan MARSTON	333	451	221	319	565	1889

PAST EVENTS



PAST EVENTS

Pre War Austin 7 Run to Mannum 22/23 August 2015

A small line up of Austin 7's at our meeting place of Price's Bakery North East Road Hillcrest for coffee before heading off towards Mount Pleasant for morning tea. After a good run through the hills the Mount Pleasant Bakery beckoned and we obliged. After purchasing our lunch headed off towards Walker Flat for our break at the ferry crossing. After lunch then headed slightly back but then towards Mannum.



Arrival at Mannum and the Motel was without incident except the organiser crossed the Murray at Purnong, before arriving at the Motel in Mannum. After chatting in the courtyard of the Motel we adjourned to the Mannum Hotel for pre-dinner drinks and the Pretoria Hotel overlooking the River for the evening meal.



After a restless night, (I think I took a bait somewhere) we headed over the River to Murray Bridge and Don & Beverley Moyes' property this side of Tailem Bend. A good drive on the Sunday morning on quiet roads before arriving at the Moyes' front gate. A lovely morning tea of freshly baked muffins and coffee was enjoyed by all. Some of us were given a tour of the Moyes' Cottage (I remember this cottage as a derelict ruin some 40 years ago when motor bike riding on the property) They have done a marvellous job in its restoration, and the muffins were absolutely yummy.



Don showed us through his workshop and Austin 7 project which he is making great strides. After leaving the Moyes' residence, we headed towards Tailem Bend and crossed the Murray on the Jervois Ferry, then to Wellington, Langhorne Creek and Strathalbyn for lunch at the Commercial Hotel in the High Street. From here we split up going our various ways home. Although we had trouble with a couple of sevens during the weekend they all finished the event under their own power. Many thanks to all who attended this event - it is hoped that this style of event will continue for many years to come.. The next pre-war Austin 7 run is in April 2016 and we are going back to Burra, so keep your Austin 7 at the ready.

PAST EVENTS



PAST EVENTS

Austin 7 Club Run to Peterborough, Monday 21 to Friday 25 September 2015



As “newbies” we were a little worried as we did not know how we would fit into the “jigsaw” of the Austin 7 Club but decided “in for a penny in for a pound” and were glad that we had dived in head first for the Peterborough trip.

Our “induction” started off at the Gawler Belt of which we had no previous knowledge. Val and Alan Baker spotted us and made us feel welcome and then one by one we briefly met others in the group. As everyone arrived we found out one of the reasons for “Club” outings was a food feast of morning teas, lunches and dinners interspersed with some fabulous, unknown pearls of our beautiful Australian countryside.

Kapunda bakery was invaded as our group descended on the first of our mandatory food stops. Wonder what the locals thought of having to queue up for service?

We all hopped back into our cars and started off to Clare to arrive just in time for a tasty lunch provided by the local hospital fund raising team followed by a mini-train ride around the park. A great break in a beautiful setting but we had to leave and head off for our next destination.

Arriving in Peterborough we were welcomed by Jim & Wendy of the Roundhouse Motel which was to be our home away from home for the next five days. We were left to our own devices and met again for dinner at the motel.

Tuesday, breakfast at the motel and then off to “Steamtown” for the morning. “Steamtown” just oozed history and showcased the skills, hard work and ingenuity of the people of days gone by as well as political fight and might that created a town central to “steam”.



Gathering in the Steamtown Gift Shop prior to the Light Show.

That same evening we returned to watch “The Light Show” from the luxury of the 1st Class carriage. The film footage was a marvellous history of “steam age transport” and the effect it had on moving goods around the state.



After a good nights’ sleep and breakfast (of course) we were off to Magnetic Hill to test the theory put forward as to why vehicles either roll backwards or forwards once placed in neutral.

Our conclusions were “it works better on **good, old English steel cars**”. Of course **no bias!!!!!!**

PAST EVENTS

Austin 7 Club Run to Peterborough Cont:



A105 and A40 steel vehicles defying the law of gravity on Magnetic Hill

The highlight of the day, apart from eating, was visiting the Booleroo Steam and Traction Collection. What an insight into the ingenuity of our forebears – their engineering skills, creativity and adaptability. They converted European and US machinery to work in our unique, outback environment – history and skills that could and should be taught and passed on and applied to current technology.



