

# AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

JANUARY 2016 VOLUME 215



Watch out for people who drive around in a little yellow Austin 7 Meteor.



**Don't "restore" your Austin Seven, it creates more interest when left in its  
"Barn Find" state and,  
it's more fun to drive especially when you can't get rid of that smile on your  
face!**



# AUSTIN 7 CLUB OF S.A. INC

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

## 2016 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

**MEMBERSHIP SECRETARY:** GRAHAM BUESNEL,  
Ph: 8449 4764 or 0438 794 979  
email: buesnelgc@hotmail.com

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

**COMPETITION SECRETARY:** TONY MORGAN,  
Ph: 8264 7179 email: tony@amcommtech.com.au

**REGISTRAR & LOG BOOKS** GEOFF STEPHENS,  
Ph: 8365 1343 or 0437 061 569  
email: enquiries@carringtonweddingcars.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  
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 close 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](http://www.austin7clubsa.com.au)

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

# Austin 7 Journals

## Volume 215 - January 2016

### PRESIDENT'S PREAMBLE

Well here we are at the start of another year. Let's hope it is as good, if not better, than last year.

Recently our Treasurer and his wife (Laurie & Pam Sutton) went on an overseas holiday and left the clubs financial affairs in the hands of the Assistant Treasurer & his wife (Ron & Grace Schache). This was during the busiest part of the year, when subscriptions are being collected, and it was the first time Ron & Grace had been dumped into the hot seat. I must say that they did a great job and I thank them very much for standing in for Laurie and for the time & effort they put into what is a very important role within the club.

The TTM group had a stand at the Adelaide Motorsport Festival which was held in Victoria Park on October 17 /18 to drum up more entrants for our Modern Regularity events. Andrew Baohm had made curtains to go on 3 sides of one of the club's marquees. They contained information about our Modern Regularity events which came in very handy when talking with prospective entrants. TTM also had a presence at the Clare show on the same weekend. It will be interesting to see if these efforts result in any new Modern Regularity entrants this year.

A 30 second advert, promoting TTM, will be run 250 times over 2 campaigns on Channel 44:

- Campaign 1: Starting on 31st January and ending on 26th March 2016, and
- Campaign 2: Starting on 1st May and ending on 25th June 2016

Barry Pannell, our librarian, has done a great job of cataloguing the library books. He has sorted a lot of them and they are in the library cabinet. A listing of all sorted books, by category, is now available at the clubrooms. When he has finished sorting, the complete listing will be placed on the clubs website for all to see.

An email survey was undertaken to determine how many members make use of the website for viewing the club magazine (Journals). Of the 304 emails sent, only 77 responded. Of those only 30 (40%) use the website. The other 47 (60%) prefer to receive & read the hard copy.

There is still a vacancy on the committee for either a Minute secretary or an Assistant Touring Coordinator. If you are interested in becoming a committee member please let me or one of the other committee know.

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

David BERRY

Mark CAVANAGH

Steve CONNELL

Anthony LAUNER

Robyn VICKRIDGE-SMITH

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

**REMEMBER** – All meetings (General & Technical) will start at 7.30pm as of now, ie no more 8.pm starts.

*Ralph Drage*

President

Austin 7 Journals

# COMING EVENTS for 2016

## January 2016

- 16 Mod Reg TTM Dinner at Royal Hotel  
Kent Town.
- 24 Cars of Aust Day at Strathalbyn.
- 26 Australia Day Show 'n' Shine at Walker  
Flat.

## February 2016

- 1 Committee Meeting
- 8 Monthly Club Meeting.
- 14 All British Day - Echunga Oval.
- 16 A7 Leisure Run.
- 20 Race Meeting Mallala.
- 22 A7 Technical Night & Run.
- 26 Quarterly Luncheon.
- 28 Modern Regularity R1 Mallala.

## March 2016

- 3/6 Clipsal 500.
- 7 Committee Meeting.
- 14 Monthly Club Meeting & BBQ .
- 17/20 Aust F1 GP Melbourne.
- 20 VSCC Display Day at Keswick.
- 21 A7 Technical Night.
- 22 A7 Leisure Run.
- 27 Social Easter Sunday at the  
Clubrooms.

## April 2016

- 4 Committee Meeting.
- 10 Modern Regularity R2 Mallala.
- 11 Monthly Club Meeting.
- 17 Social Day Run.
- 18 A7 Technical Night.
- 19 A7 Leisure Run.
- 23/24 Race Meeting Historics- Mallala.
- 23-25 Pre War Austin 7 Run to Burra. Staying  
at Paxton Square Cottages, bookings  
via Technical Nights.
- 29 Tour of Christmas Pageant floats.

## May 2016

- 1 Peter Hall Memorial 6Hr Regularity -  
Mallala.
- 1 HMVC British Classics Day.
- 2 Committee Meeting.
- 9 Monthly Club Meeting.
- 15 Modern Regularity R3 Mallala.
- 17 A7 Leisure Run.
- 21/22 Race Meeting - Mallala.
- 22 Social Day Run.
- 23 A7 Technical Night.
- 27 Quarterly Luncheon.
- 28/29 40<sup>th</sup> Historic Winton.

## June 2016

- 6 Committee Meeting.
- 11/13 Border Run to SA/Vic Border (Nhill).
- 20 Monthly Club Meeting.
- 21 A7 Leisure Run.
- 26 Social Sunday at the Clubrooms.
- 27 A7 Technical Night.

## July 2016

- 3 Modern Regularity R4 Mallala.
- 4 Committee Meeting.
- 11 Monthly Club Meeting.
- 17 Social Day Run.
- 19 A7 Leisure Run.
- 25 A7 Technical Night.

## August 2016

- 1 Committee Meeting.
- 7 State Championship Modern Regularity  
R5 Mallala.
- 8 Monthly Club Meeting.
- 16 A7 Leisure Run.
- 20/21 Race Meeting Mallala.
- 21 Social Day Run.
- 22 A7 Technical Night.
- 26 Quarterly Luncheon.

## September 2016

- 1 Old Car Day.
- 5 Committee Meeting.
- 11 Modern Regularity R6 Mallala.
- 12 Monthly and Annual General Meetings.
- 18 Social Sunday at the Clubrooms.
- 19/30 Federation Motorfest 2016.
- 20 A7 Leisure Run.
- 25 Bay to Birdwood Run.
- 26 A7 Technical Night.

