

AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

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APRIL 2019 VOLUME 228



AUSTIN 7 CLUB OF S.A. INC

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

2019 COMMITTEE

PRESIDENT: GRAHAM BUESNEL

Ph: 8449 4764 or 0438 794 979

email: buesnelgc@hotmail.com

SECRETARY: MARTIN LEWIS

Ph: 8377 0893 or 0414 727 893

email: lewistraining@ozemail.com.au

TREASURER: LAURIE SUTTON

Ph: 8358 3421 or: 0418 831 974

email: webbson@chariot.net.au

MEMBERSHIP SECRETARY: RALPH DRAGE

Ph: 8251 2637 or 0418 846 082

email: rdrage@bigpond.net.au

ASST TREASURER: RON SCHACHE

Ph: 8264 6317

email: grace.schache@bigpond.com

COMPETITION SECRETARY:

Ph: 8264 7179

TONY MORGAN

email: tony@amcommtech.com.au

REGISTRAR & LOG BOOKS:

Ph: 0457 434 718

DAVID GARNETT

email: david.garnett@hotmail.com

SPARES MANAGER & Vice President:

DAVID GREAR

Ph: 8296 1689 email: dgrear@optusnet.com.au

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

TOURING CO-ORDINATOR: CHRIS CUTTING

Ph: 0412 092 760 email: ccutting@chariot.net.au

A comprehensive touring programme is conducted annually, any suggestions of events or places to visit are welcomed.

PROPERTY

ALAN BAKER

Ph: 8261 1175 or 0437 428 543

email: rodneymaker11@dodo.com.au

EDITOR, A7 Journals: DAVID SEARLES

Ph: 0408 700 047 email: dsearles10@bigpond.com

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

CAMS Delegate:

TONY MORGAN

Ph: 8264 7179 email: tony@amcommtech.com.au

FEDERATION REPRESENTATIVE:

PAUL DANIELS

LIBRARIAN:

BARRY PANNELL

Ph: 8255 1371 email: barrypannell@yahoo.com.au

Club Registration Authorised Officers

Scott Appleyard: Southern Suburbs

Ph: 0427 243 879

Rick Hoffman: Southern Vales

Ph: 0408 898 736

Wolf Semler: Southern Vales.

Ph: 8550 7760

Trevor Clerke: Yorke Peninsula.

Ph: 0428 851 139

Geoff Stephens: All areas.

Ph: 0437 061 569

Ralph Drage: All areas.

Ph: 8251 2637 or 0418 846 082

David Garnett All areas

Ph: 0457 434 718

Graham Buesnel North Western Suburbs.

Ph: 0438 794 979

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

CONFEDERATION OF AUSTRALIAN MOTOR
SPORT, and

FEDERATION OF HISTORIC MOTORING CLUBS
SOUTH AUSTRALIA INC.

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

All correspondence to:

The Secretary

AUSTIN 7 CLUBROOMS: 262 TAPLEYS HILL ROAD, SEATON 5023

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

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

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

Austin 7 Journals

Volume 228 - APRIL 2019

A Word from GB



Hi Members and Friends,

At a committee meeting earlier in the year it was decided to support the idea of a training program on Sunday 31 March 2019 to teach any driver who wished to come and try the Mallala track and find out about Modern Regularity. Tony Morgan and a team of Track Time Motorsport helpers put together a program to introduce the new drivers to motor sport. There were 18 drivers who turned up and all were instructed on the many points of preparation of their vehicle and what takes place at the race track.

There was scrutineering, tyre pressures, seating, hot laps, track exercises (slalom, swerve and recover, hard braking), what the flags mean, laps with instructor, car preparation, entering and regulations. The group was divided into two and practice laps were carried out and their times given to them for the laps. They then nominated times they thought they could maintain around the track for 4 laps.

This program was very successful on the day and I would like to thank all people who participated in assisting the new comers to know what to do to be a modern regularity driver. A few photographs of the event appear on page 38 taken by Lesley Little of Little Gem Photography.

Austins Over Australia 23rd to 27th September 2019 is getting closer and the committee would like to hear from any person who can give some assistance in helping with marshalling or whatever is required on the day. Ralph Drage would like to hear from you if you can. Entries are steadily coming in and an entry form can be downloaded from the Austin 7 Club web site, go to Information and click on "Austins Over Australia 2019". An Entry Form is also included in this Journals. If possible, the AOA committee request that you register as early as you can as it supports the many organizational tasks that need to be completed for the event. See you there.

Being related to a bower bird, I have found that all those goodies in the shed will not fit into a downsizing exercise. Our family has decided to move to a smaller place and found we have so much stuff that we do not need, that it has been a big exercise to get rid of the excess. To all you shed owners, start cleaning now before you get too old, as I have found it to be a big job.

It was noted at the VSCC Display Day at Keswick there was a lack of numbers in the early model cars but notably the number of later models 1950s onward had doubled. It was great to see a Stanley Steamer if full flight huffing and puffing as it came in with its steam horn blowing loudly.

I hope you and your families have an enjoyable Easter Break and all the Austin 7 Club coming events that you are able to attend.

Please welcome the following new members joining the Austin 7 Club SA since the 1st January 2019.

Anthony WILSON; Russell BROWN; Gregory MUSCAT; Peter RADOWICZ; John SPAGNUDLO; Cliff ALVEY; Chris FRAYNE; Mathew FRAYNE; Shane GRIGG; Chris CARTER; Kym LEGIERSKI; Craig BLAKER; David HARRIS; Chris BAKER; Fiona McCUBBIN-MEE; Aden THOMPSON; Damien BAILEY; and Charlie CARTER.

Graham Buesnel

President

Austin 7 Club of SA Inc

Club Calendar for 2019

April 2019

- 1 Committee Meeting
- 7 McLaren Vale Vintage & Classic meets at Serafin Winery Kangarilla Road, McLaren Vale then after the parade to Gemtree Winery for lunch.
- 8 Monthly Club Meeting
- 14 Modern Regularity R2
- 14 Rock & Roll Rendezvous at Birdwood Mill
- 16 Leisure Run
- 25/28 Pre-War Austin 7 Run to Meningie see last January's Journal for details.
- 29 A7 Technical Night

May 2019

- 5 British Classics - HMVC – Victor Harbor see their web-site or A7 Noticeboard. Meets at Warland Reserve for morning tea before departure for tour before returning to Victor Harbor for lunch.
- 6 Committee Meeting
- 13 Monthly Club Meeting
- 18/19 43rd Historic Winton
- 19 Cavalcade of Cars – Kadina, Wallaroo & Moonta
- 19 Modern Regularity R3
- 21 A7 Leisure Run
- 27 A7 Technical Night

June 2019

- 3 Committee Meeting
- 8/10 Border Run to Mildura celebrating 65 years of Border Runs with the Victorian Austin 7 Club. See next page for details of accommodation.
- 17 Monthly Club Meeting
- 23 Social Day Run
- 23 Modern Regularity R4
- 24 A7 Technical Night
- 25 A7 Leisure Run

July 2019

- 1 Committee Meeting
- 8 Monthly Club Meeting
- 14 Hills Luncheon to Lyndoch Hotel
- 21 Modern Regularity R5
- 22 A7 Technical Night
- 23 A7 Leisure Run

August 2019

- 5 Committee Meeting
- 12 Monthly Club Meeting
- 18 Social Day run to Southern Vales
- 20 A7 Leisure Run
- 23/25 Supercars at "The Bend"
- 26 A7 Technical Night

September 2019

- 2 Committee Meeting
- 8 Modern Regularity R6
- 9 Monthly and Annual General Meetings
- 15 Federation Historic Picnic Day at Wirrina Cove.
- 17 A7 Leisure Run
- 23/27 Austins Over Australia Tanunda Barossa Valley
- 29 Bay to Birdwood for Classic Vehicles. Entry form available late May.

October 2019

- 2 Committee Meeting
- 13/20 World Solar Challenge Darwin to Adelaide
- 14 Monthly Club Meeting
- 20 Breakfast Run
- 22 A7 Leisure Run
- 27 Modern Regularity R7
- 27 Day Run to Callington Show.
- 28 A7 Technical Night

November 2019

- 4 Committee Meeting
- 11 Monthly Club Meeting
- 12 A7 Leisure Run
- 16/17 Bendigo Swap Meet
- 17 Old Fashioned Picnic Day Ashbourne Oval – put on by the HMVC of Victor Harbor
- 24 Modern Regularity R8
- 25 A7 Technical Night & Run
- 30 Subs & Log Book Day at the Clubrooms 10am to 2pm

December 2019

- 2 Committee Meeting
- 3 A7 Leisure Run
- 8 Subs & Log Book Day at the Clubrooms 10am to 2pm
- 8 Christmas Function at Marion Club (same place as last year)
- 9 Monthly Club Meeting

This year's Annual **Border Run** with the Austin 7 Clubs of South Australia and Victoria is to be held on the Queen's Birthday Weekend from Saturday 8 June to Monday 10 June 2019. The venue will be Mildura Golf Resort Motel situated at 287 Twelfth Street Mildura in the Sunraysia District of Northern Victoria.

Bookings are now open, please leave your name and requirements with David Searles Ph 0408 700 047 or email to dsearles10@bigpond.com or at any club meeting to reserve a place for you. The Annual Border Run has been operating since 1955 and is well established on the Austin 7 calendar. This will be only the second time we have visited Mildura, previously it was 30 years ago in 1989 (photo of the line-up below).



As usual with Border Runs, accommodation for Saturday and Sunday nights with most meals are included in the price. Cost for the weekend are not yet finalized but should not exceed \$500 per double or \$400 per single. The actual cost will be available at the 8th April club meeting, please confirm your attendance by paying a deposit or the full amount to the treasurer.

The route planned to get to Mildura will be on secondary roads in the main. Meeting point, Mount Pleasant Bakery for either the Friday or Saturday starters, then via Walker Flat, to cross the Murray River on the ferry. Then north to Nildottie and Swan Reach. Heading east to Loxton then (by-passing Berri and Renmark via Stanitzki Road) to Mildura. where the Friday starters will catch up and stay overnight with the group who will be staying in Mildura having enjoyed (or endured!) a week on a houseboat.