Thursday, bright eyed and bushy-tailed we headed north to Orroroo. We couldn't have chosen a better time of year to view the countryside with all the different hues and shades of colour.



Driving at a leisurely pace we were able to appreciate and absorb all the scenery that Hans Heysen depicted so well in his paintings. Our time in Orroroo was extended because just as we were leaving a lovely old gent "Morris" arrived in his Austin Mini. It was in pretty good condition and of course we had to stop and give it the once over.

After a good chinwag we strolled down the street for a quick visit to a car buffs "Aladdin's Cave" filled with a collection of old trucks, cars (including an Austin 7 used annually at the Orroroo Christmas Parade,

see article below) and an Indian motor bike.

PAST EVENTS

Austin 7 Club Run to Peterborough Cont:

We were in 7th Heaven and would have loved to have stayed longer but time was our enemy - we had to head for the old gum tree, 500 years old with a girth to match. What a wonderful sight!

A stop for a lovely lunch put on for us at the Golf club – once again “country hospitality” at its best. We then waddled to our cars and left to view the countryside from the high point overlooking the local dam, catching glimpses of water, wild life and a fantastic palette of colour that only the Australian landscape can offer.



The giant Gum Tree at Orroroo and a picture perfect billabong near a picnic area.

Friday, out last day together – how quickly time flies when you’re having fun. Bags packed, engines running and on the last leg of our trip –Saddleworth. First stop the Museum and once again a trip back into history or, for some, not so long ago. The collection covered household effects, farm equipment, clothing and transport including a wheelbarrow for home delivery of firewood and the occasional “drunkard”. We were then treated to some more country hospitality and a barbecue lunch.

We cannot finish without thanking all who were instrumental in organising the week. The effort involved in gaining access to rooms, halls, clubs and museums to which we would not normally have access. The meals provided by the locals added that lovely country feel and hospitality was second to none.

Thank you to Bill Gower and Ron Schache and everyone behind the scenes.

The only downside of the whole trip was when we arrived home and hopped on the scales – they screamed

One at a time, please!!!!

Greg & Sylvia Keegan

Like father, like son, driving Father Christmas

Geoff Gibb has proudly taken over the role of driving Father Christmas in the Orroroo Christmas Pageant from his father, the late Murray Gibb.

Murray was a legend of the Orroroo pageant, and drove Father Christmas in the 1928 Austin 7 in 52 pageants.

His son Geoff took over last year following Murray's death, and he said he is proud to continue his father's legacy.

"I don't think I'll be doing it as long as he did – if I did it for 40 years I'd be over 100", he said.

Geoff said Murray drove Father Christmas in the open-topped car every year following a particular event, many years ago.

His father drove the car for a few years, but then one year a sleigh from the Peterborough pageant was used to carry Father Christmas.

"The local kids were looking for Father Christmas in his little car – they didn't think it was Father Christmas unless he was in the little car."

Geoff said ever since, Father Christmas arrived in the Austin 7.

Look out for Father Christmas driving alongside Geoff Gibb in the pageant on December 24.



FATHER CHRISTMAS' DRIVER...Murray Gibb delivering Father Christmas at the Orroroo Christmas Pageant. Murray died, but his son Geoff is proudly continuing the tradition of driving the jolly man-in-red in an open-top car during the parade through the heart of town.