## October 2016

- 3 Committee Meeting.
- 10 Monthly Club Meeting.
- 14/16 Adelaide Motorsport Festival.
- 16 Social Day Run.
- 18 A7 Leisure Run.
- 24 A7 Technical Night.

## November 2016

- 6 Herbert Austin's 150th birthday at the  
Clubrooms.
- 7 Committee Meeting.
- 12/13 Bendigo Swap Meet.
- 14 Monthly Club Meeting.
- 15 A7 Leisure Run.
- 19 Race Meeting Mallala.
- 17/27 Ship Cruise in Qld waters.
- 20 Modern Regularity R7 Mallala.
- 21 A7 Technical Night & Run.
- 25 Quarterly Luncheon.

## December 2016

- 3 Subs & Cond Rego Stat Dec Day at the  
Clubrooms 10am to 2pm.
- 5 Committee Meeting.
- 6 A7 Leisure Run.
- 11 Subs & Cond Rego Stat Dec Day at the  
Clubrooms 10am to 2pm.
- 11 Christmas Function.
- 12 Monthly Club Meeting.

# ABBOTT



PRINTERS AND STATIONERS

## Hindmarsh

315 Port Road  
Hindmarsh SA 5007  
T. 8340 3244  
E. [copies@abbott22.com](mailto:copies@abbott22.com)

## Adelaide

61 Wright Street  
Adelaide SA 5000  
T. 8231 5788  
E. [wrightst@abbott22.com](mailto:wrightst@abbott22.com)

Bold colour, brilliant service, guaranteed.

[www.abbott22.com](http://www.abbott22.com)



## 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 <sup>th</sup> 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**

### **95th Austin 7 Rally and Austins Over Australia 2017 Queensland**

The 95th Anniversary Austin 7 Rally will be held in Toowoomba Queensland from 8th to 13th April 2017 followed closely behind by Austins Over Australia being held in Ipswich Queensland from 14th to 17th April 2017 which is Easter.

Total time away from home could be from Monday 3 April to Friday 21 April 2017 if attending both events.

Please see David Gear to be included in the contingent going to Queensland. We plan on 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.

**Members who have indicated their interest in one or both of the above events are .**

**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; HILL D & V;  
LINDSAY G & J; JONES I & C; LEITCH I & S; RAGLESS P; SUTTON L & P;  
SEIDEL K & W; DRAGE R & M; APPLEYARD S; MANDER S & M; THORPE S & B;  
GENT T & R; & WILLIAMS T & J.**

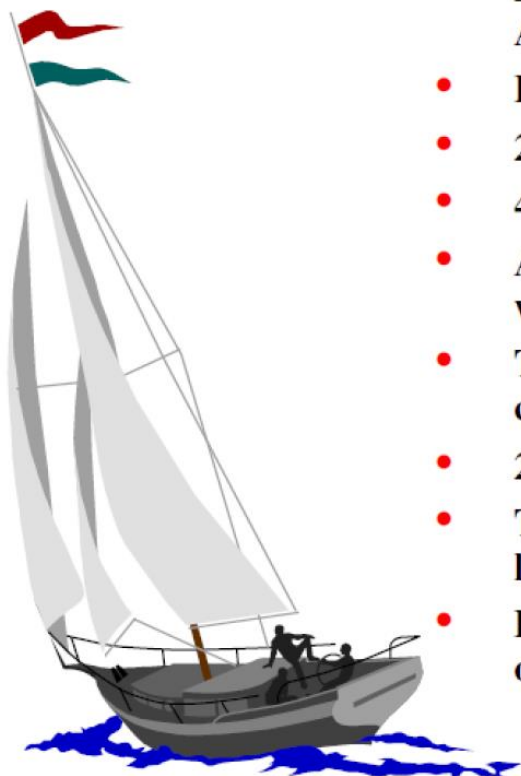


Geoff Stephens 0437 061 569



Geoff Stephens 0437 061 569

# *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

The Historic Motor Vehicle Club in hosting the Clayton Bay Picnic Run on 29 November 2015, wrote in their Monthly Club Magazine "Steering Column" a bit about the day including:

*"A big attraction was the line up of three Austin 7's including the blue and white sports which was one of the British Classics Tour's Awards Winners, another red and white boat tail sports and an unrestored tourer in almost derelict 'barn find' condition. The motor sounded sweet as it roared off at the end of the day with torn hood flapping in the wind."*



Photos above courtesy "HMVC Steering Column"

# CASES & CRATES

CASES AND CRATES SPECIALISES  
IN TIMBER PACKAGING FOR A  
WIDE RANGE OF INDIVIDUALS  
AND BUSINESSES.

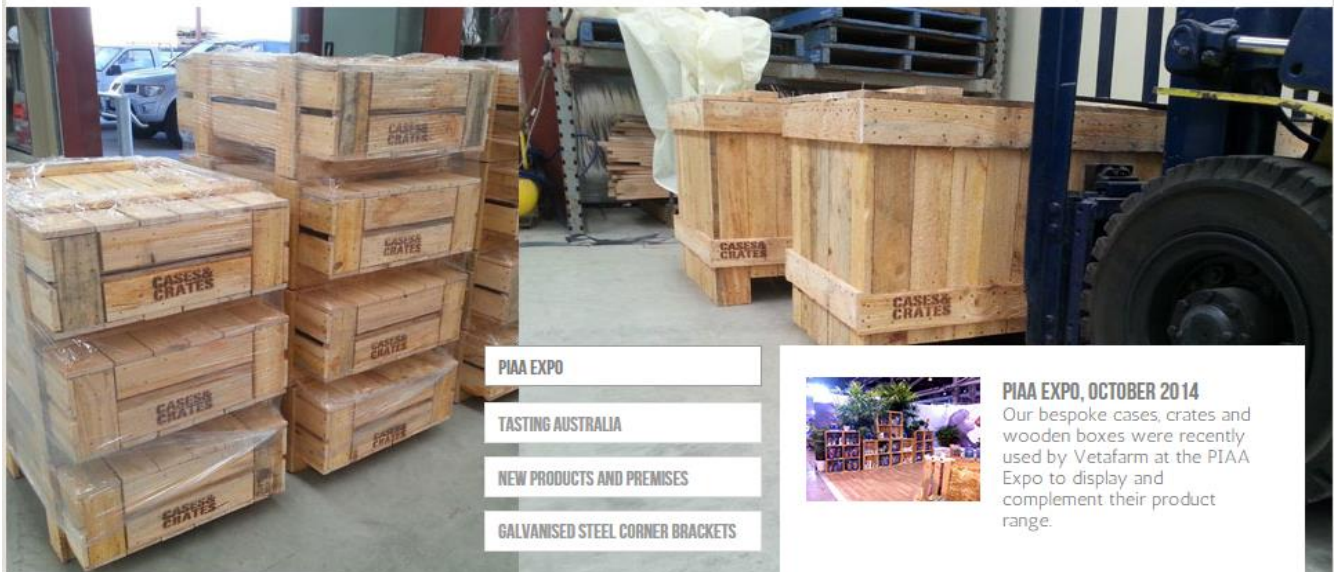
Cases and Crates are a South Australian owned and operated company, specialising in servicing individuals and businesses with timber packaging needs.

