

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

OCTOBER 2016 VOLUME 218





AUSTIN 7 CLUB OF S.A. INC

Patron: Hon Stephen Mullighan MP State Member for Lee.

2016/17 COMMITTEE

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

TOURING: SCOTT APPLEYARD

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email: scapple@bigpond.com

TOURING: SIMON MANDER

Ph: 8365 7145 or 0422 111 447
email: amvs1@internode.on.net
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: rodneymbaker11@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.

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

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THE AUSTIN 7 CLUB OF S.A. INC IS AFFILIATED WITH:

CONFEDERATION OF AUSTRALIAN MOTOR SPORT, and
FEDERATION OF HISTORIC MOTORING CLUBS SOUTH AUSTRALIA INC.

FINANCIAL: The Club is able to accept payment of subscriptions, for events or fees by Internet Banking.
Banking details are: BSB 085-333 A/c 838545354.
When transferring funds to the Club please quote your name or a reference so that the Treasurer is able to identify your payment.

All correspondence to:
The Secretary

AUSTIN 7 CLUBROOMS: 262 TAPLEYS HILL ROAD, SEATON 5023

Annual subscriptions Full: \$70.00: Associate/Remote: \$40.00

The Austin 7 Club SA Internet address is: www.austin7clubsa.com.au

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.

Herbert Austin, founder of the Austin Motor Company was born on 8 November 1866, 150 years ago, so the Austin 7 Club in South Australia is celebrating this sesquicentenary with an event on Sunday 6 November 2016.

The following article is reproduced from Wikipedia.



Herbert Austin, 1st Baron Austin KBE (8 November 1866 – 23 May 1941) was an English automobile designer and builder who founded the Austin Motor Company. He was knighted in 1917 as a Knight of the British Empire for services during WW1 and in 1936 raised to the peerage as Lord Austin.

Background and early life

"The son of a farmer, he was born in Little Missenden, Buckinghamshire in South East England, but the family moved to Wentworth Woodhouse, near Rotherham, Yorkshire in 1870 when his father was appointed farm bailiff. Herbert Austin first went to the village school, later continuing his education at Rotherham Grammar School.

In 1884 he emigrated to Australia, with an uncle on his mother's side, who lived in Melbourne but had recently returned to England on a family visit. They travelled to Australia by ship, via the Cape.

Life in Melbourne

He started work with his uncle who was the works manager at a general engineering firm, Mephan Ferguson, in North Melbourne. Two years later he joined Alex. Cowan & Sons, a Scottish paper business which had an agency for printing equipment and Crossley gas engines. Later he worked for the Langlands Foundry Company Limited in Yarra Bank, Melbourne, which made locomotive boilers, wheels and gold mining equipment.

To develop his drawing skills Austin attended Hotham School of Art in North Melbourne, outside working hours. During this time, he submitted a design for a swing bridge over the Yarra River at Spencer Street, Melbourne, for a competition organised by the Government of Victoria, but did not win.

In December 1887, Austin took up his new appointment as manager of an engineering workshop owned by Richard Pickup Park, who was developing a new sheep-shearing machine for Frederick York Wolseley.

On the strength of this new managership, he married Helen Dron in Melbourne on 26 December 1887. Born in Melbourne on 23 October 1866, she was the seventh daughter of Scottish parents. They were to have two daughters, Irene (born in 1891, later Mrs. Waite) and Zeta (later to become Mrs Lambert). Their only son, Vernon James Austin, was killed in action in World War I in France on 26 January 1915.

After Austin spent three months improving the sheep-shearing machine, he was asked to join The Wolseley Sheep Shearing Machine Company, in Sydney. Shortly after joining, he was sent to a sheep station at Avoca, Victoria to study the machines in use. Austin patented in his own name the improvements he made to the sheep-shearing machines and later sold the patents to the Wolseley Sheep Shearing Machine Company on 10 March 1893 in exchange for shares.

Motor cars:

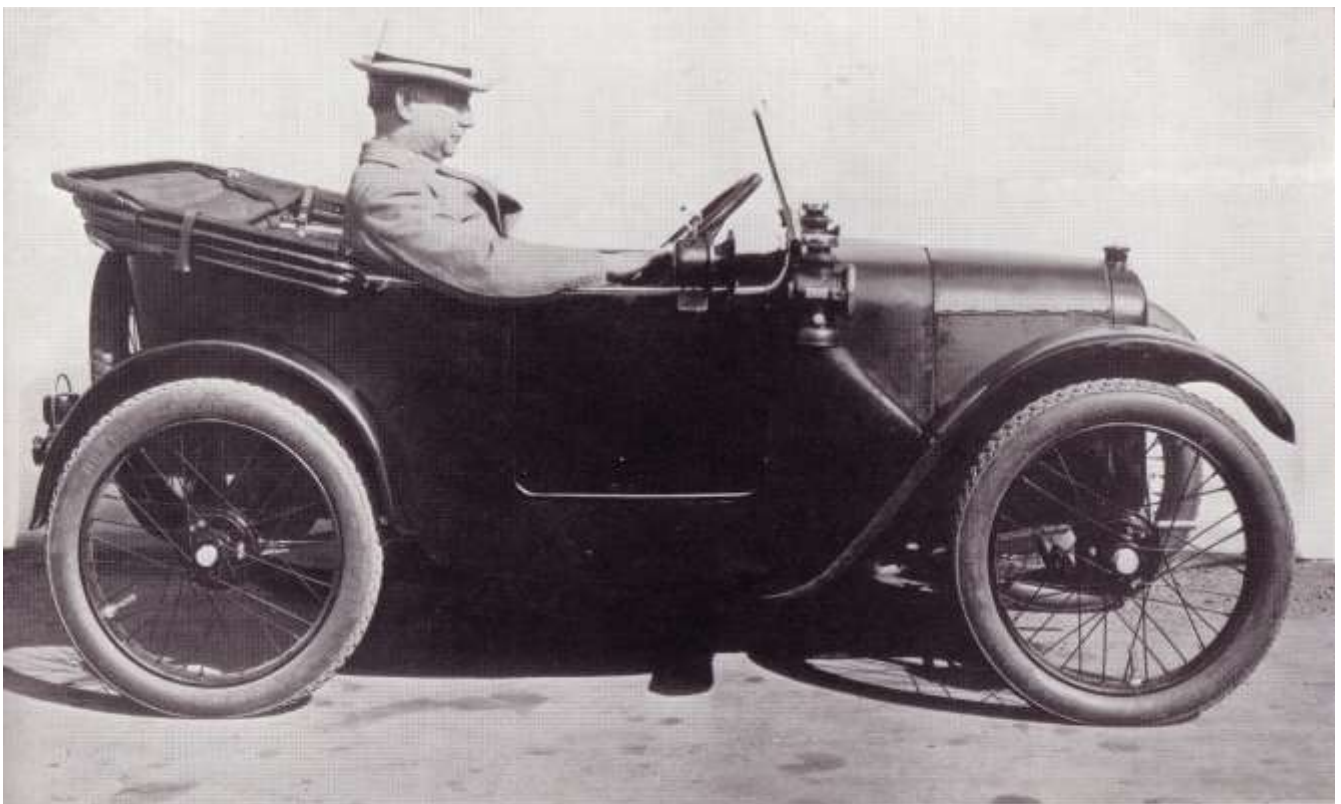
Frederick Wolseley wound up the Sydney-registered company in 1889 and transferred ownership of the business to a new company registered in London but all operations remained in Australia. Difficulties with suppliers persuaded the Wolseley board to move assembly to England in 1893. Frederick Wolseley and Herbert Austin left John Howard in charge of the Australian operation and returned to England in November 1893. Austin set up a factory in Broad Street, Birmingham. Fredrick Wolseley resigned from the company in 1894. The Broad Street factory was not large enough, so Austin bought a bigger one in