In booking your requirements for the Border Run also could you advise whether you are starting on the Friday or Saturday. Those requiring the additional Friday night accommodation, arrangements can be made to stay at the Mildura Golf Resort but your advice must be received by the May Club meeting on 13 May. The Friday costs are additional and must be settled with the Motel not the Club.

Please join us on this annual South Australian/Victorian Austin 7 Club event. We will be joined by our members who live in Mildura who have planned a few things for us to do while we are there.

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Austin 7 Club regalia for sale:

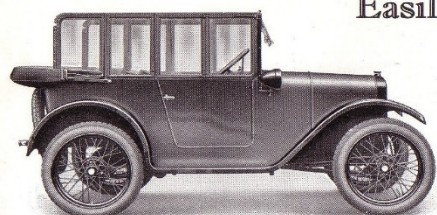
The club has a variety of items of interest to members which are available from the Treasurer each meeting at the clubrooms.



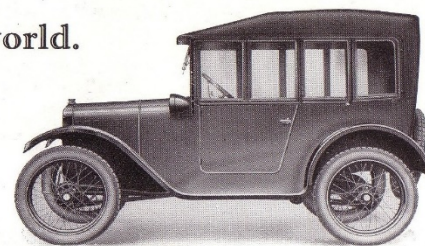
Austin 7 Club Decal small:	\$1.00
Austin 7 Club Decal large	\$2.00
Austin script hat/lapel badge:	\$3.00
Austin 7 Club Cap	\$12.50
Austin 7 Club Hat	\$15.00
Austin 7 Club Badge Metal Radiator	\$22.00
Austin 7 Club 50 th year history book:	\$20.00
Austin 7 Short Sleeve Yellow Polo Shirt:	\$20.00 sizes 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)

A Small Touring Car, to seat two adults and two to three children or a third adult, up to a total weight of 30-32 stone. It has every quality demanded of a larger car, is thoroughly reliable, and will give continuous hard service. Hood, screen and side curtains afford complete weather protection for all occupants.

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43RD HISTORIC WINTON, WINTON MOTOR RACEWAY, VICTORIA AUSTRALIA

CONDUCTED BY THE AUSTIN 7 CLUB INC

Historic Winton – Australia’s longest running, all-historic motor race meeting runs for three big days of non-stop action **one week earlier** in 2019 from Friday **17th to Sunday 19th May 2019**. This iconic city meets country event will feature all the grandeur and pace of yesteryear at the spectacular rural location of Winton Motor Raceway.

Over 400 historic racing cars, motorbikes and sidecars from the 1920s to the 1980s battle it out for line honours as spectators revel in the races, competition paddock, trader market and huge heritage display of veteran and vintage vehicles.

The long weekend of historic motoring will commence on Friday 17th May with the RACV Benalla Historic Vehicle Tour and at Winton Motor Raceway, practice events will be held with entry at no charge, if the public would like to pop in for a look.

Get ready to be amazed at the list of veteran, vintage and classic car anniversaries this time round. More than 2,000 display vehicles are expected to surround the race track on the weekend. The display area is huge, so spectators are provided with a free courtesy bus that stops at the various display points around the site.

THE 2019 ANNIVERSARY AND SPECIAL FEATURE LIST INCLUDES:

110 Years of	Morgan Three-Wheeler Bugatti (with 90 years celebrations of Australian Grand Prix victories 1929, 1930 and 1931).
100 Years of	Alvis, Armstrong Siddeley, Bentley, Citroen, Essex, Salmson
90 Years of	Borgward, M Type MG
80 Years of	Alta, Ford Anglia, Peterbilt Trucks
70 Years of	Austin 7 Club Inc
60 Years of	Austin Healey 3000, Datsun Sports, Jaguar Mk 2, Mercedes Benz Fintails, Mini, Triumph Herald Opening of the Hume Weir and Barjarg circuits
50 Years of	Formula Ford, Triumph TR6, Canstel Clubman.
Special Features	<ul style="list-style-type: none"> • Shannon’s Classic Car Park featuring car and bike clubs plus special interest vehicles • The Mini Dash – Celebrating 60 Years of Mini. See Na and Nb Mini neck and neck in the ultimate Mini race on Saturday 18th May, 1.30pm. • Postie Bike and Vintage Scooter displays • Motor Mower Races • Young Blokes with Old Bangers display • Sunday 19 May – Sunday Market Place behind Turn 2 • Meet the racers! Spectator access to the Competition Paddock with fabulous, old racing machines on open display. <p>Heritage Displays featuring the South Aussie Crew’s Aussie Specials, vintage speedway cars and bikes, micro cars, cycle cars, pedal cars, push bikes, dragsters, veteran and vintage cars / motorcycles, vintage buses, work vehicles, caravans, speed boats and more.</p>

Raceway entry fees: Fri Free, Sat \$30, Sun \$40, weekend \$60, children 17 and under free, competition paddock \$5.

Camping at the track: \$25/head per night. Camping enquiries: Winton Motor Raceway 03 5760 7100.

The 2018 *TrackTime* Motorsport Awards

On Saturday 19 January 2019, the **Austin 7 Club/TrackTime Motorsport Awards** were held at the Hackney Hotel. Organised by Tony Morgan, the night attracted 76 guests, comprising drivers, crew, wives, husbands, friends and officials, who enjoyed an excellent 3-course meal and were entertained before the presentations with quizzes and other prize-giving revelry. Notable non-attendees were Club President Graham Buesnel, who was indisposed and Brett and Sandy Watters, who were overseas.

Before the awards presentations began, Tony reported that in 2018 there were -

- * 84 entrants, including 13 women (in Ladies Trophy and general competition)
- * 20 Rookies
- * 10 in the BMW Challenge
- * 17 in the combined Junior Development Program/Rookies group in November
- * Resulting in 110 drivers taking to the Mallala track.

Tony thanked *Darryl Brigg* for his continuing sponsorship of all meetings and especially the Ladies Trophy awards and for supplying cars to several of the Ladies.

Tony again showcased his excellent videoing and editing skills with the film/soundtrack of the year's meetings and then *Bob Piper*, A7C Past-President and current CAMS Board member, presented the trophies to the place-getters in the individual meetings.

Darryl Brigg then presented the trophies to the **2018 Champions**.

2018 Austin 7 Club Championship

1st Sandy Watters, 121pts, 2nd Anthony Verner, 127 pts, 3rd Stephen Drury, 130 pts.

2018 TTM Trophy

1st Sandy Watters, 376 pts, 2nd Anthony Verner, 248 pts, 3rd Stephen Drury, 246.5 pts.

2018 TTM Trophy Ladies Series

1st Sandy Watters, 36 pts, 2nd Susan Glasson, 25 pts, 3rd Kristen Bailey, 20 pts.

2018 TTM Rookies Series

1st Nikita Stacey, 26 pts, 2nd Chris Taylor, 20 pts, 3rd Fiona McCubbin-Mee, 18 pts.

2018 BMW Challenge

1st Craig Florance, 36 pts, 2nd Tony Hixson, 32 pts, 3rd Nick Metcalf, 28 pts.

(All photos in this article courtesy Lesley Little of Little Gem Photography check her web-site)



Christine & John Tiller at the Austin 7 Club/TrackTime Motorsport awards night



Women in motorsport at the Austin 7 Club/TrackTimeMotorsport awards night.



Tony then ran a series of “special awards”, which had been highlighted on the video, show-casing various “oops” moments by drivers and crews – all were well received and gave a comic relief to the end of the trophy giving.

Andrew Baohm then spoke on behalf of all competitors, thanking Tony for his efforts during the year and asked all present to show their appreciation - this resulted in long and loud applause!

So everyone again had a “nice night’s entertainment” with sincere congratulations to all winners. Thanks go to the Austin 7 Club committee and Tony for organising it and extra-special thanks to our series sponsoring companies – *Amcomm Technologies*, *Ochre Digital*, *Rio Solutions*, *Showtrek*, *Hampstead Auto Repairs*, and the Tarmac Junior Development Program Association of SA.

Barry and Rae Frost

Membership Milestone presented to Geoff Redin



Barry Frost (left) presented a Certificate of Appreciation to Geoff Redin in recognition of his attainment of 50 years of continuous membership of the Austin 7 Club of SA Inc. Geoff has had a lengthy relationship with the Austin 7 Club in SA through his motor sport connection with his Austin 7 racing car seen here below at Collingrove Hillclimb.



Day Run to Walker Flat Sunday 26 January 2019

A very pleasant run via Mount Pleasant to Walker Flat near the ferry landing for an Australia Day picnic on the banks of the Murray River. Thanks to the Murray Mallee Auto Club for again hosting this Australia Day Event and thanks to our members who drove up on a reasonably warm day but not outrageously hot that was predicted earlier.



The 2018 CAMS SA Motor Awards

On Saturday 9 February 2019, the *2018 CAMS SA Motor Sport Awards* were held at Sfera's Convention Centre, Modbury and Rae and I had the honour of representing the A7CSA.

Eugene Arocca, CAMS CEO welcomed the many Clubs whose members who were present. He then gave an overview of the growth in CAMS membership over the last 5 years. There are now 10,536 accredited officials (with growth in SA the largest overall) and in 2018 10 new car clubs joined, bringing the total to 591 Australia-wide. He was also pleased to note that growth in SA was the largest overall.

There were many motor sport awards presented during the night which included a three course dinner.

The two major motor racing trophies were won by

Marty Ewer - *Peter Wright Memorial*

Asher Johnson - *Racing Driver of the Year*.

Five clubs were presented with **Milestone** awards:

40 years – *SA Motor Racing Officials Association*

45 years – *Marque Sports Car Association and Modified Mini Car Club*

50 years – *Onkaparinga Ramblers Car Club*

65 years – **Austin 7 Club SA**, which I was proud to receive on behalf of the Club.

Thanks to the Committee for arranging our attendance at this prestigious event.

