

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

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CELEBRATING 65 YEARS OF THE AUSTIN 7 CLUB IN SOUTH AUSTRALIA



AUSTIN 7 CLUB OF S.A. INC

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

2018 COMMITTEE

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TOURING: SIMON MANDER

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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.

All correspondence to:
The Secretary

**AUSTIN 7 CLUBROOMS: 262 TAPLEYS
HILL ROAD, SEATON 5023**

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

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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.

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 225 - JULY 2018



A Word from GB

Hi Members and Friends

I have just spent 5 weeks overseas with Carol travelling the Baltic area and Ireland. In that time I only noticed one black Morris Minor, split windscreen in immaculate condition in Russia. In England there were several traction engine shows, but all well away from where I was staying.

Further to our closing in of the spares shed and building a pergola between the shed and main hall the committee has let the contract to have this construction done. It has been submitted to Charles Sturt Council Planning Committee and we are waiting for their permission to go ahead.

A team from our Modern Regularity group entered 4 members in the Eastern Creek Regularity in NSW over the Easter weekend. The team, John Tiller, Anthony Vemer, Jason Smyth and Darryl Brigg completed 128 laps and contested against 34 other teams. The Austin Club team came second only losing 283 points for the day.

I congratulate the team on representing the Austin 7 Club of SA in motor sport in Australia and attaining second in the competition.

Austins Over Australia is slowly sneaking up on us, have you booked your accommodation in the Barossa. At present we have 164 expressions of interest, that relates to close to 300 beds already taken in the Barossa.

Don't forget to mark in your diary's 28th October when we will be celebrating our 65th birthday at the Clubrooms. David Searles has all the info so please speak with him.

I would like to welcome the following new members to the Club.

William Bayly, John Stevens, Georgina McKay, Harold Parsons, Michael Colmer, Mark Watson, Oliver Jaench, Courtney Tyler, Matthew Graziano, Ashleigh Hofmeyer, Jason Sutton and Bob Piper (Welcome back Bob)!

The Annual General Meeting which will be held on 10th September gives every member of the club a chance to nominate for a position on the committee. If you are inclined to become a member of the committee get your nomination form into our Secretary before the AGM meeting.

We are heading for summer, let's see the old vehicles out and about at club meetings and runs. Drive safely and be kind to others on the road.

Graham Buesnel
President

Club Calendar for 2018

July 2018

- 15 Hills Luncheon "By the Sea" at the Glenelg Surf Life Saving Club. Morning tea at the Austin 7 clubrooms.
- 23 A7 Technical Night
- 24 A7 Leisure Run
- 29 Modern Regularity R4

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. Bethany Oval in the Barossa Valley is the venue for this run.
- 3 Committee Meeting
- 10 Monthly and Annual General Meetings where all committee positions become vacant, please lodge your nomination with the Secretary.
- 16 Modern Regularity R5
- 18 A7 Leisure Run
- 24 A7 Technical Night
- 30 Bay to Birdwood Run for vehicles up to 31 December 1959.

October 2018

- 3 Committee Meeting

- 6/7 Riverland Rally - "Renmark River Run"
- 8 Monthly Club Meeting
- 16 A7 Leisure Run
- 22 A7 Technical Night
- 28 65th Birthday Celebration at the Clubrooms

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 R6
- 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 at the Marion Club Sturt Road Marion. Tickets from the Treasurer.
- 10 Monthly Club Meeting.

January 2019

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

65th Birthday of the Austin 7 Club of SA Inc

This Birthday event will be held at the clubrooms on Sunday 28 October 2018 from 10.00am to 4.00pm. There are a number of restrictions due to parking space availability at the clubrooms. Austin 7's will be parked on the front lawn, with other club registered vehicles being parked progressively towards the main gate. Sorry! - No trailers of any description will be admitted. Scott Appleyard will be chief Parking Marshall, and please park as directed.

There will be eight spaces available for members to conduct a car boot sale or a back door sale if a 4X4. Four will face the back fence and four face the Atco building and commence from the spares shed. Please see David Grear in the spares shed for allocation of your site. There is no restriction on what you have for sale. Please be in position by 10.00am. Any position not taken up will be put to use as general parking.

A deluxe barbecue lunch will be held between 12noon and 2.00pm, there is no cost to this but you must advise on your attendance in order that sufficient supplies are obtained. Please advise me (David Searles) either at any meeting, by email or ph 0408 700 047 as to you and how many family members are attending AND the vehicle you are bringing along. There will be a limit of 80 persons attending as the clubroom building is unable to accommodate more than this number especially if the weather is not in our favour.

There will be no obligation to remain for the duration, you can come and go as you please. Gates will open at 9.00am and we would like to clean up and close them by 5.00pm.

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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,LXL & 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)

Vale: George Keil

George was born in war torn Lithuania. When he was 5, after having lost his father a year earlier, he & his mother boarded a ship to make a new start in America, but the ship they were on came to Australia. They settled in Adelaide where his mum married one of the crew members on the ship. He completed his schooling & worked in Adelaide until he relocated to Port Lincoln to work in his father's brick making business. He married, had a daughter Sophie, but unfortunately that marriage didn't last. He then met & married Pam.



George & Pam joined the club in 1993 after having acquired a red 1928 Austin, George's dream car. Since then, they have done a lot of travelling, both in Australia and overseas, but when the club had any significant events or tours they would make sure they were available to attend, even if they couldn't come in their Austin. They attended just about every extended club tour, such as the Tassie trips of the '90's, as well as the Canberra, Great Ocean Road & the Great Australian Bight to see the whales. They also attended most of the "Pre War" & some of the "Border" runs. George didn't care where he drove his little red Austin 7, he even drove it onto "The Granites", just before Kingston (SE).

George was always the life of the party from the time he entered a room. He had a really firm handshake for the men, which he found hard to let go, and always had a big hug for the ladies, who called him "Huggie Bear". Those of us who knew him will recall that he was never short of words. He tended to explain things in exquisite, excruciating, never-ending detail. You asked George for an explanation at your peril.



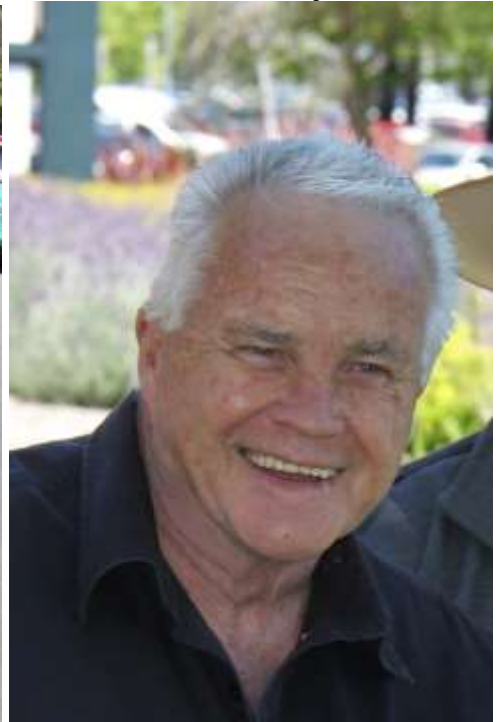
He had several great traits, but there was one exception for which he became well known – his poor timekeeping. He was always late, no matter what we were doing or where we were going. That never worried him & we all learned to live with it.

Over the past 2 years he has fought with advanced prostate cancer. Most of the time during treatment there was little impact on his ability to live life to the full. But once the cancer metastasised in the liver the cancer grew rapidly and at the beginning of April his chemotherapy was stopped and he was given 2-6 weeks to live. From that time, he rapidly deteriorated becoming weaker and fatigued. Fortunately, during that time, he was able to fly to Perth to say goodbye to his 96-year-old mother. He died peacefully at home surrounded by loved ones on 21st April 2018.

I am sure many of us have fond memories of George. He will be sadly missed.