Aston, Birmingham. Shearing machinery sales were highly seasonal, during slack periods in the year they built bicycles.

Looking for other products to even out the workload, Herbert Austin became interested in motor cars and built two different types of three-wheelers in his own time. A version of one of these was taken up by the Wolseley Sheep Shearing Machine Company and listed for sale in 1900, but the Wolseley board could see no profitable future for a motor industry. In 1901 Vickers bought Wolseley's car interests, taking Austin too, and naming the new business Wolseley Tool & Motor Company setting it up in Adderley Park, Birmingham. Herbert Austin retained his interest and ties with The Wolseley Sheep Shearing Machine Company. He was chairman of their board from 1911 to 1933, when he retired not long before his death.

In 1905, still under an unexpired 5-year contract, Austin resigned from the Wolseley Tool & Motor Company, taking some of the senior staff with him. His brother Harry also joined him in this new venture, having worked with him at Wolseley in Birmingham. Austin raised capital of £37,000 and embarked on a search for a factory that could accommodate his idea for a new car manufacturer. He took over an old print works, still outside Birmingham, in Longbridge, which was then in the County of Worcestershire; Longbridge did not become a suburb of Birmingham until 1911 when the city's boundaries were expanded. The Austin car works at Longbridge was later to become one of the greatest car manufacturers in the world.

Austin was producing 17 different models by 1908. During the First World War Austin produced munitions and built Austin Village in Turves Green for his workers. The car business was difficult after World War I; the Austin company was threatened with bankruptcy in 1921 and a receiver was appointed. The "Baby Austin" was launched in 1922 and offered for sale at £225, putting it within the budget of customers who had never previously owned a car. Its output reached 25,000 annually by 1925; the price was reduced each year."



Sir Herbert Austin, K.B.E. (later Lord Austin of Longbridge) at the wheel of a prototype of the original 1922 Austin Seven. Six of these prototypes were built.

And - the rest is history!



Austin 7 Journals

Volume 218 - October 2016

PRESIDENT'S ANNUAL REPORT - 2016

As indicated last year, more time & effort had to be directed toward our Modern Regularity events, because of the need for us to take over the hiring of Mallala and carry a bigger part of the associated costs as from this year. I am pleased to report that the work we put in was well worth the effort. The number of entrants has bettered expectations, in part due to our marketing campaign as well as the introduction of a Rookies series, and the work required by the club is less than expected because the Superkart Club has continued to carry a lot of the load. The only downside has been the lack of support from the Open Wheeler group. They expressed a desire to enter our event, but despite putting on 4 events for them over the past 12 months, the number of entrants has been disappointing. Once again I would like to thank Tony Morgan for the time & effort he puts into planning and running each of the 8 rounds that are being contested this year as well as representing the club at CAMS Council meetings. Also a big thanks to his many helpers, including Andrew Baohm who has been the driving force behind the marketing campaign & representing Modern Regularity events on CAMS State Race Panel.

The Timing Team continues to provide its services for our Modern Regularity events & receives invitations by a number of other different clubs to time their race meetings. I must once again thank Barry Frost & his team of helpers for flying the flag and performing a great service to the racing fraternity, not only in SA but nationally. Also once again I would like to congratulate Barry for being awarded a Member of the Order of Australia (AM) for his contribution to motorsport over many years – it was very much deserved.

I have really enjoyed working with Martin Lewis, our Secretary, throughout the year. I know that he has put a lot of time & effort into looking after all of the external communications and keeping the committee well informed & on track. He has greatly assisted me by allowing me to bounce things off him whenever I felt the need to do so.

Despite being out of the country for a few months this year, Laurie Sutton has continued to ensure our financial affairs have been well taken care of. He was accessible even when he wasn't in the country & he did a great job of passing the baton to Ron Schache before going away. I would like to sincerely thank Ron, & his wife Grace, for ensuring all monies received was properly accounted for & all accounts being paid on time.

Thanks also to Graham Buesnel, who early in the year put his hand up to assist Martin by taking over the duties of the Membership Secretary.

Thanks to David Grear, the Technical nights continue to be very well supported. The topics David chooses for each night are both relevant & informative. He has certainly got spares under control & continues to provide an excellent service to our A7 owners as well as assisting non A7 members.

Despite a change in his employment which has meant he has not been quite as accessible as he has been in the past, Geoff Stephens has continued to provide a service to members by managing the Conditional Registration system. And I think you will have to agree with me, our clubrooms are in excellent condition due to the work Alan & Val Baker, David Searles & Graham Bishop put into it. I don't know about you, but each quarter I look forward to

reading the Journals which David Searles puts together so well. Thank you to all who contribute to the content of our club magazine.

We now have a comprehensive listing of books in our library thanks to the hours of work Barry Pannell has put into delving through the hundreds of books. His efforts have made it easier to find a specific book you may be searching for.

I would like to thank Daryl Byfield, along with his trusty Secretary, Margaret, for representing us at Federation Meetings & providing us with a report on their take of what took place at those meetings.

3 years ago I expressed my disappointment in the small number of members who took advantage of the time and effort event coordinators put into planning and organising events. That disappointment has not abated, in fact it is now of greater concern because things have not changed, apart from getting less and less each year. Not having a Touring Coordinator for the majority of this year has probably not helped. Hopefully someone will put up their hand to be next year's Coordinator and try to reverse the current trend. I am sure that the new committee would welcome any ideas that could help to get more people and cars on some of the monthly events and any of the other events the club organises.

Many of us attended invitation events, Tuesday Leisure Runs & Quarterly luncheons. A big thank you must go to those who organised each of them as well as to those of you who attended.

I would like to thank those members who were our guest speakers or who arranged external guest speakers. They were all both very interesting & informative.

A big thank you must go to all members who assist with anything related to the activities & aims of the club, such as those who help by taking care of some of the more mundane things such as looking after the kitchen duties, ensuring all of the consumable items don't run out, and caring for the garden and putting out the rubbish bins. Then there are others who organise specific events and activities or assist David in taking care of spare parts. 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.