Barry and Rae Frost



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35TH ALL BRITISH DAY SUNDAY 10 FEBRUARY 2019




The Austin 7 Club has a long history in participation in All British Days. We have probably been involved in about 25 of them as we had a representation on the ABD Committee when meetings were held at the Morris Register's Clubrooms at Greenacres. About 26 members registered their vehicles for this year's event and with fine weather was an enjoyable day. The A7 Club display which incorporated three Meteors was a highlight for our members. Also Scott Appleyard displayed his "Doc" Grosvenor

Austin 7 race car Number 83 on the oval. The All British Day is a worthwhile event to attend each year and is a recommended Club event..





TTM TROPHY #1				24 February 2019							
REGULARITY											
Name				E1	E2	E3	E4	Total			
				5 Laps	6 Laps	6 Laps	7 Laps	24 Laps			
1	1	Sandy WATTERS		22	26	28	43		119		
2	84	Tony HIXSON		33	33	26	56		148		
3	52	Shane DRURY		36	27	34	64		161		
4	95	Kristen BAILEY		24	57	62	33		176		
5	57	Craig FLORANCE		41	32	42	63		178		
6	72	Anthony VERNER		53	33	67	30		183		
7	71	Steve CONROY		90	58	18	17		183		
8	6	Tony WILSON		68	48	39	31		186		
9	55	Nick METCALFE		86	32	45	50		213		
10	24	Stephen DRURY		55	17	110	35		217		
11	19	Fiona MCCUBBIN-MEE		27	32	102	88		249		
12	25	Katrina NELSON		47	77	71	55		250		
13	26	Lisa TOTANI		65	86	46	85		282		
14	8	Geoff STEPHENS		64	184	24	57		329		
15	90	Peter NELSON		36	156	89	63		344		
16	75	Chris TAYLOR		60	45	132	124		361		
17	67	Darryl BRIGG		76	93	110	142		421		
18	81	Duane KAAK		59	108	55	224		446		
19	87	Kate STEPHENS Jnr		71	80	96	224		471		
20	78	Neil MARTIN		156	67	82	224		529		
21	44	Harry GEORGIU		200	116	184	60		560		
22	61	John TILLER		105	138	204	224		671		
23	45	Oliver JAENSCH		233	298	72	74		677		
24	23	Henry BOWDEN Jnr		73	245	251	224		793		
25	50	Aden THOMPSON		394	184	213	114		905		
26	99	Anthony BREWIN		43	270	403	191		907		
27	76	Alec DONNON		69	118	585	209		981		
28	13	Kim LEGIERSKI		119	56	600	224		999		
29	69	Colin TUCKER		39	162	600	224		1025		
30	10	John ELLIS		203	378	533	15		1129		
=31	66	Philip SCADDING		409	393	600	224		1626		
=31	74	Jason SUTTON		409	393	600	224		1626		
=31	82	Andy WORTMEYER		409	393	600	224		1626		

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

DNF Score

409

393

600

224

denotes track record

under previous track record

2019 Modern Regularity: TTM Trophy - Round 1, February 24

Sunday 24th was the opening day of a week of heatwave temperatures as a “warm up” (pun intentional!) for the Superloop Adelaide 500 trackside officials with an afternoon top temperature of 40°. Darryl Brigg sponsored the meeting - which was the first (of four rounds) for the Ladies Trophy - and despite the forecasted extreme heat, 38 drivers entered.

Heat 1, 5 laps - 1st Sandy Watters Peugeot 206 Gti, 22 pts; 2nd Kristen Bailey Hyundai Excel, 24 pts; 3rd Fiona McCubbin-Mee Mazda 2, 27 pts

The Ladies had again thrown down the gauntlet to the Gentlemen, who responded immediately.

Heat 2, 6 laps - 1st Stephen Drury *Mazda RX7*, 17 pts; 2nd Sandy Watters 26 pts; 3rd Shane Drury *Nissan Pulsar*, 27 pts

Heat 3, 6 laps - 1st Steve Conroy *Holden Torana LX*, 18 pts; 2nd Geoff Stephens *Hyundai Excel*, 24 pts; 3rd Tony Hixson *BMW 528i*, 17 pts

The hot weather had now begun to take its toll with only 29 cars starting in Heat 3 and 24 in Heat 4.

Heat 4, 7 laps - 1st John Ellis *Holden Commodore VY*, 15 pts; 2nd Steve Conroy 17 pts; 3rd Anthony Verner *Mercedes Benz SLK 320*, 30 pts

So, after the first round we had 10 other drivers sharing the top three placings.

The *meeting* placings are: 1st *Sandy Watters* 119 pts; 2nd *Tony Hixson* 148 pts; 3rd *Shane Drury* 161 pts

The **TTM Trophy** placings are: 1st *Sandy Watters* 77 pts; 2nd *Tony Hixson* 59 pts; 3rd *Shane Drury* 53 pts; 4th *Kristen Bailey* 52 pts; 5th *Steve Conroy* 51 pts

The **Ladies Trophy** placings are: 1st *Sandy Watters* 10 pts; 2nd *Kristen Bailey* 8 pts; 3rd *Fiona McCubbin-Mee* 6 pts.

This was also Round 1 of the *Rookies Challenge*, which had only two starters who shared the placings equally.

Heat 1, 4 laps - 1st Maureen Maurer *Peugeot 206*, 50 pts; 2nd Joel Taylor *Hyundai Excel*, 194 pts.

Heat 2, 5 laps - 1st Joel Taylor 116 pts; 2nd Maureen Maurer 131 pts.

Heat 3, 5 laps - 1st Maureen Maurer 73 pts; 2nd Joel Taylor 215 pts.

Heat 4, 5 laps - 1st Joel Taylor 150 pts; 2nd Maureen Maurer 164 pts.

The *meeting* placings are: 1st Maureen Maurer 76 pts; 2nd Joel Taylor 71 pts.

Congratulations to all drivers, crews and officials for enduring an energy-sapping day of heat and flies!!

Barry Frost



#1 Sandy WATTERS



#84 Tony HIXSON



#52 Shane DRURY



#95 Kristen BAILEY



#57 Craig FLORANCE



#72 Anthony VERNER



#71 Steve CONROY



#6 Tony WILSON



#19 Fiona McCUBBIN-MEE



#44 Harry GEORGIU



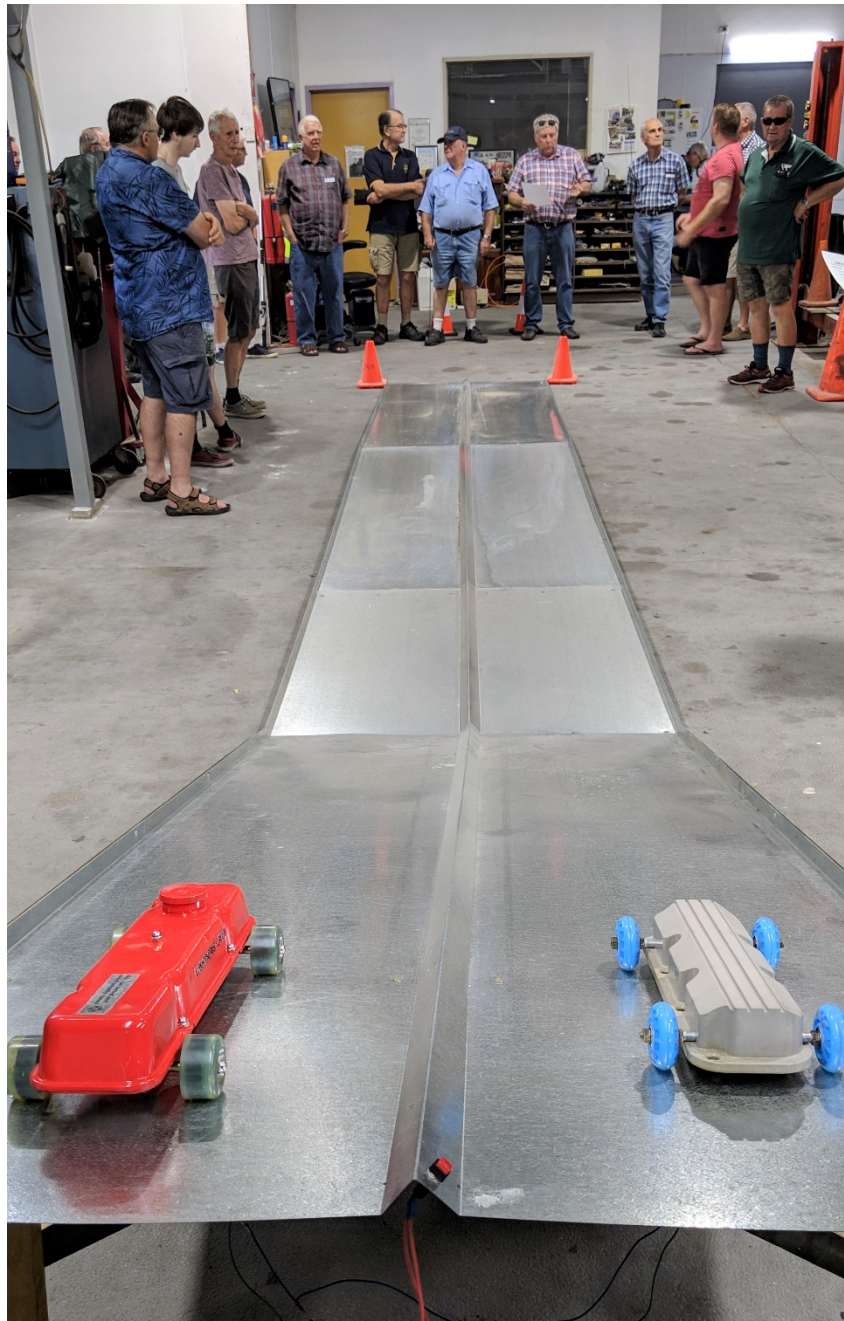
#23 Henry BOWDEN



#50 Aden THOMPSON

AUSTIN 7 Enthusiasts Night at Scott's garage Monday 25 Feb 2019

Tonight about 30 of us gathered to test out Rocker Covers made into race vehicles for Austins Over Australia coming up at the end of September this year. (Entry Form for Austins Over Australia on following pages). It was a telling time for a few but some had their's down to a T and will be serious challengers to the also rans. Scott made the rather hot evening a little better by having a sausage sizzle, expertly barbecued by Chris Bennett with home-made tomato sauce courtesy of yours truly.