Vale: Peter Dover

We also heard of the passing of our member Peter Dover on Monday 11 June aged 71 years. Peter had been a member since 2001 and had been fighting cancer for some time. Peter is best remembered in the Austin 7 Club in recent years for his Austin 7 tow truck which was very popular at public displays. He won the People's Choice award at the Herbert Austin Centenary show at Tea Tree Gully. Peter was also into Hot Rods being a member of the Southern State Street Rod Club. He is also remembered for his Elvis Presley impersonation as he had the right singing voice and character to fulfill this role. Another member who will be sadly missed.



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RAA Members Welcome

Austin 7 Club Members Welcome

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Welcome to **FEDERATION MOTORFEST 2018**, we hope that you will enjoy taking part in the various events as described below and at the same time see a little more of Adelaide and its surrounds. We look forward to meeting new and old friends in September.....**Federation Motorfest Committee.**

- ☐ Day 1: MONDAY 24 SEPTEMBER 2018 - FLOUR MILLS OF THE ADELAIDE HILLS
- ☐ Day 2: TUESDAY 25 SEPTEMBER 2018 - A STEP BACK IN TIME
- ☐ Day 3 WEDNESDAY 26 SEPTEMBER 2018 - 'ROUND THE SHEDS
- ☐ Day 4 THURSDAY 27 SEPTEMBER 2018 - A GRAVE EXPERIENCE
- ☐ Day 4 THURSDAY 27 SEPTEMBER 2018 - UNCLE ARTHUR'S NIGHT AT THE CINEMA
Wallis Cinema Complex Mitcham Shopping Centre Princes Road MITCHAM.
- ☐ Day 5 FRIDAY 28 SEPTEMBER 2018 - VETERAN COASTAL CAPER
- ☐ Day 8: MONDAY 1 OCTOBER 2018 - WHEELS AND TRACKS
- ☐ Day 9 TUESDAY 2 OCTOBER 2018 - JEWELS OF THE FLEURIEU SOUTH COAST
- ☐ Day 10 WEDNESDAY 3 OCTOBER 2018 - DROUGHT PROOFING ADELAIDE
- ☐ Day 11 THURSDAY 4 OCTOBER 2018 - A DAY IN THE VINES
- ☐ Day 12 FRIDAY 5 OCTOBER 2018 - THE PAECH'S NOSTALGIC FARM

MOTORFEST HEADQUARTERS:- All events commence at Motorfest Headquarters which is part of the Glandore Community Centre complex, located corner of Clark Avenue and Naldera Street, Glandore. There is plenty of paved off-street parking from Clark Ave and easy access to facilities with tea and coffee on arrival. We staff Motorfest Headquarters about one hour before scheduled departures in time for you to sign in and have a chat and cuppa. An entry form and detailed event sheet are on our clubroom noticeboard or available to download on www.fhmcsa.org.au

PAST EVENTS

Austin 7 Club/TTM Funkhana Houghton Oval Sunday 8 April 2018



Thank you for attending the Funkhana today. I really hope you had a good day despite it being warmer than I had ordered. I would really like to thank those who helped in any way – big or small, it was very much appreciated.



The results of the events, even though the moment has passed, the events are nowhere near as important as participating and just having fun.

Overall

- | | |
|---|------------------------------|
| • 1 st Alan Baker | Austin 7 |
| • 2 nd John Ellis & Allan Long | Commodore & 4 wheel drive |
| • 3 rd Steve Drury | Chrysler Saratoga (LH drive) |

TTM won the team points

The winners of each event were;

- | | |
|---------------------------|--------------------------|
| • 1.5 metres | Alan Baker |
| • Circle | Allan Long |
| • 2 markers | Geoff Stephens |
| • Reverse to plate | Steve Drury |
| • Car Width | Alan Baker |
| • Paper Throw (Driver) | Alan Baker |
| • Catch & Throw ball | Colin Genders |
| • Paper Throw (Passenger) | Alan Baker, Martin Lewis |
| • Ball in Bucket | Allan Long |

- Tight Rope
- Live Wire

Kristen Bailey, John Ellis, Colin Genders,
Laurie Sutton & Colin Tucker
Allan Long



The judges decision was final & no correspondence was entered into.
Thanks to all participants for being good sports & having a go.
A special thanks to Tony Morgan and his helper who excelled in the catering
department and kept the players and onlookers well fed.

Ralph Drage

...and meanwhile at Eastern Creek in NSW

The name's Austin 007

Sport April 18, 2018 Louise Michael



Balaklava's John Tiller and his Austin 7 teammates, had success in their first outing in the Regularity Relay at the Eastern Creek track in NSW over the Easter weekend.

From 35 teams, and with a combined total of 128 actual laps, the Austin 7 team came second with 283 points.

The team consisted of regulars John Tiller, Anthony Verner, Jason Smyth, and fill-in Darryl Brigg.

"We liked the track – it was a bit busy at times but we did well for our first time there," John Tiller said.

Drivers raced a maximum of 20 consecutive laps each before taking a break, all trying to race to their nominated times from their qualifying drive.

Read the full story in our online edition: <http://plainsproducer.realviewdigital.com>

CLUB CLASSIFIEDS

FOR SALE:

John Hewson has for sale this Austin 7 Special he has built with 1932 motor. It has good tyres and is partly finished and John would like about \$4,500 for this Austin . Please ring him on 0406 003 949.



Austin 7 Club of SA Pre War Run to Broken Hill 21 April - 28 April 2018

The 2018 Prewar run event was held at Broken Hill & Mildura over the length of a full week and taking in Anzac Day, Sat 21- Sat 28 April. There were 18 participants with 10 Austin 7 cars and all made it through the week in working order.

Due to the distance from home, Austins were trailered to the major destinations. Our trip began at Burra where we met for lunch and a leisurely walk of the streets while waiting until all had arrived. We drove in convoy to Peterborough for an overnight stop where cars & trailers generally took over the motel car parking space. The evening visit to the historic roundhouse train museum for an educational & entertaining sound & light show was fantastic. We learnt about the history of the railway between Adelaide and Broken Hill when it supported the fledgling industries of agriculture & mining.

On Sunday we departed Peterborough and travelled to Broken Hill. Immediately upon arrival at the Old Willyama Hotel, trailers were unloaded & parked out the back. The Austin 7's were unleashed onto the streets of Broken Hill for their first runs –the information centre, the bottle shop, supermarket and to generally check out the layout of town.



Monday included a drive to Silverton. We found the gentle undulating terrain was superb for “running in” our freshly worked motor & the huge welcome sign was just right for a group photo opportunity. In Silverton there was the old Hotel, the Mad Max museum, friendly free roaming burrels, galleries, old churches, the old school building, old gaol museum etc. Lunch was at the Hotel. We observed the new windfarm under construction in the distance and drove northwards to the Mundi Mundi lookout at the head of the Mundi Mundi Plains.



An ABC radio interview at was conducted early Tuesday morning followed by a day to explore Broken Hill in a group & individually - Pro Hart gallery, Royal Flying Doctors national base, the huge mining mullock heap on the edge of town with the Line of Lode Miners Memorial at the top, numerous galleries & the shops.





During our tour of the RFDS base at Broken Hill, we observed the maintenance of aircraft from a balcony overlooking the main hangar. This regular maintenance being carried out was described by the RFDS tour leader.



Anzac Day morning was clear & crisp. Very few made it to the dawn service, although most heard & saw the 6am historic plane flyby. We paid our respects by visiting the flower display at the cemetery which was recognising women who have served in war. Our travels took us to visit the Broken Hill Racecourse via the scenic route, followed by a sustenance top up at Bells Milk Bar & an inspection at a local collector's yard. Again there was ample free time to explore individually or catch up with friends & acquaintances in Broken Hill, even a visit to the Menindie Lakes for some.

