

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

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JANUARY 2018 VOLUME 223



AUSTIN 7 CLUB OF S.A. INC

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

2018 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

Ph: 8295 3431 or 0427 243 879
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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

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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.

Austin 7 Journals

Volume 223 - JANUARY 2018

A Word from GB



Hi Members and Friends,

Another year has flown past and Club Members have been busy with Austins Over Australia preparations for 2019, Modern Regularity events, Committee and Club General Meetings, Race Timing, Weekend and Day Runs, and the restoration of our old cars.

It all came together with another successful Christmas Dinner at the Sea Rescue Squadron Head Quarters with 70 in attendance. I thank all people who made this a night to remember with an excellent dinner and a visit from Father Christmas.

The car industry came to a big halt on 20 October 2017 when General Motors Holden closed their doors on the production line at the Elizabeth assembly plant. Many of our Austin 7's had Holden and Frost Body Builders build bodies in the 1920s onto the rolling chassis supplied from England. Another loss in the car industry to Australia.

Modern Regularity has had another successful year with approximately 45 competitors at each event and will celebrate it with a Presentation Dinner in January.

The new Spares Shed is just over 7 years old now and continues to be a meeting place to talk and source the parts that members need to keep their projects at home rolling onto a finish, or to get a replacement part that has worn out.

I hope you have had a wonderful Christmas with your families and friends. Carol and I would like to wish you a happy, safe and healthy New Year, 2018.

Drive Safely over the Christmas New Year Break (and indeed all of the time!)

May I welcome all these new members who have joined over the past six months or so, I hope you can involve yourself in some of the Austin 7 Club activities we have calendared.

Sam APPLEYARD; Jimmy AQUILINA; Jordan BATES; Clive BERRY;
Rebecca BORDIGNON; Henry BOWDEN; June BOWYER; Jean BUNKER;
Hammish CAMERON; Mark CAMILLERI; Joanne CAVE; Richard CAVE; Keith CLARKE;
George CONSTANTINIDES; Harvey CUSHING; Mark FOSTER; David GRASSO;
Simon GREEN; Stanford HAMILTON; Leigh HARRIS; Wendy HAYWARD; Robert HENSON;
Toby HILDABRAND; Barry HILL; Bill HOLLINGSWORTH; Todd HOLLISTER; Robert LEE;
Kim LEGIERSKI; Allan LONG; Jules LOVEDAY; Andrew McKIGGAN; Greg MORPHETT;
Katrina NITSCHKE; Josephine RAMSAY; Colin REITH; Kevin RICHARDS; Raelene RIX;
Kim SMITH; Ashton SPANGLER; Nick STRECKEISEN; Karl TEIGESSER; Jason THIELE;
Graham UMLAUF; John UNIACKE; Peter WENT; Jarrod WHITE.

Graham Buesnel

President

PS. Don't forget to visit the library which is now carpeted and air conditioned for your comfort. Barry would enjoy your company while sourcing information about your car.

Austin 7 Club of SA Inc

Club Calendar for 2018

January 2018

- 3 Committee Meeting.
- 8 Monthly Club Meeting
- 20 A7/TTM 2017 End of Season
Dinner at Royal Coach Motel
- 26 Australia Day Event at Walker
Flat hosted by Murray Mallee Auto
Club.

February 2018

- 5 Committee Meeting
- 11 All British Day - Echunga Oval
- 12 Monthly Club Meeting
- 20 A7 Leisure Run
- 25 Modern Regularity R1
- 26 A7 Technical Night & Run

March 2018

- 1/4 Adelaide 500
- 5 Committee Meeting
- 12 Monthly Club Meeting
- 18 VSCC Display Day at Keswick
- 20 A7 Leisure Run
- 22/25 Aust F1 GP Melbourne
- 26 A7 Technical Night

April 2018

- 4 Committee Meeting
- 9 Monthly Club Meeting
- 14 Modern Regularity R2 - cancelled
please refer to web site.
- 15 Monthly Club Run
- 17 Leisure Run
- 21/22 McLaren Vale Vint & Classic Event
- 21/28 Pre War Austin 7 Run to Broken
Hill

May 2018

- 6 HMVC British Classics Victor
Harbor
- 7 Committee Meeting
- 14 Monthly Club Meeting
- 20 Monthly Club Run
- 22 A7 Leisure Run
- 26/27 42nd Historic Winton
- 27 Modern Regularity R3
- 28 A7 Technical Night

June 2018

- 4 Committee Meeting
- 9/11 Border Run to SA/Vic Border
- 18 Monthly Club Meeting
- 24 Modern Regularity R4
- 25 A7 Technical Night
- 26 A7 Leisure Run

July 2018

- 2 Committee Meeting
- 9 Monthly Club Meeting
- 15 Hills Luncheon "By the Sea"
- 23 A7 Technical Night
- 24 A7 Leisure Run
- 29 Modern Regularity R5

August 2018

- 6 Committee Meeting
- 13 Monthly Club Meeting
- 19 Monthly Club Run
- 21 A7 Leisure Run
- 27 A7 Technical Night

September 2018

- 1 Old Car Day at Bethany
- 3 Committee Meeting
- 10 Monthly and Annual General
Meetings
- 16 Monthly Club Run
- 16 Modern Regularity R6
- 18 A7 Leisure Run
- 24 A7 Technical Night
- 30 Bay to Birdwood Run

October 2018

- 3 Committee Meeting
- 6/7 Riverland Rally - "Renmark River
Run"
- 8 Monthly Club Meeting
- 16 A7 Leisure Run
- 20/21 65th Birthday Celebration
- 22 A7 Technical Night

November 2018

- 5 Committee Meeting
- 11 Monthly Club Run
- 12 Monthly Club Meeting
- 13 A7 Leisure Run
- 17/18 Bendigo Swap Meet
- 18 Modern Regularity R7
- 26 A7 Technical Night & Run

December 2018

- 1 Subs & Log Book Day at the
Clubrooms 10am to 2pm
- 3 Committee Meeting
- 4 A7 Leisure Run
- 9 Subs & Log Book Day at the
Clubrooms 10am to 2pm
- 9 Christmas Function
- 10 Monthly Club Meeting

January 2019

- 7 Committee Meeting
- 14 Monthly Club Meeting
- 19 Annual A7/TTM End-of-Season
Dinner

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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	\$15.00
Austin 7 Club Badge Metal Radiator	\$22.00
Austin 7 Club 50 th year history book:	\$20.00
Austin 7 Short Sleeve Yellow Polo Shirt:	\$20.00 sizes M,L,XL & XXL
Austin 7 Short Sleeve Dark Blue Polo Shirt	\$34.00 sizes S,M,L,XL & XXL.
Austin 7 Long Sleeve Polar Fleece Jumpers:	\$45.00 sizes in stock S,M,L,XL & XXL.
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)



Search for Austin 7 Club SA and like our site to receive notifications via facebook. Notifications will only be received by you if you have "liked" and you follow the club's Facebook page.

Cover photo: Andrew & Debbie Dawes 1927 Austin 7 has come home to Meningie, pictured on the pre war Austin 7 run on the Labour Day long weekend at Angaston's SA Company Store Cafe.