Looking forward, late last year a sub-committee was established to prepare for the 2019 AOA tour in the Barossa. Since then they have developed a good plan to which they are working towards. There is still a lot more work to be done, more so as time gets closer, & I am sure the group will put on a great event.

Finally, I would like to thank the outgoing committee for their efforts & contributions over the past year & wish the incoming committee all the best for next year.

In the interest of the club, and my desire to have a bit more "me time" I have not nominated to be next year's President. I believe it is time for a change – 11 years of you listening to me is probably enough. I have enjoyed my time at the helm & have been a part of a great team of people who have done a lot of good things, & possibly a few not so good things over those years. I believe the club is in very good shape at the moment & a change at the top can only help.

Well that's it from me. Over & out.

Ralph Drage
Outgoing President



COMING EVENTS for the remainder of 2016 & beyond.

October 2016

- 16 Social Day Run to Modern Regularity with invitation to clubs to join us on the day. Includes a display parade around the circuit at the lunch-break.
- 16 Modern Regularity R7 Mallala
- 18 A7 Leisure Run.
- 22 Club display at Bunnings Woodville from 9.30am
- 24 A7 Technical Night 7.00pm at the clubrooms with run to local craft brewery at Royal Park.

November 2016

- 6 Herbert Austin's 150th birthday celebration commences at Bunnings Woodville - site of Holden's Woodville Plant where many Austins were assembled in the twenties and thirties. See page 9 of this Journals for details.
- 7 Committee Meeting.
- 11 Climb to the Eagle SCC
- 12/13 Bendigo Swap Meet.
- 12 Twilight Race Meeting Mallala.
- 13 Modern Regularity R8 Mallala.
- 14 Monthly Club Meeting.
- 15 A7 Leisure Run.
- 16/20 Adelaide Motorsport Festival & Classic Adelaide Rally. Details as under:
 - Wednesday 16th November -
9.00am Rally Scrutineering and Documentation
 - Thursday 17th November -
9.00am Classic Adelaide Prima Tour Commences
5.00pm Classic Adelaide Rally Prologue
 - Friday 18th November -
8.00am: Classic Adelaide Rally
5:00pm F1 Police Escort through the city.
5.30pm: Gouger Street Party
 - Saturday 19th November -
9 - 5.00pm: Classic Adelaide Rally
9 - 5.00pm: Victoria Park Sprint
6-9pm Twilight Special Stage - Rally
 - Sunday 20th November -
9 - 5:30pm: Victoria Park Sprint
- 21 A7 Technical Night.

December 2016

- 2 Quarterly Luncheon at Fresh Choice Darlington.
- 3 Subs & Cond Rego Stat Dec Day at the Clubrooms 10am to 2pm.
- 5 Committee Meeting.
- 6 A7 Leisure Run Christmas Cheer.
- 11 Subs & Cond Rego Stat Dec Day at the Clubrooms 10am to 2pm.
- 11 Christmas Function organised by A7 Club at West Beach Sea Rescue Function Room 1st Floor. Patio viewing area overlooking the gulf at West Beach and the setting sun, bar facilities, catering by Texas Bull Machine. Elevator Access. Attendance sheet at Oct & Nov meetings or contact our Treasurer, Laurie Sutton for tickets.
- 12 Monthly Club Meeting.

January 2017

- 1 Social Day at the Clubrooms
- 9 Committee Meeting
- 16 Monthly Club Meeting

February 2017

- 6 Committee Meeting
- 12 All British Day - Echunga Oval
- 13 Monthly Club Meeting

March 2017

- 2/5 Clipsal 500 Adelaide parklands
- 23/26 Aust F1 Grand Prix Melbourne

April 2017

- 8-13 95th Anniversary Austin 7 Rally Toowoomba, Queensland.
- 14-17 Austins Over Australia Ipswich, Queensland.

September 2019

- 23 -27 Austins Over Australia hosted by us in the Barossa Valley. A change in time for this biennial event, now programmed for the week prior to the Bay to Birdwood Classic.

ABBOTT



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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.
Track Time Motorsport Cap	\$10.00
Track Time Motorsport Polo Shirt	\$34.00
Austin 7 Lubrication Chart, Laminated	\$20.00 (available from A7 spares shed)



The magazine of the Austin Seven Clubs' Association (pictured left) is available to all members on an annual basis via the Club Membership Secretary. The cost is \$22.00 per annum and is a wealth of knowledge to all those interested in the Austin Seven motor car. The cost can be included in your membership renewal due out soon.



Austin 7 Club of S.A. Inc.

CLUBROOMS:

262 Tapleys Hill Road, SEATON S.A. 5023

ABN: 85 770 577 863



Herbert Austin, 1st Baron Austin
8 November 1866 – 23 May 1941



Commemorative Cavalcade of Austins

Invitation to ALL Austin Vehicle Owners

Herbert Austin, the Founder of the Austin Motor Company, was born on 8th November 1866 and died in his 75th year on 23rd May 1941. 2016 is the 150th anniversary of his birth and the 75th anniversary of his death.

The Austin 7 Club of SA Inc will hold a Commemorative Cavalcade of Austins on
Sunday 6th November 2016.

Depart:		Bunnings Warehouse car park, Cnr Cheltenham Parade and Port Road, Woodville
Time:	Assemble	9:30am to 10:00am
	Briefing	10:15am
	Depart	10:30am
Duration of run:		40 minutes to 1 hour
Anticipated Route:		Port Road – Fitzroy Terrace – Main North East Road
Final Destination:		Civic Park, Main North East Road, Modbury
Eligible Entrants:		Austin vehicles ONLY – any model, any year, any body style, any Austin
Cost Registration		Entry is free For Planning purposes, please call Martin 0414 727 893 if you will be attending
Catering		B Y O. or purchase locally.

Enquiries: Martin Lewis, Secretary, Austin 7 Club of SA Inc. 0414 727 893



2017 AUSTIN SEVEN NATIONAL TOUR in TOOWOOMBA, QLD

Saturday 8 April to Thursday 13 April, 2017

Austin Seven Register of Queensland Inc.

Newsletter # 4 September 2016



A RALLY BY ANOTHER NAME

A Name change: due to possible confusion and legal ramifications about calling the event a Rally, the Committee has made a very bold decision to rename it a Tour, which is more correct anyway. In the olden days the word rally meant a gathering together, in particular to a cause, e.g. the patriotic "Rally around the Flag, Boys". But now when used in conjunction with a car event, people think more in terms of the noun Rally, being a form of race, with timed sections. So not to confuse the powers that be, we are now running a National Tour.



Who is coming?



of entrants, only just in front of SA and SA are not far behind, being number. There is also a come across from WA, and possibly from the Apple Isle (are you coming too, little "Jeannie" from Hobart?).