We supply and manufacture timber packaging products, including:

**CASES • CRATES • WOODEN BOXES • BASE, SKIDS AND PALLETS  
EXPORT REQUIREMENTS • CUSTOMISED PACKAGING SOLUTIONS**

- We provide design advice on what type of case and crate you need, taking into consideration access points, bearers, weight and the size of what you want to package.
- We supply packaging solutions to a variety of businesses, including but not limited to mining, defence, engineering, agriculture, transport and automotive.
- Cases and Crates are environmentally aware, using certified plantation timber and recycling our timber waste in the best way possible to help sustain our environment.
- Cases and Crates can meet your export requirements by using authorised AWPCS fumigators complying with the ISPM 15 standard.

CASES AND CRATES NEWS PRODUCTS ABOUT US CASE OR CRATE? HOW TO DESIGN YOUR PRODUCT PACKAGING BASE, SKIDS AND PALLETS EXPORT CONTACT US



**Contact Chris Haubrich Unit 2/ 49 South Tce Wingfield SA 5013**  
**Ph: 8445 7215 Fax: 8346 0293 Mob: 0433 162 354**  
**email: [sales@casesandcrates.com.au](mailto:sales@casesandcrates.com.au)**

The **Austin 7 Pre War Run for 2016** will be held on the 3 day weekend of 23 to 25 April, leaving on Saturday 23 April for Burra, and coming back on Monday 25 April (Anzac Day). We are staying at the Paxton Square Cottages and the accommodation cost is \$180 per room for the two nights. Evening meals will be arranged at the two remaining Hotels in Burra i.e. The Commercial and The Burra Hotels.

Breakfast of your choice and imagination can be had as BYO in your rooms on Sunday & Monday mornings. Cooktop, toaster & kettle available in all rooms. Bookings via David Grear in the Spares Shed.

## CLUB MEMBER MILESTONES

**Congratulations go to Life Member Jean Gilbert, who, along with husband Kevin, recently celebrated their 65th Wedding Anniversary having been married on 18th November 1950. The Club extends its best wishes to you both.**

**Also, Congratulations to Life Member, Ruth Perry, for attaining the big 90.**



**“DOC GROSVENOR” AUSTIN 7 SPECIAL  
CAR 83  
CAMS LOG BOOKED AS GROUP K**

This car started its life as a 1931 Ulster Sports. In 1952 the car was engineered to its current state and was driven by John Fleming in the 1952 Albert Park Grand Prix. He was given this opportunity because he actually owned the engine, but Doc Grosvenor, for whom the car was named, could be seen working on it often at race meetings. The Austin 7 Special raced a great deal from 1953-63 but without much success because of its small capacity engine.

The car was then sold to Ian Wells who owned it from 1964 to 1968, before ownership passed to Doug Trengove of South Australia. John Heagney from Victoria acquired the vehicle in 1980 as a wreck, it having done the rounds of the paddocks. John restored it to its current condition and raced and hill-climbed it extensively until late 2007. Some of the circuits that John competed at included Philip Island, Winton, Sandown, Wakefield Park and here at Mallala. As for other events, the car has also competed at Rob Roy, Collingrove, and the Eddington Sprints.

Indeed, in John Heagney’s hands the “Doc Grosvenor” has won the Colonel Arthur Waite Trophy Race on two occasions at the annual Historic Winton Race Meeting – firstly in 1992 and again in 2007.

The car was purchased by its current owner – Scott Appleyard - in July 2009.

**Original Constructor:**

Alan Grosvenor

**Ownership History:**

1952 – 1964  
1964 – 1968  
1968 – 1980  
1980 – 2009  
2009 – Current

Alan Grosvenor/John Fleming  
Ian Wells  
Doug Trengove  
John Heagney  
Scott Appleyard

**A WEEK OF FIRSTS!**



September 21<sup>st</sup> arrived with feelings of trepidation driving through all the Adelaide morning traffic to Peterborough in my Austin A40 Farina for the first time.

I had helped my husband Laurie drive many times before, but the thought of city traffic, not to mention semi trailers terrified me.

As it was, only one semi terrorised and tooted me as we turned off Salisbury highway onto Port Wakefield Road. I was obviously going too slow!

My friend Marg, who was my passenger, Chief Watch and Navigator, was definitely not into driving old cars. She was great company and we both enjoyed our trip immensely.

We loved all the daily runs exploring all the towns nearby and local shops. Whoever would have thought we would start our Christmas shopping in Peterborough which also had a wonderful craft shop to explore.

Jamestown had a great shoe shop and a craft shop with a heater next to a comfy chair for customers if waiting to be served. Nothing like country hospitality. We had to laugh; a lady approached us when we were having lunch in the sports club in Peterborough. She'd had heard about the two shopaholics and complained to us "why haven't you been to my shop?" it was no wonder when we found out she owned the local hardware store!

A big thank you to all the wonderful men who coaxed my Austin back into good health when it had two minor ailments; not forgetting the wonderful person who applied tyre black to the A40's tyres one night.

What a great trip and I would definitely do it all again!

After being home only a day, we tackled the Bay to Birdwood for the first time. This time my two sons accompanied me with their families in the two A40 Farinas.