On Thursday we bade farewell to Broken Hill and took a leisurely drive to Wentworth, just 270km south. We observed the new pipeline in varying stages of construction that will deliver water from the Darling to Broken Hill. We took a short look at the two rivers junction (Murray & Darling) followed by lunch in Wentworth township. On route to Mildura we took a look at the Big V Industries museum & workshop. Our evening was spent on a paddle steamer, the Mundoo. It was quite an experience quietly gliding on the still river in the dark. Trees and private water front homes were lit up for our enjoyment. Our captain was a 16 year old apprentice boat driver who did a great job.



Friday morning saw us split into 2 groups by gender. One group enjoyed shopping at the mall while the other visited a private Holden car museum. Daryl and Margaret call Mildura home. They put on a delicious BBQ lunch at their place, displayed their cars and workshop projects and organised for some local Mildura car enthusiasts to visit with their old cars. Great effort. Again there was time for individual exploring in the afternoon. On Saturday participants dispersed on individual time schedules for return to Adelaide.

Here are a few photos taken at Broken Hill:



At Bell's 50's Diner, with chrome and laminex kitchen furniture and (right) settling in at the Junction Hotel for an evening meal before the glasses were filled.



Austin 7's lined up in the courtyard of the Old Willyama Motel Broken Hill.



British Classics Tour Victor Harbor Sunday 6 May 2018

Quite a few Austin 7 members entered this annual event as the featured marque this year was "Austin of England".

Meeting at Warland Reserve in Victor Harbor morning devonshire tea was had at the Crown Hotel with some 500 people partaking in this culinary delight. After welcoming everyone, the HMVC flagged us off for a short drive to Waitpinga Beach for a break before heading back to Victor, where Arthur & Nadia Addyman won the "Marque of the Day" trophy in their

Austin 10. Congratulations to you both. Other A7 Club Austins taking part were an A95, 1800 and several sevens.



Taking a break at Waitpinga Beach

TTM Trophy #2

27 May 2018

REGULARITY



		Name	E1 5 Laps	E2 6 Laps	E3 7 Laps	E4 7 Laps	Total 25 Laps
1	36	Sandy WATTERS	46	29	195	402	672
2	67	Darryl BRIGG	35	53	288	368	744
3	51	Donald STACEY	33	492	209	141	875
4	72	Anthony VERNER	13	70	337	531	951
5	20	Brenton THORNDIKE	65	69	326	519	979
6	25	Katrina NITSCHKE	46	426	319	195	986
7	90	Peter NELSON	71	116	553	248	988
8	37	Jordan JOHNSTON	42	574	128	373	1117
9	12	Matthew TOTANI	80	333	382	372	1167
10	53	Jason THIELE	56	154	362	666	1238
11	95	Kristen BAILEY	62	617	204	375	1258
12	64	Dylan FLEGO	58	367	533	303	1261
13	7	Rachael HOFMEYER	117	580	290	288	1275
14	38	William FARINA	584	329	204	298	1415
15	79	Noel HARRIS	20	34	699	676	1429
16	69	Colin TUCKER	18	266	339	967	1590
17	91	Jack MICHELSON	250	627	478	240	1595
18	97	Greg WENZEL	28	84	1330	201	1643
19	8	Geoff STEPHENS	250	610	569	239	1668
20	61	John TILLER	19	48	1010	599	1676
21	46	Michelle WEGENER	32	70	1086	506	1694
22	47	Brodie TURNER-SHARP	76	640	799	204	1719
23	78	Neil MARTIN	31	93	906	722	1752
24	71	Steve CONROY	58	53	1077	580	1768
25	54	Frank GROSSER	106	993	451	251	1801
26	48	Brendan WEGENER	19	111	1105	743	1978
27	23	Henry BOWDEN	93	996	841	100	2030
28	52	Jayden CATALANO	717	614	196	604	2131
29	30	Brett WATTERS	480	1141	276	351	2248
30	73	Duane GENT	116	31	1062	1149	2358
31	21	Colin GENDERS	30	457	798	1134	2419
32	63	Scott TILLER	120	508	656	1149	2433
33	14	Christopher HUNT	72	956	385	1149	2562
34	66	Philip SCADDING	717	106	1321	478	2622
35	87	Kate STEPHENS	717	1141	602	307	2767
36	33	Ashleigh HOFMEYER	328	1141	678	713	2860
37	44	Craig MARSHMAN	51	1141	1021	864	3077
38	77	Andrew BAOHM	64	72	1960	1149	3245
39	45	Oliver JAENSCH	702	1126	1945	772	4545
=40	5	Craig MEULENGRAAF	717	1141	1960	1149	4967
=40	10	John ELLIS	717	1141	1960	1149	4967
=40	32	Peter TRUDGEN	717	1141	1960	1149	4967
=40	59	Kain ARMSTRONG	717	1141	1960	1149	4967
=40	68	Gavin LYMN	717	1141	1960	1149	4967
=40	76	Alec DONNON	717	1141	1960	1149	4967
=40	89	Aaron STEER	717	1141	1960	1149	4967
=40	89	Courtney TYLER	717	1141	1960	1149	4967

		Team	E1 5 Laps	E2 6 Laps	E3 7 Laps	E4 7 Laps	Total 25 Laps
1	I	Peter NELSON		116		248	568
		Craig FLORANCE			174		
		Colin GENDERS	30				
2	Frogstomp Racing H	Brett WATTERS			276		742
		Sandy WATTERS		29		402	
		Darryl BRIGG	35				
3	C	Brendan WEGENER	19				1092
		Michelle WEGENER		70			
		Brodie TURNER-SHARP			799	204	
4	M	Rachael HOFMEYER	117			288	1136
		Ashleigh HOFMEYER			678		
		Steve CONROY		53			
5	D	Colin TUCKER	18			967	1223
		Kristen BAILEY			204		
		Noel HARRIS		34			
6	TFT Racing E	Matthew TOTANI		333			1419
		Jason THIELE			362	666	
		Dylan FLEGO	58				
7	K	William FARINA	584			298	1458
		Graham PATTERSON		98			
		Jack MICHELSON			478		
8	N	Donald STACEY		492		141	1910
		Courtney TYLER	717				
		Peter RENTON			560		
9	R	Henry BOWDEN			841		2038
		Christopher HUNT		956			
		Katrina NITSCHKE	46			195	
10	A	Geoff STEPHENS	250				2191
		Kate STEPHENS		1141			
		Jayden CATALANO			196	604	
11	B	Andrew BAOHM	64				2381
		Duane GENT			1062	1149	
		Philip SCADDING		106			
12	G	Jordan JOHNSTON	42			373	2404
		Alec DONNON			1960		
		Nick METCALFE		29			
13	F	Anthony VERNER	13			531	2552
		John TILLER		48			
		Aaron STEER			1960		
14	P	Gavin LYMN	717				3265
		Craig MEULENGRAAF			1960		
		Brenton THORNDIKE		69		519	
15	Q	Greg WENZEL	28			201	3330
		Craig MARSHMAN		1141			
		Kain ARMSTRONG			1960		
16	J	Frank GROSSER		993			3706
		Peter TRUDGEN			1960		
		Neil MARTIN	31			722	
17	O	Alex BROWN			1565		4031
		Darren LOCHERT				2355	
		Tony HIXSON	43	68			
18	L	Scott TILLER	120			1149	4355
		John ELLIS		1141			
		Oliver JAENSCH			1945		

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#71 Steve CONROY



#48 Brendan WEGENER



#77 Andrew BAOHM



#36 Sandy WATTERS



#20 Brenton THORNDIKE



#14 Christopher HUNT



#90 Peter NELSON



#73 Duane GENT

2018 Modern Regularity - TTM Trophy Round 2, 27 May

A typical mid -Autumn Mallala day greeted drivers for the second round of this year's TTM Trophy, sponsored by Darryl Brigg, with changing weather forecast later in the day, from the fine morning.