Entry No. 1 is Arthur Addyman's immaculate 1932 Box Saloon from SA while Entry No.48 is Trevor and Rosalie Gent also from SA in a lovely blue 1932 Roadster.



At this stage NSW is leading with the number our own Qlders. Victoria roughly equal in contingent planning to



A note from the organisers of the All British Day to be held at Echunga on Sunday 12 February 2017.

ENTRIES: for the 2017 'ALL BRITISH DAY' Vehicle and Motorcycle Display will be available early October.

Past Entrants will receive their entry form via Email or Post.

New Entrants will be able to obtain an entry form in October from our website: www.allbritishday.com or by phoning our President, Jamie Sandford-Morgan, after hours on 08 8344 9102.

A THANK YOU: to you, if you displayed your Vehicle at the 2016 All British Day. Your attendance was very much appreciated by the All British Day Committee. Your attendance makes All British Day the great success it is. If your vehicle was on the smaller drier oval we thank you for your understanding.

A GREAT WAY TO PROMOTE YOUR CLUB

The All British Day attracts several thousand Spectators each year. It is, as such, a great way for you to promote your Club. It is a WIN WIN! Your attendance will help make the day a GREAT SUCCESS! Your attendance will help to showcase YOUR CLUB!

FEATURED MARQUE FOR 2017

The popular BSA Motorcycle produced with the A65 650cc Twin Unit Construction Engine will be The Featured Marque for 2017. Models include Rocket, Thunderbolt, Lightning, Spitfire and others. The A65 Engine was produced from 1962 to 1972.

YOUR ALL BRITISH DAY COMMITTEE

The 'All British Day' is a Major Motoring Event in S.A. We on the Committee are all working hard to ensure that the 2017 Event runs smoothly and is a great success.

WE LOOK FORWARD TO SEEING YOU SUNDAY 12TH FEBRUARY 2017 AT THE ALL BRITISH DAY ECHUNGA OVAL.



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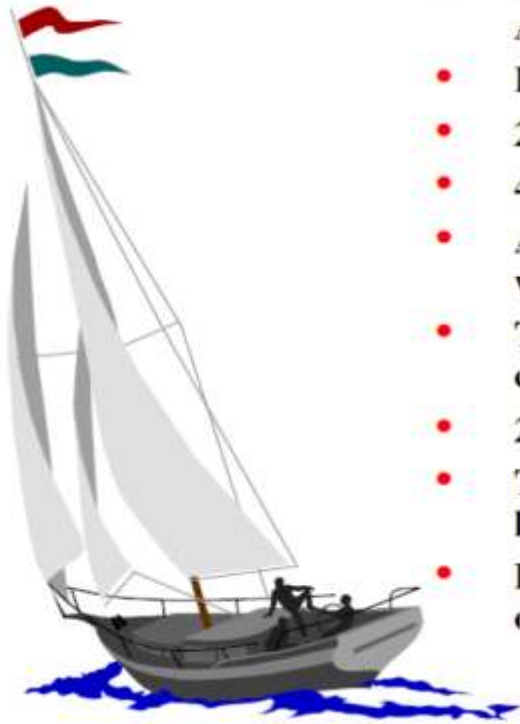
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- For further information call Trevor or Lyn on 08 88537191 or 042 885 1139

FOR SALE: 1927 Austin 7 Chummy "Completely Restored" Ph Jim Thompson 8278 2927 \$15,000

MODERN REGULARITY 3 JULY 2016

<div> <div>Regularity</div> <div>TTM Trophy #4</div> <div>3 July 2016</div> <div>TTM Track Time Machine</div> </div>							
Name			E1 5 Laps	E2 6 Laps	E3 5 Laps	E4 6 Laps	Total 21 Laps
1	32	Peter TRUDGEN	30	42	28	27	127
2	1	Sandy WATTERS	29	69	19	18	135
3	66	Philip SCADDING	32	34	26	45	137
4	53	Jason THIELE	21	41	47	32	141
5	69	Colin TUCKER	15	40	70	32	157
6	40	David ZOLLO	28	36	71	24	159
7	68	Gavin LYMN	32	75	16	36	159
8	10	John ELLIS	25	32	73	35	165
9	8	Geoff STEPHENS	37	39	50	39	165
10	46	Michelle WEGENER	46	47	32	44	169
11	12	Graham HEWETT	24	89	17	46	176
12	77	Andrew BAOHM	28	41	87	26	182
13	81	Duane KAAK	40	105	25	25	195
14	24	Stephen DRURY	66	32	51	49	198
15	78	Neil MARTIN	74	89	12	23	198
16	95	Kristen BAILEY	10	104	59	47	220
17	6	Jackson LOMAS	21	44	112	43	220
18	72	Anthony VERNER	15	65	60	99	239
19	52	Shane DRURY	78	43	33	120	274
20	51	Jarman DALITZ	77	112	47	47	283
21	17	Josh HEAVEN	70	82	80	58	290
22	73	Duane GENT	42	134	78	37	291
23	70	Paul TAYLOR	23	40	81	155	299
24	61	John TILLER	19	163	84	92	358
25	47	Brodie TURNER-SHARP	262	70	32	21	385
26	98	Brandan MARSTON	277	21	55	39	392
27	56	Frank GROSSER	88	109	93	135	425
28	13	Brett FORREST	54	234	71	74	433
29	89	Bruce MARSTON	70	35	44	318	467
30	31	James ARNERIC	149	158	101	64	472
31	9	Wayne PANNOWITCH	202	79	95	155	531
32	25	Aaron BROWNE	147	174	105	116	542
33	26	Brett WATTERS	41	59	127	318	545
34	21	Colin GENDERS	51	84	127	318	580
35	88	Richard BAILEY	180	61	43	318	602
36	16	Lisa TOTANI	104	484	56	43	687
37	55	Leon BONDARENKO	277	599	89	109	1074
38	58	Peter BOWDEN	277	499	127	318	1221
39	38	Christopher PANAGOPOULOS	277	599	45	303	1224
40	7	Lauren BAILEY	277	599	84	318	1278
41	57	Andrew YOUNG	277	599	127	318	1321

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

DNF Score

denotes track record

277

499

127

318

under previous track record



1. PETER TRUDGEON



2. SANDY WATTERS



3. PHILIP SCADDING



4. JASON THIELE



5. COLIN TUCKER



6. DAVID ZOLLO



7. GAVIN LYMN



8. DAVID ELLIS

After a break of 7 weeks everyone was eager to get out on the track for Modern Regularity Round 4 for 2016. It was a fine but cool day and good to see Kevin Hogue back in the Admin shed.

The round included the Rookies which was well supported with 10 entrants, 5 being Tarmac Junior Development Program (JDP) 2015 graduates; 3 using the JDP Club cars. Matt Bottrill was unable to attend due to a family bereavement and Tyler Clare retired during practice with brake problems. The 2 Scout drivers Jordan and Adrian along with Colin Bressington dominated featuring in the top 4 positions in each heat but Matthew Totani and Dylan Flego (both 15 year old JDP kids in JDP cars) both scored a 2nd place. Well done all!