"Honey from the Rock"

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PAST EVENTS

Austin 7 Club Run to Peterborough Cont:



PAST EVENTS

Austin 7 Club Run to Peterborough Cont:



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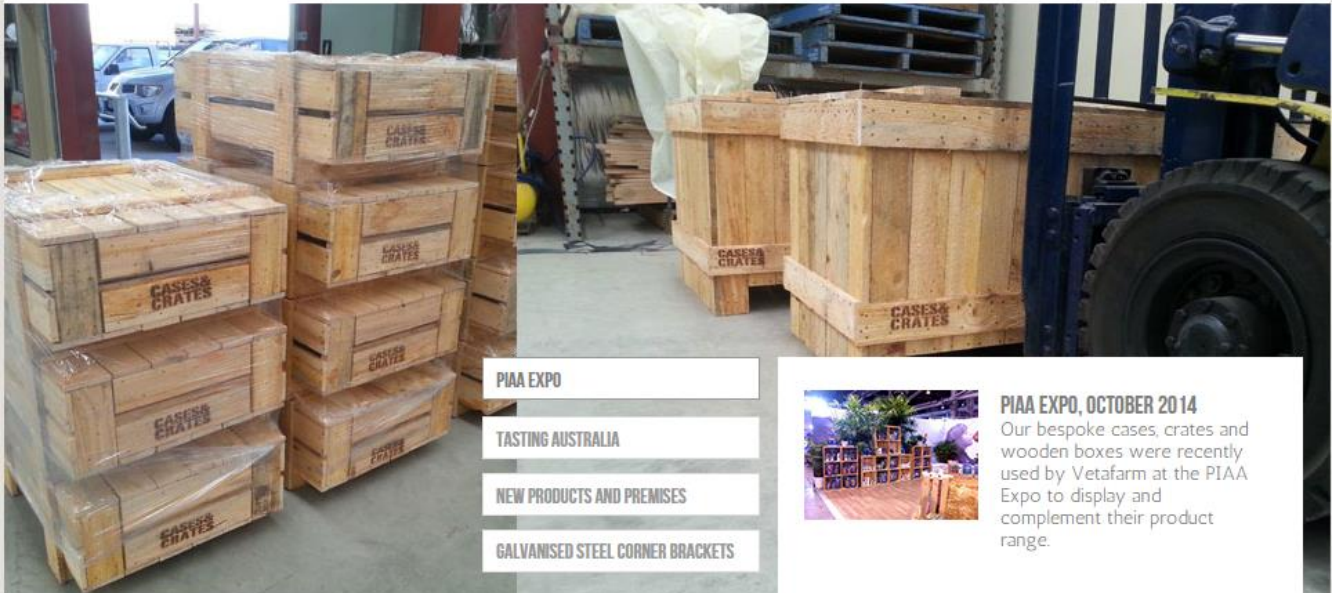
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AUSTIN 7 PROFILE: DARRYL BYFIELD'S AUSTIN 7 WASP

This 1929 Austin 7 Wasp has had a hard life!



Starting off in 1961 as an everyday shopping car for the Crockett family until it couldn't carry 3 children anymore.

Peter then started using it as an entry in the Vintage Sports Car Club "Jack Watts Cup" winning it in 1966.

Austin 7's were popular in the day because of their lightness. Some say that my father should have used an Austin 7 motor in his Amilcar to prevent it being known as the "Conrod Thrower", but it was better known as "Mam selle Petite".

When I purchased the car it had been stored under cover since the late 60's which helped preserve the wooden frame. The only wood replaced was the floorboards and the firewall.

There was a hole in the tail where a vacuum cleaner hose was used as an exhaust. The car now has its original motor reinstalled.



I acquired the car in February 2009 and have spent many late nights to bring it back to its as new condition.

I would like to thank Peter and Vivienne Crockett for all the history they have supplied me with in this restoration.

Sir Herbert Austin K.B.E.