Vintage Sports Car Club's Invitation Display Day 17 March 2019

The Austin 7 Club had a modest number of members arrive at Edwards Park Anzac Highway Keswick on a bright and warm Sunday morning. Spotted there were Merawyn Hocking (Jensen-Healey) Tony Bishop, Rick Hoffman (Bristol), Graham & Carol Buesnel, (Austin A105), Keith & Wendy Seidel (Austin 7), Wolf Semler (Austin 7) Greg Morphett (Ford Model T) and yours truly in my green (it was St Patrick's Day!) Austin 10





A highlight of the vehicles present was this 1923 Stanley Steamer which made a powerful presence with its stature and its whistle sounding very similar to an SAR RX locomotive.



Keith & Wendy Seidel's Austin 7 with Greg Morphet's Model T Ford at the Display



Catering arrangements are well proven at this event.



AUSTINS OVER AUSTRALIA 2019

BAROSSA VALLEY S.A.

Monday Sept 23 to Friday Sept 27

ENTRY FORM – 15th AOA



DRIVER'S DETAILS					
First Name	<input type="text"/>	Last Name	<input type="text"/>		
Address	<input type="text"/>				
	<input type="text"/>	State	<input type="text"/>	Post Code	<input type="text"/>
Email	<input type="text"/>	Home Phone	<input type="text"/>	Mobile Phone	<input type="text"/>

PASSENGERS' DETAILS				
First Name	<input type="text"/>	Last Name	<input type="text"/>	Age - if under 18
	<input type="text"/>		<input type="text"/>	<input type="text"/>
First Name	<input type="text"/>	Last Name	<input type="text"/>	Age - if under 18
	<input type="text"/>		<input type="text"/>	<input type="text"/>
First Name	<input type="text"/>	Last Name	<input type="text"/>	Age - if under 18
	<input type="text"/>		<input type="text"/>	<input type="text"/>

VEHICLE DETAILS				
Make	Model	Body Style	Year	Rego Number
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Car Club	<input type="text"/>			

If you are prepared to **participate in the Funkhana** (if selected) place X in this box ☐

If you plan to participate in the **Rocker Cover Grand Prix**, place X in this box ☐

If you don't want your **contact details** passed onto the next AOA organisers, place X in this box ☐

If you have difficulty walking & have a disability Parking Permit, place X in this box ☐

DECLARATION

The Austin 7 Club of SA Inc, the club's committee, the 2019 Austins Over Australia committee, club members, coordinators, agents and other associated clubs and organizations will in no way be held responsible for any loss of life, injury or damage suffered by or to any vehicle, entrant, owner, driver or passenger or any other person/s or property through any circumstances.

NB; by submitting this form to the Austin 7 Club of SA Inc the persons named above acknowledge, agree with, and will abide by with the above stated declaration.

Drivers
First **Last**
Name **Name**

COSTS (* Children under 12 half price)

	\$ per	Adults	Child	Total \$
Rally Entry Fee	\$150.00 / Entry			\$150.00
Breakfast – (for the 4 mornings - \$10 per meal)	\$40.00 / person*			
Monday Night – Welcome Dinner at Chateau	\$45.00 / person*			
Tuesday – Running Board Lunch at Birdwood	\$14.50 / person*			
Wednesday – Morning Tea at Kapunda	\$8.00 / person*			
Wednesday – Baked Potato Lunch at Kapunda	\$12.50 / person*			
Wednesday – BBQ Dinner at Chateau	\$31.00 / person*			
Thursday – Running Board Lunch at Mannum	\$14.50 / person*			
Friday – Brown Paper Bag Lunch	\$13.50 / person*			
Friday Night – Farewell Dinner at Chateau	\$45.00 / person*			
TOTAL				

Special Dietary Requirements: (please make yourself known to catering staff prior to each meal)

Gluten Free ☐ Dairy Free ☐ Vegetarian ☐ Other incl food allergies ☐

Name of person(s) to whom this applies

I AM PAYING BY;

Cash ☐

Cheque ☐ Money Order ☐ Cheque or Money Order to be made payable to;
“Austin 7 Club of SA (Austins Over Australia 2019)”

Visa Card ☐ Master Card ☐ Please complete the following;

Card Number / / / Exp /

Cardholders Name

Signature or Type your name

EFT ☐ Transfer Total Amount to;
NAB, BSB No: 085-333, Acct No: 838545354, Acct Name: Austin 7 Club of SA.
 Include as much of your Surname as possible.
 Please print a copy of the transaction and attach it to this Entry Form

CANCELLATIONS: The committee may approve a partial \$ refund depending on circumstances.

Send this completed form, along with your payment to;

AOA Treasurer, Laurie Sutton, 593 Brighton Road, Seacliff, SA 5049 or webbson@chariot.net.au
 by no later than **30th June 2019**

CLUB RUN TO ULEYBURY SCHOOL Sunday 24 March 2019

After all the hot weather we had been having it turned out to be a perfect day for the club run on March 24. Our meeting point was at the new Saints Rd Shopping Centre with everyone meeting in Macca's where a nice coffee or Ice cream was consumed.

At the designated departure time of 10.30am, 13 cars & passengers headed for the Uleybury School near One Tree Hill. Following a very informative run sheet which was well prepared by Laurie & Sandra O'Connell, most cars assembled at the school together, however the two "Spangler" cars were missing. It appears that Ashton's newly acquired A40 Farina had a fuel blockage which was overcome by some high & prolonged revving.



Because we were hanging around the car park rather than making our way to the front



door of the school the Headmaster Mr Squires chastised us for being late for school. He asked us to form two lines & not to talk – not many took much notice of that until he showed his cane. When he had us under his control, he asked us to turn towards the flag pole & sing God Save the Queen. Mr Squires then asked us to show him our finger nails as he patrolled up & down the two lines of "Students" to ensure we had clean hands. We then marched,

in single file, into the class room accompanied by Mr Squire tapping his triangle to the tune of left, right, left & some of all singing left, right, left. Talk about going back in time,

when we got inside the 163 year old classroom, we were ordered to sit in the old bench seat type desks (each made for two pre-teen kids – not us oldies) adorned with slate boards, ink wells nib pens & blotting paper. With writing being the lesson for the day we were then ordered to write some specific words, in cursive, onto the slate boards. He then provided us with a piece of paper with several lines drawn on it & five letters of the alphabet on the left. We then had to use the nib & ink to write, again in cursive, each



of letters, ensuring we had a finger space between each letter. Of course, Alan Baker was his usual rowdy disruptive self. This earned him the honour of getting the cane which, according to the hollering he made, (and a bit of good acting! - ed), must have really hurt, but it certainly quietened him down. We had a look at some of the memorabilia that was on display before coming back to modern day reality. The school visit was a lovely return to our old school days, as was hearing about the history of the school, which was built in 1856, and other similar sized (small) schools which operated in the area from the mid 1800's & up to the late 1900's. The school, which saw its last student in 1971, was still in very good condition.

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hearing about the history of the school, which was built in 1856, and other similar sized (small) schools which operated in the area from the mid 1800's & up to the late 1900's. The school, which saw its last student in 1971, was still in very good condition.

After thanking the headmaster for our experience, we headed off to Gumeracha, via the very steep Checker Hill Rd. We had lunch at the Giant Rocking Horse, with some attendees having lunch in the café while others, who brought their lunch with them, sat on the lawns under a gum tree where it was very pleasant until quite some time after lunch, the wind picked up. Ian & Cheryl Jones in their EH Holden Station Sedan also joined us here. With heavy clouds approaching & the wind getting stronger the party was over & everyone headed for home after having had a wonderful day with lots of laughs. The group included two members who had not been on a club run before, Brian Kynaston in his A40 Devon & Chris Baker in his Triumph Stag. We hope they enjoyed the day enough to join us again on future club runs.

On behalf of everyone who attended we thank Laurie & Sandy O'Connell for planning & arranging the day – it was fabulous

Austin 7 Technical Night visit to Minus Paints Wingfield Monday 25 March 2019.

Twenty-Six members arrived at Minus Paint's workshop on South Tce Wingfield at 7pm and were given a tour and talk by the owner on the process of paint stripping of vintage and classic vehicle parts and bodies. Many questions were raised by members who took a keen interest in the process explained. It was good also to see many new faces who joined us on this tour. Our hosts had recently taken over the business and we were the first to tour their premises.



We've been bringing metal back to life for 30 years

Minus Paint are the paint and rust removal expert. We take pride in helping restorers start their projects with a pristine, clean base.

Our aim is simple: Return your panels, shells and components as close to the factory finish as possible. We are passionate about preserving the original steel, which is the first and most important step in every good restoration project.

We clean steel, alloys and more

Our unique process removes all paint, body filler and tar from:

- steel
- aluminium
- brass
- magnesium
- copper

Simply deliver your parts or body shells to us stripped of all mechanicals and trim. We'll do the rest.

Our unique process

Depending on the amount of paint and body filler on your panels or body shell, it usually takes around 7 to 14 days to strip them back to a good clean base.