Tony Morgan also organised a teams competition with teams of any 3 drivers from Groups A and B. Competitors nominated their teams or were allocated into a team. After each of the first 3 Heats one member's points score was used. Each member's score had to be used once and they had to nominate before Heat 4 whose points they would use for a second time. The 13 teams were listed by the alphabet A-M but some funsters assigned team names according to their letter without knowing who was in the team. There was the **A** Team, **B** grade, **C**-farers, **D** Cup, **E**xcelleractors, **F** Troop, **G**-string, **H**, **I**, **J**, **K**, **L**, and Oh **My**. The competition was close and came down to the last heat. **G-String** – Colin Tucker, Bruce and Brandon Marston were the winners with **D Cup** – Kristen Bailey, Michelle Wegener and Brodie Turner-Sharp in 2nd and **F-Troop** – Duane Gent, Andrew Baohm and Phil Scadding. Next time Tony, may prefer to let teams choose their own names?



Heat 1 was a female win but this time it was Kristen Bailey in 1st place with 10 points – tears of joy as it was her first heat win. Colin Tucker and Anthony Verner both on 15 points were her bridesmaids. Kristen's daughter Lauren was at the other end of the field with a DNF and 1024 points due to clutch problems.

During Practice Brandan Marston's mechanical issues from last round continued and he missed Heat 1. His father Bruce only just finished Heat 1 when he was out with mechanical problems. That seemed to leave their one remaining team member, Colin Tucker in a bind.

However both Marstons repaired their cars and were back on the track for Heat 2 which Brandan won with 21 points. He led John Ellis and Steve Drury in 2nd place both with 32 points, followed by Phil Scadding on 34 points and Bruce Marston on 35 points. From the 'break-down Marstons' they became the 'comeback kids'.

Neil Martin was lamenting his lack of success over lunch only to come out and win Heat 3 with only 12 points, followed by Gavin Lynn, Graham Hewett and Sandy Watters. This was the first time Sandy had appeared in the top 5 for the day so just to remind everyone of her competitive dominance she won Heat 4, followed by Brodie Turner-Sharp, Neil Martin and David Zollo. Lauren Bailey wins the Hard Luck Award for the day. She was loaned one of the rookie's Scout cars but she ended up with her second DNF for the day with another clutch problem .

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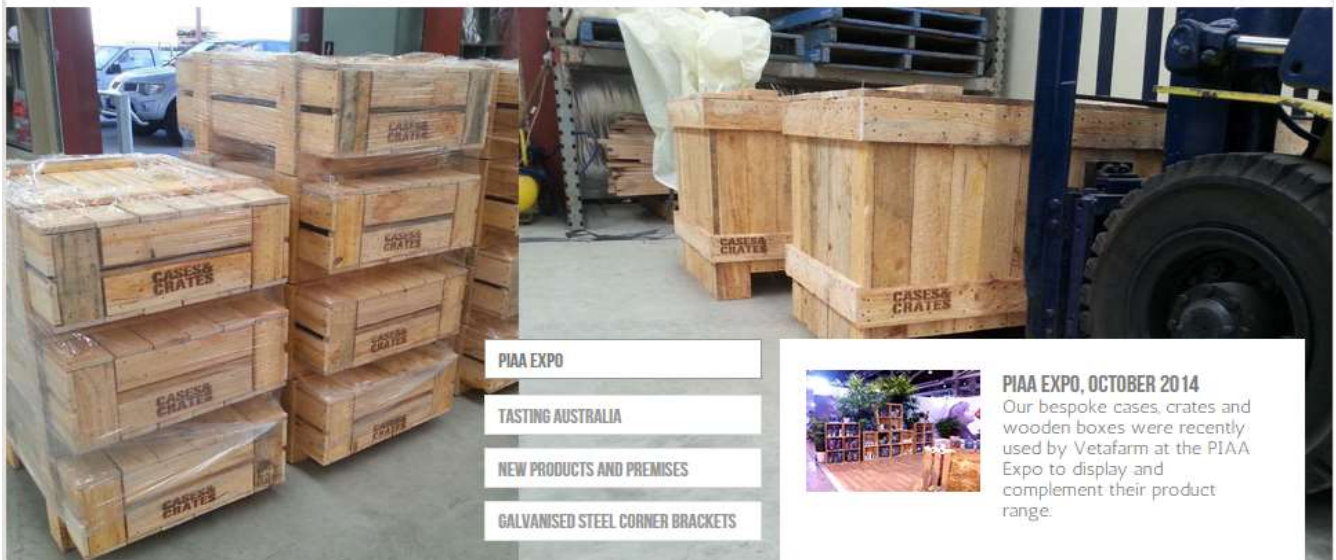
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Regularity - August 7 2016

Club Championship (TTM Trophy #5)



Name			E1	E2	E3	E4	Total
			5 Laps	4 Laps	8 Laps	5 Laps	22 Laps
1	6	Jackson LOMAS	15	13	20	24	72
2	1	Sandy WATTERS	16	20	27	9	72
3	73	Duane GENT	22	17	34	19	92
4	40	David ZOLLO	12	46	46	18	122
5	62	John DAVIES	7	52	32	36	127
6	69	Colin TUCKER	48	24	34	23	129
7	78	Neil MARTIN	38	55	24	16	133
8	26	Brett WATTERS	21	38	51	24	134
9	70	Paul TAYLOR	40	42	37	20	139
10	68	Gavin LYMN	50	42	41	9	142
11	89	Bruce MARSTON	64	46	28	18	156
12	95	Kristen BAILEY	43	20	77	51	191
13	53	Jason THIELE	30	44	110	11	195
14	23	Graham HEWETT	25	16	71	91	203
15	46	Michelle WEGENER	48	45	87	24	204
16	37	Jordan JOHNSTON	58	36	63	52	209
17	27	Tyler CLARE	78	57	41	33	209
18	24	Stephen DRURY	62	37	64	62	225
19	57	Andrew YOUNG	25	73	94	39	231
20	38	Christopher PANAGOPOULOS	46	69	49	91	255
21	9	Wayne PANNOWITCH	82	33	162	33	310
22	61	John TILLER	112	60	86	59	317
23	16	Lisa TOTANI	131	32	105	74	342
24	33	Jason CASSIDY	59	111	104	88	362
25	21	Colin GENDERS	84	67	93	134	378
26	96	Matt BOTTRILL	164	50	96	78	388
27	32	Peter TRUDGEN	226	60	94	37	417
28	14	Wayne HOFMEYER	58	21	213	150	442
29	97	Greg WENZEL	87	65	124	232	508
30	74	Peter REIMANN	188	114	162	232	696
31	17	Josh HEAVEN	92	80	474	135	781
32	31	James ARNERIC	595	76	84	44	799
33	84	David SCHULTZ	81	129	489	232	931
34	60	Russell PEARCE	211	129	489	232	1061
35	47	Brodie TURNER-SHARP	610	105	414	217	1346
=36	15	Colin CORNELIUS	610	129	489	232	1460
=36	90	Sean WYNBERGEN	610	129	489	232	1460