and the "Austin Seven" SALOON



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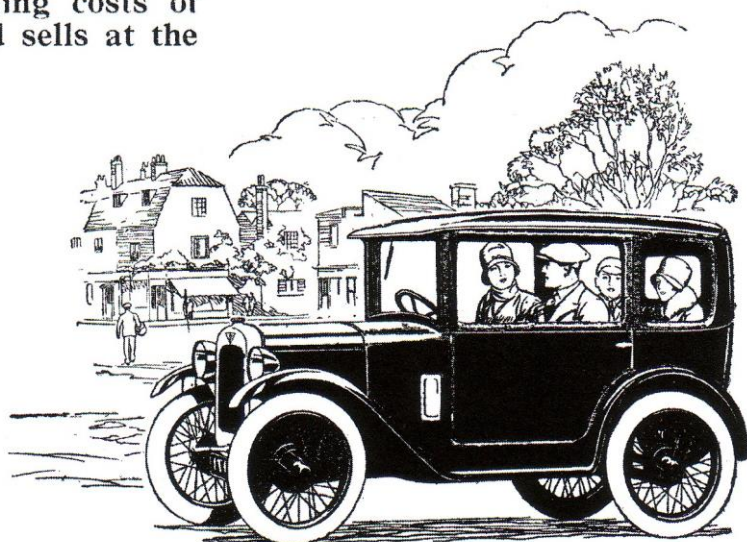
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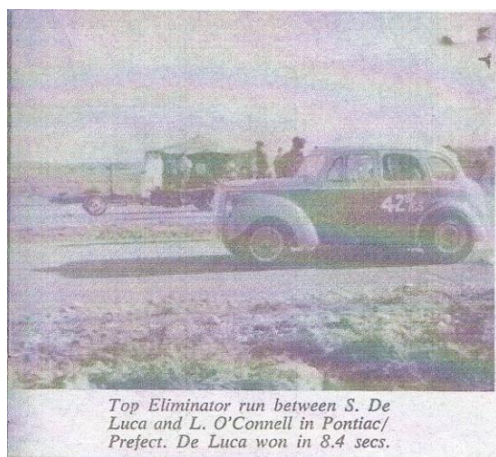
Laurie's page of Stuff. The ramblings of an old man.

Another 50 year milestone

Following the very interesting article by our Editor, David Searles, in last month's Journal about his 50 year ownership of his Austin 10 would like to tell you of a 50 year anniversary event which will occur on the 31st October 2015. This is the 50 anniversary of the first ever two lane drag race meeting held at the Brooksville Dragway at Middle Beach Road just out of Two Wells. Not only was this the first drag meeting held in South Australia, but research has found that it was also the first drag meeting held on a purpose built two lane (separated) drag strip in Australia (and possibly the Southern Hemisphere). Side by side drag race meeting had been held before in the eastern States, but these meetings had been held on airstrips or straights of existing motor race circuits or as was the case in Victoria at the GMH facility at Fisherman's Bend.

This anniversary is special to me and my family as both my father and I competed at this meeting in our Pontiac powered Ford Prefect. This was the first meeting for our car and it ran well. Dad drove the car in the first part of the meeting, the class eliminations and I drove the car in the second half of the meeting, the elimination bracket. This is where all the competition cars and specials are grouped together and run against each other until only two are left and they then run off for the 'Top Eliminator' title.

I was lucky enough to make it all the way to the final but lost out to a much faster 179 c.i. Holden powered dragster driven by Serg DeLuca. Still we were very happy with how the car went and we enjoyed many more happy and successful drag meetings. A crowd of around 5000 turned up for this meeting (which was the norm for future meetings also) which was extremely good as there was no 'social media' in those days and advertising was done mainly by word of mouth and window stickers in Club members cars etc..



Top Eliminator run between S. De Luca and L. O'Connell in Pontiac/Ford Prefect. De Luca won in 8.4 secs.

Bottom: L. O'Connell (left) and John English (right) hole out. John won by two lengths.



The drag strip had no running water and no power but the Crusaders Hot Rod Club (later Drag Racing Club) did a magnificent job in providing the catering at these events. The wives and girlfriends of Club members did the cooking of the hot dogs and hamburgers on bottled gas barbecues, pies and pasties were heated in bottled gas pie warmers, the food was stored in kerosene fridges and soft drinks were served from mobile Coke vans. All the foodstuff, gas bottles, water, ice and Coke vans were bought up to the strip by an 'army' of Club members. Most of us were young, either in our late teens or early twenties but we were keen and everyone pitched in. And by the way, I don't think we would pass the occupational health and safety rules that exist now. Another example of how the Club worked together was when it was decided to stage a night meeting. Remember there was no power on site so light towers were built out of scaffolding and lights erected atop. Generator sets were

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

positioned at each tower and we were ready to go. Lighting at the start line was provided by a brand new hydraulic/diesel generator set which had never been seen before in SA, but the distributor was keen to demonstrate the machine and he thought this was an ideal situation. (From memory there was no charge). Again I think our towers, electrical work and the lad who was given the task of keeping the lights working would not of passed today's rules. Especially as we later found out he was continually re-filling the generator fuel tanks whilst the generators were running and fuel was spilt all over the sets. But he was keen.