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RAA Members Welcome

Austin 7 Club Members Welcome

Lindsay Dean

Mob 0408 269 444

Ph 08 8269 4444 Fax 08 8269 5537

Austin 7 Spares report: - Welcome to 2018

Let this be the first list of events for you to write on your new calendar behind the toilet door.

8 Jan: General meeting spares will be open at 6.00pm, Come along and spend some quality time with the biggest range of Austin 7 Spares in the state.

27 Feb: Night run leaving at 7.00 pm for the Sailmasters Tavern North Haven for tea. Great view of the marina.

Pre War Austin 7 Run going to Broken Hill, from Saturday 21 April to Saturday 28 April 2018

Due to the distance you will not be frowned upon if you trailer your pre war Austin 7.

If you are interested in coming please let me know.

Spares: The Sydney club have manufactured some 4 blade magneto fans, If anyone wants one please let me know they are \$170.00 each

Classic Fasteners have moved into a shop at 77 Grange Rd Welland. They specialise in supply of obsolete nuts and bolts for our Austins, (BSF) among other items in the restoration of vehicles. see their web site www.classicfasteners.com.au.

David Grear Spares Manager

CLUB CLASSIFIEDS



AT THE CLUBROOMS: -To give away, please take them away - 300 or so brick pavers 220mm X 110mm X 60 mm, contact the Editor 0408 700 047 for a time to pick them up.

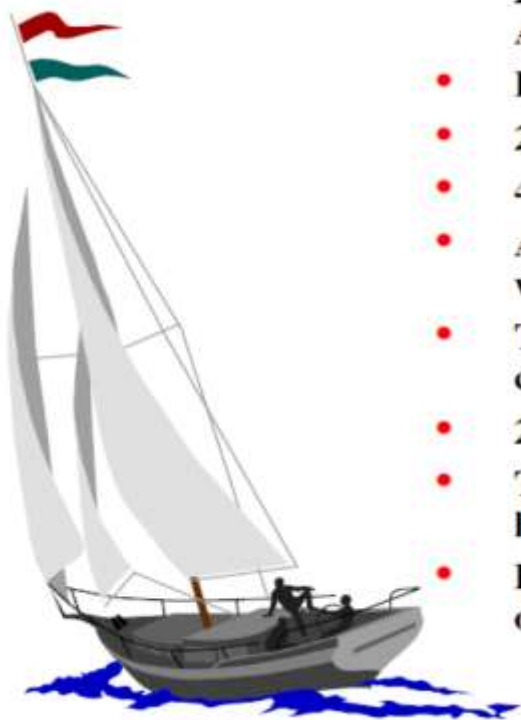
Aerotech car seat for sale \$20, pump up lumbar support does not work, but seat looks presentable, purchased from Autosport Magill Road Beulah Park in the late 80's and installed in my VL Commodore. Sold VL after 10 years, but kept seat, not used since.

Contact David Searles 0408 700 047

If you have anything of a motoring aspect you would like to sell through your club magazine, please let the Editor know by the each of the month preceding the Journals' publication ie by end March, June, Sept and Dec. Adverts are free for members, photographs do help, up to about half a meg in size is appreciated.



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- 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

Some Austin 7 web sites which may be of interest to Club members:

Austin Seven Clubs' Association www.a7ca.org

Austin Seven Friends austinsevenfriends.co.uk

Victorian Austin 7 Club austin7club.org

Cornwell Austin 7 Club <http://www.austin7.org/index.html>

750 motor club www.750mc.co.uk

100 Years of the Austin 7 www.celebratetheseven2019.org (a journey from London to Tokyo in 2019 for Rugby World Cup.)

Retracing steps of John Colman's Drive through the Americas in 2013

www.austinsinamerica.co.uk

John Baker's Austin memories web site www.austinmemories.com

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PAST EVENTS

2017 Austin 7 Club Pre-War Run Saturday 30 Sept to Monday 2 October 2017

Destination: Barossa Valley & Barossa Motor Lodge Tanunda.

An early start saw Leigh head off to Mt. Barker in our Chummy while I gave him a head start and followed in my car with our packing and Jack Russell who was having a holiday at our son's house. I was quite surprised to only catch up with him as we headed into the estate. Amazing what the old car can do without extra weight!



After a cuppa and chat we headed off across country to arrive at the Mt. Pleasant Bakery and were just parking as Ron, with a whopping great hippo for a passenger, pulled in along with the rest of the group that travelled up via Price's Bakery at Windsor Gardens. Funny thing how we seem to hop from bakery to bakery, but I have to say the steak and mushroom pie was huge and delicious.



From there we drove in convoy to Springton, through the beautiful Eden Valley and via Angaston to Tanunda where we settled in at the Barossa Motor Lodge and then spent the afternoon watching the poor old Crows go down to Richmond in the grand final. Dinner was at the motor lodge.





Happy Hour in the grounds of the Barossa Motor Lodge, both days.



Sunday dawned another glorious day and after breakfast, thanks to an observant Keith, who noticed an unwelcome wheel wobble on both back wheels of Sally's Chummy, more than likely saved some major damage to axles due to loose axle nuts. Preventative maintenance was carried out by the specialists. Similar maintenance was also done on the rear brake system of the 'Feral'— again, loose nuts. There were also extensive negotiations and horse trading as to where and from whom the appropriate and worn tyres with suitable provenance should be sourced.



Once all systems were go we headed for Collingrove and arrived at the Barossa Vintage Collingrove Hill-climb (free entry when you arrive in a 'club' car) and were directed to park with other vintage cars facing the "hill" then set off to watch the action as drivers pushed their cars, tyres smoking and screaming, frantic gear changes and sheer determination off from the starter up the hill and out of sight.



It was the first time I had seen Ian Motley in his Austin 7 Special in action and he obviously loves every minute of it. Besides a lot of Austins there were a lot of classy bigger cars testing their metal, some more sedately than others. Then there were the little ones that screamed their way up the hill, all hoping to get a good time. The little food shed did a roaring trade of rissole or sausage sandwiches, cakes and drinks etc. that some of us couldn't resist.



Around 1pm our group headed off to the SA Company Store in Angaston and bagged a long table on the verandah with a lovely view back up the hills where some just had coffee, others coffee and cake and yet others sat up to a huge lunch. Feeling very pleased with ourselves we took a leisurely drive back to our motel for a nana nap and later joined the group on the lawn for drinks.

Debbie and Andrew Dawes manned the BBQ and with their helpers produced kangaroo burgers, chicken burgers and snags to go with the salads followed up by cheesecakes for dessert. A great informal evening was enjoyed by all and our thanks go to them. Monday morning we found that Andrew had indeed been able to buy eggs and "toad in the hole" was on the menu along with last night's leftovers for a very nice breakfast. All too soon it was time for farewells and we headed back to Mt. Barker, a drive that seemed to take forever with our Austin trying to find every rut in the road and go every which way except straight ahead.

Thanks to all for a great weekend.



Marilyn and Leigh Thomas

Enthusiasts Night at the Clubrooms 23 October 2017

Preceded by a barbecue under the spares verandah, members gathered for a talk on Austin 7 wheels and the misfortunes that beset their owners when things could be better. As mentioned in the previous article, wheel wobble is more disconcerting to those following as sometimes the driver is unaware that the wheel doing other things besides going round and round.



(right) Ian Leitch getting some

sound advice from Tim Williams in the spares shed. Ian continues with his Austin 7 restoration project despite various aspects that are in competition for his time.



(left) Peter Lee and Barry Frost gave a talk on the set up and process of the Bridgestone World Solar Challenge from Darwin to Adelaide. Peter was a volunteer on the challenge and Barry was Chief Timekeeper. Barry's article with Peter's photographs appear further in this Journals.



David Grear and Stan Gafney then spoke on wheels and their connection between you and the road with hubs and rims highlighted as a cause of failure. Hubs that have spreading holes where wheel nuts are not seating properly were of particular attention. Rims appearing to be good on the outside, but where contact occurs with tyres, rust on the inner surface of the rim should be corrected.



TTM Trophy #7

29 October 2017



REGULARITY

Name			E1	E2	E3	E4	Total
			5 Laps	5 Laps	6 Laps	5 Laps	21 Laps
1	67	Darryl BRIGG	29	38	47	21	135
2	70	Paul TAYLOR	36	57	24	24	141
3	86	Leigh HARRIS	9	31	61	55	156
4	79	Noel HARRIS	87	45	14	14	160
5	37	Jordan JOHNSTON	35	45	45	36	161
6	24	Stephen DRURY	43	39	23	62	167
7	93	Susan GLASSON	76	41	37	15	169
8	53	Jason THIELE	39	70	13	61	183
9	46	Michelle WEGENER	60	49	72	13	194
10	69	Colin TUCKER	13	42	64	76	195
11	97	Greg WENZEL	29	53	54	73	209
12	61	John TILLER	36	93	63	23	215
13	95	Kristen BAILEY	58	62	75	33	228
14	51	Donald STACEY	97	74	47	31	249
15	36	Sandy WATTERS	21	135	71	34	261
16	32	Peter TRUDGEN	74	94	71	22	261
17	90	Peter NELSON	61	50	56	108	275
18	66	Philip SCADDING	146	73	27	42	288
19	56	Ethan FITZGERALD	38	87	132	52	309
20	8	Geoff STEPHENS	113	55	128	23	319
21	80	Andy WORTMEYER	92	68	81	151	392
22	21	Colin GENDERS	98	66	58	186	408
23	65	Colin BRASSINGTON	188	156	64	34	442
24	54	Frank GROSSER	208	158	56	54	476
25	16	Paul WISE	66	120	206	186	578
26	10	John ELLIS	480	46	27	45	598
27	15	Colin CORNELIUS	106	80	339	186	711
28	23	Henry BOWDEN	465	71	281	43	860
29	84	Bjorne HARDS	93	642	204	186	1125
30	34	Barry HILL	222	627	324	171	1344
=31	38	Wayne PANNOWITCH	480	642	339	186	1647
=31	40	David TAYLOR	480	642	339	186	1647
=31	59	Matthew HOLT	480	642	339	186	1647
=31	68	Gavin LYMN	480	642	339	186	1647
=31	77	Andrew BAOHM	480	642	339	186	1647

Regularity

29 October 2017



BMW Challenge

Name			E1	E2	E3	E4	Total
			5 Laps	5 Laps	6 Laps	5 Laps	21 Laps
1	2	Robert DALL	47	61	87	80	275
2	55	Nick METCALFE	170	16	74	28	288
3	8	Matt SKINN	146	146	28	10	330
4	4	Tony HIXON	59	35	85	293	472
5	5	Craig MEULENGRAAF	279	20	108	88	495
6	6	Craig FLORANCE	286	54	103	65	508
7	9	Jesica WALSH	215	18	72	278	583
8	3	Graham PATTERSON	78	166	328	73	645
9	7	Peter RENTON	204	70	88	293	655

2017 Modern Regularity - TTM Trophy Round 7, October 30

A hot Mallala day with strong north-westerly winds, which became almost gale-force during the day, (before a welcome south-westerly change brought relief from mid afternoon), was the setting for the penultimate round of this year's TTM Trophy. And despite the wind the flies were very active and attentive! There were 37 entries plus 7 from the BMW Club, competing in the BMW Regularity Challenge. The blustery winds presented much more difficult driving conditions than previous meetings and then the cool change presented another track change, making consistent lap times even more challenging. During the day Andrew Baohm, Sandy Watters, David Taylor, John Ellis, Bjorne Hards and Paul Wise suffered car problems; Sandy was able to change cars and finish the meeting but the others were out for the day.

Heat 1 - 5 laps: Leigh Harris *Mitsubishi Lancer* 9 pts won from Colin Tucker *Ford Cortina* 13 pts and Sandy Watters *Peugeot 206 Gti* 21 pts.

Heat 2 - 5 laps: Leigh Harris 31 pts won from Darryl Brigg *Peugeot 206 Gti* 38 pts and Stephen Drury *Mazda RX7* 39 pts.

Heat 3 - 6 laps: Jason Thiele *Hyundai Excel* 13 pts won from Noel Harris *Ford Escort MkII* 14 pts and Stephen Drury 23 pts.

Heat 4 - 5 laps: Michelle Wegener *Mitsubishi Magna* 13 pts won from Noel Harris 14 pts and Susan Glasson *Peugeot 206 Gti* 15 pts.

The top three drivers were: Darryl Brigg 135 pts; Paul Taylor *Hyundai FX Coupe* 141 pts; Leigh Harris 156 pts.

The leaders in the **TTM Trophy** were now – Noel Harris 255 pts; Darryl Brigg 216 pts and Sandy Watters 215.67 pts while the **Ladies Trophy** placings were Michelle Wegener/Sandy Watters 23 pts; Susan Glasson 21 pts and Kristen Bailey 20 pts – making both awards set for an exciting final meeting on November 19.

The overall top three placegetters in the **BMW Challenge** were 1st Robert Dall *BMW E36* 275 pts; 2nd Nick Metcalfe *BMW 2002* 288 pts and 3rd Matt Skinn *BMW E46* 330 pts.

Barry Frost



#15 Colin Cornelius



#40 David Taylor



#51 Donald Stacey



#90 Peter Nelson



#93 Susan Glasson



#32 Peter Trudgeon



#46 Michelle Wegener



#80 Andy Wortmeyer



#67 Darryl Brigg



#24 Stephen Drury



#84 Bjorne Hards



#61 John Tiller

Last issue of the Journals in an apparent lapse in concentration, I incorrectly credited a photograph of car 61 to the wrong driver, it of course should have been John Tiller, sincere apologies John. The web site October Journals has been corrected.

TTM Trophy #8

19 November 2017

REGULARITY



Name			E1	E2	E3	E4	Total
			6 Laps	5 Laps	7 Laps	5 Laps	23 Laps
1	53	Jason THIELE	12	10	36	19	77
2	30	Brett WATTERS	21	31	33	44	129
3	71	Steve CONROY	47	23	61	18	149
4	69	Colin TUCKER	51	29	44	27	151
5	41	John ILLINGWORTH	86	6	26	40	158
6	79	Noel HARRIS	26	28	84	29	167
7	95	Kristen BAILEY	41	29	87	12	169
8	36	Sandy WATTERS	78	27	34	30	169
9	67	Darryl BRIGG	38	56	45	33	172
10	51	Donald STACEY	52	46	51	29	178
11	93	Susan GLASSON	109	28	37	17	191
12	86	Leigh HARRIS	73	33	60	29	195
13	76	Alec DONNON	81	28	45	43	197
14	99	William HARDING	84	58	37	27	206
15	70	Paul TAYLOR	53	51	93	20	217
16	24	Stephen DRURY	70	42	87	23	222
17	46	Michelle WEGENER	54	28	99	47	228
18	97	Greg WENZEL	40	40	116	39	235
19	37	Jordan JOHNSTON	39	87	82	33	241
20	8	Geoff STEPHENS	70	64	74	67	275
21	90	Peter NELSON	66	55	188	45	354
22	18	Graham MODRA	63	40	107	197	407
23	66	Philip SCADDING	283	68	76	25	452
24	14	Wayne HOFMEYER	120	102	123	197	542
25	21	Colin GENDERS	93	79	192	197	561
26	82	Adrian CZYZEWSKI	65	77	301	197	640
27	11	Geoff QUINN	86	107	301	197	691
28	73	Duane GENT	186	294	301	197	978
29	31	Melanie TRUDGEN	512	108	187	182	989
30	34	Barry HILL	64	443	301	197	1005
31	5	Andrew MCKIGGAN	527	62	286	141	1016
32	77	Andrew BAOHM	98	458	301	197	1054
33	9	Neil TURNER	527	167	301	197	1192
34	27	Daniel BECK	286	458	301	197	1242
=35	4	Steven BODEY	527	458	301	197	1483
=35	40	David ZOLLO	527	458	301	197	1483

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

DNF Score

527

458

301

197

denotes track record

under previous track record

REGULARITY

19 November 2017

Rookies & JDP



Name			E1	E2	E3	E4	Total
			4 Laps	4 Laps	5 Laps	5 Laps	18 Laps
1	6	Craig FLORANCE	58	55	42	41	196
2	11	Hayden JERICHO (Jnr)	44	73	41	41	199
3	2	Robert DALL	58	71	62	142	333
4	31	Katrina NITSCHKE	185	38	93	104	420
5	51	Nikita STACEY	90	121	79	197	487
6	5	Jeremy HARDING (Jnr)	69	242	91	104	506
7	10	Matthew NIETZ (Jnr)	149	132	155	71	507
8	17	Colin HANKS	139	133	196	190	658
9	13	Aaron LEE (Jnr)	129	93	177	407	806
10	3	Scott TILLER (Jnr)	674	79	112	88	953
11	14	Chris TAYLOR (Jnr)	713	71	214	76	1074
12	9	Declan O'REARDON (Jnr)	468	171	91	411	1141
13	8	Kate STEPHENS (Jnr)	296	517	214	129	1156
14	7	Ethan CLARKE (Jnr)	148	57	513	1095	1813
15	4	Benjamin HARDING (Jnr)	270	127	513	1095	2005
16	12	Luke SMITH (Jnr)	698	722	498	1084	3002

2017 Modern Regularity - TTM Trophy Round 8, November 19

A fine warm-hot Mallala day greeted 34 drivers for the final round of our TTM Championship, held over 4 heats and with 3 different winners. There were also 16 drivers in the Rookie class, including 2 returning from the BMW group who drove at the October meeting. This event also marked the return to driving at Mallala of long-standing member Colin Hanks along with the competition debut of Kate Stephens, having her first drive in Geoff's Hyundai Excel.

Rookie heat winners were Hayden Jericho (2), Katrina Nitschke and Craig Florance. The day's top drivers were: 1st Craig Florance 196 pts, 2nd Hayden Jericho 199 pts and 3rd Robert Dall 333 pts: Colin placed 8th and Kate 13th.

TTM Trophy

Heat 1- 6 laps: Jason Thiele *Hyundai Excel* 12 pts; Brett Watters 21 pts; Noel Harris *Ford Escort MkII* 26 pts.

Heat 2- 5 laps: John Illingworth *Mitsubishi Lancer* 6 pts; Jason Thiele 10 pts; Steve Conroy *Holden Torana LX* 23 pts.

Heat 3 - 7 laps: John Illingworth 26 pts; Brett Watters 33 pts; Sandy Watters *Peugeot 206 Gt* 34 pts.

Heat 4 - 5 laps: Ladies to the fore! Kristen Bailey *Hyundai Excel* 12 pts; Susan Glasson *Peugeot 206 Gti* 17 pts; Steve Conroy 18 pts.

The day's top three drivers were: 1st Jason Thiele 77 pts, 2nd Brett Watters 129 pts, 3rd Steve Conroy 149 pts.

The day's top three ladies were: =1st Kristen Bailey/Sandy Watters 169 pts, 3rd Susan Glasson 191 pts.

By the end of the day, only 25 cars were still running as mechanical problems took their toll! John Illingworth had entered under the same team name as Colin Hanks - "*Tight A*** Racing*" - and as he crossed the finish line on his last lap, the front right hand tyre of his Lancer exploded - perhaps the signage said it all – racing on a tight budget!!

Congratulations to the **TTM Championship winners** for 2017 -

1st Noel Harris 285 pts, 2nd Jason Thiele 248.67 pts and 3rd Sandy Watters 240.67 pts.

Congratulations to the **TTM Championship Ladies trophy winners** for 2017 –

1st Sandy Watters 31 pts, 2nd Kristen Bailey 30 pts and 3rd Michelle Wegener 28 pts.

Barry Frost

2017 Bridgestone World Solar Challenge – Darwin to Adelaide – 8-15 October

A brief history

In 1982, solar pioneers Hans Tholstrup and Larry Perkins successfully drove 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 at 3-yearly intervals until 1999; the next was in 2001 and it has been run every two years since then, making this year’s the 14th, although it was promoted as “**celebrating 30 years**”. 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 continuing reduction in solar panel area, banning 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, with the 2015 winning speed being 91.75 kph.



The 2017 event had 41 cars entered (in 3 classes) from 20 countries – including 5 from Australia, with 3 from SA - Adelaide University, Flinders University and TAFESA. It is the 8th event that the Austin 7 Club has been involved with as timekeepers/marshals. In recognition of his pioneering work, Hans Tholstrup was appointed one of the event stewards.

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.

Changes to specifications for the main 2 classes were brought in to encourage diversity of design and to align with other solar events world-wide.



CHALLENGER:

– maximum size now 5 m long, 2.2 m wide with a reduced solar array of 4 sq m, 4 wheels and designed for **SPEED** – 24 cars entered. (Pictured left).

CRUISER:

– same size but with a solar array of 6 sq m, 4 wheels and designed for **PRACTICALITY**, with a driver

and at least one (and up to four) passenger(s) – 13 cars entered. All occupants of these cars had to have the driver’s eye level at least 700 mm above ground and he/she must weigh 80 kg (including ballast if applicable): batteries could be Lithium-Ion, Lithium-Polymer or Lithium-Iron Phosphate.

ADVENTURE: - (complying with previous regulations) with 4 wheels – 2 cars entered: batteries could be Lithium-Ion, Lithium-Polymer, Lithium-Iron Phosphate, Nickel Metal Hydride or Lead-Acid.

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 at the Darwin Convention Centre on Thursday/Friday, with qualifying on Saturday 7th at Hidden Valley. The Cambridge University entry was withdrawn early after a crash while testing on the drag strip at Alice Springs: the female driver sustained severe lacerations and broke her nose and a leg, while the car was too damaged to continue.

Scrutineering was held to check safety and compliance with all the regulations of the event: one such was that each driver of the car had to prove 12 hours driving experience behind the wheel of that car – unfortunately one SA-entered car failed this, and along with the Indian entry AARKA, which was deemed “unsafe”, was not permitted to start, leaving 38 cars for qualifying.

Other dramas for some overseas entrants were:

**One car’s batteries were delayed en route from Hong Kong, only arriving in Darwin on Friday.*

**Another car was held in Customs/Quarantine, as when the container was being unloaded, an infestation of ants was discovered and it also was only released on Friday.*

**One car worked perfectly when loaded into its container for transport to Australia from the USA but when unloaded in Darwin, it took a week’s work to get it working again.*

Despite these setbacks, these cars made it to Qualifying on Saturday.



Qualifying began at Hidden Valley track at 8 am and 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 and then complete a flying “Figure of 8” test – if successful, licence plates were then issued. This year the Club’s Dorian automatic timing units were hired for timing qualifying (earning us a \$1900 fee) and also this year the cars were seeded into a qualifying order with the faster cars running at the end, a-la a “Top 10 Shootout”. By 12 noon 37 cars had successfully qualified to start the Challenge.

RESULTS:

CHALLENGER: #8 Punch Two Punch Powertrain Solar Team (BEL) was fastest with 2-03.8205, average lap speed 81.2 kph: second was #25 Horizon 17 NITech Solar Racing (JPN) with 2-04.9689, at 77.1 kph and third was #15 Chrimson Western Sydney Solar Team (NSW) with 2-06.4279, at 76.2 kph. The slowest was #18 TUAH Malaysia, 4-04.3210, at 42.3 kph; in all 24 cars were successful.

CRUISER: #11 *Blue.cruiser* HS Bochum SolarCar Team (DEU) with 2-16.8215, at 75.5 kph (in 2015 the fastest time – and fastest overall - was #40 *Stellar Lux* (NED) 1-54.00); second was #30 *Arrow STF* (QLD) with 2-18.5387 at 74.6 kph; third was - #75 *Violet* UNSW Solar Racing Team Sunswift (NSW) with 2-18.6059 at 74.5 kph: in all 12 cars were successful.

ADVENTURE: #52 *Argo Illini* solar car (USA) was the only qualifier – 5-06.7154 at 33.7 kph.

From these times, it is clear that the organisers' aim of slowing the cars succeeded and on checking the final results, it also shows that the historical fact of the winner not being prominent at Hidden Valley continued.



Briefings then followed at the Convention Centre where event rules were re-emphasised to all teams, including the size/weight of B-triple freight trains; 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/spiders /insects/snakes etc and other

safety matters were highlighted.

This year, several safety cars were used to patrol within the field, noting any misdemeanours/unsafe cars - on the highway, one car was ordered to limit its speed to 77 kph for safety reasons - and applying the new rule of issuing a point demerit and time penalty on the spot. Any car/team reaching 3 points resulted in Exclusion and one team suffered this penalty.

The Start was in front of Parliament House in Darwin's State Square. At 8.30 the Challenger cars, followed by the Cruiser cars were flagged off at 30 second intervals in qualifying order by the NT Minister for Tourism, Lauren Moss with my assistance and by 8.59 all cars had left. One Challenger car refused to start at its designated time and then started as the last in that field. Two teams got off on the wrong foot as even before leaving Darwin one had run a red light!! (Note - there are only 4 sets to cross within the city limits) – while the other was forced to stop (by one of the safety cars doing its job!) and repair one of the flashing yellow lights which were compulsory on all leading and following support vehicles.

Weather forecasts were for heavy clouds and rain near Alice Springs, presenting another challenge for the teams.

The Route: All cars had to travel 3022 km to finish in Victoria Square; they had 9 compulsory stops of 30 minutes at Katherine, Daly Waters, Tennant Creek (where A7C member Peter Lee was Observer change manager), Barrow Creek, Alice Springs and Kulgera in the NT, then Coober Pedy, Glendambo and Port Augusta in SA before the timing finish at the Torrens Parade Ground, from where they were escorted to the ceremonial finish in Victoria Square.

Each of these controls had defined opening/closing hours and any car which failed to reach one before its closing time, for whatever reason, was automatically moved to the Adventure class, trailered to the next available control and allowed to continue (if possible) under solar power but would not be classified in the final results. The amount of travel under solar power was not recorded this year.

New rules at these control stops applied this year: *the driver* had to exit his car and go to the control stop manager to record his arrival time; *no work* could be done on the car for the 30 minutes of the compulsory stop, including no spraying of the solar panels with water for cooling – any repairs /adjustments needed had to be done in competition time. Control stops are where Observers are swapped from team to team: the role of each Observer was to record a detailed log of all that transpired with the team/cars during the event.



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.

CHALLENGER Results:

Day 1: Sunday - Daly Waters. #10 Tokai Challenger Tokai University (JPN) set the pace with an early lead, reaching the **Katherine** control stop in just under 4 hours. They overtook 2015 champions #3 Nuon 9 Nuon Solar Team (NLD) on the Hayes Creek hill before reeling in #8 Punch Two Punch Powertrain Solar Team (BEL). But by the end of the day, #3 Nuon 9 was back in the lead by 8 minutes from #10 Tokai Challenger and #15 Chrimsen Western Sydney Solar Team (NSW) following by another 2 minutes.

Day 2: Monday - Barrow Creek. Driving through 36° heat, #10 Tokai Challenger closed the gap to #3 Nuon 9 to just 2 min 40 secs, with #21 RED Shift Solar Team Twente (NED) another 21 minutes later. This team had driven well through the field, having started in 23rd place. Only 2 others, #2 Novum University of Michigan (USA) and #8 Punch Two had checked in to Barrow Creek; the next 7 cars had cleared **Tennant Creek** with the rest strung out to Daly Waters and already 6 had withdrawn.

Day 3: Tuesday - Kulgera. Travelling at over 90 kph, #3 Nuon 9 extended its lead as they crossed the border into SA; the forecast cloudy skies and threatening rain had duly arrived but were no match for Nuon's advanced solar cells; they beat the weather front and were 56 minutes in front of #2 Novum, who were 16 mins ahead of #21 RED Shift. #10 Tokai Challenger had slipped to 4th, 10 minutes back,

with #8 *Punch Two* another 8 mins behind; only 16 cars were still running under solar power.

Day 4: Wednesday - Glendambo. #3 *Nuon 9* led #2 *Novum* by 1 hr 59 mins and these were the only two through this control; at **Coober Pedy**, #21 *RED Shift* led by 3 mins from #8 *Punch Two* with #10 *Tokai Challenger* 8 mins later. The field was down to 15, with the stragglers only through Alice Springs.

Day 5: Thursday - Adelaide. #3 *Nuon 9* was first to Adelaide, arriving at 2:10, followed almost 2 hrs later by #2 *Novum*, at 4:09 and #8 *Punch Two* at 4:39.

1st - #3 *Nuon 9*, Nuon Solar Team (NED) - 37hrs 10mins 41 sec, at 81.2 kph

2nd - #2 *Novum*, University of Michigan (USA) - 39hrs 9mins 18 sec, at 77.1 kph

3rd - #8 *Punch Two*, Punch Powertrain Solar Team (BEL) - 39hrs 38mins 56 sec, at 76.2 kph

4th - #10 *Tokai Challenger*, Tokai University (JPN) - 39hrs 48mins 50 sec, at 75.9 kph

5th - #21 *RED Shift*, Solar Team Twente (NED) - 39hrs 56mins 18sec, at 75.6 kph

6th - #15 *Unlimited 2*, Western Sydney Solar Team (NSW) - 46hrs 08mins 27sec, at 65.5 kph

Day 6: Friday – The remaining 6 cars arrived in Adelaide.

7th - #88 *Wing*, Kogakuin University Solar Team (JPN) – 47hrs 19mins 46 secs, at 63.8 kph

8th - #46 *Solveig JU* solar team (SWE) - 50hrs 38mins 13 secs, at 59.7 kph

9th - #16 *Sundae Stanford Solar Car Project* (USA) - 50hrs 44mins 54 secs, at 59.5 kph

10th - #4 *Intikallpa IV Antakari* (CHL) - 51hrs 07mins 06 secs, at 59.1 kph

11th - #77 *Polaris Blue Sky Solar Racing* (CAN) - 51hrs 34mins 03 secs, at 58.6 kph

12th - # 25 *Horizon 17 NITech Solar Car Racing* (JPN) - 52hrs 02mins 51 secs, at 58 kph

CRUISER Results:

These 12 cars competed in a regularity/efficiency event, with outright speed not the main factor but a formula covering speed, energy efficiency and persons carried, among other criteria, was used and points were applied nightly to determine the leader.

Day 1: Sunday - Katherine. All cars reached here; leading was #40 *Stella Vie* Solar Team Eindhoven (NLD) from #45 *Eagle Two* Lodz Solar Team (POL) and #75 *Violet* UNSW Solar Racing Team Sunswift (NSW).

Day 2: Monday - Tennant Creek. 6 had reached here; the other 4 had passed **Daly Waters**. Leading was #40 from #75 and #9 *Penumbra PrISUm (USA)*, with #40 team camped near the Devils Marbles. They had opened up a solid lead on the points table with a competitive advantage by carrying up to 5 people over the course of the event.

Day 3: Tuesday - Alice Springs. Only 6 cars still competitive – 4 had reached Alice Springs, the rest had passed **Barrow Creek**. Leading was still #40 from #11 *Blue.cruiser* HS Bochum SolarCar-Team (DEU) and #94 *Eos II* University of Minnesota (USA).

Day 4: Wednesday - Coober Pedy. No change at the top – the first 2 had passed here: the remaining 4 had passed **Kulgera**.

Day 5: Thursday - Port Augusta. Still no change – the first 2 had passed here, with 3 having passed **Glendambo** and the last one through **Coober Pedy**.

Day 6: Friday – Adelaide. 5 finishers only – in order of arrival: **#40** - 44hrs 02:23.000 at 68.5 kph; **#11** - 43hrs 48:23 at 68.9 kph; **#30** Arrow STF Clenergy Team Arrow (QLD) - 44hrs 49:58 at 67.3 kph; **#35** SOPHIE VI IVE Solar Car Team (HK) - 46hrs 18:15 at 65.2 kph and **#94** - 48hrs 12:32 at 32.6 kph.

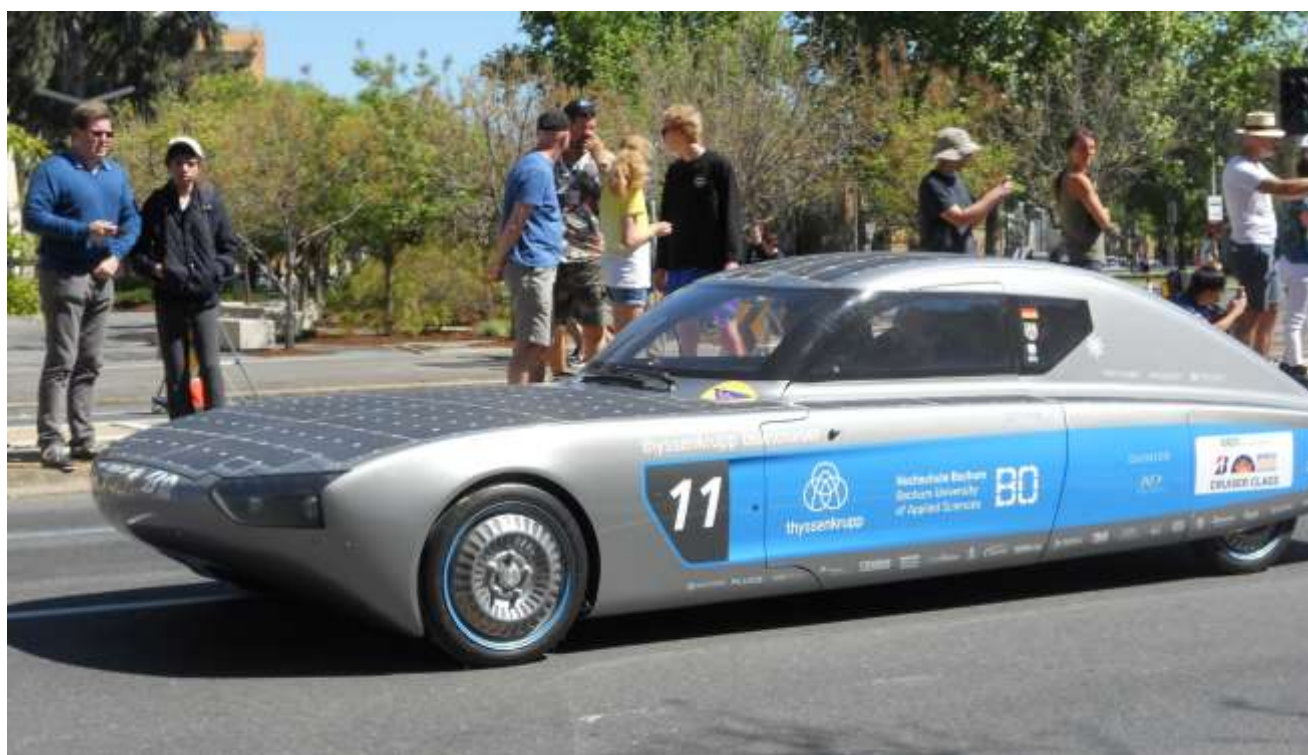
During Saturday the judging panel of boffins applied their criteria and the winners were announced on Sunday at the awards ceremony.

Rating on **Efficiency** and **Practicality**:

1st #40 Stella Vie Solar Team Eindhoven (NLD) – 100 points

2nd #11 Blue.cruiser HS Bochum SolarCar-Team (DEU) - 51.6 points

3rd #30 Arrow STF Clenergy Team Arrow (QLD) - 32.4 points



In his summing-up of the accomplishments of the **Cruiser Class** cars, Event Director **Chris Selwood** “noted and congratulated **#40 Stella Vie** on their achievement; they were clearly the most energy-efficient solar car in the field,

capable of generating more power than they can consume. He also praised **#30 Arrow STF**, being the only Australian cruiser to complete the course; this car has specially-built solar panels encapsulated in gorilla glass and a 1000-km charge range”.

RESULTS – Adventure:

Neither of the two entries could get to Katherine or Daly Waters in time and were trailered from then on. In all 20 cars were moved to this class and trailered for some/all of the distance to Adelaide.

AWARDS NIGHT:

On Sunday 15th at the new Adelaide Convention Centre on North Terrace over 1300 participants – organisers, officials, sponsors, team members – were welcomed by our Minister for Tourism, Leon Bignell for the presentations to the winners. It was an impressive sight when one team had ALL its 72 members on the stage to accept their award! The highlight of the evening was the premiere of the official film of the Challenge with its specially-written theme music.

This year again highlighted how first-time teams really struggle to come to grips with the organisational/design/construction/regulations challenges the event and the route poses.

Barry Frost, Chief Timekeeper WSC

Thanks to Peter Lee who supplied the photographs for this article.



Adelaide Motorsport Festival - Victoria Park - 7 to 10 December 2017

Good evening everyone,

Peter Trudgen here. You may know me from such previous articles as “A Rookies Perspective” and “How to wash your car with nothing but a pigeon and a tub of yogurt”. I am back for a glimpse into the recent Adelaide Motorsport Festival. In its third year now, this event has previously eluded my time poor life. This year thanks to my midlife crisis or “Man’O’paws” as I call it and with the help of Ralph, I had a duty to attend.



Photo courtesy Noel Harris

So for \$30 I received admission for myself and my car. I could drive in, be given priority access into the venue by officials, get a lovely car park in Victoria Park right in the middle of the action, I could bring in anything I wanted re chair, esky etc, we had a nice shaded marquee to sit in with fellow club persons, there was good food and stalls just across the path, the track was only metres away and the competition cars drove right past our front door when they came off the track. I tell you the only thing missing was the pearly gates because this was heaven people. During the day I rang my brother in Sydney simply to gloat, sent text to my dad telling him what he was missing (gloating) and even texted my wife telling her I wanted to renew our wedding vows here next year and every year after that (because gloating doesn't work on her).

Now when I see Escorts, Toranas, Datsuns, Mustangs and the like making go fast noises my eyes start to go all funny, I'm not crying just so we are clear. Car's people, that's what it's all about. It takes me back to when Bathurst was a production race (Oh god, someone stop him before he starts on one of his good old days speeches.....too late). They were the good old days. I was born in '72 so I'm probably predating my own memory here but the feeling is genuine. There were Big cars, little cars, cars that took two men and a boy to steer. There were Australian cars, Cars from faraway lands with exotic names such as Inga-Land and the like. Cars with wheel nuts and men with the same. There were Seatbelts that wouldn't hold your breath and men with moustaches as thick as their oil which by the way came from squashed, extinct animals. The on-board diagnostics consisted of two cheeks on a vinyl seat and a Hans Device was something a BWM driver used to keep his pants up. Ahhhh yes indeed. If you like variety then this is your event. I also saw some familiar faces belonging to people I have met over the years and

some of our fellow regularity regulars who were out there enjoying themselves on the fun side of the fence. The highlight of my day was seeing that awesome Shell Ford Sierra being punted around by the legendary John Bowe.



From a club presence point of view, I think we put on a good clean show. There was no kicking or biting and a good variety of vehicles were on display for people to really relate to. What's that? Did someone say it was boring for the kids? Noooooo, this was taken care of by Kristen Bailey's striking Lightning McQueen Hyundai. Most of you will be fully aware of the Man mantra "happy wife, happy life" well kids can make or break daddy and mummy's fun day out. I saw some awesome smiles from some little racers who will be talking about getting to sit in a real race car to nanny and poppy, school friends, aunts and uncles, pets, teachers, the post man and their invisible friend for years to come. It was a hook alright and it worked very well.

So, in conclusion, go to next year's Adelaide Motorsport Festival and breath in a whole lotta car love, you won't be disappointed. Man'O'paws is a real issue and should not be swept under the carpet. If you know someone in that dangerous middle-agedness who's displaying symptoms of motorsport malnutrition, hurry at once to Gumtree and seek a four-wheeled fun machine. And if it's one thing that TV has taught us it's that talking cars is cool. I am in the market for a 1959 International Harvester Tow truck, so I can emulate my favorite Cars character. See you at the Track!

Peter Trudgen and Noisy Boy 2

The annual trip to Bendigo Swap Meet this year had a diversion to Victorian A7 member, Walter Raschle's place at Dunolly near Malden which proved to be an eye-opener. Set in bushland with its own power and water, Walter's workshop is the epitome of an Austin 7's garage, albeit highly organised but cluttered, he knew exactly what jobs were on the go. A man with a wealth of knowledge and the ability to fabricate parts and testing mechanisms.



Austin 7 Club's Christmas Dinner at Sea Rescue Squadron West Beach, Sunday 10 December.

Last year we went to the Sea Rescue Squadron for our Christmas Dinner and everyone enjoyed it so much that we went back there again this year. Debbie Gear again arranged the catering, set up and decorated the area, so about 70 club members congregated from 6pm for pre dinner drinks and nibbles on the patio before adjourning into the main dining area. Many thanks to Deb, her right hand person, Heather, for doing all the bits on the night, we all had a good time.



Special Christmas Afternoon Tea at the Clubrooms Sunday 17 December 2017

In a spark of brilliance a suggestion was made to hold an afternoon tea at the clubrooms just prior to Christmas. Modestly decorated in the Christmas spirit, the clubrooms were a cool haven from the outside heat as about 30 members indulged in the time honoured ritual of afternoon tea. Christmas music courtesy of Laurie Sutton, quietly drifting from the speakers ensured any conversation was not impeded by competition. The test cricket was also playing on the tele with sound muted. It was a good time to sit around in the cool of the air conditioning and have a good ol' chinwag.



Gathered for a chat: Barbara, Vivienne, Marcia, Marie, Ruth, Pam and Grace

In the meantime, Alan & Val Baker have adjourned to the UK to visit their daughter, Julie over Christmas and New Year. They had no sooner arrived and they were treated with a picture postcard scene as the United Kingdom was inundated with lots of snow following a cold snap. They are due back mid January 2018. Photo of Val looking cozy soaking up the experience. Keep warm Val!



The Austin 7 Club received an invitation by the National Motor Museum to display an Austin 7 at the Birdwood Mill from December for 12 months. The display commemorates the drive by Alice Anderson in 1926 in her Austin 7 from Melbourne to Alice Springs. David Grear responded with the family 1925 Austin 7 Roadster similar to the one used by Alice in 1926. Please visit Birdwood and have a look, the display will still be there at Bay to Birdwood time.

Michelle Toft from the Museum wrote in her request to us: - "Alice Anderson (1897-1926) is considered Australia's first female garage proprietor. In 1919 Alice purchased a block of land on Cotham Road in Kew, Victoria and built a garage from her own design: 'Alice Anderson Motor Service'. The garage offered petrol sales, vehicle repairs, a driving school, 24 hour chauffeur experience and organised chauffeured tourist parties on interstate trips. It was an all-women business, and employed approximately nine chauffeurs and mechanics. Alice's ambition was to turn garage work into a profession suitable for women. Her death in 1926 remains a mystery; one night she was cleaning an automatic pistol and shot herself in the head. It is still speculated whether the shot was accidental.



Alice is a significant figure in Australian motoring history; her story can demonstrate the broader story of women in motoring in the early 20th century. The aim of this exhibition is to encourage visitors to engage with Alice's story; gain a deeper understanding of what it was like for a woman to have a motoring career in the 1920s; and consider what Alice's motto 'Nothing ventured, nothing gained' means in

their own life.

On the 13th of August 1926 Alice and her friend took a trip in Alice's two seater Baby Austin Roadster up to Alice Springs. On the return trip she sold the car to a Mr Donnellard in Oodnadatta.



It would be fantastic to display an Austin 7 as part of the exhibition. The purpose of the car would be to demonstrate the feat of Alice's journey and to encourage visitors to imagine travelling the distance from Kew,

Melbourne to Alice Springs on the roads of 1926 in such a vehicle. According to newspapers at the time, this trip would be a record for a car of that size (a lot of newspapers talk about how great the car is- good advertising for the Austin!)."





1959 ELFIN STREAMLINER

This Elfin Streamliner, owned by John Partridge of Victoria, was the first of 23 Streamliner models manufactured. Designed and built by the founder of Elfin Sports Cars, Garrie Cooper, who produced over 250 Elfin sports and racing cars, this prototype was road registered and driven to and from its early competition outings, the first being at Collingrove. South Australian born Garrie Cooper was the third recipient of the coveted CAMS Membership of Honour and was presented with an Advance Australia Award for his outstanding contributions to motor sport, shortly before his untimely death in 1982. Mechanical details: 4 cylinder side valve 193A Ford Engine, 1172 cubic capacity, 3 speed close ratio Ford gearbox, swing axle front, live rear axle, parallel trailing arms and panhard rod with coil spring over shock absorber suspension units all round, rack and pinion steering. Brakes - 3" x 1.75" front and 8" x 1.5" rear, hand braked aluminium body over a tubular steel space frame. Dimensions: wheelbase 78.2in, track front and rear 50.11in, length 116.45in, width 50in, height 28.25in, weight 850w. Top speed Approx 95mph.

This Year of Grace 1990

JANUARY							FEBRUARY							MARCH							APRIL								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
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21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28		
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30							
MAY							JUNE							JULY							AUGUST								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
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27	28	29	30	31			24	25	26	27	28	29	30	29	30	31					26	27	28	29	30	31			
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER								
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The calendar of 1990 from Tilbrooks Brake Service coincides with this year 2018, and in the photograph is a 1959 Elfin Steamliner. By pure chance, a series of small photographs have come to the club's attention from a past member, Bruce Berry, and part of this collection is the photograph right, showing the same Elfin Steamliner with Murray Lewis behind the wheel with Garrie Cooper, the owner in Conmurra Ave Edwardstown where Garrie manufactured the cars.



The above photographs from Port Wakefield shows three of the original five Elfin Streamliners built by Garrie with Bruce Went Number 21 followed by Garrie Cooper in Number 22, and in other photograph Number 23 is owned by Rob Brosnan. Elfin cars have morfed into something different in recent years.



The other day at the clubrooms mention was made on how do you restore wood grained metal to door capping and dashboards on 30's to 50's Austins. This article from the Austin A40 Car Club of Aust magazine "A40 Newsflash" May-June 2010 has the answer. Thanks to Barry Pannell, our Librarian, for finding this article & to the Austin A40 Club Victoria for reminding us of this (almost) lost art.

Woodgraining Dashboards and Window Surrounds

Woodgraining of interior trim is a painted finish that was a common and attractive practice used by car manufacturers in the 1930s through to the 1950s. The dash and window surrounds on many Austin A40s had a painted woodgrain finish.



At the February 2010 Chook Shed meeting, Charlie Bailey gave a demonstration of woodgraining the dash of an A40. What Charlie showed us should not be beyond our competence when we are restoring our vehicles. To assist us the following notes have been provided by Ken Holland in consultation with Charlie.



Above, L to R: Charlie Bailey preparing the paint; Charlie spraying the light to mid brown automotive acrylic base colour; and applying the dark brown water based artists paint using a 1 inch paint brush.

Woodgraining practice notes

1. Remove all knobs, instruments and glovebox lid.
2. Clean up by bead or sand blasting or by hand using *wet and dry* paper.
3. Spray on an undercoat with grey or red automotive acrylic primer.
4. Spray base colour in automotive acrylic. Charlie suggests a tan colour as in light to medium footwear colour.
5. Wait until the base coat is dry. Do not touch the painted surface with your fingers. From now on we apply artists water based paints using a 1 inch (25 mm) wide paint brush.
6. Artists water based paints may be purchased at an artists supply shop or at some large newsagents, usually coming in packets of 12 for about \$10.00; often they can be purchased in separate tubes. You will need an extra tube of dark brown.
7. Clean the 1 inch brush in water to which has been added two drops of dishwashing liquid, which is a wetting agent. Then squeeze out excess water from the brush until it is only damp.
8. Using a 1 inch brush, apply a thin to medium coat of dark brown and, as it is beginning to dry, put a small dab of medium yellow on one corner of the brush and a small dab of black on the other corner.
9. Now this is the skill part. Slowly brush from one end to the other several times using a distinct rather wavy motion to simulate a woodgrain effect. The black and yellow tend to emphasise this effect. To put a knot in the woodgrain, a gentle dab of the brush will suffice.
10. Wait until the water based paint is completely dry – it may take until the next day, but do not touch the painted surface as you will destroy your work. At this stage the paint will look drab and flat.
11. Spray with clear automotive acrylic and the grain will appear as if by magic.
12. Charlie suggests that you practice all the water based painting steps on a piece of sheet metal until you develop the painting skill.

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Thanks to all those who have requested complimentary tickets for displays at Historic Winton next year. If you are yet to send us your request for Complimentary Tickets for display cars or motorbikes, please do.

Please let us know, if you need more time due to the Christmas break. We have some wiggle room on the 1 January deadline. Both Club visits and individual motor enthusiasts are welcome to display. Sound your sirens. Ring your bells. Organisers are currently seeking heritage emergency vehicles for a display as well cars and motorbikes with significant anniversaries.

Please express your interest for display vehicle tickets to historicwinton@gmail.com [Please note that we have a new email address]. Please direct your specific enquiries about the vehicle displays or day or weekend club runs to organizer Noel Wilcox on noelwilcox@rocketmail.com or 03 5428 2689. We hope to see you at Historic Winton.

From all on the Historic Winton Organising Committee of the Austin 7 Club.