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

DNF Score

610

129

489

232

denotes track record

under previous track record

Participants with a '7' in their number:



GREG WENZEL



DUANE GENT



NEIL MARTIN



PAUL TAYLOR



JOSH HEAVEN



ANDREW YOUNG



JORDAN JOHNSTON



BRODIE TURNER-SHARP

MODERN REGULARITY 7 AUGUST 2016



PETER REIMANN



TYLER CLARE

Regularity - August 7 2016							
Open Wheeled #3							
Name			E1	E2	E3	E4	Total
			5 Laps	6 Laps	8 Laps	5 Laps	24 Laps
1	16	Adam NEWTON	16	39	23	20	98
2	32	Ron STEVENS	54	28	61	69	212
3	20	Daniel WESTCOTT	64	42	86	109	301
4	31	Donald STACEY	113	108	90	46	357
5	77	Callum NORRIS	249	34	101	31	415
6	27	Sean GRIMMOND	97	121	101	149	468
7	44	Frank CHESSELL	89	227	148	84	548
8	42	Michael LLOYD	43	242	175	116	576
9	11	Brian CLUNE	235	128	370	163	896
10	82	Peter GAGLIARDI	427	242	385	163	1217

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

DNF Score

442

242

385

163

denotes track record

under previous track record



The TTM Modern Regularity Event 5 was held on 7 August 2016. While many were disappointed that due to CAMS changes Round 5 is no longer the State Championship Round, 37 competitors entered to compete for the title of Club Champion. It was a beautiful winter's day at Mallala Motorsport Park– fine and sunny with a slight breeze.

The Open Wheelers were competing in their 3rd Modern Regularity of the year. It was a small field dominated by Adam Newton. He won 3 of the Heats and set an 8 lap record.

**ADAM NEWTON****RON STEVENS****DANIEL WESTCOTT****DONALD STACEY****CALLUM NORRIS****SEAN GRIMMOND**

John Davies won Heat 1 with only 7 points in the 5 laps followed by David Zollo with 12 points, Jackson Lomas 15 points and Sandy Watters on 16 points.

The 6 lap Heat 2 saw Hyundai Excels coming in 1st and 2nd place driven by Jackson Lomas, 13 points and Graham Hewett on 16 points. David Schultz completed 1 lap in his HQ Holden Premier before stopping at turn 3 with a blown engine. Sean Wynbergen retired after 2 laps with running in issues with the new engine in his Mark 1 Cortina. Both were out for the rest of the day. Jason Thiele was disappointed as he spun 2 laps in a row at Turn 1. This turned to delight because due to timing issues 2 laps were cut, reducing the heat to 4 Laps and Jason ended up 15th for the heat on 44 points.

Jackson Lomas also won Heat 3 with 20 points. Neil Martin and Sandy Watters can 2nd and 3rd with 24 and 27 points respectively. Greg Wenzel was very quick and had the fastest time of the day at 1:20.9 but this 8 lap heat took its toll on his brakes. They caught fire and he was followed off the track by the fire truck at the end of the heat.

Heat 4 was closely contested. Gavin Lymn and Sandy Watters equalled for 1st with 9 points, Jason Thiele 11 points. Jackson Lomas was 10th on 24 points. This win gave Sandy equal points to Jackson Lomas 72 points for the day for 22 laps. On count back Jackson won by a point and takes the first Club Champion title. Duane Gent has 92 points in 3rd place.

In the overall competition Sandy Watters on 263.5 leads Colin Tucker on 184.5 with Neil Martin in 3rd on 134.5 points but there are still 340 points to be won in the next 3 events so it is still anyone's competition to win.

Things to be aware of:

1. Know your flags
2. Keep competing until you break down, are called in or the heat is over
3. When you are being chased by the fire truck beeping its horn – chances are there is something wrong!
4. Ensure your car is track ready – ie that your wheel nuts are done up

Looking at things from the other side of the wall!

As many of you are aware I have been involved for sometime now as the representative for speed events (regularity and Sprints) on the CAMS Motor Race Panel SA. My main objective in this role is to bring initiatives and issues regarding our sport as a competitor to the panel for discussion, then for it to go for consideration by Tony Morgan as the event organiser and CAMS State Council of which Tony is a member.

One of these recent initiatives was utilise the position at our event as a CRO or Competitor Relations Officer, and whilst this isn't new to motor sport it is a position that we haven't used to date in the history of our clubs regularity competition.

I felt personally that this position could be advantageous and have a positive outcome for our sport. To have someone on competition day with a good understanding of what happens on the track to help clarify some of those grey areas that seem to exist in the relationship between the competitors and officials of regularity.

An opportunity to offer an objective opinion with no favoritism to either side and assist in delivering the judicial process in a respectful manner to competitors, also assuring this is received with equal respect.

I wish to report..... I found this to be a very valuable and enlightening experience. Whilst having the added benefit of seeing behind the scenes the complexity of what is required to run a professionally organised and safe event, it also created a great opportunity to have candid discussions with both SAMROA and CAMS stewards about how we, the competitors see the event and personnel who officiate over it.

In my opinion, it is safe to say that this year competitors have felt a tightening of the rules and an increase in the rules being enforced officially, leaving some of us wondering why our sport has come under additional scrutiny, perhaps more than ever before. This not only applies to driving standards but also regulation changes to the safety of the sport.

Talking with the SAMROA Officials and CAMS Stewards on the day they assure me fundamentally nothing has changed regarding how the sport is adjudicated as far as the driving standards and behavior are concerned. They have undertaken a review of their processes and have identified a greater need to be more consistent about how they oversee and adjudicate each event.

Going back to my position on the CAMS Motor Race Panel these are some of the issues that have been presented and implemented in the past. If we go back 12 months we will all remember we would get a different interpretation from each Clerk of Course at each event on overtaking. We now have the same consistent interpretation on the drivers briefing notes at every event, this is just one example of how things have become more consistent.

If you are to look at our event like a business, growth is often the hardest thing to contend with. The fantastic growth of regularity in the last 18 months has also

created changes in how the sport is evolving. We have seen an increase in younger drivers and drivers of all ages with limited track experience as you expect at this grass roots level of motor sport.

We have also had amazing interest and support from the Hyundai Club all of which has added to larger fields, closer speed differentials in some groups, this has also required time for some competitors to gain experience in both their driving ability and to get a greater understanding of the rules and expectations of the event.

These factors of growth have also naturally contributed to a greater presence of officials in the pit paddock at some events and the need for the interaction and involvement between officials and competitors.