Several steps are included in the process:

Stripping

- We use an alkaline bath, not acid
- Non-abrasive
- Removes all types of coating, sealers, under body coating, body fillers, etc

De-Rusting

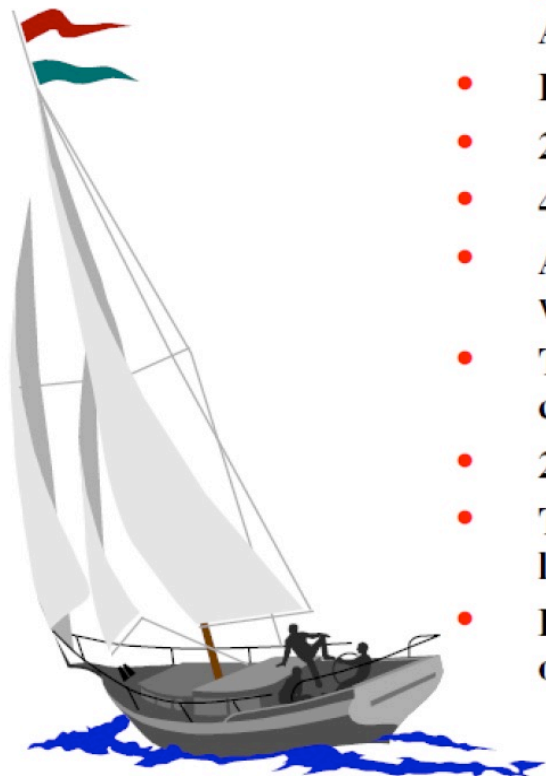
- An overnight process using a formula designed to attack corrosion.

Clean

- All parts are thoroughly washed down with a high-pressure steam cleaner after the stripping process.
- All Panels and seams are flushed with rust inhibitor.



Port Vincent Holiday House.



- 200Km And Just 2 Hours away from Adelaide is a four bedroom holiday house.
- It accommodates 8 persons in 4 Bedrooms
- 2 Double beds &
- 4 Single beds.
- All you need to take is your linen, food & whatever you drink.
- The town has a Hotel, IGA, Butcher, Ice cream parlour, Hardware, & Sports Store .
- 2 Petrol Stations & auto-gas is available.
- The Marina is available for boat mooring, launching & retrieval.
- For further information call Trevor or Lyn on 08 88537191 or 042 885 1139

From Austin 7 Journals July 1975

New Motor Sport Complex at Tailem Bend

71 drivers, enthusiasts and trade house representatives recently attended a meeting to hear a report of the Steering Committee which is made up of members from clubs affiliated with CAMS. Reported progress at this stage was that a lease has been signed on the property for 10 years, a Club has been formed and incorporated, and called "S.A. MOTOR RACING CLUB INC." A plan of the track has been drawn up and approval from CAMS has been obtained to build the circuit. It was pointed out to those attending that this track would be a welcome addition to the already existing facilities in S.A. with particular reference to circuit racing. Rallycross would be the revival of this type of activity as Rallycross only enjoyed three meetings about two years ago and was subsequently shelved.

After the meeting had been in progress for about 1½ hours, the people present were asked if, on the information presented to them, they considered the proposal to build the track was feasible. The meeting was unanimously in favour of continuing, which was most gratifying to the Steering Committee. It was necessary to get this support from the meeting as those attending are the people who will eventually become members of the "S.A. Motor Racing Club Inc." Fifty persons gave their names to join the Club plus 30 names previously which makes things look good; the only thing is that membership fees are coming in slowly. The sooner memberships are paid the sooner the circuit can be started. Membership is \$100 joining fee and \$10 subscription. At this stage it is anticipated the first Rallycross meeting will be about April/May 1976. This new Club is being formed only to build the circuit - the meetings will be run by the various Car Clubs.

Ian Motley
Sec. of Steering Committee
S.A. Motor Racing Club Inc.

PS This is not the multi-million dollar track that has now emerged as "The Bend".

On building a Nippy: an exercise in recycling.

At the September 2018 A7 Technical Night, Ian Sweetman impressed us all with his project: building an Austin 7 Speedy sports from scratch. That event, plus seeing the cover picture on the October 2018 edition of the magazine, has prompted this article.

The Gafney family arrived in Adelaide from the UK in late 1974. A shipping container crammed with our worldly possessions and a 1936 Austin 7 Ruby Sedan landed shortly after. At the time, club stalwart Ian Motley was working at Port Adelaide, and when he was alerted by Customs to the Ruby at the docks, I was quickly introduced to the A7 Club of South Australia, joining in 1975. With the Ruby came some spares: a 2-bearing coil ignition engine (M186505), a 4 speed gear box and a D-type rear axle.

At a display of members' cars in Bonython Park, I was impressed by Terry Ireland's silver A7 Special and an idea formed to build something similar. Casting about for a body style, I got no further than the picture of a Nippy on the cover of Bill Williams' book: *Austin Seven Specials*. I was hooked!

I researched the model, poring over contemporary sales brochures, parts lists and road tests to get information, very much as Ian has done with his current project. There were no Nippys in SA, so I had to cast a wide net, with lots of hand-written letters and overseas phone calls: no internet or Facebook back then.

In June 1933, Austin launched the 2-seater 65 Sports (EB Model) as a successor to the Ulster (EA model). It had a guaranteed maximum speed of 65mph ex-works and featured an aluminium body on an ash frame with a steel floor pan. The EB model featured doors, allowing one's lady friend to board with more dignity than with the door-less Ulster. In 1934, the name was changed to Nippy and the body became all steel.

Variations from other models in the Austin 7 range included a 1-1/2" crank, high compression head, a Zenith downdraft carburettor mounted on an aluminium "hot spot" manifold, aluminium sump, close ratio gearbox, 4 spoked non-dished steering-wheel, raked steering column, bowed front axle and flattened road springs.

I started in 1976 with a Ruby chassis, but for reasons of authenticity, decided to look for the earlier chassis, which has straight rear chassis extensions.

In 1978 I found the right 1933 chassis for the project leaning against the outside wall of Charlie Adams' shed, and a \$15 deal was quickly struck. On inspection, the chassis main rails were found to require straightening, and this was accomplished using a jack and some wooden blocks. Sandblasting and a coat of dark black paint followed.

At the same time, a complicated swap/barter/sales deal with the very supportive Ian Jones, yielded four good 1933 pattern 19" wheels, having the proper "Staybrite" stainless steel wheel centres. Another came from Arthur Addyman. I re-spoked a couple, and all 5 were sand blasted and stove enamelled black.

I entered the project in the "Most Optimistic-Unassembled" class in the Club's 25th Birthday display. It won the Enterprise Motors award for best in class. (1).

1. Most Optimistic: Unassembled.

Picture: John Garnett



On a border run in the Ruby shortly after, I met Victorian A7 club member Rob Storr, and we found, surprisingly, that we were both working on the same projects. Rob had somehow managed to acquire some genuine body parts, bits of a floor pan and bonnet sections, which he loaned to me. The Austin 7 bug knows no borders!

I made some sketches and in early 1979, Rowlands Sheet Metal at Magill made the floor pan sections. The major item, the body, was yet to be tackled. During the life of the project, I made 4 trips at intervals to England to visit family and friends. Each time, I allocated a day to visit UK Nippy owners to gather info and photos. No two cars I looked at were the same. Sound familiar? On one of the trips I met with legendary A7 coachbuilder John Heath, who gave me a set of photos showing the sequence of building the body, which I found invaluable. I also had access to his part finished car, plus 2 cars in his yard, awaiting repair, a blue 65 from Canada (2) and another, maroon, 65 belonging to a UK enthusiast (3).

John confided that he would rather work on a Rolls Royce Silver Ghost than a Nippy! And I thought he was joking. A friend from my apprenticeship days, Michael Darvell, met me at John Heath's workshop in Essex and helped to obtain dimensions and contours. This was undertaken on a day of freezing fog, and a small butane stove prevented our fingers snapping off. Michael also later posted a large roll of drawings on wallpaper on which he had traced body parts of a dismantled car! So, together with the photos, sketches and 1:1 scale drawings, there was no holding me back!

(left) Canadian 65 at John Heath's. Note 16" wheel as fitted to export models and broken bodywork just forward of rear wing.



2. (right) Maroon body at John Heath's. Note the stinging nettles.



There will always be something that one forgets to look for, and in this respect, I am indebted to Bruce

and Nell Williams who interrupted one of their UK holidays to track down a Nippy and obtain some additional dimensions. Such camaraderie!

To get the steering column raked to the correct angle, I cut and welded 2 scrapped standard steering boxes. The steering wheel was made from steel tube rolled by Stepney Exhausts, fitted to 1/8" flat spring steel spokes riveted to the hub of a Morris Minor steering wheel, which had the same splines as the A7 column. The finished article was dip coated in black nylon.

Drawings obtained from Chris Gould in the UK enabled me to manufacture the headlamp brackets. And whilst on a business trip to Auckland, I scored a pair of authentic Willmot Breedon door catches at a swap meet. Other bits were obtained on a later trip from a visit to the renowned Hirohito Motor Wrecker's yard, lying in the shadow of sometimes active Tongariro Volcano, and still in business in 2018.



The wood framing for the body (4) was mainly from hardwood and was screwed and (marine grade) glued together. Radiused sections for the boot were made from thin strips of hardwood clamped to a curved former, and soaked in the swimming pool for a few days.

3. (left) Wood framing completed

Meanwhile all the missing bits, including seats, instruments and electrics, were collected over an extended period from club members, club spares and swap meets. Reproduction bronze windscreen uprights were obtained from Stuart Rolt in the UK and I swapped John Heuzenroeder a magneto for a mid-thirties

tourer windscreen frame, which would be adapted to suit the Nippy scuttle contour. I was able to persuade Merv Perry to relax his grip on a pair of authentic Lucas-Graves headlamps. These featured angular mountings for A7 tourer wings and had to be altered for vertical mounting. Local motorcycle headlamp and fuel tank repairer Bill Byles made a neat conversion.

Merv persuaded me to use the 1933 brake cross shaft, with its compensating linkage, whereby both the foot brake and the hand brake operate on all 4 wheels. He generously made one available from his stock.

A Lucas vacuum operated windscreen wiper came from a West Australian club member. Blank number plates of the type originally fitted by the works were procured from the Seven Workshop, UK.

Those parts I was unable to collect had to be hand-made by yours truly. They included the bonnet hinge sections, which were made in stainless steel. The tooling I made for forming them is available on loan from A7 Club SA spares. Using sheet brass, I made the radiator stone guard frame and external rear vision mirror. The door and boot hinges were hacksawed from various brass sections and the rear direction indicator mounts were made from steel tubing.