What a great day we had; we loved the start driving through crowds of people at West Beach and we had a little giggle at the commentator saying "haven't seen Farina's for many years and these two are restored pristinely....." From a distance they are, but not up too close..... all work done by my late husband Laurie and a tribute to him....

We love our A40 Farinas!

Another highlight was driving past big flash broken down later model Mustangs and Ferraris; all as we would amble by in our little A40's. We made it up to Birdwood and back without a hitch.

Thank you everyone for your support over the past year and especially during my first trip driving to Peterborough.

**Marcia Sciberras**

## 2015 Bridgestone World Solar Challenge:

### – Darwin to Adelaide – 18-25 October

#### A brief history

*In 1982, solar pioneers Hans Tholstrup and Larry Perkins successfully embarked on a quest to drive a home-built solar car “Quiet Achiever” across Australia from west to east at an average speed of 23 kph. This inspired Hans to create and run the first World Solar Challenge in 1987. Sponsored by the SA Government and running from Darwin to Adelaide, it attracted 27 teams from 7 countries and was won by General Motors (USA) car “Sunraycer” at an average speed of 66.9 kph. The event was then held every 3 years until 1999; the next was in 2001 and it has been run every two years since then, making this year’s the 13<sup>th</sup> event. Average speeds gradually increased as the cars and teams fine-tuned their designs as: 1993-84.96 kph, 1996-89.76 kph, 2001-91.81 kph and breaking the 100 kph barrier in 2005 with 102.75 kph. A reduction in solar panel area, the banning of 3-wheeled cars, restrictions on the construction of the tyres used and raising the driver’s seating position have all contributed to average speed reduction since then.*

**The 2015 event** had 43 cars (in 3 classes) from 23 countries – including 5 from Australia (2 from SA) - and is the 7<sup>th</sup> that the A7C has been involved with as timekeepers/marshals. The huge world-wide interest in the challenge again drew a large media contingent and was followed avidly on Facebook and other social media sites, as well as on the official solar challenge web page, where the cars’ positions were shown in real time via satellite-tracking units fitted to each car.

For this event there were 3 classes: **CHALLENGER** – 4.5m long, 1.8 m wide, solar array 6 sq m, 4 wheels and designed for *EFFICIENCY* – 27 cars entered: **ADVENTURE** (designed for previous events) – 5 m long, 1.8 m wide, solar array 6 sq m with 3 or 4 wheels and carrying 1 or 2 people – 3 cars entered. Batteries for these cars could be Lithium-Ion, Lithium-Polymer, Lithium-Iron Phosphate, Nickel Metal Hydride or Lead-Acid. **CRUISER** – 4.5m long, 1.8 m wide, solar array 6 sq m, 4 wheels and designed for *PRACTICALITY*, with 1 driver and at least one passenger - 8 cars entered. Batteries for these cars could be Lithium-Ion, Lithium- Polymer or Lithium- Iron Phosphate.

Teams arrived in Darwin anything up to 3 weeks prior to the event and were based at Hidden Valley race track. Scrutineering and compliance checks were held at the Darwin showgrounds on Thursday/Friday, with qualifying on Saturday 17<sup>th</sup> at Hidden Valley.

**Qualifying** consisted of one flying lap, followed by a swerve and brake test at 50 kph (checked by a radar gun) supervised by Transport NT officials, to prove the car’s roadworthiness – if successful, licence plates were then issued (only one car failed this test). Qualifying usually throws up a few surprises, as some teams conserve the car while others seek glory by being amongst the quickest and this year was no different. Unlike previous years, tyre wear around Hidden Valley was not a concern as the previously abrasive surface had been replaced for this year’s V8 race meeting and was very smooth. The very first car to do this part of qualifying had the front end collapse as it braked from 50 kph! – how much testing had they done during preparations? – but it was repaired in time to be classified as a starter. As in 2013, one car did not pass these tests and was withdrawn: another had a battery fire issue in the pit paddock without any damage and 4 cars did not record a lap time with varying car problems.

Fastest of the 39 teams was a Cruiser car – #40 *Stellar Lux* Solar Team Eindhoven (NED) with 1-54.00, speed 90.6 kph (in 2013 the fastest time was for Team Arrow (AUS) 2-00.1); second was a Challenger car – #30 *Arrow 1* (AUS) with 1-

54.64, speed 90.1 kph; third was another Cruiser car - #11 *Sun Riser* Bochum Solar Car Team (DEU) with 1-57.32, speed 88.1 kph and fourth was a Challenger car #2 *Aurum* Michigan University (USA) with 1-59.35, speed 86.6 kph. The only major drama was when Cruiser car #75 *Sunswift* UNSW Solar Team (AUS) blew a tyre coming onto the main straight, fortunately without any structural damage. To create a sense of excitement for the media and web sites etc, the organisers had seeded the cars into a “top ten” list (one of which was #75!) and these ran as the last cars: the seeding was fairly arbitrary as only 6 actually made it to the top ten. Proving the adage of *the hare and the tortoise*, the eventual winner started from 18<sup>th</sup> and second from 12<sup>th</sup>.

**Briefings** then followed at the Showgrounds where event rules were re-emphasised to all teams – the NT and SA Police stressed the need to obey road rules and speed limits; the doctor advised the crews to be aware of dehydration and various other safety matters were highlighted – in particular the fact that even though part of the Stuart Highway had been de-restricted, NO solar car tyres used in this event were rated over 120 kph.

The **Start** was in front of Parliament House in Darwin’s State Square. At 8.15 am on Sunday 18th Bridgestone Tyres Ambassador actor *Shane Jacobsen* spoke on the connection between the Ecopia tyres on the solar cars and those on his BMWi3 electric car which he then ceremoniously drove under the start banner. At 8.30 the solar cars were flagged off at 30 second intervals in qualifying order by the NT Attorney General. At about 8.50 the start banner, which was inflated by a small electric pump, began to deflate as the power had been disconnected – either by accident or deliberately – fortunately not as a car was under it! Despite this, by 9 am all cars had left.