In conclusion of my experience as CRO at the Club Championship I think all competitors not only at this event but all the other events we have had, should be very proud of their individual contribution to working together, supporting and building Track Time Motorsport into the professional and family orientated organisation it has become.

The officials recognize the effort required too build our brand and reputation amongst our peers in the motor sport community in this state. It is the competitors that make our brand what it is, without them our brand means nothing.

If we as competitors keep supporting and nurturing our sport with a professional and responsible attitude, the mutual respect between the officials who run the events and our competitors will continue to grow beneficially, keeping our events a safe and respectful environment for us all to enjoy.


I would sincerely like to thank all the SAMROA and CAMS officials on the day for their inclusion, explanation and the effort they went to involve me in all aspects of the event. It was one of the most positive things of I have done to date in motor sport and would welcome the opportunity to do it again.

Andrew Baohm

TTM Trophy #6

11 September 2016

REGULARITY



Name		E1	E2	E3	E4	Total
		5 Laps	6 Laps	5 Laps	8 Laps	24 Laps
1	Jackson LOMAS	12	19	15	17	63
79	Noel HARRIS	9	50	13	18	90
52	Shane DRURY	37	36	12	19	104
73	Duane GENT	24	38	18	28	108
98	Brandan MARSTON	48	18	25	30	121
70	Paul TAYLOR	26	39	34	26	125
68	Gavin LYMN	26	74	14	22	136
66	Philip SCADDING	17	41	26	53	137
40	David ZOLLO	44	17	25	51	137
67	Darryl BRIGG	55	23	22	40	140
78	Neil MARTIN	20	83	17	21	141
35	Antony RODDA	39	47	30	31	147
69	Colin TUCKER	15	43	42	52	152
46	Michelle WEGENER	44	55	13	45	157
24	Stephen DRURY	26	49	66	44	185
32	Peter TRUDGEN	32	37	39	77	185
53	Jason THIELE	27	71	32	72	202
47	Brodie TURNER-SHARP	51	52	61	45	209
61	John TILLER	42	68	57	62	229
23	David SHAW	89	63	41	51	244
48	Brendan WEGENER	70	84	88	36	278
96	Matt BOTTRILL	34	40	147	84	305
10	John ELLIS	22	36	14	268	340
15	Colin CORNELIUS	43	164	93	48	348
17	Josh HEAVEN	46	60	9	268	383
36	Sandy WATTERS	36	62	36	268	402
18	Graham MODRA	93	52	112	268	525
31	James ARNERIC	129	112	196	98	535
21	Colin GENDERS	72	151	65	253	541
44	Craig MARSHMAN	150	94	35	268	547
60	Russell PEARCE	210	37	42	268	557
42	Adrian FLYNN	66	75	385	100	626
87	Michael ROGERS	278	63	114	246	701
95	Kristen BAILEY	462	115	61	154	792
33	Jason CASSIDY	78	98	400	268	844
9	Michael CLARE	58	487	80	268	893
25	Aaron BROWNE	462	48	400	198	1108
4	Mark BLYFIELD	170	349	400	268	1187
25	Tony HEMPEL	98	487	400	268	1253
5	Robert SMITH	201	487	400	268	1356
20	Brendan SMITH	447	487	400	268	1602
14	Wayne HOFMEYER	462	487	400	268	1617
77	Andrew BAOHM	462	487	400	268	1617

Participants with a '1' in their number



JACKSON LOMAS



JOHN TILLER



JOHN ELLIS



COLIN CORNELIUS



JOSH HEAVEN



GRAHAM MODRA



JAMES ARNERIC



COLIN GENDERS

ROOKIES #3

11 September 2016

Regularity



	Name	E1 4 Laps	E2 5 Laps	E3 5 Laps	E4 6 Laps	Total 20 Laps
6	Colin BRASSINGTON	24	56	51	108	239
71	Jordan JOHNSTON	34	119	51	45	249
9	Tyler CLARE	29	38	63	123	253
80	Adrian CZYZEWSKI	22	57	58	123	260
86	Grier NEILSON	150	114	36	72	372
17	Peter CLARKE	55	115	136	108	414
44	Matthew TOTANI	222	195	53	53	523
4	Dylan FLEGO	67	483	75	69	694
95	Ryan BAILEY	237	498	151	123	1009



COLIN BRASSINGTON



JORDAN JOHNSTON



TYLER CLARE



ADRIAN CZYZEWSKI



GRIER NEILSON



PETER CLARKE

PAST EVENTS

DAY RUN TO GAWLER SOARING CLUB

Sunday 17 July 2016 was a very pleasant winter's day with the sun shining brightly & very little wind. By 9.45am several cars had converged on the car park of Vili's Nailsworth Bakery ready for the start of the run to Gawler. It was great to see two Austin 7's which were recently purchased from the late Dave Hall's collection – Barney Bunker's Ulster & new member, Julia Clancy's 1937 Tourer. It was also good to see Paul Daniels' 1937 A7 Tourer on its inaugural trip after an extensive rebuild, and Andy Leech who came from Whyalla to join us.



BUESNEL'S A105 WESTMINSTER



PEARCE'S DAIMLER



DRAGE'S A95 WESTMINSTER



NICHOLSON'S P76



THORPE'S A8



DIENHOF'S A70 HEREFORD



GARNETT'S A7



BUNKER'S A7 ULSTER REP



DANIELS' A7



GREAR'S A16



LAKE'S A7 GORDON ENGLAND



GENT'S A7



CLANCY'S A7



BAKER'S MERCEDES



AT THE AIRFIELD

PAST EVENTS

DAY RUN TO GAWLER SOARING CLUB Cont:

The drive to Gawler Airfield went as planned with everyone arriving safe & sound. It was very pleasing to see so many members on the run – 48 people in 23 cars. When we arrived at the Gawler Airfield we were met by member Kevin Haley, who, after a brief welcoming, introduced us to two members of the Gawler Soaring Club – one was a Glider pilot, the other was a powered plane pilot.

They both gave us a good insight into their hobbies before showing us through their briefing (training) rooms & explained what happens in these rooms - Safety always being first & foremost. From here we went onto the apron where we were able to get up close & personal with a glider. The Glider pilot told us a lot about gliding, including how the “tug” (tow plane) gets them off the ground, how they look for & feel updrafts which enables them to climb to extreme heights, fly against the wind & stay aloft for many hours at a time and how they create “drag” to slow down when they are landing.



After knowing everything there is to know about Gliding we were ushered over to a light aircraft (a Jabaru) where we were given an insight into flying and the steps needed to be completed before a light pilot's licence can be obtained. During our time on the apron we saw a few tugs take off with gliders in tow, gliders landing & being retrieved from the airfield & a light plane practicing touch & go.

Then it was back into the training room where Kevin introduced us to Corey Dunn, 2nd in charge of South Australia's CFS aviation operation. Corey shared with us the various types of aircraft they have access to, the pros & cons of each type and under which circumstances they would use a specific type. He also showed some short

PAST EVENTS

DAY RUN TO GAWLER SOARING CLUB Cont:

videos of different aircraft dropping foam & retardant on the recent Sampson Flat fire. This presentation was both very informative & interesting.

From here it was back to our cars for the drive to Kevin & Lyn Haley's home at Sandy Creek. When we arrived, the sausage sizzle was already waiting for us. It had already been cooked by two of Kevin's CFS colleagues. We all made ourselves at home under or in the vicinity of the carport & enjoyed a nice lunch with great company. After lunch Kevin opened his shed to enable us to see his workshop & cars, the centre piece of which was his nearly completed 1925 Austin 7 Roadster which he says will be ready for this year's Bay to Birdwood.

After a lot of social chatter amongst all those present it was time to make our way home.

We sincerely thank Kevin for arranging a very interesting and informative day & thank both Kevin & Lyn for hosting us at their home for a very nice lunch & socialising.

Ralph & Marie Drage



REGION 2 AIR SUPPORT BRIGADE

Base location Mt Crawford Forest

Admin Co-ordinator: Leonie Lange
Mob: 0408827925
PO Box 77 Williamstown 5351

Captain Anthony (Tony) Lange
Mob: 0407973496
PO Box 77 Williamstown 5351

Mr Ralph Drage
Austin 7 Club

Dear Ralph,

On behalf of the Region2 Air Operation Brigade, I would like to thank you sincerely for the generous donation of \$270+ you have given us after your day out at the Adelaide Soaring Club.

I must say that we have been over whelmed by the support given to us as a Brigade who are not on the "front line" so to speak, but help to load the fixed wing water bombers that work in this area.

We have recently added another water storage tank at the Gawler Airstrip, so that we are better prepared for circumstances such as the "Pinery Fire" incident last season. When you load around 170 planes within three hours your water supply is depleted rapidly, so the extra storage will be greatly appreciated.

Please know that your wonderful donation will help us to improve our facilities and equipment for any further incidents.

Thankyou again
Leonie Lange
(Region2 Air Operations – Admin Co-ordinator)

MARION

Austin powers at Bay

Isabella Fowler

HIS wife might cringe at the honks and cheers as they cruise around the streets of Adelaide, but vintage car buff Martin Lewis could not be prouder of his navy blue 1946 Austin 16 sedan.

Lovingly named "Herbert" after the car's creator Herbert Austin, Mr Lewis admits his obsession is one that spans decades.

"It was my first car in 1964 when I was 18, so I'd always wanted to get one back in my garage," Mr Lewis, 70, of Marion, recalls.

"I was looking for a 1946 Austin for 10 years and finally found this one in northern NSW about six years ago."

On Sunday, Mr Lewis and Herbert will head to Barratt Reserve, West Beach, with hundreds of vintage motor enthusiasts for the Bay to Birdwood.

"It's always a good day," Mr Lewis, who has driven in the event eight times, says.

This year's event will showcase classic vehicles



Martin Lewis with his 1946 Austin 16 sedan which he will drive in the Bay to Birdwood.

Picture: MARK BRAKE

manufactured before 1960. Organisers are expecting 70,000 spectators to line the 70km route, which will finish at the National Motor Museum in Birdwood with a showcase of vehicles and

fashion from the era. Mr Lewis says while Herbert was a little worse for wear when he bought it, "elbow grease and TLC" has brought the car back to its full glory.

"My wife would go before Herbert," he jokes. Mr Lewis says he has always had a fascination with cars and loves to engage in lengthy conversations about vintage vehicles, particularly "American

gangster mobiles" from the 1930s and 40s.

Tickets for the Bay to Birdwood finish line event can be bought for \$15 via the National Motor Museum website.

The above article appeared in the Guardian Messenger of Wednesday 21 September prior to the Bay to Birdwood Run which Club Secretary, Martin Lewis was an entrant. The article was written by Isabella Fowler and the photograph by Mark Brake.

A Bay to Birdwood report from Kevin & Lynne Haley and their experiences on the debut run of their 1925 Austin 7 Roadster.

We didn't make it to Birdwood, but my wife and I had a fantastic day.

Our poor old car started suffering problems within half an hour of the start.

Being flagged off by Glen Dix can only enhance the start and make you feel like being part of something special, the fact that the police on Tapleys Hill Road acknowledged my thank you wave as the traffic was stopped to allow us a smoother drive on our way to Anzac Highway.

We were caught in the traffic like all the other vehicles, with the car getting hotter than we would have liked, but having been on more than several Bay to Birdwood runs before this was nothing unexpected.



Our car first stopped totally at Houghton refusing to go any further without attention, here we had help from many of the spectators and the man controlling the traffic flow, the traffic was stopped to allow us to reverse off the road with the helpful push by spectators, the offer of drinks, tools and the stories from our new found friends of their associations with Austin 7 cars in their past.

After what was in hindsight temporary repairs we travelled on Birdwood, only to grind to a halt on our way out of Gumeracha, once again help was on offer, a push, water for the car, petrol, a chair to watch the passing parade, one of the blokes held the nuts and bolts as I removed parts from the motor, more interesting old car stories and general discussions on the day. We got going again, if only to drive a few kilometers before meeting another group of helpful individuals, a discussion about old cars and the enjoyment of the day, the offer of tools and a push.

The first RAA van stopped to help, followed by an addition back up of two more vans, a discussion of the possibilities of an on the road fix, then the need for a tray top pickup, a long conference on where we were on the route including an on the phone with the RAA operator to enable the truck to find us resulted. The truck arrived within the quoted three quarters of an hour.

We didn't make it to Birdwood, but we did meet a great bunch of people that offered help, we enjoyed their company even if very briefly, the wave from the police officers as we went past, the concern of the RAA people trying to get us "there".

A great day – Yes!

Kevin and Lynne Haley.
Car number 157

SOME PRESTIGIOUS AUSTIN 7 PARTS FOR SALE

<u>AUSTIN SEVEN parts for Sale</u>	
all prices o.n.o.	
1. 3 speed gear box in good order #7987 M	\$500
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3. 3 speed gear box John Nealham rebuild with 2.8 1st gear - as new suit competition or faster tuning 2 new fabric u/joint #M6863	\$1500
4. 1930 crankcase with nose piece & generator drive casing - cleaned and ready to go #106349	\$800
5. 1936 two bearing crankcase with nose piece & generator drive casing, cam driven fuel pump in excellent condition - cleaned and ready to go #241236	\$1000
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7. Cylinder block M231161 - cleaned and re sleeved to 2.2" bore (standard) complete with new valve guides, brass plugs, full set of new worked cam followers, refaced valves with springs, collars and collets (new one is \$2200 without bits)	\$1500
8. SU carburettor - rare 1" (side draught)	\$150
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