Above: Don Bradshaw (Dragster) and Lionel Williams (Austin) stage a mock Drag Race, to the professional commentary of the P.A. system.

OK. I guess by now a few may be saying, but what has this to do with the Austin 7 Club. Well many of the early drag racers were Austin 7 Club members, Serg DeLuca, 'Zeke' Agars and Ken Virgin being notables, and at the following meeting in November 1965 the official opening of the drag strip was performed. Again a good crowd was in attendance and following marching girls and a bit of 'officialness' local TV personality Lionel Williams cut a ceremonial ribbon to open the strip.

Then the first 'official' drag race took place between Lionel Williams in an Austin 7 roadster adorned with Silverstone Speed Shop signwriting and Don Bradshaw in his Ford 292 c.i. dragster. Although the dragster led out initially it mysteriously developed engine trouble and 'stumbled' along slowly. The little Austin 7 continued to gain speed (slowly) and just managed to pip the dragster for a win. So there is the Austin 7 reference to this story and it will be forever in history that the first ever 'official' drag race on a two lane purpose built drag strip in Australia was won by an Austin 7.



The above photos show the Pontiac engine mounted in the Prefect and the Ponty Powered Pre in later life as a drag racing wheelstander. (The first in SA). It is a bit ironical that our first drag car was a Ford powered by a General Motors six cylinder motor. My son currently drag races a General Motors car (HB Torana) powered by a Ford six cylinder motor and it carries my old Crusaders Club badge.



Old motor racing circuits

When writing the above I thought what Australian motor racing circuits have been around for a long time. I immediately thought of Bathurst as it held its first race meeting in 1938 (Australian Grand Prix). But the people who determine records do not consider Bathurst to be a permanent racing circuit so it is not eligible. Most of the year Bathurst is public roads.



(Early Bathurst racing when classes were run. Outright winner was not declared until 1965 only class winners until then).

Next I thought maybe Phillip Island could be the one. The present Phillip Island circuit is different to the circuit that hosted the 1928 AGP but the 'new' circuit has been around for a long time. Records show that it hosted its first race meeting in December 1956.

In 1960 it featured the first 500 mile production car race which was won by a Vauxhall Cresta. Again the race was run in 1961 and 1962 but at the completion of this race the track was so cut up it was unsuitable for racing. In 1963 the track was bought by Len Lukey (of Lukey mufflers) who rebuilt the track and reopened the circuit to racing in 1967. Again over time the track deteriorated to a point where it was closed in 1979.

The problem with the track was that the surface was 'cold mix' bitumen as the equipment necessary to put down 'hot mix' bitumen was too heavy and too large to cross over the narrow old Phillip Island bridge. Upgrading of the bridge in the early 1980's now enabled hot mix equipment to reach the track and following purchase of the circuit in 1985 by new owners a modern day surface could be applied. The track reopened in 1989 and hosted the Australian Motorcycle Grand Prix.

The following year a round of the World Superbikes was held and the track future was now secured. So is this the oldest track in Australia? "No" say the record keepers, as it had not been in continuous operation.



(Winning Vauxhall Cresta of first Armstrong 500 mile race in 1960. Note poor track condition back then. Bob Jane in Falcon.)

A few interesting facts about Phillip Island is that originally they raced in the opposite direction (clockwise). Siberia corner was so named because it was cold and miserable and the furthest point from the pits (civilisation). Invariably your car would stop there. And also the track was used for some of the final scenes for the film 'On the Beach' where racer took part in a suicidal final race. The world was doomed due to nuclear war in the northern hemisphere and old racer wanted to die with their racing boots on. Interesting to try to pick the corners and old cars.