Heat 1 – 5 laps: Fine and cool. 1st Anthony Verner *Mercedes Benz SLK320*, 13 pts; 2nd Colin Tucker *Ford Cortina*, 18 pts; with Brendan Wegener *Prelude/Magna* and John Tiller *Mazda MX5*, =3rd 19 pts.

Heat 2 – 6 laps: The first rain showers fell during this heat. 1st Sandy Watters *Peugeot 206Gti*, 6 pts; 2nd Duane Gent *Holden Commodore*, 31 pts; 3rd Noel Harris *Ford Escort MkII*, 34 pts.

Heat 3 - 7 laps: By now the rain had arrived and the wet track caused drivers problems in achieving their nominated times, as the results show! 1st Jordan Johnston *Hyundai Excel*, 128 pts; 2nd Sandy Watters, 195 pts; 3rd Jayden Catalano *Hyundai Excel*, 196 pts.

Heat 4 -7 laps: The track was now damp but drying and the drivers' challenges hadn't got any easier, particularly for the first group out. 1st Henry Bowden *Toyota Celica*, 100 pts; 2nd Donald Stacey *Hyundai Elantra*, 141 pts; 3rd Katrina Nitschke *Peugeot 206*, 195 pts.

Overall placings were 1st Sandy Watters 103 pts, 2nd Darryl Brigg 744 pts and 3rd Donald Stacey 875 pts.

As noted, the weather changes during the day played a significant part in the event results but they also enabled different drivers, (not the "usual suspects"), to achieve their well-earned moments of glory.

*This was also the first round of the **BMW Drivers Club Regularity Challenge**, with seven drivers taking part.*

Heat 1 – 5 laps: Fine. 1st Nick Metcalfe *BMW 2002*, 41 pts; 2nd Tony Hixson *BMW 528i*, 43 pts; 3rd Craig Florance *BMW E30*, 66 pts.

Heat 2 – 6 laps: Fine. 1st Nick Metcalfe, 29 pts; 2nd Tony Hixson, 68 pts; 3rd Craig Florance, 80 pts.

Heat 3 - 7 laps: These drivers now had a Wet track. 1st Craig Florance, 174 pts; 2nd Peter Renton *BMW 320i*, 560 pts; 3rd Nick Metcalfe, 652 pts.

Heat 4 - 8 laps: Damp. 1st Nick Metcalfe, 155 pts; 2nd Peter Renton, 294 pts; 3rd Tony Hixson, 353 pts.

Overall placings were 1st Craig Florance, 742 pts; 2nd Nick Metcalfe, 877 pts; 3rd Peter Renton, 1012 pts.

2018 Modern Regularity - TTM Trophy Round 3, 24 June

This time the weather, for a day in mid-winter, turned out to be OK – cold, fine and sunny all day, with **no** Mallala wind! Our sponsor for the meeting again was Darryl Brigg.

It was a day of mechanical woes for several, the emergence of a new "star" and the return of Colin Zytveld to the event. In fact it was 5 years to the day since he last won a trophy, which Tony Morgan was only too pleased to present to him from that meeting, as it had been gathering dust in Tony's garage! However, his car broke the gearbox as he received the flag at the end of heat 2 – out for the day!

Susan Glasson struggled to complete heat 1, with only 2nd and 4th gears working and then found that the gearbox had a severe oil leak – also out for the day!

Andrew Baohm had a bizarre occurrence in heat 1 – on lap 1, the whole pedal structure (clutch, brakes and accelerator) broke away from the firewall of his Monaro! Undaunted, Andrew returned home, collected his Ford Mustang and returned to the fray for Heat 3!

Colin Tucker and Brett Watters also fell foul of the mechanical gremlins during the meeting.

Heat 1 – 5 laps. 1st James Sutton *Mitsubishi Lancer EVO 5*, 20 pts; 2nd Colin Zytveld *Nissan Bluebird*, 21 pts; 3rd Colin Tucker *Ford Cortina*, 23 pts.

Heat 2 – 6 laps. 1st Philip Bunker, *IDS SCR3*, 14 pts; 2nd James Sutton, 18 pts; 3rd Anthony Verner *Mercedes Benz SLK320*, 23 pts.

Heat 3 – 6 laps. 1st Sandy Watters *Peugeot 206 Gti*, 15 pts; 2nd Peter Nelson *Subaru WRX Sti*, 26 pts; 3rd Geoff Stephens *Hyundai Excel*, 28 pts

Heat 2 – 5 laps. 1st James Sutton, 11 pts; 2nd Stephen Drury *Mazda RX7*, 13 pts; 3rd John Tiller *Mazda MX5*, 20 pts.

On a fine day all winning drivers were able record low scores; overall placings were – 1st James Sutton, 132 pts; 2nd Anthony Verner, 152 pts; 3rd Stephen Drury, 161 pts.

Congratulations to our new “star in the making”, James Sutton on his win. This was his FIRST drive in our competition, after only ONE day of track experience – however John Tiller took (some??) credit for this success - “I taught him everything he knows!!”

The leaders in the **TTM Trophy** are - 1st Sandy Watters 183 pts; 2nd Anthony Verner, 140 pts; 3rd Kristen Bailey 123.5 pts.

This was also round 2 of the **Ladies Series**.

Heat 1 – 1st Michelle Wegener *Mitsubishi Magna* 35 pts; 2nd Sandy Watters 92 pts; 3rd Katrina Nelson (nee Nitschke) *Peugeot 206*, 130 pts.

Heat 2 – 1st 28 pts; 2nd Sandy Watters 29 pts; 3rd Kristen Bailey 45 pts.

Heat 3 – 1st Sandy Watters 15 pts; 2nd Kristen Bailey 38 pts; 3rd Katrina Nelson 45 pts.

Heat 4 – 1st Katrina Nelson 35 pts; 2nd Michelle Wegener 43 pts; 3rd Kristen Bailey 59 pts.

After sharing the spoils, the meeting placings were 1st Michelle Wegener, 2nd Sandy Watters, 3rd Katrina Nelson and 4th Kristen Bailey.

For the **Ladies Series Trophy**, the leaders are - 1st Sandy Watters 16 pts; =2nd Kristen Bailey and Michelle Wegener 15 pts.

This was also the second round of the BMW Drivers Club Regularity Challenge, with 4 drivers taking part.

Heat 1 – 5 laps. 1st Nick Metcalfe *BMW 2002* 30 pts; 2nd Graham Patterson *BMW M535i* 36 pts; 3rd Tony Hixson *BMW 528i*, 63 pts.

Heat 2 – 5 laps. 1st Craig Florance *BMW E30* 34 pts; 2nd Tony Hixson 35 pts; 3rd Graham Patterson 58 pts.

Heat 3 – 6 laps. 1st Tony Hixson 114 pts; 2nd Craig Florance 122 pts; 3rd Nick Metcalfe 167 pts.

Heat 4 – 6 laps. 1st Tony Hixson 33 pts; 2nd Craig Florance 50 pts; 3rd Nick Metcalfe 89 pts.

Overall meeting placings were - 1st Tony Hixson 245 pts; 2nd Craig Florance 277 pts; 3rd Nick Metcalfe 361 pts.

The **BMW Challenge** leaders are - 1st Craig Florance 24 pts; 2nd Tony Hixson 23 pts; 3rd Nick Metcalfe 22 pts.