Drama began for the Malaysian team at 11.30 with a battery fire which almost destroyed the car, which was then trailered to Katherine, the first control stop. *(Here it was rebuilt by the team, with help from other teams, volunteers who were camped there and offered expertise, as some were previous entrants and were following this event. The car was trailered to Adelaide then drove across the finish line.)*

The **Route:** The cars had to travel 3022 km to finish in Victoria Square; they had 9 compulsory stops of 30 minutes at Katherine, Dunmarra, Tennant Creek, Barrow Creek, Alice Springs, Kulgera, Coober Pedy, Glendambo and Port Augusta, where they had to change drivers and swap the official observer. Servicing at these stops was limited this year to routine checking of tyres, cleaning windscreens etc – no charging of batteries etc. Daily travel was between 8 am and 5 pm and results were compiled each night at Mission Control, in the Flinders University building in Victoria Square. This year each control stop manager could instantly send a car’s arrival time to Mission Control via a mobile phone app designed for that purpose – this enabled the results to be almost “live” on the website – a great improvement over previous events. It proved its worth on Tuesday when the two leaders were only 10 seconds apart on arrival at Kulgera.

## **RESULTS – Challenger Class**

**Sunday:** Six cars had reached Dunmarra while the rest made it to Katherine. Leaders were #2 University of Michigan *Aurum*; #10 Tokai University *Tokai Challenger*; #21 Solar Team Twente *Red One*; #3 Nuon Solar Team *Nuna 8* (all within 7 minutes of each other); #8 Punch Powertrain Solar Team *Punch One* (BEL) and #23 GAMF Hungary *MegaLux*.

**Monday:** The leading 8 cars arrived at the new control stop of Barrow Creek, with a 5 minute gap from the leading #21 to #3; another 8 minutes to #2 and the same gap to #8. The next 7 cars had all cleared Tennant Creek by now and another ten had left Dunmarra. Average speeds for today's run were between 95-99 kph for the first 4 cars.

**Tuesday:** 9 cars had cleared Kulgera with #21 leading by 10 seconds from #3; 11 minutes to #2 and 4 minutes to #8, then 4 hours to the last car in. By now 5 cars had been trailered.

**Wednesday:** Similar to the 2013 event, it was by now a "2-horse" race; but this time it was between #3 *Nuna 8* and #21 *Red One* - just 1 minute 16 seconds apart at Port Augusta, then 40 minutes to #2 Michigan University *Aurum*. Average speeds for today's run were 93 kph for the first 3 but #10 Tokai University was running at 102 kph. One of the front-running cars - #8 *Punch One* - incurred a 1 hour penalty when one of its support cars was found guilty of breaching a rule regarding incorrect driving. 23 cars were still classified as in the event, although the last one was still at Barrow Creek!

**Thursday:** The winner, #3 *Nuna 8*, reached the finishing line in Victoria Square at 11.40. Unlike previous years, the "end of timing" point on Port Wakefield Road was not used - however when the two leaders passed this point, they were only 8 seconds apart!! The overcast sky had made power management critical and *Nuna 8* "just made it" to Adelaide. The drive through the suburbs to the finish was a neutral section with traffic conditions having no bearing on the result. 5 other cars also made it and another 6 cars had cleared Port Augusta. *Nuna 8* took 33 hrs 43 minutes - average speed 89.70 kph: #21 *Red One* 33 hrs 57 minutes - average speed 89.30 kph. Third was #10 *Tokai Challenger* at 34 hrs 20 minutes - average speed 87.32 kph and fourth was #2 *Aurum* at 34 hrs 24 minutes - average speed 87.15 kph. This was one of the closest finishes in the event's history (in 2013 the first 4 cars were spread over 6 hours) and was the 6<sup>th</sup> win for the Nuon team (also finishing second twice) since their debut win in 2001.

**Friday:** By now another ten had finished and on *Saturday* the last 4 of those completing under solar power were here: the remaining 7 cars were trailered to the finish with #9 *Lumen* Adelaide University the first of these in 21<sup>st</sup> place.

## **RESULTS - Cruiser Class**

These 11 cars ran under different rules with outright speed not the dominating factor: they had 2 road stages (Darwin - Alice Springs/Alice Springs - Adelaide) with grid charging optional at Alice Springs. The first two reached Adelaide on Friday with #88 *OWL* Kogakuin University (Japan) 48 minutes ahead of the top qualifier #40 *Stella Lux*. However, as #40 was a 4 seater versus a two seater, they scored a total (based on a complex set of criteria) of 97.27 points: #88 scored 93.61 and third was #11 *Bochum Sun Riser* on 82.91. Only two others finished with 6 trailered to Adelaide. The final on-road drama happened on Friday when one of the University of Tehran's support cars was timed at 160 kph by SA Police; the driver was arrested and returned to gaol at Port Augusta, to face court on Monday.

## **RESULTS - Adventure Class**

None of the 3 cars completed the event under solar power and were trailered for varying distances. #42 TAFE SA *Solar Spirit* drove the furthest under solar and was awarded first from #34 *Liberty Solar Car* team (USA).

This year again showed that first-time teams really struggle to come to grips with the challenges the route and the event poses. In 2013 the Hungarians sent a team to observe and learn - this year they finished a creditable 7<sup>th</sup>. The Flinders

University did a similar watch-and-learn exercise this year and plan to be on the grid in 2017.

For more information go to [worldsolarchallenge.org](http://worldsolarchallenge.org), where you will find more photos.