The body panels on my car were to be of steel with the exception of the doors and boot lid which I decided to make from aluminium. As the latter were to have compound curves, I was ably assisted by then club member Jim Bishop, who not only lent me his English wheel, (7) but provided the aluminium for the panels.

Steel for the other body parts was salvaged in 1982 from a crash reparer in Norwood. They had a contract to repair damaged TipTop bread delivery vans, and they were happy for me to cart away some of the discarded sheet metal, which was sufficiently flat to shape the parts I wanted. This really was recycling! I am indebted to those accident prone bread delivery van drivers...

Many hours were spent with my panel beater son, Simon, in making the body. In particular, the scuttle (5) was a challenge!



(6). Rear end (5). Steel scuttle

The rear end (6) was also a panel beating exercise of the first order, and kept us both off the streets for days. Note the red painted TipTop metal!

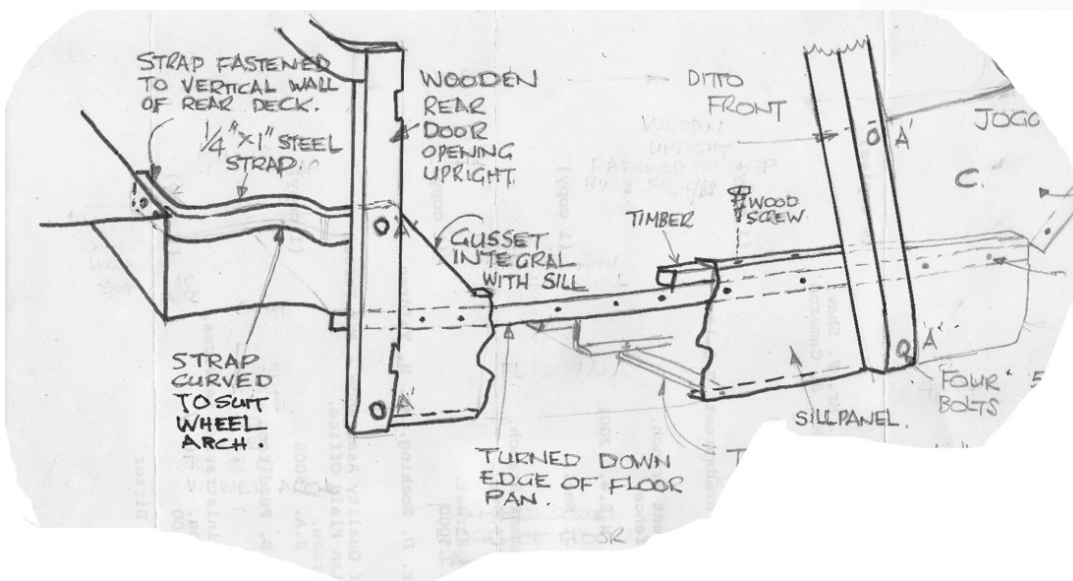


7. Wheeling the aluminium boot lid. Serious stuff

To stiffen the body and prevent it cracking at the rear edge of the door opening, I fitted two shaped straps made from $\frac{1}{4}$ " x 1" steel connecting the side sill to the face of the step (8).



8. Method of stiffening the body.



Another major headache was the procurement of a set of wings. Originally of steel and deeply domed, they were a thing of immense beauty. And rarer than hens' teeth. I managed to get a fibreglass reproduction set from John Platt's in the UK which arrived in late 1982. The steel bonnet panels were made by Rowlands Sheet Metal.

I made the wiring loom to place and bound it with cloth insulating tape for semi authenticity. Armoured twin cable was used to connect the cut-out to the dynamo, as I had seen on some UK examples.

By early 1985 the car was now pretty much assembled and driveable, although still in grey primer and with no trim. (9). The Nippy's maiden journey, courtesy of the old SA "waiver" system, was the Jim Bishop Memorial run to Stirling on 28th April. Sadly, Jim had passed away a few months earlier from complications following hip surgery.



9. First outing. In primer!

On this inaugural run, the clutch was slipping and, while ascending the Devil's Elbow, the gear lever snapped off near its entry to the gearbox. Surprisingly, we found a garage mechanic in Stirling who welded it in situ and we were away again.

The engine and gearbox had to come out to fix the clutch. I decide to give the engine some TLC. It was "as found" on top of a compost heap when I acquired it from a bloke in Reading, via the English weekly magazine *Exchange and Mart*, in early 1974. I also took the opportunity to fit a close ratio gearbox at

the same time.

Work on the engine included crankshaft grinding, re-metalling big ends, balancing the crank, flywheel and clutch, fitting new main bearings, modern lip seal fitted to rear main, boring and fitting 1/16" oversize inlet valves, (possibly Hillman?), Honda valve springs, sending the standard A7 camshaft to Jack French in the UK for cam re-profiling to increase the valve lift and fitting a genuine Nippy head and manifolds, supplied by Jack. I bored the oil pump 1/32" oversize and an alloy sump was procured from the Victorian club. A special end plate was fitted to the oil pump, having an inlet snout which dipped deeper into the sump (Austin part number BA 193). Oh, and new clutch linings and springs!

Starting with two standard 4 speed synchro gear boxes, new bearings and seals were fitted. I replaced the first motion gears with new gears having 23 and 29 teeth, compared with the standard 20 and 32 teeth. The new gears gave ratios of 3.45/1, 2.08/1, 1.31/1 and 1/1, compared with standard 4.37/1, 2.64/1, 1.66/1, and 1/1. The Austin 4 speed sports gearboxes in the mid-30s had ratios of 3.9/1, 2.36/1, 1.49/1 and 1/1.

The two sets of helical input gears were made from EN34 case hardening steel, cut by a now retired gear cutter at Birkenhead SA and hardened to spec by a local reputable heat treatment shop. The 23-tooth input gear was shrunk on to the de-toothed first motion shaft and electron beam welded to minimise distortion. The second gearbox went to an ex club member in Kadina who fitted it to his wife's early 30s tourer. (Rumour has it that she won the ladies event trophy at the Port Augusta Hill Climb on three occasions).

The seats were expertly trimmed with black hide by then fellow club member Norman Thursfield. He also made the piping which fits between the wings and the body. On one of my trips to the UK, I found a magnificent piece of mahogany in my Dad's shed and brought it to Adelaide as carry-on baggage! This became the dashboard which was subsequently French polished to a high standard by Tim Williams.

The two-pack acrylic paint finish on the body was carried out in 1986 at Simon's employer's workshop, Allan Doyle Crash Repairs (10). The colour chosen was Cherry Red which was one of the Austin factory options in 1933. The paint used was from the Triumph colour range. Simon and spray painter Trevor worked on the



preparation for 6 weekends, rubbing down between coats of primer. This hard work paid off, as the completed job was brilliant.

10. In the paint booth.

The wings were painted high gloss black and final assembly was completed in 1991, about 15 years after setting out. During the final years of the build, I was running my small engineering business and therefore was able to do the odd "foreigner" without causing strife! We entered the car in the Concours Class at the Club's 40th Birthday Rally in 1993, with success.

I had drawings, photographs and notes to make the hood frame, some taken from Chris Gould's Nippy in the UK. But apart from making the hood bows and some link plates, I never made progress in this area. Partly because to stow the folded hood, the seats would have to be moved forward to make room. So we enjoyed the car for 14 years, only driving on fine days.

I would like to take this opportunity to thank all those Club members who offered advice and words of encouragement to mount the myriad obstacles along the way. And of course, my long-suffering family. Bobbie quickly became an invaluable helper when it came to hot shrinking sheet metal!

In 2005 we reluctantly decided to sell the car to pay for some expensive dental implant work. On my last day at school, I managed to ride my pushbike at speed into the back of a stationary Morris 8 sedan. I altered the shape of the Morris, my treasured Raleigh bicycle and my front teeth. Over the ensuing years, I became several dentists' major source of income, as they repeatedly repaired the said teeth.

The Nippy's new owners were Dave and Yvonne Armstrong, proprietors of Salisbury-based Dave Armstrong Motors. They wrote saying that they were enjoying the car, after fixing some minor problems, including a poorly adjusted 3rd brush in the dynamo, an oil leak from the fuel pump and lowering the seat cushion so that vision was not obscured by the windscreen's top rail!



In January 2009 the car passed to its 3rd owners, Andrew and Debbie Dawes. I was rapt when Andrew offered to let me drive the car in the Austin Seven Club's 50th Anniversary of its 1st race meeting event in August 2010 at the Mallala SA motor racing circuit (11). I had just celebrated my 77th Birthday.

11. Racing! Picture: Tony Marston

Meanwhile, Debbie said she would not get in the car without a hood. Andrew set about finishing the hood frame (12) and organized a first class trimming job by vintage enthusiast Allan Hagger of Mypolonga. When I saw it, I was sick with envy!



12. Hood frame. Photo: Andrew Dawes



13. Hood fitted. Finally! Photo: Andrew Dawes

While participating with the Nippy in the 2017 National Austin 7 Rally in Toowoomba, Queensland, Andrew was tapped on the shoulder by Victorian Club member Tony Casabene and after some spirited bargaining, it changed owners once more.

Here's hoping that Tony derives as much pleasure from the car as I and the other owners have.

Stan Gafney



SHARE THE PASSION

**LOOKING BACK IN TIME TO 1995 AND 1998 and the Tasmanian Tours by the Austin 7 Club
both organised by Dave Hall.**



Ken Stuchbery, Faye Stuchbery, Peter Trull, Betty Trull, Elaine Rose, Helen McLoughlin, Glen Bishop, Judith Bishop, Barry Walsh, Shirley Brock, John Wills, Joy Wills, Sandra Hislop, Elizabeth Kelsey, Peter Kelsey, Stan Rodda, Graeme Logan, Gerrie Leslie, Reg Leslie.