Barry Frost

Regularity					24 June 2018				
BMW Challenge									
Name			E1	E2	E3	E4	Total		
			5 Laps	5 Laps	6 Laps	6 Laps	22 Laps		
1	4	Tony HIXSON	63	35	114	33	245		
2	51	Craig FLORANCE	71	34	122	50	277		
3	55	Nick METCALFE	30	75	167	89	361		
4	3	Graham PATTERSON	36	58	182	99	375		

TTM Trophy #3

24 June 2018

REGULARITY

Name			E1	E2	E3	E4	Total
			5 Laps	6 Laps	6 Laps	5 Laps	22 Laps
1	74	Jason SUTTON	20	18	83	11	132
2	72	Anthony VERNER	41	23	48	40	152
3	24	Stephen DRURY	52	28	68	13	161
4	61	John TILLER	46	35	77	20	178
5	46	Michelle WEGENER	35	28	78	43	184
6	78	Neil MARTIN	39	48	75	23	185
7	11	Philip BUNKER	64	14	57	52	187
8	68	Gavin LYMN	42	32	89	31	194
9	67	Darryl BRIGG	40	43	64	53	200
10	90	Peter NELSON	58	54	26	64	202
11	10	John ELLIS	112	43	31	36	222
12	8	Geoff STEPHENS	61	94	28	60	243
13	36	Sandy WATTERS	92	29	15	120	256
14	25	Katrina NELSON	130	46	45	35	256
15	64	Dylan FLEGO	32	79	133	30	274
16	95	Kristen BAILEY	138	45	38	59	280
17	70	Paul TAYLOR	44	135	65	69	313
18	87	Kate STEPHENS	156	45	68	75	344
19	63	Scott TILLER	124	109	87	29	349
20	23	Henry BOWDEN	105	78	79	142	404
21	54	Frank GROSSER	138	79	148	84	449
22	59	Kain ARMSTRONG	124	124	159	60	467
23	45	Oliver JAENSCH	189	248	59	31	527
24	5	Andrew MCKIGGAN	155	71	314	57	597
25	69	Colin TUCKER	23	35	384	157	599
26	43	Colin ZYTVELD	21	39	384	157	601
27	12	Matthew TOTANI	132	68	369	35	604
28	77	Andrew BAOHM	189	283	139	33	644
29	30	Brett WATTERS	53	283	384	157	877
30	40	David ZOLLO	125	268	384	157	934
31	93	Susan GLASSON	174	283	384	157	998

TTM Modern Regularity 24 June 2018

#11 Philip BUNKER



#72 Anthony VERNER

TTM MODERN REGULARITY 24 June 2018



#46 Michelle WEGENER



#30 Brett WATTERS



#61 John TILLER



#43 Colin ZYTVELD



#70 Paul TAYLOR



#8 Geoff STEPHENS



#69 Colin TUCKER



#5 Andrew McKIGGAN

64th Year of SA/Vic A7 Border Runs – Horsham 9/11 June 2018

On the morning of Friday 8th June, 10 vehicles, carrying a total of 17 people, left Mount Barker, headed for Wellington and then Meningie, on our way to Kingston. The plan being overnight at Kingston and then onto Horsham to join the Victorian Austin 7 Club for the annual Border Run. A further 8 cars (16 people) from the SA club would be making the journey direct to Horsham on Saturday morning. (Included in the Saturday arrivals were our members Lee and John Sandford from Mildura).

The Friday contingent should have departed with two more cars carrying four people, but the gremlins were already biting. Simon and Trevor Mander in the Doctor's Coupe and David Garnett in his 7 made it to Glen Osmond before David's crankshaft fell apart. **Hard-Luck Story No. 1.** Back to Simon's and David then drove Simon's 1934 Austin 14 for the journey. It was fortuitous that he was in a bigger car, as you will read soon.

As we passed through Langhorne Creek Martin veered off into Bleasdale's winery for some vital "stores". Grace and Ron were following him and Ron had to wrestle the wheel of the Datsun 2000 Fairlady out of Grace's hands to stop her from following him.

Morning tea at the ferry and then over the river and onwards to Meningie – well, onwards for about 500 metres for Bob and Chris Gell in their Vanden Plas Princess 1100. The electronic fuel pump in the Princess retired. **Hard-Luck Story No. 2.** A trip back to Adelaide in the RAA truck for the Princess, Bob and Chris which enabled them to transfer luggage into their modern and arrive at Kingston at about 6:30pm. With much gratitude Bob and Chris are full of praise for the RAA.

We stopped at Andrew and Deb Dawes' home for our BYO lunch at Meningie. Andrew has a well set-up garage in which we sat, surrounded by an impressive collection of motor memorabilia, including his Austin 7 (and a modern ride-on lawn mower). Andrew is an accommodating host and we all thanked him for his hospitality as we left to continue to Kingston. 190 miles.

Happy hour and a pleasant meal was followed by a restful night at the Lacepede Bay Motel. After a cooked breakfast we set forth in quite a heavy fog for the 150 mile journey to Horsham. The fog cleared by the time we reached Lucindale, and then it was good travelling to Naracoorte to fuel up the humans.

A short distance out of Naracoorte I came across this scene. Simon and Trevor's Doctor's Coupe ran out of power. It appeared there was an ignition issue, so David Garnett got stuck into the distributor. Problem solved. The car fired into life and everybody got mobile again – for about a mile. Similar scene around the same car. This time there was a suggestion that the condenser might be faulty. The old one, with a loose wire that virtually fell out, was removed and a new one fitted (who carries a spare condenser?). The problem was declared fixed.



And so it was for another mile, where the little car was parked again. "Right, let's have a look at the coil." When I left (parking was not ideal at that point in the road)

David was trimming the badly charred end of the high tension lead from the coil. However, the final diagnosis was a stripped timing gear.

The poor little coupe was loaded onto an RAA truck for delivery back to Adelaide. **Hard Luck Story No. 3.** Simon and Trevor loaded themselves into the Austin 14 David was driving (refer to Hard Luck Story No. 1) and they eventually arrived at the Motel in Horsham at about 5:00pm. Another set of grateful RAA members.

On arrival at the motel in Horsham we were greeted by the SA members who made the journey from Adelaide on Saturday as well as the Victorian members who had also booked in. A really good display of Austins generally and many 7s being unloaded from trailers as well as a few helpers standing around watching the flat tyre on Ian Jones' car being changed. Happy hour at 4:30 gave way to dinner in a great friendly atmosphere.



After wiping the heavy dew off our cars on Sunday morning we headed off to Murtoa, about 20 miles from Horsham to take in some morning tea and have a look at the Stick Shed. Thanks to a local ladies' group we topped up with fresh scones and some caffeine to keep us going.



In 1941 there was a wheat glut in Australia brought about by the war-time inability to export Australia's produce and the bumper season that was being experienced. In several places, including Murtoa, bulk grain bunkers were built to store the excess wheat. This one is 275m long, 60 metres wide and 20 metres high along its apex. The roof is pitched at the same angle at which wheat naturally falls.

The roof is supported by 560 poles, every one of them from single mountain ash trees. Those down the centre line were from trees over 20 metres (60 feet) tall. Any wonder it gained the nick-name of The Stick Shed. Being the only one of its type left in the world, it is heritage listed.



On to Rupanyup, about 9 miles away to view some silo art. This is an impressive drawing of 2 local teenagers in netball and football uniforms depicting the togetherness of rural communities. There is a series of silos in the region and a good side-tour will take you to them. They create tourist traffic which helps keep these small towns alive.

Then to the Commercial Hotel for lunch. Somebody was on the ball because this photo was taken from the Rupanyup Silo-art facebook page



After lunch we headed for Woods' Farming and Heritage Museum for a long time gazing at everything rural – from household clothing and appliances to workshop machinery and a couple of large sheds of tractors, trucks and farm implements.



Some of us then visited the Water Tower Museum which had some interesting displays, especially this pedal organ which belonged to one Ernst August Schache (1853-1939) who was born in Greenock, SA and moved to the Rupanyup district with his family in 1873. August was a distant relation to our own Ron Schache.

A few cars went on to have a look at a couple of other silo-art examples, while most headed back to the motel load cars onto trailers and prepare for the journey home, or just for a bit of a break before happy hour and dinner. The closing dinner on Sunday night was again a very social affair. The Athol Lamont Perpetual Trophy was awarded to Rob & Ivy Davis for their A7 Coupe.