**Barry Frost, Chief Timekeeper World Solar Challenge**



# Modern Regularity - 25 October 2015



TTM Trophy #7

Name			E1	E2	E3	E4	Total
			5 laps	6 Laps	7 Laps	7 Laps	25 Laps
1	1	Sandy WATTERS	21	16	17	35	89
2	77	Andrew BAOHM	19	33	26	29	107
3	61	John TILLER	74	17	14	22	127
4	72	Anthony VERNER	12	27	36	58	133
5	69	Colin TUCKER	24	71	32	10	137
6	12	Graham HEWETT	10	62	30	40	142
7	21	Colin GENDERS	35	45	26	39	145
8	73	Duane GENT	35	22	13	78	148
9	26	Brett WATTERS	55	28	36	35	154
10	95	Kristen BAILEY	33	26	67	56	182
11	71	Steve CONROY	45	56	25	57	183
12	41	Robin GEORGE	27	36	43	88	194
13	39	Shaun PANNOWITCH	60	35	33	84	212
14	68	Gavin LYMN	39	86	78	25	228
15	17	Josh HEAVEN	44	44	101	56	245
16	88	Richard BAILEY	46	85	79	58	268
17	10	John ELLIS	85	60	66	62	273
18	8	Geoff STEPHENS	64	76	51	94	285
19	92	Josh HOARE	121	55	62	64	302
20	5	Adrian FLYNN	148	83	55	50	336
21	89	Bruce MARSTON	216	51	13	74	354
22	42	James FLEMING	35	58	138	133	364
23	51	Jarman DALITZ	107	38	146	125	416
24	6	Jackson LOMAS	45	168	160	76	449
25	15	Colin CORNELIUS	117	112	108	127	464
26	70	Paul TAYLOR	84	127	112	196	519
27	40	David ZOLLO	110	63	293	60	526
28	59	Tom REILLY	48	75	65	366	554
29	93	Susan GLASSON	181	141	181	91	594
30	27	Kevin HALEY	201	42	125	366	734
31	96	Chloe MARTIN	171	249	268	66	754
32	3	Mark POOLE	40	137	305	366	848
33	38	Wayne PANNOWITCH	216	314	231	236	997
34	50	Stephen LANGFORD	92	369	182	366	1009
35	74	Peter REIMANN	216	153	286	366	1021
36	14	Wayne HOFMEYER	185	306	230	351	1072
37	50	Ken STRATTON	216	354	305	366	1241
38	79	Noel HARRIS	216	369	305	366	1256

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

DNF Score

216


369

305

366

denotes track record

under previous track record

Modern Regularity - 25 October 2015						
Open Wheeled #2						
Name		E1 5 Laps	E2 7 Laps	E3 6 Laps	E5 7 Laps	Total 25 Laps
44	Frank CHESSELL	87	94	199	96	476
21	Paul DI BIASE	63	235	87	120	505
77	Callum NORRIS	210	80	128	100	518
26	David FREER	33	67	927	162	1189
42	Michael LLOYD	80	990	108	56	1234
73	Ian MOTLEY	383	594	541	591	2109
31	Kiara STACEY	398	975	912	838	3123
82	Michael GAGLIARDI	398	990	927	853	3168

## MALLALA MURMURS REVISITED

*This series was once a regular feature of earlier editions of the Austin 7 Journals, reporting on the successes (or otherwise) of members racing at Mallala. It has been revived to once again record what our motor sport members are doing.*

### CAMS State Awards 2015:

\*Of the 9 motor sport State Champions, *Sandy Watters* is the only Mallala competitor to be recognised, as all open race meetings were run as a Series, not Championships.

\**Joel Heinrich* is the Cams Young Driver of the Year. He successfully races an HQ at Mallala and interstate.

### Track Time Motorsport Awards for Modern Regularity.

\*Over the last 7 years of competition *Colin Tucker* has taken second place 4 times. He has finally broken through and is this year's winner. *Sandy* and *Brett Watters* were second and third respectively.


\*While competing with an A7C team at Winton in Victoria on October 18, Brett's car had brake failure which resulted in it being written off in a rollover; undaunted he had a replacement ready for our October 25 meeting.

\**Sandy Watters* is this year's Ladies Trophy winner from *Kristen Bailey* and *Michelle Wegener*.

### Mallala saved from fires:

As the devastating fires in the last week of November were advancing on the race track, they caused several old wooden toilet blocks to catch fire and be destroyed. People working there evacuated to the town just as a forecast wind change arrived and sent the fire to the East away from the track leaving all buildings covered in ash and dust. Clem's collection of vintage cars was not damaged other than this ash covering.

Several of our members/regularity competitors – John Tiller, Daryl Briggs, Colin Tucker and Anthony Verner - have property in the Mallala area, but only John's farm was affected. He lost 85% of his crop, an old tractor and fencing but no animals. On a much sadder note his older brother tragically died and the club's condolences are extended to him and his family.

Modern Regularity - 22 November 2015						
JDP						
Name		E1 4 Laps	E2 4 Laps	E3 5 Laps	Total 13 Laps	
1	46	Rachael HOFMEYER	31	66	46	143
2	27	Tyler CLARE	108	36	77	221
3	5	Thomas SCHAEFER	85	37	102	224
4	31	Ryan BAILY	131	38	82	251
5	16	Matthew TOTANI	118	58	85	261
6	8	Cain GREER	128	49	112	289
7	11	Evan DAVIES	106	199	148	453
8	2	Andrew NEEDS	92	45	408	545
9	7	Peter CLARKE	131	223	204	558
10	93	Mitch STEWART	302	139	123	564
11	42	Patrick MORI	414	92	68	574
12	4	Dylan FLEGO	573	89	87	749

# Modern Regularity - 22 November 2015

TTM Trophy #8



		TRACK TIRE MOTORSPORT					
Name			E1	E2	E3	E4	Total
			5 Laps	6 Laps	7 Laps	7 Laps	25 Laps
1	24	Stephen DRURY	35	31	8	23	97
2	69	Colin TUCKER	12	65	39	19	135
3	91	Naomi MALTBY	75	19	29	31	154
4	77	Andrew BAOHM	37	33	36	53	159
5	71	Steve CONROY	41	52	33	36	162
6	10	John ELLIS	46	25	58	33	162
7	1	Sandy WATTERS	38	49	37	39	163
8	43	Brenton BAILEY	39	48	36	40	163
9	26	Brett WATTERS	33	101	26	21	181
10	67	Darryl BRIGG	38	60	35	48	181
11	61	John TILLER	68	40	42	40	190
12	9	Paul SEIDEL	52	35	56	52	195
13	12	Graham HEWETT	56	30	72	44	202
14	78	Neil MARTIN	50	81	59	25	215
15	73	Duane GENT	134	36	28	18	216
16	29	Matt INGLIS	100	40	26	54	220
17	41	Robin GEORGE	70	82	55	60	267
18	51	Jarman DALITZ	70	51	93	56	270
19	95	Kristen BAILEY	50	86	112	39	287
20	60	Russell PEARCE	23	141	90	49	303
21	27	Kevin HALEY	50	80	133	56	319
22	8	Geoff STEPHENS	64	69	137	78	348
23	53	Jason THIELE	83	100	186	54	423
24	46	Brodie TURNER-SHARP	43	73	266	64	446
25	70	Paul TAYLOR	161	72	162	61	456
26	16	Lisa TOTANI	68	161	51	244	524
27	88	Richard BAILEY	315	81	96	33	525
28	45	Karl FLEMING	106	134	290	70	600
29	89	Bruce MARSTON	124	439	63	25	651
30	31	Lauren BAILEY	138	102	86	430	756
31	96	Chloe MARTIN	102	63	456	325	946
32	92	Thomas WALKOM	42	27	32	910	1011
33	97	Greg WENZEL	57	28	63	925	1073
34	68	Gavin LYMN	96	30	63	925	1114
35	14	Wayne HOFMEYER	79	424	463	184	1150
36	33	Jason CASSIDY	35	158	62	925	1180
37	98	Brandan MARSTON	680	106	478	36	1300
38	4	Scott VICKERY	133	118	143	925	1319
39	18	Graham MODRA	96	119	211	925	1351
40	15	Colin CORNELIUS	223	150	84	925	1382
41	40	David ZOLLO	57	99	478	925	1559
42	48	Michelle WEGENER	157	64	478	925	1624
43	86	Michael ROGERS	72	321	478	925	1796
44	17	Josh HEAVEN	213	229	478	925	1845
45	3	Mark POOLE	188	439	478	925	2030
46	5	David WHITBREAD	675	130	478	925	2208
=47	25	Aaron BROWNE	675	439	478	925	2517
=48	25	Tony HEMPEL	675	439	478	925	2517
=49	49	Geoff BURDON	675	439	478	925	2517
=47	50	Ken STRATTON	675	439	478	925	2517