Ken Walker, Richard Rose, Jeanette Walker, Bruce Williams, Christine Lake, Malcolm Lake, Dave Hall, Brenton Spangler, Trevor Clerke, Lynne Innes-Irons, Cyndy Spangler, Lyn Clerke, Arthur Addyman, Cheryl Jones, Ian Brock, Ralph Drage, Ken Hislop, Helen Shegog, Bev Logan, Adelle Rodda, Dean Qualmann, Thelma Perry, Rick Perry, Les Cridland, Sandra Cridland, Marlene Hutchins, Phil Hutchins, Rhonda Beach.

Nell Williams, Ashton Spangler, Lyn Walsh, Nadia Addyman, Ian Jones, Marie Drage, Ken Innes-Irons, Pam Keil, George Keil, Chris Frayne, Trish Laughton, Peter Laughton, Michael Shegog, Cheryl Waller, Rosemary Davis, David Franklin.



GROUP PHOTO AT STRAHAN - Photo Dave Hall

Dave Hall, Geoff Carroll, George Keil, Ralph Drage, Russell Clough, Rian Chappell, Ray Gallagher, Anne Gallagher, Cheryl Jones, Ian Jones, John Cowley, James Murray.

Jim Pearse, Fred Bicknell, Helen McLoughlin, Doreen Bicknell, David Franklin, Rosemary Davis, Trevor Clerke, Lyn Clerke, Doreen Storr, Dennis Storr, Jean Gilbert, Carole Kerwood, Sandra Cridland, Les Cridland, Dilys Stevens, Bob Booth, Judith Cowley.

Margaret Pearse, Maureen Boatwright, Phil Hutchins, Marlene Hutchins, Bob Whitbourne, June Whitbourne, Joy Wills, John Wills, Elaine Rose, Kevin Gilbert, Patricia-Anne Thomas, Betty Trull, Nell Williams, Bruce Williams, Peter Trull.

Ted Rix, Merv Boatwright, Dot Bacon, Tom Bacon, Sandra Hislop, Ken Hislop, Cheryl Waller, Rhonda Beach, Jennifer McIntosh, Dawn Cunningham, Robert Cunningham, Lloyd Stevens, Nadia Addyman, Arthur Addyman.

Len Kerwood, Judy Clough, Amelia Rix, Bev Carroll, Marie Drage, Pam Keil, Sandra Chappell, Richard Rose, Gilda Force, Geoff Murch, Norma Greenfield, Pat Greenfield, Gerrie Leslie, Reg Leslie, Mark Thomas, Lyn Walsh, Barry Walsh.

50 years ago - Looking back to motor racing in.....1968 at Mallala

1968 was a busy year for our racing drivers, with 2 Australian Titles and 6 SA meetings held at Mallala. New cars were debuted and lap records continued to be broken.

January 29 – Australian Tourist Trophy

On a very hot day - maximum temperature 100°F (37°C) - the year's racing began.

Sports car scratch – 5 laps: Noel Hurd, Elfin Globe Ford from Geoff Vercoe, Cicada Ford and Malcolm Ramsay, debuting his Elfin Ford 300.

Pre-EH Holden – 5 laps: Graham Ritter from Kevin Farrissey, and Kym Anderson. Other drivers included Denis Dix, Kym Anderson, Brian Worthley, John Reynolds, Colin Morris and Colin Zytveld.

Racing car scratch – 10 laps: Mel McEwin, Lotus Climax from Garrie Cooper, Elfin Mono IIB and John Walker, Elfin Mono IIB.

Touring car scratch - 10 laps: Bob Jane, Ford Mustang from Andrew McComb, Lotus Cortina and Cyril Nancarrow, Morris Cooper S.

12th Australian Tourist Trophy – 47 laps: Frank Matich, Matich SR3 (setting a new sports car lap record of 1-16.5) from Geoff Vercoe, Cicada Ford and Eric Boord, Olympus Ford.

Racing car handicap - 5 laps: J Harvey, Lampo Nero from John Walker – setting the 1½ litre racing lap record to 1-16.7 - and Garrie Cooper.

Touring car handicap - 5 laps: Kym Anderson, Holden, from John Bassett, Ford Cortina and Ian Landsmeer, Ford Anglia.

Sports car handicap – 5 laps: Ian Schultz, Condor BMC from Barry Kirk, Elfin Ford and R Carey, Triumph Spitfire.

April 15 - Singapore GP: Garrie Cooper leads this race from start to finish.

April 15 – 5th SA Touring Car Championship

This Easter Monday meeting was much cooler – maximum 75°F (23°C).

Pre-EH-Holden scratch – 5 laps: Kevin Farrissey from Peter Finch and Kym Anderson.

There were only another 4 finishers with 5 DNFs – one being Denis Dix who set a lap record of 1-34.4 before retiring.

Touring car scratch – 5 laps: Norm Beechey, Lotus Cortina from Andrew McComb, Lotus Cortina and R King, Morris Cooper S.

Sports car scratch – 10 laps: Malcolm Ramsay, Elfin 300 (setting a lap record of 1-18.7) from Geoff Vercoe, Cicada Ford and Eric Boord, Olympus Ford.

Racing car scratch – 10 laps: John Walker, Elfin Mono IIB from Dean Clough, Elfin Mono IIB and Helene Bittner, Rebelle.

SA Touring Car Championship – 22 laps: Norm Beechey, Lotus Cortina from Cyril Nancarrow, Morris Cooper S and Les Jesser, Morris Cooper S.

Racing car handicap - 5 laps: Dean Rainsford, Repco Brabham from N Johannesen, A7 and D Whitehill, CMS FV. John Walker lowered the 1½ litre racing lap record to 1-16.4.

Touring car handicap – 5 laps: Geoff Smyth, Holden from Norm Beechey and R Price, Ford Anglia.

Sports car handicap – 5 laps: D Baillie, Bacchus from Ian Alexander, Shrike and G Walsh, Fiat Special.

May 5 – Austin 7 Club SA Trophy

Sports car scratch – 3 laps: Dave Armstrong, Cicada BMC from Phil Moore, Lotus Super 7 and Ian Alexander, Shrike.

Pre-EH Holden scratch – 3 laps: Kevin Farrissey from Peter Finch and A Reid.

Division 2 scratch – 3 laps: Dave Armstrong from Ron Bach, Elfin Mono Imp and Denis Dix, Anglia.

Division 2A scratch – 3 laps: Ian Alexander, Shrike from Eric Spehr, Elfin FV and J Chapple, Lynx.

Division 1 scratch – 3 laps: John Walker, Elfin Mono IIB from Don Fraser, Cicada BRM and Dean Clough, Elfin Mono IIB

Touring car scratch – 3 laps: Andrew McComb, Lotus Cortina from John Walker, Holden and Peter Finch, Holden.

Morris Earthmovers Trophy – Sports cars - 5 laps: Dave Armstrong from Denis Dix, Anglia and Ian Alexander.

D Smith and Sons Trophy - Racing cars - 5 laps: John Walker from Dean Clough and Don Fraser.

Indianapolis Speed Shop Trophy - Touring cars - 5 laps: Andrew McComb from Kevin Farrissey and Peter Finch.

Sports car handicap – 5 laps: Bob Goldsworthy, Delta from L Simpson, Honda and R Carey, Spitfire; lap record to Dave Armstrong 1-29.0.

Racing car handicap – 5 laps: Ron Bach from D Whitehill, CMS FV and John Walker, who lowered his lap record to 1-15.7. *A7Journals of July noted that this was the closest finish of the day, with only 2.5 seconds between the first 6 cars.*

Touring car handicap – 5 laps: Colin Zytveld, Holden from Tony Orlando, Holden and Ian Landsmeer, Ford Anglia.

Class 1 handicap – 3 laps: Colin Zytveld from Tony Orlando and Eric Spehr.

Advertising on racing cars: CAMS had conducted a survey of competitors and 86% of respondents agreed to it and so from 1-6-1968 advertising was allowed.

June 10 – SA Road Racing Championship

This Queens' Birthday Monday meeting was colder – maximum 60°F (15°C).

Pre-EH Holden scratch – 5 laps: Peter Finch won easily (setting a new lap record of 1-33.7 in the process) from Kevin Farrissey and Colin Zytveld.

Division 1 scratch – 5 laps: An Elfin mono walkover, with 5 of the 7 entries being this model; John Walker from Alf Costanzo and Clive Millis.

Division 2 scratch – 5 laps: Jim Orr, Austin Special from Ian Lewis, Elfin and Eric Boord, Olympus Ford.

Closed sports cars – 5 laps: Denis Dix, Anglia from John Jarrett, Morris Special and B Bennett, Ford Classic.

Open sports cars – 5 laps: Malcolm Ramsay, Elfin 300 from Eric Boord and Dave Armstrong, Cicada BMC.

Division 3 scratch – 5 laps: G Walsh, Fiat Special from Keith Poole, CMS FV and David Wallis, Ford Clubman.

Touring car scratch – 5 laps: Morris Cooper S's ruled – R Brown from Cyril Nancarrow and Les Jesser.

SA Road Racing Championship – 22 laps: John Walker from Alf Costanzo and Clive Millis.

Sports car handicap – 5 laps: Ian Alexander, Shrike from C Tuckey, Nova 3 and Dave Armstrong. Malcolm Ramsay set a new lap record of 1-17.8.

Touring car handicap – 5 laps: R Brown from Les Jesser and Geoff Smyth, Holden.

Racing car handicap – 5 laps: J Kenny, Elfin FV from Jim Orr and Chris Milton, Elfin FV.

August 11: This Sunday meeting was dry and cold - maximum 59°F (14°C). With advertising now allowed, more competitors had sponsors as entrants with names displayed on the car.

Division 3 scratch – 5 laps: Keith Rilstone, Holden Clubman, from Geoff Mobbs, Elfin and W DeRose, Atom 1.

Division 2 scratch – 5 laps: Eric Boord from Dave Armstrong and Ian Richards, Viper.

Division 3 scratch – 5 laps: John Walker from Alf Costanzo, both in Elfin Monos and Garrie Cooper, Elfin 600.

Touring Car scratch – 5 laps: Morris Cooper S's ruled again – R Brown from Cyril Nancarrow and Graham Bishop.