Monday morning saw a flurry of activity as everybody loaded up and headed for home. A few of us stopped at Bordertown for an early lunch break before the last leg. I haven't heard of any hard luck stories from the homeward trip. Some called into The Bend Motorsport Park at Tailern Bend for a look and to christen the new carpark pavement with oil from leaking

Austins. There's obviously still a lot of work to be done, but it is looking very smart.
Martin Lewis



Members on the Border Run from SA were:

Scott Appleyard; Alan & Val Baker; Barney & Jean Bunker; Chris Cutting & her sister Vivian; David Garnett; Bob & Christine Gell; Trevor & Rosalie Gent; Bill Gower & daughter, Suzanne; David & Michele Gear; Doug & Vivienne Hill; Ian & Cheryl Jones; Martin Lewis; Greg & Julie Lindsay; Simon Mander & Trevor Mander; Lee & John Sandford; Ron & Grace Schache; David Searles; Laurie & Pam Sutton; Steve & Beryl Thorpe.

Over the years of recording Border Runs for 64 years, it can be reported that Ian Jones has the record, so far, in attending 47 Runs, it would have been 49 Runs but for the reason that he arrived late on two occasions, (we had departed on the Monday morning prior to his arrival). Next is David Searles on 42; Cheryl Jones on 39 (similarly should be 41 but for the two late arrivals); David Gear on 35; Joyce Garnett on 23 and David Garnett on 20 Runs.



The Streets of Murtoa were filled with Austin 7's in readiness for morning tea.

This story began at the end of last year. As part of the 25th Anniversary Celebrations it was decided to have a run similar to the 21st Ayers Rock saga. A number of people showed interest. But for various reasons, there were only four firm starters.

The People -- Bruce Bridgart Carpenter and Farmer
Trevor Mander Interstate Truck Driver (for a working holiday)
Colin Hanks Radio Technician Racing Driver (when axles permit)
Charlie Adams Spare Parts Austin 7 & Datsun.

The Vehicles -- 1929 Austin 7 Chummy, named Chumly, owned by C Adams
bought for £10 in 1964 and used a fair amount since 1979
Blue Morris J Van with early Vauxhall 18 hp 6 cyl. engine
and gearbox is named the indigenous bus owned by Ian Jones
and used on the Ayers Rock caper, and Colin Hanks'
Two wheel enterprise Trailer Mark 4 chassis Nos. 1 or 2.

This story will be part one from Adelaide to Birdsville; the return, Part 2, will be in the next issue of the Journals.

Part 1 -- We left Ian Jones' Enterprise Service Station on Saturday 27 May at 2.30 pm for the first stop at Two Wells. Trevor and Charlie in the Seven Trevor and Bruce's wives and children in a Modern Bruce and Colin following. At Two Wells we had to wait about half an hour for the Van to catch up. When it arrived we set off for Pt Wakefield. The Modern turned back and the Van waited for Ian Jones who was bringing up some Ordinance Maps for the trip. We arrived at Pt Wakefield at 4.30 and waited. Bought some chips and coffee and waited and waited. The Van arrived one hour later without the Ordinance Maps. So we drove on with a new BP Map in kilometers in the Seven with a speedo about 4 mph slow at 40 mph and no odometer an Ampol Map (very old and soiled) in miles with the Van no speedo or odometer and jumping out of gear regularly.

Had tea at Crystal Brook Roadhouse 7.30 and decided to book into Motel at Pt Pirie for the night -- would have been a hard job to pitch the tent and find all the gear that was thrown in the Van about 1 pm that afternoon -- arrived Pt Pirie 9 pm.

Sunday 28: Left Motel 9 am. Owner had a couple of J Vans himself and showed a lot of interest in our Blue one. Morning tea at Mambray Creek. Gearbox on J Van getting worse and voltage regulator playing up. Turned off Highway One at Stirling North towards Quorn. Going through Pichi Richi Pass the Austin flodded and stopped a couple of miles later. Had trouble with right hand corners with rises at the end, the tank was still about a quarter full but filling with petrol cured this. In Quorn we were told of a couple of Austin 7's (about 6) driving around the District last Wednesday -- the Victorians on their trip to Wilpena Pound. Onto Hawker for lunch break, tea, chips and hamburger bought at General Store. Ate lunch out in the street with the flies and the other dogs. Left Hawker drove on and about 4 pm above Parachilna set up camp in a creek bed (good grief!) for the first time. Nobody had seen the tent for four years and we needed daylight to empty the Van and sort out what we had and what we had left behind. Made a campfire and drank some of a Coolabah Burgandy blanket.

Third Day Monday 29: Started off about 9.30. After going through the Town of Copley we saw a lot of car wrecks strewn around. We left the road in the Austin and explored looking for a Vauxhall gearbox but only thing we found was a Land Rover dash with an Austin type ignition switch and a similar speedo. Made a hook to hold Van in Gear. Arrived Leigh Creek, rang Ian Jones (surprised) and asked a passer-by if he knew where we could find Don Scott a Past Member of the Club and personal friend from way back.

.../9

After telling us a complicated set of directions which were useless, if he wasn't there u that Beverly Scott was "through that door" - ETSA's Administration Building about 20 yards away from us. Saw Bev, she told us Don would be home for lunch in about 90 minutes. We decided to keep going but would call in on our way back. Lyndhurst - topped up our oil and petrol. A large lad with a F250 Ford Ute pulled up and asked where we came from and where we were going. (Remember him - we meet up with him later.) Had lunch between Lyndhurst and Marree - soup, coffee, biscuits and beer. Arrived Marree about 1.30. went to the Police Station. The Sergeant is a friend of a friend of Colin Hanks but was away for about four days. His wife took us to their house next door and gave us afternoon tea and biscuits. We then drove around to the General Store and filled up with petrol 22.5 cents per litre and enquired about sending a Van gearbox to Birdsville. Were told it wouldn't get there by road for about two weeks by air about \$80, by road to Marree about eight days but Leigh Creek gets two buses a week. So we rang Ian Jones to send a gearbox up to Don Scott at Leigh Creek.

At about 4.20 we drove out of Marree on the start of the Birdsville Track and travelled some 10 kilos to a creek where we set up camp. About $\frac{1}{2}$ mile off the Track alongside of the creek amongst the trees we drank bottle of rough red

Fourth Day Tuesday 30: Had breakfast, slight drizzle, left 8 am (earliest yet). 45 minutes later we adjusted generator/regulator on A7. 9.50 we had morning tea, rain became heavier. Started through Coopers Creek dry well slightly damp, creek which we were told somewhere was 30 miles wide. 60 miles later it still looked the same as when we passed the sign stating "Coopers Creek". Colin and I were sliding around in the Seven with the rain soaking our arms. Later we heard of the experiences on the Van and Trailer which must have been spectacular. The Trailer sliding from one side to the other at about 30 degrees to normal; the tracks left in the mud must have caused a lot of head scratching.

Bruce drove the Austin next. We set off, the Van and Trailer slowly dropping back. At the top of a slight hill we waited and some 10 minutes later the Van came around the corner at the bottom of the hill so we drove off slowly. Approximately 5 miles later we stopped, waited 20 minutes, then drove back. They were about 50 metres from the top of the hill which was about 200 metres long with a grade of '1 in 20'. The wheels were spinning on the Van digging up the road and when we eventually had it all moving we noticed that the LH Trailer wheel was blocked with mud in the mud guard and was being dragged along locked stationary. Took mud guard off trailer and replaced RH rear Van wheel with one with winter tread type tyre and replaced LH rear van tyre with a smaller size agricultural tyre. Trevor drove with the three of us pushing to gain some more speed. We drove off the crown of the road and were going great - somebody yelled "Keep 'er going". Trevor didn't hear what was said and stopped - that was where we slept!! Walking on the clay we all had high heels and the Austin's tyres were about $1\frac{1}{2}$ " thicker. Actually it was fairly easy to drive the Austin around in the mud. You could stop and start without much trouble get out and you put your shoes on, get in to drive you had to take your shoes off. Rain stopped.

Next morning Wednesday 31: Colin noticed the fridge was running, turned it off checked the batteries all nearly flat - 2 off 6 volt. and 1 only 12 volt. Tried to start, not enough to turn over, added Austin 6 volt to the pile of batteries but still not enough. 8 am rang Highways camp (on CB) we heard was "Just up the road" - Would not be down to us until middle of next day. After breakfast we decided to try and get out ourselves. Unhooked trailer, unloaded Van, jacked back of Van as high as we could, put ramps off trailer under rear wheels and let Van down onto ramps, pushed Van along Ramp.

With the wind that was blowing and the bit of sun showing, the road was drying out. We then drove a couple of fence droppers into the road and used a block and tackle to pull the Van up from the side of the road and on to the center. It took four tries with the length of rope on the block and tackle. With the Van in the middle of the road we pushed it - on about the third try it started. 11 am - we had a couple of beers, told Highways Dept had lunch. Loaded the Van, fitted the trailer (earlier this morning Colin found most of the trouble with the regulator was the screws holding the wires into the regulator were loose). 2 pm - motor running these three hours to charge batteries, we drove on. About 4 pm saw Highways Dept Holden, Toyota Land Cruiser, and couple of trucks, stopped and talked. Drove on to Clifton Hills Station. Since we were stuck in the Van and until we were at Birdsville we passed through a lot of creek crossings and patches of mud with varying amounts of water in them. One wet the ignition on the Van and it had to be pushed out of the puddle. After Clifton Hills we drove on a detour and found the crossing of the year. It was about 30 ft wide and 1 to 1½ feet deep with water and a steep climb of 18 inches to a churned up sand pit for another 30 feet. Had to start off slow and finish fast! About 10 kilometres further on Bruce was driving the Austin. The left hand side of the road had water on it. We splashed through a patch of mud about 20 ft wide, over a section of solid, missed a detour and hit some mud. It sank to the running boards about 10 ft in, motor stalled, didn't even spin the wheels just stopped solid. Trevor used the detour. Backed up and tried to tow the Austin out. A good tow rope was broken in the attempt (nuts to all those who say you can just lift an Austin out of a bog). We managed to get it out and drove on. It was hard to find a camp site and after looking at a couple of sites ended up about 30 kilos past Clifton Hills. The generator on the Austin stopped generating at this stage and we found we had left a shovel back at the spot where we were bogged. It was dark and I drove back to find the shovel. Came across a lot of cattle I had forgotten about - that slowed me down a lot, then a gate that I had to open and close, then think about the bog which I was approaching from the opposite direction. No worries - found the shovel, turned around opened and closed the gate, the cattle had disappeared, and arrived back at the camp for tea about five minutes to spare (if I wasn't back in an hour they were to look for me).

Another good meal, finished the cask of blanket.

Next Morning Thursday 1 June: Left camp 10 am after changing Van's generator and regulator. Also put tie wire on back lamp and number plate bracket of Austin. Drove the short, western, dry weather track around Goyders Lagoon. Had lunch at the Queensland Border, had to refit one of the Trailer springs, arrived Birdsville 2.45 pm

Charlie Adams



The first part of this account appeared in the July, 1978 " Journals ". We pick up the story at 2-45 pm on 1st June 1978, at Birdsville.

Drove down the main street, saw a tour bus in the Caravan Park and drove back to the Hotel. Other than the people with the bus the town was deserted. Stopped near the Hotel, it looked as if it were shut at 3 pm on a Thursday ? Found a door then a window with a "For Sale" notice. What have we come across here? We found that the door opened and we went in. Two Ladies on the other side of the bar with the log fire told us that the "Fore Sale" notice was to replace the broken window. Saw some car club transfers on the bottle shelves so I went to the car and retrieved the one that I got with my membership earlier in the year. So there should be an Austin Seven Club transfer on the bottle shelf behind the bar still ?

Had a couple of stubbies of Castlemain XXXXX. Trevor and myself drove down to the Police Station to give our card to the Policeman - This is a system where by you fill in two cards at Marree, leave one at the Police Station at Maree, and on completion of your trip to Birdsville you give the other to the Policeman at Birdsville. At the end of the year they count up all the cards and whatever the difference is is how many people are lost. (Its's a Joke, get it!) Really the Policeman at both ends are friendly, courteous, and efficient and really do work hard. Although Birdsville is in Queensland, the Policeman still didn't book the four of us when we marched into the Hotel.

That night the crowd from the bus, which had burnt its clutch, were in the Hotel until about 9-00 pm. They had to leave early the next morning - a light plane was to arrive with a new clutch and a mechanic to fit it.

We drove the Austin down to the pub after the crowd went. We talked and drank with the locals. Bruce and Colin were playing darts, and Colin went outside to see if it was dark, and I told Bruce that I would have Colin's shot. Bruce said Colin had to throw a triple 9, and a single 5 to go out, and handed me the three darts. I took careful aim, closed my eyes and chucked the first dart - triple 9, second dart - single 5, Colin came back so we told him he had just won the game. It is the only time I have ever played darts with the marks on the floor, the height of the board, the distance from the side wall on one side and the door on the other and the right amount of booze. We left the Hotel at 11-00 pm (they wanted to close, as the night before was a 4 am bash,) and hopped into and onto the Austin taxi, two sitting and two standing, and drove the mobile to the Caravan Park.

Friday 2nd June.

We woke up to the sound of a light aircraft landing at the airstrip, (it was the plane with the newclutch for the bus). Had breakfast and started to do the maintenance. Also rang Adelaide using the radio telephone (they were surprised). Worked on the Austin, consisting of Oxy crack on fuel pipe, oil, grease, knock off mud from underside of car, repair bracket which held number plate and lights, and fixed king pin top grease plug. This is a thread plug and the thread in the knuckle was stripped. Remedy - put a cork in it and wrap a bandage around it.

Work on the van was :- Fill gear box, remove excess mud, fix exhaust bracket. We then went to the General Store and filled up with fuel. Whereupon the van started to leak fuel from a split in the tank. Drove back to the Caravan Park and repaired the fuel tank. Also before tea we tried to repair the generator (which hadn't worked since Clifton Hills) without success. The bus had left by this time (for the second time). In the morning we heard that the bus was towed in by a Grader for 30 miles at 10mph after the clutch failed after getting bogged a couple of times. While in Birdsville the driver adjusted the clutch and drove out 6 miles again and was towed back by the grader again.

After tea took a nice evening's walk up to the Local corner pub for a night cap. Lesson - Never shout a couple of the locals a beer when you are about to leave! 4 beers after we were leaving, we left. Result - Charlie couldn't find his pyjamas.

Saturday 3rd June 1978.

Packed up, rang Ian Jones, and left Birdsville 8-30am.

The road from the Birdsville track to the Strzelecki Track is 275 miles a lot worse than the two tracks with corrugations. Cattle grids and washaways. The fences are a large hill with corrugations and a cattle grid on top.

At about lunch time we saw a strange sight. About a mile away there was a shimmer of white. Quite large. It turned out to be a flock of Carrellas. A type of Cockatoo.

Later Colin was driving the seven with Bruce when they hit a washaway on a corner. It was like driving around a 28 foot gutter - door flew open, rocks went everywhere! When we came across them it looked as if the two RH side wheels had fallen off.

About 40 miles further on the LH windscreen pillar broke. Both pillars had been repaired before the trip but they had to do a fair amount of work.

Got in touch with the Hanks Welding Service and he had it fixed in next to no time (1½ hours). We also tightened all the spring U bolts on the Austin.

Drove on and found a spot to camp by the creek. Driving to the best spot we settled in for tea. We repacked the rear hubs with grease and opened a bottle of Birdsville (rough) red.

Sunday 4th June

Next morning when we were ready to leave we noticed one of the front shocker links had turned up wrong so with a couple of steel bars and several jacks and lengths of timber we persuaded it to go back into place. It was almost certainly caused by the washaway. Everybody seated and the van starter wouldn't work. Taken out and fixed (stuck pinion) still on the road by 9am.

Had lunch at Patchawarna Creek / Bore. Changed the oil in the Austin. An Aboriginal Stockman on a trail bike went past (third vehicle we saw since Birdsville).

Arrived Innamincka at 3pm, filled up with fuel, had a couple of beers and Innamincka looked quite comfortable. There are two large similar modern prefab buildings - one is the General Store, the other is a Hotel/Motel. We decided to stay the night at the Motel, but it was booked out so we drove out of town about 10 miles and camped just up a side road. We started to get tea set up camp when it started to rain steadily for 1½ hours. We had tea in the J + Van; in fact some of it was cooked in the J - Van. Some vehicles were leaving to go out to the Stations and it sounded funny on and off the throttle - you could hear them for miles.

Monday 5th June.

Drove back to Innamincka for more supplies and to check the road conditions. When we arrived, there was an aeroplane out side the Hotel and a group of people were taking photos of the plane, saw us and took our photos.

We watched the plane take off on the road outside the Hotel. Left Innamincka and started on the Strzelecki track.

There are two Strzelecki Tracks - the old one from Innamincka to Lyndhurst and the new one which is an all weather road. From Innamincka to Moomba Gas Fields and then on to Lyndhurst - a sort of boomerang. We had lunch at the fork where the two separate and then drove along the old track.

The country here was the best for the trip. The scenery changed every couple of miles. Animals, trees, birds, the creek bushes, all different. After this section the road stayed at the same height and the land around was hilly like a railway line. Well we had a head wind and slowed back quite a lot, so we waved the van ahead and gained about 10mph driving along side of the trailer.

Camped at Blanchewater Creek near the old ruins. Had tea - No 2 damper a moderate success.

Tuesday 6th June

Had breakfast, packed up camp and we were on the road by 9-30am. By 11-00am we came across the dog fence which we had to drive along side of about 30 feet away. We came across a small kangaroo about 5 feet tall bounding along side the fence. We were doing 47mph and just gaining on it. A little way up the road was a small tree along side the fence and the kangaroo ran full bore into the tree fell over, picked himself up, shook himself off and hopped back the other way.

We came to the gate in the fence where we tightened the body on the seven. Tied a rope from the head lamps to the windscreen pillar top and tightened the ropes. Drove on had lunch near Mount Lyndhurst home stead.

Arrived at Lyndhurst 2-15pm.

KEY TO PHOTOS

1. Good 1st grade track...
2. Three derelects
3. A good highway shot
4. Parking area - mixed parking?
5. Good 1st grade bog.
6. Watering hole.

The story of this epic will be concluded in a future issue of the Journals.

Charlie Adams.

Despite the last sentence the Editor can not find any evidence of this article being concluded.



Charlie Adams, Bruce Bridgart, Trevor Mander, and Colin Hanks with "Chumly" at the Austin 7 Clubrooms on their return from Birdsville on 10 June 1978.

With the Bay to Birdwood coming up on 30 September, members who feel they should enter the Concours d'Elegance can peruse the following article for ideas for your lovely lady to feel the part of the era of your Austin 7, however it is stressed that it would be a good idea to leave the shotgun home.

Anne Edgar writes for

THE WOMAN at THE WHEEL



An unusual collar enhances this neat brown and white check Saxony suit from Burberrys.

(Photo, H. J. Whitlock & Sons, Ltd.)

SPORTSWOMEN who follow fashion invariably look forward to the Autumn dress-shows, which always bring a shower of new styles and fabrics especially becoming to those who spend much time out of doors.

Tweeds and Autumn have become synonymous during recent years and the present season is no exception—save that the designs launched are more charming than ever.

The motorist—who demands service as well as style—will find the latest tweeds remarkably attrac-

tive. All the loveliest outdoor tints have been utilised in their making, so that handling them one has fleeting visions of russet-woodlands, verdant fields, blue hills and purple moors.

An Englishwoman always looks her best in such materials, doubtless because their subtly-blended shades echo the colouring of the countryside amid which she is so much at home. Certainly their softly-mingled tints provide a perfect background for her fair complexion and radiant colouring.

While diagonally-woven tweeds, flecked fabrics, oatmeal-weaves and overchecks continue to hold their own, one also notes a revived interest in boldly-patterned homespuns, usually in association with plainer tweeds to tone. Widely-checked Cumberland tweed has definitely returned to favour for sportswear and an interesting collection of coats and costumes in this material may be seen in the showrooms of Messrs. Marshall & Snelgrove.

Many of the most effective models show a clever blending of patterned and plain fabrics—a dark tweed jacket having scarf, cuffs and skirt of boldly-checked homespun. Quite a number of new models embody the scarf-collar so fashionable a few seasons ago—a revival that should please the woman-at-the-wheel.

Ideal for early autumn motoring are the lightweight tweed suits on view at the same address; an attractive novelty being the tweed-bordered scarves included with many of these *ensembles*.

Autumn Overcoats.

Very dashing are the new tweed overcoats, combining trim waistlines with prominent collars and unusual sleeves. Several show wide, tailored revers faced with close-pelted furs such as broad-tail, calfskin or astrachan—a fashion that will appeal to women-motorists who find long-haired furs impractical for driving.

A stimulating colour-note is introduced into many models by leather belts of a brighter shade than the coat material—an idea that may be carried a step further by wearing gay gauntlets to tone.

Contrasting Colour Schemes.

Though the mode for matching coat-and-frock sets is by no means on the wane there is a distinct enthusiasm for contrasting tweed *ensembles*—dark overcoats being worn over dresses of much lighter-



Ideal for Autumn motoring is this scarf-collared coat of Cumberland homespun from Marshall & Snelgrove

(Photo, Blake)

toned tweed. Coats are often strapped or faced with the dress fabric.

Another idea is the blending of tweed with self-coloured crepe or marocain—as in the case of a grey-green tweed coat worn with a dress and scarf of deep green wool crepe-de-chine.

Two-weight Ensembles.

Useful for so many occasions are the ever-popular three-piece ensembles, comprising light-weight tweed cardigan-suits with long coats of heavier tweed to match. Messrs. Dickins & Jones are showing an excellent selection of inexpensive suits of this description. One that particularly caught the eye in their salons showed a slim-cut, full-length coat of blue tweed over a lighter-weight skirt and cardigan to tone. Equally charming was a green cardigan-suit trimmed with steel buttons and accompanied by a jumper of crisp white crepe.

A Novel Sports-fabric.

Burberrys is always a happy hunting-ground for those going North, as the house specialises in fine Scottish tweeds. An exclusive addition to the

traditional Shetlands and Saxonies is their beautiful, Burberry - proofed "Gamefeather" tweed, woven to simulate the plumage of game-birds.

In the same showrooms one may order pull-on sports-caps to match one's new tweeds and exquisite hat-ornaments fashioned from real feathers. The wise will also examine their splendid range of weatherproofs, which come in colours to tone with all the latest tweeds.

For Tea-time.

After a long day at the wheel or on the links an attractive tea-gown is doubly alluring. The sportswoman, who usually seeks something more substantial than lace or chiffon for afternoon wear, will appreciate the lovely yet practical velvet tea-gowns on view at Debenham & Freebody's. Created in rich shades of wine, blue, green and brown, they have an air of elegant simplicity that is infinitely appealing. Very cosy for cooler days are the fur-trimmed models in the same lovely material and colourings.



(Above) A green novelty-tweed is used for this charming tailored cardigan-suit from Dickins & Jones

(Right) This semi-tailored three-piece from Harrods shows one of the new knitted tweed-effect fabrics to perfection. Note the peccary - hog gauntlets with "zip - fastener."

(Photo, Blake)



GOOD LUCK!

The Bay to Birdwood Run Entry form is available on the web-site
www.baytobirdwood.com.au

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Young Simon Mander winning a race at the Austin 7 Beach run 20 January 1980