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

DNF Score


675

439

478

925

 denotes track record

 under previous track record

## CLUB CLASSIFIEDS



**For Sale** 1931 Austin 7 Tourer Red body, black mudguards Excellent condition Ex. Doug Veal car Reluctant sale \$15,000 O.N.O. Phone: Heather on 0428 847 282. With many thanks, Heather Cain, CASTERTON VICTORIA.

This Austin 7 has been on several Border Runs, with Heather and her late husband, Stuart.

### To Give Away:

A long term member has most of an Austin 16 broken down into spare parts to dispose of. (free to a good home)

**Kevin Hollister** 0407 771 110

### Received an email from interstate requesting an Austin 7.

I am looking for a very nice early Austin 7 chummy should you know of one that could be coming for sale would kindly let me know. I live in NSW but have not been able to find what I am looking for, my email is [dgharries@hotmail.com](mailto:dgharries@hotmail.com) Hope you can help perhaps pass the word

Kind regards

David Harries

## IT FINALLY HAPPENED!

After many many many years of Ron Burchett talking about "The Anne Hogben Austin 7" he finally arrived with the Austin 7 at the clubrooms on the Subs & Rego Day 13 December 2015, so here it is:-





### A Retrospective on Austin 7 Maintenance.



It's circa 1930 and Tim Williams and his father (Bruce) are having Tim's Austin 7 Meteor and their 1929 Roadster retro serviced at NORWOOD MOTOR WORKS and petrol station on Sydenham Road, Norwood.

Oiled, greased and watered, the Austin 7's are safely returned to the reality of January 2016!

The building minus its colourful pumps and advertising etc, still exists and has been leased by a Williams family member for many years as a vehicle servicing and repair workshop.

With access to a family sepia photograph of the period and with the assistance from a colleague who collects, restores and documents historic garage memorabilia, including pumps and hoardings, I was able to create a painting of how the Garage may have looked some 85 years ago!

My late uncle, Reg Williams, built and opened the garage for business in 1912 and my late father, Doug, (Tim's grandfather), worked for Reg for many years prior to the outbreak of World War II.

## AUSTIN 8 UTILITY AESC UNIT 148

Austin Chassis 10989 was born in circa 1938 as an Austin Big 7 rolling chassis bare from the scuttle back at the Austin Motor Company's Longbridge factory in England and shipped to Australia.

T.J.Richards Motor Body builders in Adelaide adapted the rolling chassis to fit a wooden framed utility body (AUU13) to supply vehicles to Adelaide Electric Supply Company (AESCO) for their linesmen. This vehicle was given a unit number 148 and was badged as an Austin 8. It began service late in 1938 or early 1939. After WW2 in 1946 the supply of electricity was nationalised by the State Government and the ute joined the fleet of the Electricity Trust of South Australia (ETSA). This vehicle was retired circa 1955 to 1960 when modern steel bodies were perfected.

The vehicle was purchased for use as a station vehicle on properties north of Terowie SA and after many years of service succumbed to general wear and tear and the elements, and literally fell apart circa 1970. It was rescued and stored in a wrecking yard attached to the Mobil Service Station in Terowie run by H. Schultz who was married to one of the land owner's daughters. Mr Schultz had intended to restore it but when approached decided that it was too big a job and offered to sell the ute for \$200 in 1985. The attached photo shows the vehicle with a tree growing through the floor, we left the tree there.

Once in Adelaide the work to rebuild it commenced and as time permitted the rolling chassis was completed by 1990 and the collection of missing parts continued. With retirement and time to work on the car it was completed in late 2015 and was registered as an historic vehicle with the Austin 7 Club of SA with plate S225-BHT.

Note:- Original panels were used except where they were beyond recovery.  
The vehicle was restored to be a driveable unit as an example of the era.  
Thanks to all who have assisted in bringing this vehicle back from the dead.

OWNERS and restored by:- Jayne & Malcolm FLAVEL

Born 1938 England.

First Life 78 years

Reborn 2015 Adelaide.



Many thanks to Bill Austin who forwarded to the Austin 7 Club a copy of the first Austin 7 Journals published in September 1955, please compare with today.

"AUSTIN 7 JOURNALS"

September, 1955.

This is the first issue of what will be a quarterly newsletter for the Austin 7 Club, and will be handed or posted to all members of the Club. The Editor is Jack Barnett, who will be pleased to receive items and reports for publication.

SECRETARY'S REPORT : So far this season we have had a very pleasing influx of new members, and the attendances at Club functions have been most encouraging to the Committee. The willingness of members to really do something for the Club was highlighted by those members who attended as officials for the Adelaide Redex Control, and who did such a mighty job. This type of support is what will make the Austin 7 Club as good a car club as the Austin 7 is a motor car.

Will all members please note that if your subscription has not been renewed by 30th September, 1955, you will be unfinancial. Annual subscription is still only 10/6.