Sports car scratch – 5 laps: Noel Hurd, Elfin Globe Ford from Malcolm Ramsay and Eric Boord.

Sports racing closed scratch – 5 laps: B Bennett, Ford Classic from John Jarrett, Morris Special and Denis Dix, Ford Anglia.

Racing car Trophy – 10 laps: Alf Costanzo from Garrie Cooper and Don Fraser, Cicada BRM

Pre-EH Holden Trophy – 10 laps: Kevin Farissey from Peter Finch and J Bromley.

Sports car handicap – 5 laps: Dave Armstrong from W DeRose and Eric Boord.

Sports racing closed handicap – 5 laps: John Jarrett from R Nelson, Morris Special and Denis Dix.

Racing car handicap – 5 laps: D Mayers, Kobe from K Brown and J Kenny, both Elfin FVs.

Touring car handicap – 5 laps: Brian Worthley, Holden from Ian Landsmeer, Ford Anglia and Geoff Smyth.

September 9 – MG Car Club SA and Austin 7 Club SA Trophy

This meeting was only for MGCC and A7C members.

Touring car scratch – 4 laps: M Ford, Morris Cooper S from Graham Boulter, Holden and R Nelson, Morris Cooper S.

Sports car scratch – 4 laps: John Kay, Buchanan from Phil Moore, Lotus Super 7 and T Hill, Froya Peugeot.

Racing car scratch – 5 laps: Don Fraser, Cicada BRM from G Morphett, MG Special.

Touring car handicap – 5 laps: Don Scott, Skyline GT from M Ford and Graham Boulter.

Sports car handicap – 5 laps: J Kay from Ian Schultz, Condor BMC and B Papaelia, MGB.

Racing car handicap – 5 laps: G Nicolle, MG Special from Don Fraser.

Invitation handicap – 5 laps: R Nelson from Don Fraser and Ian Schultz.

October 14 – Australian Gold Star Championship

This Monday was dry and warm – temperature 79°F (25°C) - and attracted the top racing and touring car drivers in Australia.

Sports car Trophy – 15 laps: N Hurd, Elfin Globe Ford from Malcolm Ramsay, Elfin 300 and John Kay, Buchanan.

Division 1 scratch – 4 laps: Leo Geoghegan, Lotus Repco V8 (setting a new outright lap record of 1-11.1) from Kevin Bartlett, Brabham Alfa Romeo V8 and Max Stewart, Renmax.

Pre-EH Holden scratch – 4 laps: Peter Finch from John Walker and Kym Anderson.

Division 2 scratch – 4 laps: Ian Richards, Viper Peugeot from Helene Bittner, Rebelle and Eric Boord, Olympus Ford and John Walker, Buchanan.

Touring car Trophy – 10 laps: Alan Hamilton Porsche 911T from Jim McKeown, Lotus Cortina and Peter Manton, Morris Cooper S, who set a class record of 1-25.8.

Heat 5, Gold Star Championship – 45 laps: Leo Geoghegan from Kevin Bartlett and Glynn Scott, Bowin Ford.

The Under 11/2 litre championship places: Garrie Cooper Elfin 600 from Max Stewart (who set the class record of 1-15.2) and John Ampt, Elfin Mono.

Touring car scratch – 4 laps: Jim McKeown (setting a class record of 1-25.0) from R Brown, Morris Cooper S and Andrew McComb, Lotus Cortina.

Sports car handicap – 5 laps: Eric Boord from R Carey, Triumph Spitfire and Dave Armstrong.

Racing car handicap – 5 laps: Keith Poole, CMS FV from A Foster, BSA Wasp and D Whitehill, Elfin FV.

Touring car handicap – 5 laps: Kym Anderson, Holden from Barry Warnes, Prince GT and James Rosenberg, Holden.

November 17 – Mallala trophy meeting

This Sunday meeting was back to the heat – temperature 94°F (35°C).

John Walker also drove Kevin Farissey's Holden and John Kay's Buchanan at this meeting; the points he gained won him the prize from the Mallala Motor Racing Club.

Sports car scratch – 5 laps: Malcolm Ramsay, Elfin 300 from Keith Rilstone, Holden Clubman and John Walker, Buchanan.

Racing car scratch – 5 laps: John Walker, Elfin Mono from Don Fraser, Cicada BRM and Garrie Cooper.

Pre-EH Holden scratch – 5 laps: Peter Finch from John Walker and Colin Zytveld.

Division 3 scratch – 5 laps: Andrew McComb, Lotus Elan from Dave Wallis, Ford Clubman and Ian Schultz, Condor BMC.

Touring car scratch – 5 laps: John Lewis, Holden from Andrew McComb, Lotus Cortina and B Rout, Morris Cooper S.

Sports car trophy – 10 laps: Malcolm Ramsay from Keith Rilstone and Phil Moore, Lotus S7.

Touring car scratch – 6 laps: Graham Bishop from B Rout (both Morris Cooper S) and Malcolm Nancarrow, Lotus Cortina.

Racing car trophy – 10 laps: Garrie Cooper from John Walker and Don Fraser: John lowered the 11/2 litre racing lap record to 1-15.0.

Barry Frost

The **London-Sydney Marathon** passed through SA near Olary in December 1968 and two car loads of A7C members joined with members of other Clubs to man Station gates on one particular property.

A7J #23 reported: *"We arrived at the station on the Sunday afternoon and camped overnight, to be ready the next morning when competitors passed through. We had an interesting spot, where they had to go over a couple of mounds and we were able to get some good photos. Late in the afternoon, we de-camped and returned to the bitumen at Olary and arrived back home in the early hours of Tuesday morning."*



File Photo of SA Twin State Challenge Adelaide International Raceway.



FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX

2019

14 - 17 MARCH

The 2019 Australian F1 GP; Melbourne 14-17 March 2019

Promotional signage at the Albert Park track noted that this meeting was the **998th** F1 GP since inception of the World Championship title in 1950.

This prompted some research and the following statistics have been noted from the ensuing 69 years.

1950 Championship:

Number of races – 7

World Champion – Giuseppe Farina, Alfa Romeo

2018 Championship:

Number of races – 21

World Champion – Lewis Hamilton, Mercedes

Most Race wins:

Michael Schumacher – 91, Lewis Hamilton – 71 and Sebastian Vettel – 52

F1 Championship Winning Drivers:

33 different drivers have won this title:

7 wins to Michael Schumacher, 5 wins to Lewis Hamilton and Manual Fangio. 4 wins to 2 drivers, 3 wins to 5 drivers, 2 wins to 6 drivers and 1 win to 17 drivers.

Most F1 Championships by Nationality:

United Kingdom – 18, Germany – 12, Brazil – 8 (Australia 4; Sir Jack Brabham 3 and Alan Jones)

Most F1 Championships by Constructor:

Ferrari – with 15 drivers, McLaren with 12 drivers and Williams with 7 drivers

Most F1 Constructors Championships by Nationality:

United Kingdom – 37 (9 different teams), Italy – 19 (3 different teams) and Germany (1 team)

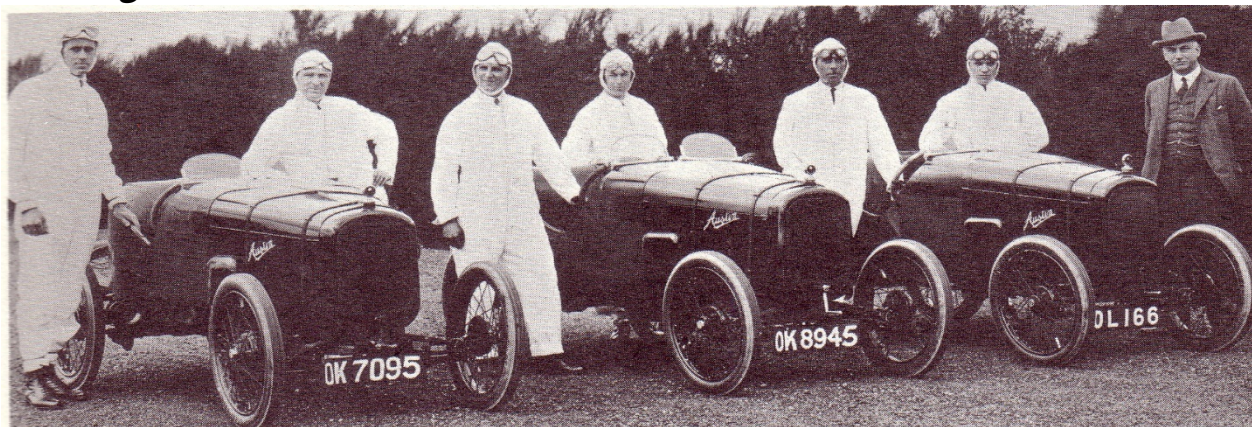
Race tracks used the most:

Monza (Italy) 68 times (not used in 1980); Monaco 65 times (not used 1951-54)

It took 50 years of racing to reach the **500th GP**, won by Nelson Piquet, Benetton Ford from Nigel Mansell and Alain Prost, both Ferraris, held here in Adelaide on 4 November 1990.

With the growth in the number of countries developing new F1 circuits around the world since then, it has only taken 29 years to reach the **1000th** meeting milestone which will be held in China on 14 April 2019.

Barry Frost



Sir Herbert with the first Austin Seven racing team at the Boulogne meeting in August, 1923.

Austin 7 TTM Come & Try Day at Mallala Sunday 31 March 2019



The participants at the Come & Try Day.



Jordan Johnston, Anthony Verner, John Tiller, Dave Zollo, Kristen & Richard Bailey, Paul Taylor, David Taylor, Alec Taylor. Some of the helpers for the day Trainers, Flags, Starter, and Form up.



The whole crew of participants with some of the helpers.

The above photos courtesy Lesley Little of Little Gem Photography



It looked like one of Darth Vader's storm-troopers had arrived at the clubrooms in this Mustang on 11 March, but it was actually the friendly faces of Ron & Grace Schache who emerged from Ron's new acquisition.

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

Austin 7 Journals

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Nick Metcalfe at Modern Regularity Round 1, 24 Feb 2019