So which Australian track is credited with being the oldest? It is the Baskerville track in Tasmania which is credited with holding continuous meetings since February 1958. Mallala held its first meeting in January 1961 but it may have had a break in operation when AIR was running (I am not sure). Another old track still in operation is Winton in Victoria which opened in November 1961.

I still consider Bathurst and Phillip Island as our two oldest tracks regardless of what the 'record keepers' say. As a point of interest if the time gap between race meetings was not a consideration the Wayville Showgrounds track (oval) may be a contender. It hosted speedway in the 1920's and held speedway meetings (one off specials) at various times into this century and Wayville Speedway Promotions are still in existence and active so it is feasible to still hold meetings today as the track still exists.

So what is the oldest track in the world?

I began by looking at the famous tracks from yesteryear. Brooklands in England was famous for its high banked bowl. Brooklands opened in 1907 and the last race was held in 1939. Although sections of the track still exist it cannot now be classed as a circuit.



(Brooklands track. Bugatti at speed with 4 wheels airborne and the track today.)

Monza in Italy was built in 1922, again with a high banked oval. Motor racing still happens at Monza although only a small section of the original track is now used. Sections of the old track still exist and can be seen from television broadcasts of present day meetings.



(Monza track showing old and new layout. Track today and old track in days gone by.)

Nurburgring opened in 1929 and although the track still exists and is used by present day boy racers and car testing crews it is not used for official racing. Viewers of the 'Top Gear' program may recall a young German girl racer racing a Ford Transit van against a Top Gear personality around this track. The track is open to car and bike riders and they all go the same way, and there is no speed limit.



(Old track in blue and new track at bottom in red. The new track is part of the old track still. Also shows fees for a lap today. Boy racers around old track and overhead view.)

Two other iconic old tracks that both use public roads are Le Mans and Isle of Man. Le Mans began in 1923 and is the oldest sports car race in the world. The 'Bugatti' circuit is used for motorcycle races and this incorporates the main straight of the Le Mans circuit. The 'Le Mans' start was used until 1970. In 1967 Dan Gurney was recorded as the first driver to spray the champagne when he saw Henry Ford II, Carroll Shelby and several reporters beneath the winner's rostrum.

The first motoring event at the Isle of Man was an 'Eliminating Trial' for touring cars held in 1904. Up until 1920 the course distance varied from 25 to 84 kilometres depending on event and class but then the now used Snafell Mountain course of 60.7 Km was adopted.

The Isle of Man was used for motor sport because in 1903 the British government passed an act restricting the maximum speed of vehicles to 20 mph (32kph). Motorcycle racing began in 1907 and it has been and is still considered one of the most dangerous circuits in the world. In fact since 1911 to today 246 riders have lost their lives there.

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

(Below:- Le Mans and Isle of Man circuits).



But it is the Americans who hold the record for the oldest continually used racing car circuit. And it is not Indianapolis. Indianapolis opened in 1909 and has run continuously ever since. It is true that racing did not occur during the World War 2 years but record keepers grace this period to all tracks.

The oldest continually operating track in the world is the Milwaukee Mile track. The first organised race took place in 1903. The track was bituminised in 1956 and has hosted all forms of American motor racing.



(Images from the Milwaukee Mile track.)

Another American track did lay claim to being the oldest but it did not satisfy the record keepers as being in continual use. Sprintcar fans will be very familiar with the Knoxville half mile track and the iconic race meetings held there. Knoxville held its first meeting in 1901, but the track was not 'sanctioned' until 1914, so it was not considered as eligible.

Time for a break

Way back in July 2008 I began writing the A to Z of Cars. This series went through to July 2012. From then commencing with the October 2012 edition I began writing 'Laurie's page of Stuff'. So after seven and a bit years I think I will have a bit of a break. This season I have been asked to do the announcing at the Gillman Speedway and I also help out at the Sidewinders Junior Speedway. This coupled with my son now getting more involved with drag racing and me wanting to be involved and help out means that something needed to give. So this will be my last 'ramblings for a while.

I hope that you have enjoyed my 'stuff' and maybe found some of the items interesting or amusing. I still have many more stories to tell and maybe will do so in the future.

Thank you. Laurie O'Connell.

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