Don't miss the next big event. October 2nd. The Spring Navigation Trial starting from Gepp's Cross at 10 a.m. Lunch Control 12.30 p.m. to 1.30 p.m. about  $\frac{1}{2}$  mile past Sandy Creek, so if you can't make it at 10 a.m., join us there. Many good sections can be observed on the roundabout course.

Watch Tuesday's Advertiser, Motoring Page for details of the Nine Chain Sprint, and other future events.

JULY 10TH - MYSTERY TOUR.

13 cars left Sir Lewis Cohen Ave., at 2.15 p.m. and proceeded to Crafers and watched several cars check through Control 18 on the Sunday Advertiser 1000 Mile Trial. Deciding to move on, we turned left in Crafers and drove through Piccadilly, Uraidla, Forest Range, Basket Range, Norton's Summit, and then down the old Norton's Summit Road to Magill, where we had a chin wag, and then went merrily on our various ways. - Jack Barnett.

JULY 18TH - NIGHT TREASURE HUNT.

8 cars left at 8 p.m. from the Club Rooms, and went in every direction looking for the Advertiser, to read the Miscellaneous Column, which contained directions to the first clue. At 9.30 p.m. the Bowdens arrived back, closely followed by the Millikans. A great search then went on for the "Stonehenge", which was eventually found by Mrs. Bowden, but Mr. Millikan found the clue first, and consequently, the Treasure.

Some of the competitors got the Golf Links mixed up with the Missing Link (the big apes), and others missed out at the Victoria Park Racecourse and ended up at the Queen Victoria Hospital. (I hope they had no ulterior motive in this). Anyhow, everyone had a good time, so I think that is the main thing. - Jack Barnett.

JULY 31ST - SPORTING CAR CLUB MUD TRIAL.

A very well-supported departure was made from Sir Lewis Cohen Avenue at about 11 a.m., the destination being Kangarilla Oval. The weather being fine, but not warm, made the ~~grilled chops and sausages a very tasty lunch for the large attendance at the picnic~~, as many members arrived after the main party. The Secretary made his presence felt by arriving with a display of the latest external oiling system, as he had omitted to replace, or perhaps had lost, the oil filler cap of his car.

After lunch, members smoked their way to the Meadows Road, and arrived at the turnoff where the wooden man indicates the direction for the wooden-headed people who visit such places as Cow Shed Bog, and stand freezing whilst waiting for the competitors taking part in the S.C.C.'s Mud Trial. After waiting till the sun had gone, and many fires had been kindled to fight off the cold and the mosquitoes, the competitors in the Trial arrived, and with the sun sinking in the west, settled comfortably (?) in the mud.

After spending a very pleasant day, Club members made their independent ways home, with the happy thought of the hot bath awaiting them. - Peter Hatherly.

AUGUST 21ST - MUD TRIAL.

Well, you asked for it, and you got it, as only the mud puddles of Lookout Hill and the Meadows district can dish it up.

Don, Ian and I sat waiting in the quiet street of Meadows at about 12 noon, after surveying the course, when down the road came the Austin 7 Club, like an overland goods train. 22 cars in a row. A really terrific roll up, and more competitors and spectators arrived after the Chop picnic lunch, before the Trial started at 2 p.m.

There were 6 entries, and the course consisted of five sections of lovely "goosey" mud. The cars and drivers did an excellent job, although Moss Marchant's car, driven by Graham Pidgeon, was slightly allergic to the water.

Results of the Trial are as follows -

Ross Roberts	385	Murray Lewis	295
Blue Berry	355	Peter Hatherly	200
Dick Mark	330	Graham Pidgeon	195

Special mention must be made of Ian Fooks, who found the biggest mudhole in the southern district, while surveying the course, and many thanks go to the owners of the two A40's and four strong members who were needed to get his FORD out.

Max Bowden.

AUGUST 29TH - VISIT TO GASWORKS.

The President organised a tour of the Brompton Gas Works, instead of our usual General Meeting. The meeting place was at City Motors, Southwark at 7.30 p.m., but "eager beavers" started arriving from 7.20 p.m., and at 7.50 p.m. about two dozen members and friends moved on to the Gas Works.

Two members of the Lab. staff kindly conducted us through the works and explained very clearly the procedure of turning lumps of black coal into high quality gas. It is amazing the number of smells (BAD) contained in an innocent looking piece of coal.

At about 10.30 p.m., a most interesting tour completed, we wound up our "buggies" and wended our way homeward. - Jack Barnett.

SEPTEMBER 4TH - VICTOR RALLY.

13 cars moved off from Sir Lewis Cohen Avenue at 9.45 a.m. and proceeded to the foot of Willunga Hill, where we had a brief stop, and then on to Victor. After lunch, a game of Rounders was organised, and the men had a jolly good time. The women did too, I presume, by the way the tongues wagged.

The return was made via the Hindmarsh Valley Falls, Myponga and Sellick's Hill. I think I can safely say that an excellent time was had by all. - Jack Barnett.

P.S. If any member requires information regarding the 7's, or has any he would like to pass on, please contact Jack Barnett, 7 Roseberry Avenue, Fullarton, U 5145, and it will appear in the next issue, under the heading of "Gremlins". We also intend to run a Wanted to Sell column, so don't hesitate to contact Jack.

Ye Ed.

If undeliverable return to:  
Austin 7 Club SA Inc  
262 Tapleys Hill Road  
SEATON SA 5023

Austin 7 Journals

PRINT  
POST  
PP100000632

POSTAGE  
PAID  
AUSTRALIA

### The Japanese variant on the Austin 7 in 1933: **Datsun Phaeton (1933 : Type 12)**

Datsun's roots go all the way back to 1914 when the Kwaishinsha Co. manufactured their first car, the DAT (D, A, and T being the initials of the three investors). It was followed by a smaller car that was to be christened DATSON (son of DAT), but because of the inauspicious associations of "son" (sounds like the Japanese word for "loss"), this was changed to DATSUN when the vehicle went on sale in 1932.

Overall length.....2,710mm  
Overall width.....1,175mm  
Wheelbase.....1,918mm  
Tread.....965mm  
Engine.....Water-cooled, 4 cylinders, SV  
Displacement.....748cc  
Max. power.....9kW (12PS)



No 001 Datsun 12 Phaeton (1933 : Type 12)

### Other later variations:

