

# AUSTIN 7 JOURNALS

THE MAGAZINE OF THE AUSTIN 7 CLUB OF SA INC

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# AUSTIN 7 CLUB of S.A. INC

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

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

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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:**

MOTORSPORT AUSTRALIA, and

FEDERATION OF HISTORIC MOTORING CLUBS

SOUTH AUSTRALIA INC.

**FINANCIAL:** The Club is able to accept payment of subscriptions, for events or fees by Internet Banking.

Banking details are: BSB 085-333 A/c 838545354.

When transferring funds to the Club please quote your name or a reference so that the Treasurer is able to identify your payment.

All correspondence to:

The Secretary

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

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

The Austin 7 Club SA Internet address is: [www.austin7clubsa.com.au](http://www.austin7clubsa.com.au)

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

# Austin 7 Journals

Volume 233 – JULY 2020

## A Word from GB



Hi Members and Friends,

I hope this Journal finds you all well and chafing at the bit to get out and enjoy the Austin 7 Club meetings and outings that we are all missing. Unfortunately, we are still in lockdown at the club as we do not have enough space to hold a general meeting as this report goes to print.

Covid-19 is a word that we all know and is the word that has kept us apart as a Club since March this year. As our State works together to control the Virus and as some modified freedom starts to return to other than normal, your committee had a meeting in the clubrooms on Monday 29 June to wind up the Financial year and to look to the future of what we can do.

Because of the restraints on the numbers allowed into the hall and spares shed we have put all Meetings including the AGM and A7 Technical nights on hold until further notice. The committee will send out an email to all members who have an email address to let you know when the club will reopen for business. If you are looking for any spare parts give David Gear a call to arrange them.

David Garnett has resigned his position on the Committee as Registrar and Log Books representative. His employment takes him all over Australia and I would like to thank him for the work he has done at the club helping in registration matters and working in the spare parts area. Ralph Drage will be looking after this area until we have our AGM.

We are looking for someone to take over the position as Librarian. Barry Pannell relocated the library to the temporary building and has catalogued all the library books. We now have an area that allows members to come in and research information required to fix up their vehicles. If you have a desire to be part of this information centre please let us know.

During the past weeks Tony Morgan and a group of modern regularity drivers have had several Zoom meetings. They have worked towards the return to the race track for the planned modern regularity meeting in July. We have had to have a Covid-Safe Plan from Mallala Motorsport Park supplied in conjunction with the Police allowing a certain number of competitors to attend a race meeting. We are now allowed to have 1000 people on site at Mallala Raceway.

David Gear has kept the Technical Group informed with all sorts of information during this time about Austin 7 vehicles and how to repair the components for them. On May 28<sup>th</sup> Barry Frost turned 80 and without him knowing 18 vehicles and 33 people from the Club had a drive past to wish him all the best. We met in the car park of the Findon shopping centre and drove in convoy past his place. It was good to catch up to members from a distance who we had not seen for several months.

*Graham Buesnel*

President

## COMING EVENTS for 2020

### July 2020

- 12 Regularity R4 Mallala Motorsport Park

### August 2020

- 3 Committee Meeting  
16 TTM Regularity Relay

### September 2020

- 1 Old Car Day at Bethany  
7 Committee Meeting  
13 Regularity R5  
13 Federation Picnic Day at Wirrina Cove  
27 40<sup>th</sup> Bay to Birdwood Run

### October 2020

- 4 Collingrove Vintage Hillclimb  
7 Committee Meeting  
17/19 Riverland Rally to Waikerie see note and entry form in these Journals  
25 Regularity R6

### November 2020

- 2 Committee Meeting  
6 Climb to the Eagle  
28 Subs & Rego Day at Clubrooms  
29 Regularity R7

### December 2020

- 6 Subs & Rego Day at Clubrooms.  
7 Committee Meeting



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### VALE: Jean GILBERT

It is with much regret the Austin 7 Club has been advised that Life Member, Jean Gilbert passed away on 28<sup>th</sup> June 2020. Jean was aged 90 years. Jean was a member during the busy Austin 7 touring days where she organised many day runs and tours. Days when we had as many as 20 Austin 7s on a run! Jean started in the Austin 7 Club in 1977 where her father George Gliddon also was a member. She quickly became involved in Club activities with her husband, Kevin. Kevin Passed away several years ago. Jean had 3 children, 5 Grandchildren and 8 Great-Grandchildren. A lot of us will remember Jean in her business like approach to activities and she always made sure we had a good experience with the Club.



### 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 <sup>th</sup> 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)



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**FOR SALE:** 1952 Austin A30 2 Door Sedan. has been stored under cover for 35 years. Partially dismantled, with many additional parts from a second car thrown in for swapping for any missing parts. Phone Brendan Mahony on 0417 771 077 to arrange an inspection.

**Wanted:** 3 litre motor to fit Austin A99, please call Ken on 0427 631 293



# SOUTHERN FLINDERS PREWAR RUN

DIARY OF THE TRIP WE WOULD HAVE HAD.

**28/3/20 SATURDAY**

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## **Home – Clare - Jamestown**

All packed & ready to leave by mid-morning on our first trip away in Alf (our A7) without the space & comfort of the modern. Excitement abounds.

We met the group in Clare, at where else but the bakery, and at lunch time! Graham was there too in his A7. He's our Clare A7 Club member. The group is David & Michele, Jean & Barney, Arthur & Nadia, Debbie & Andrew, Greg & Julie, Malcolm & Christine, Scott, Lee & John, Beryl & Steve, Laurie & Pam, David, Keith & Wendy, Trevor & Rosalie.

Graham took us to his place where he generously provided secure parking for the week for our moderns & trailers, with the exception of 1 rig. That rig is our breakdown retrieval rig driven by Laurie & Pam (plus a bit of extra space for luggage!!).

We set off from Graham's place by early afternoon travelling north past the Clare Airport & through the district of Andrews. At Spalding we took a short diversion to check out the Bundaleer Reservoir & water channel that was first built in the 1890's.



A fantastic engineering feat. Driving further north we stopped for a picnic afternoon tea at the Bundaleer Forest where we learnt of the birth of forestry in SA. A good time was had by all with delicious cakes & pastries bought earlier at Clare & Spalding with tea & coffee from our trusty thermos'. We explored the sculpture walk. Jamestown was just a few miles further on where we booked into accommodation at the historic Railway & Commercial Hotels for bed & feed.

Alf drove exceptionally well for the day which was approximately 80 km. Windows out & stowed behind the seat due to the lovely Sarah-Lee weather. That is cool in the morning & evening, & warm enough during the day to remove multiple layers of clothing.

### **Jamestown – Melrose**

It was a rowdy night last night with pre dinner drinks starting early and Trevor Gent on his keyboard and Greg Lindsay challenged the group with “name that tune”. There was no clear winner but jelly beans were shared for those that called the right tune! It was a good laugh all round.

For your information here is the list:

I want to break free. Queen

One is the loneliest number. John Farnham

Don't stand close to me. Sting/police

All by myself. Celine Dion

I wanna hold your hand

Sounds of Silence. Simon and Garfunkel

Keep a knocking but you can't come in

Staying Alive. Bee Gees

A little less conversation. Elvis

Highway to hell

The final countdown

We ambled off around 9.30 out of Jamestown, past the Hornsdale Wind Farm and Battery and into Booleroo Centre for the Steam & Traction Rally. A sight to behold & unbelievably quiet for so many engines running with a full head of steam.

Quite a drama free drive from Booleroo Centre. Julie travelled with David Searles, Wendy hopped in with Scott Appleyard and Beryl jumped in with Greg Lindsay so it was shuffled up a bit. Steve ran out of petrol but blamed that on a faulty gauge and Scott Appleyard needed to put his new battery in as the old one couldn't keep the charge. David and Michele Grear got a flat tyre but was changed and back on the road in no time.

It was a social distancing dinner with each of us sitting 4 metres apart, they moved us in to the local hall for dinner to ensure we kept our safe distances. Andrew Dawes auctioned off 2 rolls of toilet paper and had enough to shout drinks for the whole group. A good time was had by all.

## 30/3/20 MONDAY

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### **Melrose – Quorn**

An interesting start to the day after our lottery for shared accommodation. Now we know who snores and all agree Greg deserves the golden ear plugs! The pleasant, cool morning saw Debbie and a few keen walkers out early. Greary's leisurely start was called off when it was announced the hotel was putting on a cooked breakfast. The usual pre-run checks were completed, many noticing the absence of oil spots under Arthur's car. Scott, keen to get the most from his new battery was away before some were quite ready. Available space seemed to have diminished with hasty repacking. The run to Wilmington was uneventful, the vertical curves presenting no problems to our fleet. The Mount Remarkable range towering on our left while the roadside paddocks looked dry but there was a tinge of green underneath. Greg was still happy that Old Aggie wasn't falling too far behind.

On arrival at the Toy Museum we parked the cars, in line, radiators to the sun as directed by our ever-fussy editor to have the first group photo for the week. The

museum was not just cars, with models, old toys and a very helpful owner only too happy to keep us amused with local anecdotes, some requiring a pinch of salt to accept. While this fascination held most of the groups interest, it wasn't long before one of the girls spotted The Beautiful Valley café. "Forget the Thermos folks, today we can have a real latte...or cappuccino...or long black..." We were also able to buy sausage roll or sandwich to sustain us on the long drive to Quorn.

More trouble-free touring to the Great Northern Lodge where, after settling in to our rooms for the next three days, we found a quiet corner for our ritual "happy hour". Julie was keen to contact a cousin she hadn't seen for years and made plans to catch up tomorrow. Various observations as we came into town provided a wealth of places to check out in the next few days.

Returning from a pit stop, via the dining room, John was keen to let us know that "local fare" was on the menu for tonight. So how game are you?

## 31/3/20 TUESDAY

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### Quorn

Trevor and I were up early this morning with Trevor wearing his Lycra which Rosalie had ironed for him last night. Trevor suggested that he and I should take a ride out to the Canoe tree before breakfast. So, I grabbed my Malvern Star and Trevor his Super Elliot and we headed off. It wasn't long before we realised that this bike riding wasn't for us and we headed back to Quorn. As we headed back to the Hotel for our Flexitarian breakfast, we saw Barney talking to an old mate in his Flintstone. Apparently, the Bulldog had a bit of trouble crossing the Finke and was now limping home with one lung missing.

Further on down the street we could see 3 females wandering down the street with what looked like an empty bottle in their hands. Yes, that's right it was Beryl, Wendy and Lee just getting home from their evening meal.

After breakfast David called a driver briefing and explained that as the Railway workshop wasn't far away the ladies would drive to the workshop. Michele had a concerned look on her face as did Arthur as neither Michele nor Nadia had driven an Austin before. Debbie mentioned that she would just have to call into the local shop as her toilet paper supply had taken a hammering overnight (thanks to the auction).



On arrival at the Railway workshop David introduced us to our tour guides Casey Jones and the Fat Controller. Casey had years of experience with much time spent at Petticoat Junction and told us the story of the "Cannonball Run".

As Casey showed us around the workshop, he showed us the workshop store where many an apprentice had been sent by their tradesmen to collect items such as "a skyhook, bottle of emery sparks and a long wait" all items which apprentices appreciated. Casey showed us the restoration project currently underway which was Robert Louis Stevenson's "Rocket" which was



being fitted with a compound steam engine (a lot of interest was shown in the project).

Sally and Scott asked the Fat Controller to explain what was meant by compound steam engine as they were only familiar with compound interest. The Fat Controller was also at a loss and said he specialized in workplace health and safety.

After thanking Casey and the Fat Controller for their informative tour we ventured outside to find Greg and Julie still at their Austin. It appears Greg had heard a noise in the engine while Julie was driving and was investigating from whence the noise had come. Julie had gone for a walk and checked out the Second Time Round shop and was keen to encourage the other girls to have a look as the proceeds went to the local hospital.

The rest of the day was our own with many people dining at the local cafes before returning to the Hotel for drinks and nibbles before tea. Laurie and Pam had arranged a seafood smorgasbord for only \$10.00 per head at a venue down the road so we all headed there for tea (well done Laurie and Pam).

## 1/4/20 WEDNESDAY

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### Quorn - Hawker - Quorn

Lots of shenanigans going on this morning. When we came out of our rooms all our cars had been moved to different places than where they were before we all retired last night.

#### APRIL FOOLS DAY!!!

We all had different passengers today just to go with the day. We drove to Hawker. It was sunny day with a few clouds around so was a lovely drive with tops open & windows down or out. We had a lovely time looking around Hawker. Michelle & I went looking for a teddy bear for our Collections. We all met at Cradock Hotel for lunch & a coldie.



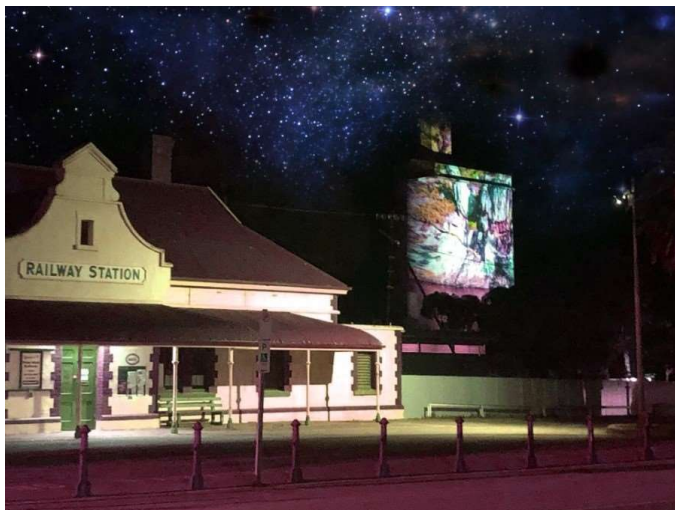
On our way back to Quorn we stopped off at Kanyaka Station a Historical place. We walked to Death Rock then all of a sudden, the clouds let go with a downpour never seen everyone move so quickly.

All the cars got a wash some inside & out. The rain stopped as quickly as it started. Back to Quorn for hot showers before Happy Hour, Tea & Bed.

Moving on tomorrow so an early night for most. Wendy & Keith went to Lee & John's room for a night cap before retiring to their own room.

### Quorn – Port Augusta

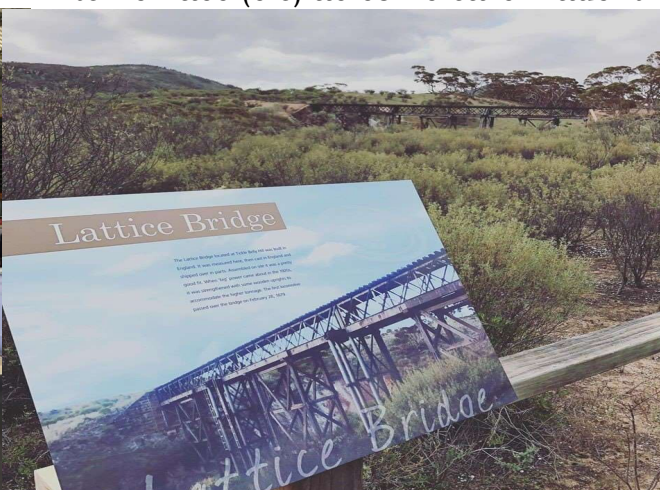
We wake up to a beautiful day today top of 28' predicted. But it was a slow start as we had a late night out. We all went to the Quorn Silo Light Show. It was a show of all the sights and cultural things in the area. They project the images on to the side of the silos which are located right next to the old railway station which was not far from where we were staying.



Everyone agreed that it was well worth the short walk to see this spectacle. The only problem we had was that we managed to lose a few of the group, only to find that they had found the local pub open on the way back home.

After a short briefing at about 10.30am this morning we headed off for Pt Augusta which was only 40km away.

We travelled up through the Peachey Ritchie Pass (sic) as some cars made it



up with ease there were some that really struggled. Andrew and Trevor both struggled to get up due to the overload of things. Andrew with his Malvern Star bicycle and Toilet Paper, Trevor with his Super Elliott bicycle and of course all his show and tell items. We eventually made it to our next stop Tickel Bell Hill which was our lunch stop organized by Keith and Wendy. This was a great little family run eatery about ½ way between Quorn and Pt Augusta, right next to the old railway line used by the steam train.

After a short walk around the area to look at the picturesque lattice bridge and hills, we sat down to a lovely lunch prepared by the owners.

On arrival at Pt Augusta we were greeted by the locals on our way to our accommodation. Some of us went straight to the shops to restock for that evening's happy hour and check the local shops for toilet paper.



### **Port Augusta – Port Germein – Port Pirie**

Well here we are Friday already. Pam and I can't believe how quickly the week has gone! This is our first pre war run, and being "tail end Charlie", I assumed the trailer would be full of Austin 7's by now, but alas instead it's full of push bikes, sporting equipment, cartons of wine and various excess baggage.

We have been keeping well back from the "convoy" expecting to come across an A7 with steam and oil dripping from it but luckily so far the only mishap was on Sunday when DG got a flat tyre, and by the time we got to him, he had it changed!

Anyway, back to Friday, Departed Pt Augusta at a comfortable time and had a good run to Wilmington, through to Melrose and Murraytown, where the little cars and my big rig turned to travel Germein Gorge. After about 9Km we stopped and regrouped at the George Hotel Ruin. The hotel opened before the road did in 1888 and closed in 1911. After leg stretches and pictures, the Austins aimed for the next stop Port Germein Jetty.

The whole group "enthusiastically" strolled the 1.2Km length and on the way out, Andrew passed us coming back; he had jogged all the way! The drivers and passengers then continued to head for Port Pirie and instead of driving past all the fast food outlets at the entrance of town, they all pulled in to obtain various food and drinks.

Later at the Travelway Motel during the final happy hour for the trip, it was voted that we have Cocktails and Dinner at the Risdon Hotel. What a great night we had, hope all will be fit for the day at Laura tomorrow.

## 4/4/20 SATURDAY

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### **Port Pirie – Laura – Clare - Homes**

It was an early start this morning, except for Andrew who decided on extra rest. We had a change of seasons overnight with a bit of rain in a cold front and with lots of wind. So beanies, scarves, gloves & coats were fashionable and there was less gear to jam into our small travel bags. Trevor got through his daily pre-run checks while waiting for a rain shower to ease. David & Michele did some face time with Daryl & Margaret Beasy in Mildura. The Doc had told Daryl to rest with his feet elevated, so the bottom of Daryl's feet is pretty much what was on the screen. Get well soon Daryl. We headed inland to the Laura Folk Fare. There was fairy floss, a merry-go-round, clowns with open mouths turning backwards and forwards (yes some of our crew tried to copy them!) and lots of plants, craft, knick knacks to purchase. Laurie's trailer is nearly full now. We gave the local band our play list from the first night. The Sweetman's and Ian Leitch had decided on a surprise catch up and had travelled to the Fair in their moderns. We found them eating local specialties Quondong Jam & Golden North Giant Twin Ice Creams.

Right at the last the managers of the Laura Caravan Park asked us to park our sevens next to their local car club line up for a photograph. We happily obliged with Scott directing us and were treated to fresh home-made scones, jam & cream, a treat usually reserved for paying guests. Yum.

We had a couple of hours there but needed to move on to Gladstone as Sally had arranged with a former school friend of his, now the local publican, to give us a tour of the historic Goal. Well Wally is quite a character. He started talking about Australia's history and the arrival of convicts for seemingly minor crimes. He related

the 19 crimes that could end up with Pommies being exported to Tassie & NSW. Importantly none were sent to Gladstone. We promised to return for Wally's ghost tour some other time.

Now on the homeward run, we drove to Clare via Georgeown and Yacka. As we drove our motley crew into the front yard at Graham's place, we found Cheryl & Ian Jones sitting on the porch enjoying a cuppa. It had been market day in Clare and they'd decided to do some shopping and welcome us home.

It's been a great week as we have had our Southern Flinders virtual tour. Hope you had as much fun as we did!

**Rosalie & Trevor**

## **The Booleroo Steam And Traction Rally**

This was to be one of the many highlights of the trip in the Southern Flinders Ranges. Several of our members either grew up on a farm or were farmers so the display was of great interest to them in particular.

We enjoyed a great day of Diesel, Dirt, Steam & Smoke at the Booleroo Steam and Traction Annual Rally. We saw an extensive working display of vintage and veteran tractors, trucks, steam engines & motor vehicles.



*As a background: The aim of the Booleroo Steam and Traction Preservation Society is: "To foster the restoration and preservation of antique steam engines, vehicles, farm tractors and implements which show the technical developments and skills of an era now past".*

The BSTPS was formed by a group of local farmers in 1968. Since then the society has acquired an enviable collection of tractors, steam exhibits, stationary engines and equipment associated with our rural industrial and agricultural heritage.

This annual rally is where members of the society get to share their knowledge and showcase the fabulous machines that form an integral part of our Australian heritage. The working display of priceless machines allows the public to see machines perform the work they were originally built to do.

The most unusual and unique display is dam sinking or scooping, using two 1880s, 26-ton Fowler steam ploughing engines, one at each end of 'the dam' site, with the scoop being hauled from one end to the other in turn by wire rope and winch. The highlight of the Rally day was the Grand Parade, just as at any other agricultural function, only here the oval was full of machines, not livestock.

Not everything on show was huge, noisy or mobile and 'manned' by blokes in overalls; smaller items from earlier days are also displayed. Stationary engines range in size



from small two-and-a-quarter horse power units, ideal for farm work, a 125 hp Blackstone oil engine, up to the massive 375 hp Mirlees 'gen set' which was originally used for power generation in the Snowy Mountains Scheme in the 1950s. Of special interest is a Benz 125 hp model, believed to be out of a WWI (1914-1918) German U-boat, or submarine.

Other displays include bottles, vehicle number plates, sack trucks, bag loaders, buggy steps, plough and cultivator shares, ships tanks lids, foundry items and vintage tools. There was an assortment of larger agricultural equipment – harvesters and winnowers, ploughs and windmills and a comprehensive booklet listing the exhibits. The museum display was ideal to learn more of the heritage and history of mechanisation, especially on the farm and in the paddock.

The society is also custodian of Booleroo Centre and district archival material and the entrance foyer gave visitors a 'feel' for the past through interpretive signage.

## **Beryl Thorpe**



### **CLUTCH/KNOB DISASTER BY ANDREW DAWES**

This is my 1927 Austin 7 which was returned to the road in 1990 after a restoration.

For approximately the last 12 years or so I have had trouble with the clutch failing to disengage properly once the car is warm which makes it hard to get into gear without grinding the gears. This has led to a couple of new driving styles being adopted including making sure you engage first gear just prior to

stopping and starting the engine in gear. When starting the engine in gear you almost need a third leg because you have one on the clutch, one on the accelerator and one for the starter.

I must confess that my clutch has had to put up with a bit of abuse over the years like in 2010 while touring around Tasmania with the Victorian Austin 7 Club. I had recently found a very ornate cast iron starter knob and placed it onto my bacon slicer starter motor. Motoring around Tassie we were traveling along nicely enjoying the scenery when out the corner of my eye I saw this massive amount of sparks coming from my clutch inspection hole in the gearbox and then (light travels faster the sound) there was this horrible bang at which point both my wife and I immediately lifted our feet up until our knees hit our bellies (OK I know that meant I didn't lift mine up very high but I sure tried). We stopped the car as the noises continued and collected our thoughts. After a bit of a look around I noticed that the lovely ornate starter knob was no longer located on the starter switch. It was then that I noticed the starter switch was located just above the clutch inspection hole which was minus it's cover. Now I'm not too smart but I thought to myself that I reckon the beautiful cast iron knob may have fallen into the clutch. Well WTF am I going to do now??

Michael Shegog was travelling behind me and pulled over and asked if he could help. We decided to push the car while looking in the clutch inspection hole (no still going to fit that crank handle one day). Michael pushed while I looked, then suddenly, I saw it!! My lovely ornate cast iron knob had been picked up as Michael pushed and landed precariously on top of the thrust bearing. I shouted to Michael not to move, now all I had to do was retrieve the remains of the knob. Very carefully I removed the knob from the top of the thrust bearing (luck was on my side this day as the knob just stayed there, “unbelievable”). We then started the car and a few strange noises appeared, but we decided to proceed.

Now Michael and Helen were in the lead, Debbie and I followed. Michael as one of the organisers of the Tassie Tour, had identified a short cut to our day’s destination. The short cut ended up taking us along a forestry track which was challenging shall we say. It was during this section that many strange noises were coming out of our 7’s clutch and the occasional smell of slipping clutch etc. (clutch not happy Jan). Michael, I and the girls were all happy to arrive and Michael apparently reported to the rest of the group (all Victorians) that the South Australian’s Debbie and I had mechanical problems and it was doubtful if they could proceed.

I decided to forgo the evening drinks and nibbles and decided to remove the bacon slicer and look inside the clutch housing and try and locate the clutch problem. It wasn’t long and I found that of the 6 one quarter inch bolts holding the pressure plate onto the flywheel 5 had their heads sheared off. No wonder there was noise, slippage etc. I asked around and located a battery drill and small drill bit and proceeded to drill the centre out of each sheared bolt just leaving enough of the sides of the bolt so I could knock a screwdriver in the end of the sheared bolt and unscrew the remains of the bolt. This worked for 4 of the sheared bolts and luckily, I had some more bolts in my tobacco tin under my seat. Now having 5 bolts holding out of 6 the clutch was working as it should and we were ready for the next day.

The clutch worked well for the next few years other than the disengaging problem once warm.

I’ll end this story here although I have a confession to make; this is not the first time I have had a starter button drop into the clutch although the first time was only a bakelite knob which was consumed with only the smell of bakelite.

Moral of the story; Always refit your clutch oiler inspection plate.

## **Andrew Dawes’ Chummy Rebuild.**

As a follow on from the above article on his chassis problems, this part is how Andrew fixed it and its assembly.

The Left-Hand Side rail was cracked and broken, near the front cross member, a piece of angle was plug welded along the inside of the LHS rail to reinforce the cracked section.

A similar piece was attached inside the Right-Hand Side rail by using the steering column mounting bolts and three other locations along the chassis rail.

Then it was time to put the body back on the chassis.

A barbecue was organized by Andrew & Deb at Meningie for the mounting party.

The chassis had the motor put in, the new revitalised clutch attached and the gearbox and tail shaft attached.





The body was then lifted off the milk crates where it had been living, with two pieces of timber and a snatch strap, carried to the chassis and placed back where it has lived for the past 30 years. The only problem being the clutch pedal getting caught in the floor on the way down.

Andrew now has the job of reassembling all the small parts.



### **How to reset leaf springs by Andrew 4 pumps Dawes.**

Andrew has been resetting his rear springs on his A7 to have less camber than previously.

His idea is that a straighter stiffer spring should have less movement in wheelbase and less likely to steer from the rear.

Andrew dismantled the springs put the main leaf in the press and gave the press 4 pumps to straighten the spring.

He repeated this every inch along the spring.

We await the outcome of his efforts.



### **Battery Box Building**

During the restoration of Eden William's 1937 Ruby Sedan the usual problem of the battery box being cut up to accommodate a larger battery had to be sorted.

Trevor Gent has a similar problem except his has been cut on both sides to accommodate a gravity fed fuel tank as well.

The battery box is manufactured from 0.8mm steel with 2 lids and 4 pressings on the face.

The decision was made to manufacture two totally new boxes complete with lids.

The main box is 500mm wide this was cut out of sheet and folded along the top edge.

Trevor made male and female dies out of half inch plate to press the pressings into the front and side of the box.

The plate was placed between the dies. The press dialled up to 7 ton of pressure and in goes the 4 factory pressings.

Two new lids were made using a genny to roll the lines and the sides were folded. Hinge pins are 5mm solid bar.

A centre spreader has been made to hold the other half of the hinge.

## Timing is Everything! By Dan Burt

I have long suspected that the Austin 7 ignition timing was wrong using modern fuels. Static timed with an advance of about 8 degrees using a DK4A 8 deg distributor means the engine will run OK at idle (400 rpm). At 50 mph (3,300 rpm) Krystal ran fine, but once the revs dropped to 800 she would knock, lose power, overheat and was clearly too advanced. When you look at the advance curve this is not surprising, because the



advance maxes out at about 1400 rpm. I had tried an ACCUSPARK Austin 7 distributor, timed to the original Austin specs, but this was worse. The 'Octane' label was developed in 1929 to enable fuels to be rated according to their knock values. This was especially important for aircraft use and efficiency. It seems that automotive fuels were between 40 to 60 octane in the early 1930s, and the Austin was set up for this. Now, with 91 octane standard petrol (since the 1960s) of course the timing of the Austin 7 is entirely wrong. The DK4A

gives a maximum advance of 16 deg (crank) at around 1400 rpm. Which is why Krystal was way too advanced at this rpm.

The firing point is determined by the speed of the flame front of the ignited fuel/ air mixture, and we want maximum expansion of the burn to happen at about TDC. Otherwise, the burn tries to push the piston back down the bore, resulting in the knocking and vibration. The more revs, the earlier we have to fire the ignition to get this result, hence the progressive advance as the speed increases.

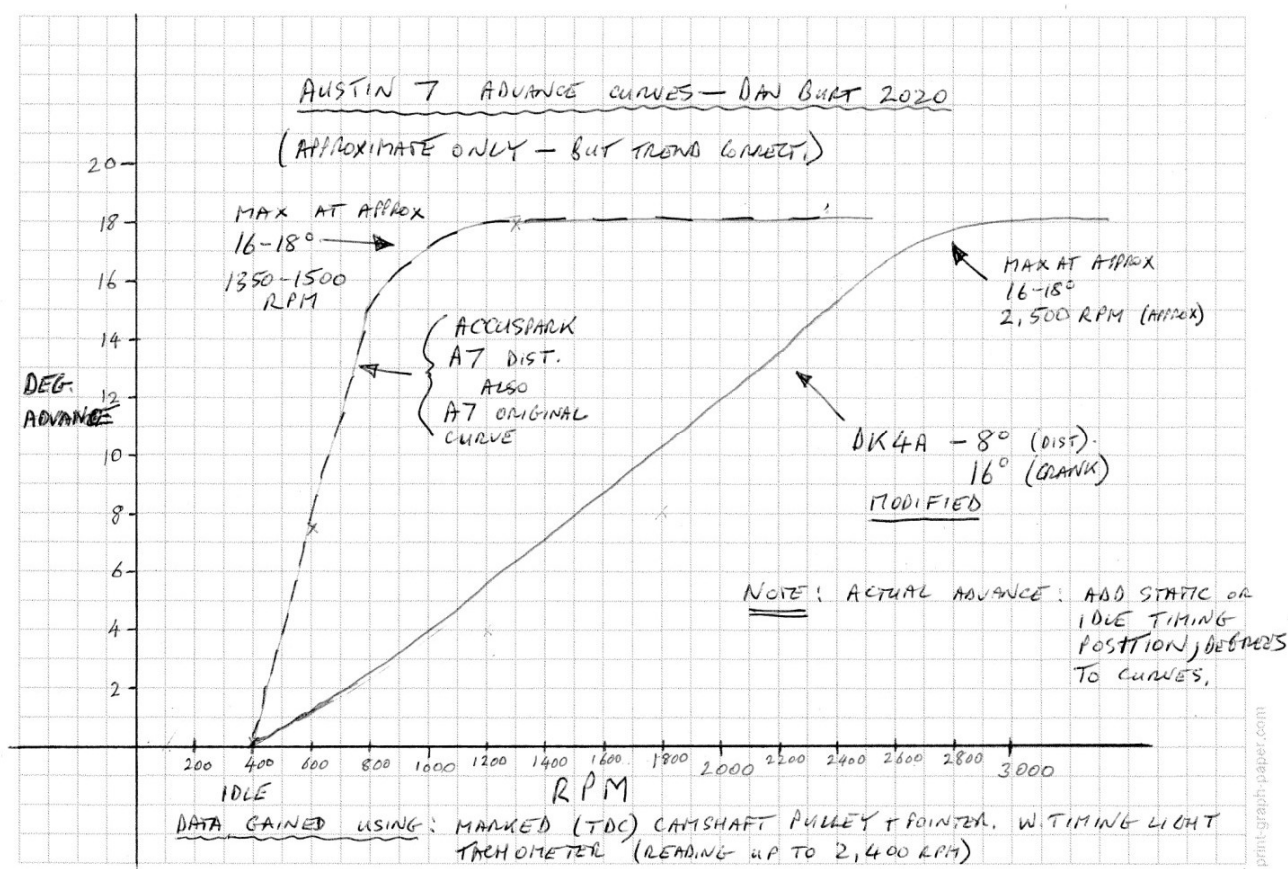
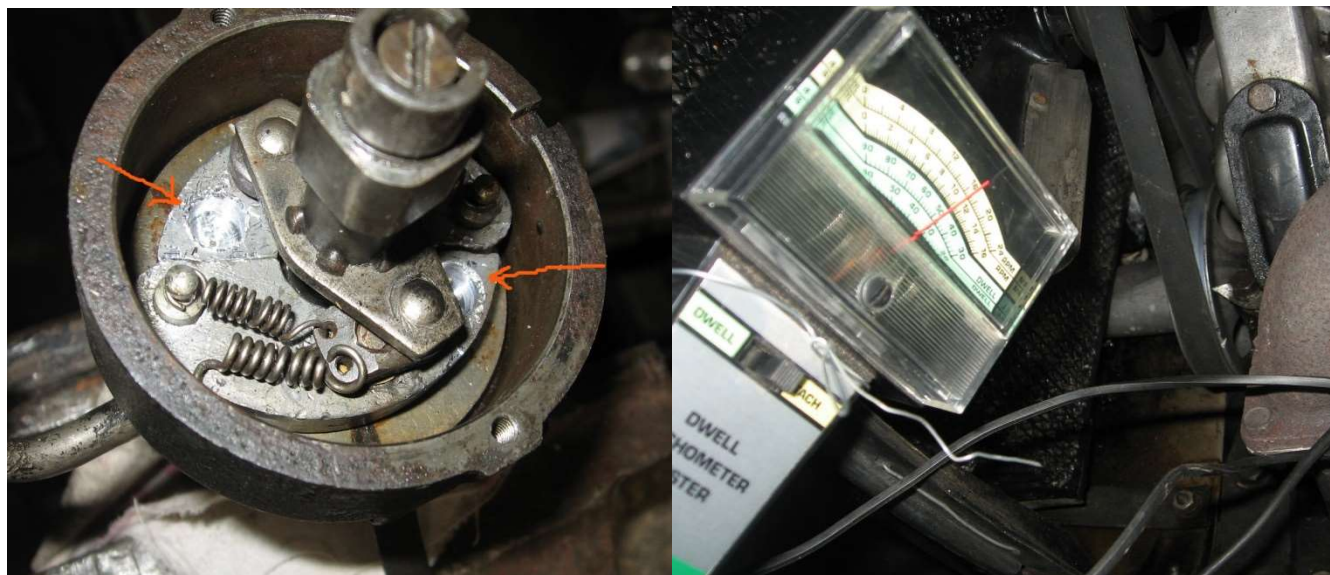
Given the much higher octane rating of 'modern' fuels, we need to extend that advance over the whole range of engine speeds, and that is what I have done. The 16 deg potential advance of the DK4A plus the idle timing now gives about 25 degrees advance at 3,300 rpm instead of half way up the range at 1400 rpm, when the car is likely to be pulling quite hard. I suspect that most crank and rear main damage has been caused by excessive knocking and vibration fatigue over time, something which, with a new engine, is hardly heard.

Krystal's specs: 1929 Chummy, over-bored to 80 thou, low compression head skimmed 90 thou. Now 800 cc with a compression ratio of approx. 5.7:1. Similar to a late Ruby. Static timing at approx. 10 deg. I think these modifications will suit all Austin 7s, with care and correct timing for the vehicle.



What I have done: I have replaced the centrifugal weight springs with two the same, of the lighter type! The springs are easily snapped, but I managed to get them to just retain the weights at idle by bending them carefully. Check all pivots too, and all pivot positions. In situ, I guessed calculated that a 5/16" inch hole drilled in the tip of each weight would give me a broader range of advance of the 16 degrees available.

I would suggest that a 1/4" hole - drilled to the bottom only - may suit unmodified vehicles. I now have heaps of power and Krystal is a different car to drive, smooth throughout the range with little vibrations. Please see below for the pics and a graph.





## Stan's 1926 Sports.

This has not happened in the last week. The car is a "build from scratch" project, starting with a bare chassis frame purchased from Club Spares in 1991. No point in rushing things. It has been fitted with the desirable 1926 magneto engine with a crack tested and reground 1-5/16" crank, new mains and big ends, uprated oil pump, alloy sump, Repco-modified camshaft and an Ulster cylinder head. The gearbox features close ratio 3-speed gears from Club Spares, new bearings and seals.

Besides the acclaimed belt driven speedo drive, the chassis features the coveted 6" brakes, relined, new cams and bushes, and sporting new cast iron brake drums. Wheels have been re-spoked where necessary, sand blasted and enamelled.

Rather than use the proprietary steering box wedge, which would necessitate me wearing a size 13 shoe on my right foot, I made a raked steering box by cutting and welding two boxes which had passed their "use-by" date. This achieved an angle of 34° between the column and the chassis rail. (2 standard Chummy boxes that I measured were about 46°)

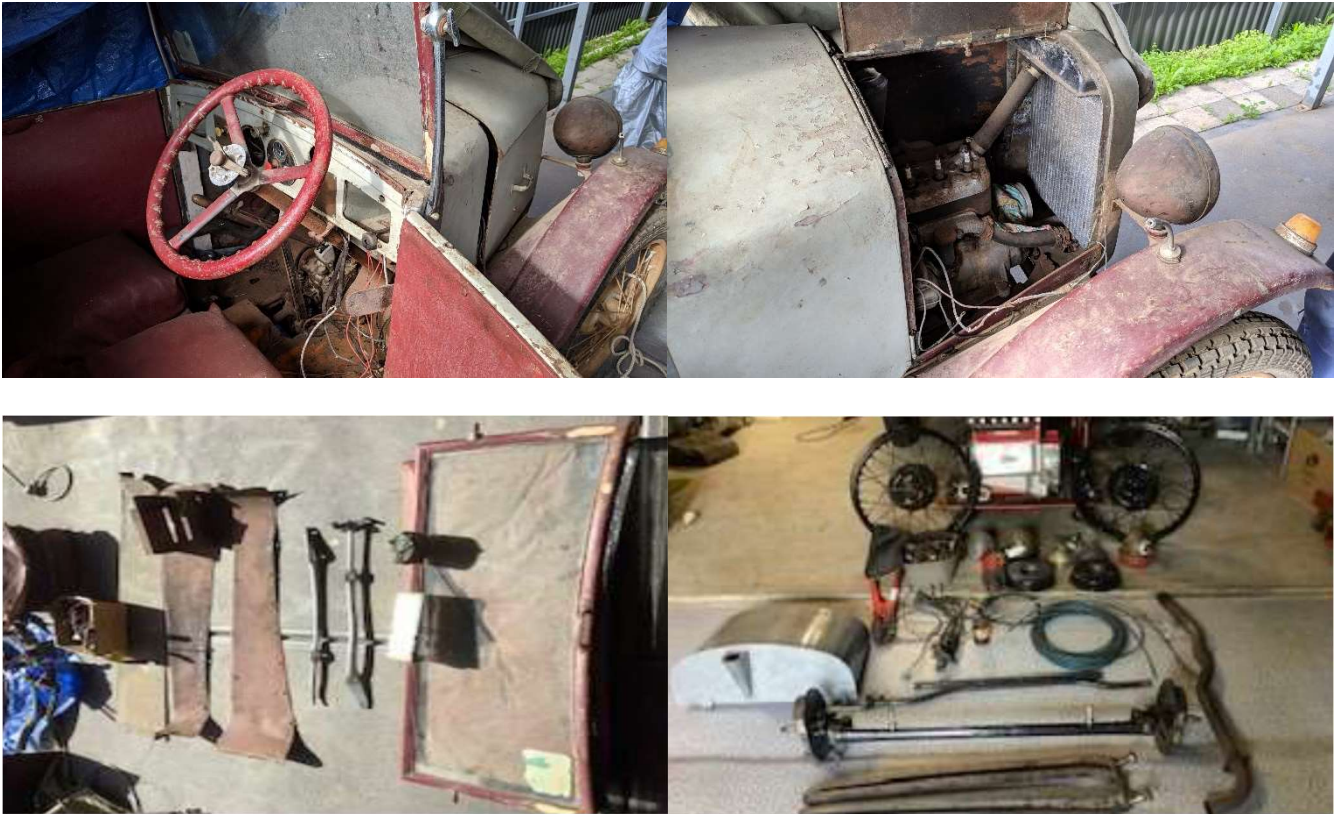
Recent work, thanks to social isolation, included flattening the rear springs by 1-1/2". This was achieved by separating the leaves and pinching them individually between three blocks of steel fitted to my vintage 4-1/2" steel Record bench vice. No hydraulic press luxuries here.



The picture shows the current state. 2mm vinyl strips have been fitted to the chassis rails in readiness for the floor pan, made by Kevin Haley. An aluminium scuttle made by Victorian Club member Neville Smith of Warrnambool during the last century is quietly waiting in the wings. Also waiting in the wings are guards, raked windscreen, honeycomb radiator, cowl, bonnet sections, fuel tank, dash, instruments and lamps. Still a lot of social isolation needed!

Stan Gafney

## **My boredom cure for Isolation.**



Take one feral car, add a moment of utter madness, slowly add a toolbox full of spanners. Then lovingly and with a minimum of cursing start to dismember. Angle grinder and Oxy torch may at times need to be added. Do this for a whole four bloody(oops) weeks and then add paint to finish it off. It helps of course if you have been to lots of technical nights and spent up big on crankshafts, camshafts, new pistons, etc. Etc.

The next step is to lure a couple of mates to help lift the body off. I will bait the hook with a couple of bottles of wine.

Hope that everyone is well.

**Cheers Wolf**

## **What has been happening over the past 30 years ?**

Stoking my shed heater today with more offcuts (aka mistakes), prompted me to think about how I came to be trying to build another Austin 7. I realised, not for the first time, that I contracted some sort of a virus some 30 years ago while walking on Greenhill Road to buy morning papers. We saw two Austin 7 roadsters and thought they would be more interesting than a Cooper S and a Moke as club cars.

A phone call (first of many) saw us meeting a bewhiskered bloke in a Model A Ford at a Coles car park as the Austin 7 Club headed off on a run. That's a 28, and that's a 33, and that's an early roadster, but that's one's a special. So began the confusion and the contagion I've lived with for nearly half my life. There are no two ways about it, the Austin Seven's get into your blood! The network within the movement soon had us buying a special in Alice Springs, delivered to our home in Casterton.





"Alice" was our first Austin 7 experience, but as a special, it wasn't a 'proper' Austin 7 and was soon joined by 'Old Aggie', a 1928 Chummy.

The more we enjoyed the activities with the club, the greater the urge grew to find a roadster. Again, the wheels within the movement saw me collect 'Li'll Addie' to restore. The target date was 1998, I'd be 50 by then, the car would be 70. Rebuilt as close to 1928 specs, we made it to the

2000 Bay to Birdwood run.



At a Border Run in Mt Gambier I made the mistake of admitting I didn't have a current project. Two weeks later, I was fitting new woodwork to a genuine Wasp body. We quietly enjoyed as many events as we could for a while, until there was a whisper about a Wasp special on the market. At a pre-war run in Meningie, I think more people knew about me buying the car than I did.!!

All was quiet, peaceful until Bendigo swap meet in 2016 when I came across an ad for a 1927 Moth. The year was wrong, but not the challenge. It took one week short of three years to see the Moth ready for Austins over Australia in Tanunda.

In 2019 I was allowed to go to the Bendigo swap meet.(thanks Julie)....A purchase at that event saw an unspecified kit come home to be resurrected as a ute, and that's where the fire wood is coming from. I have a photo, most of the panels from the doors forward, a collection of mechanicals, too many ideas, and a dream to get another Austin 7 on the road.

With no mechanical skills, and a sign on my shed declaring me to be a Woftam Specialist, I cannot begin to thank the wonderful members of the Austin Seven Club of South Australia for their patience, advice and assistance as I have moved through the various mutations of the Austin Seven Virus.



"Old Aggie"



"Lil Addie"

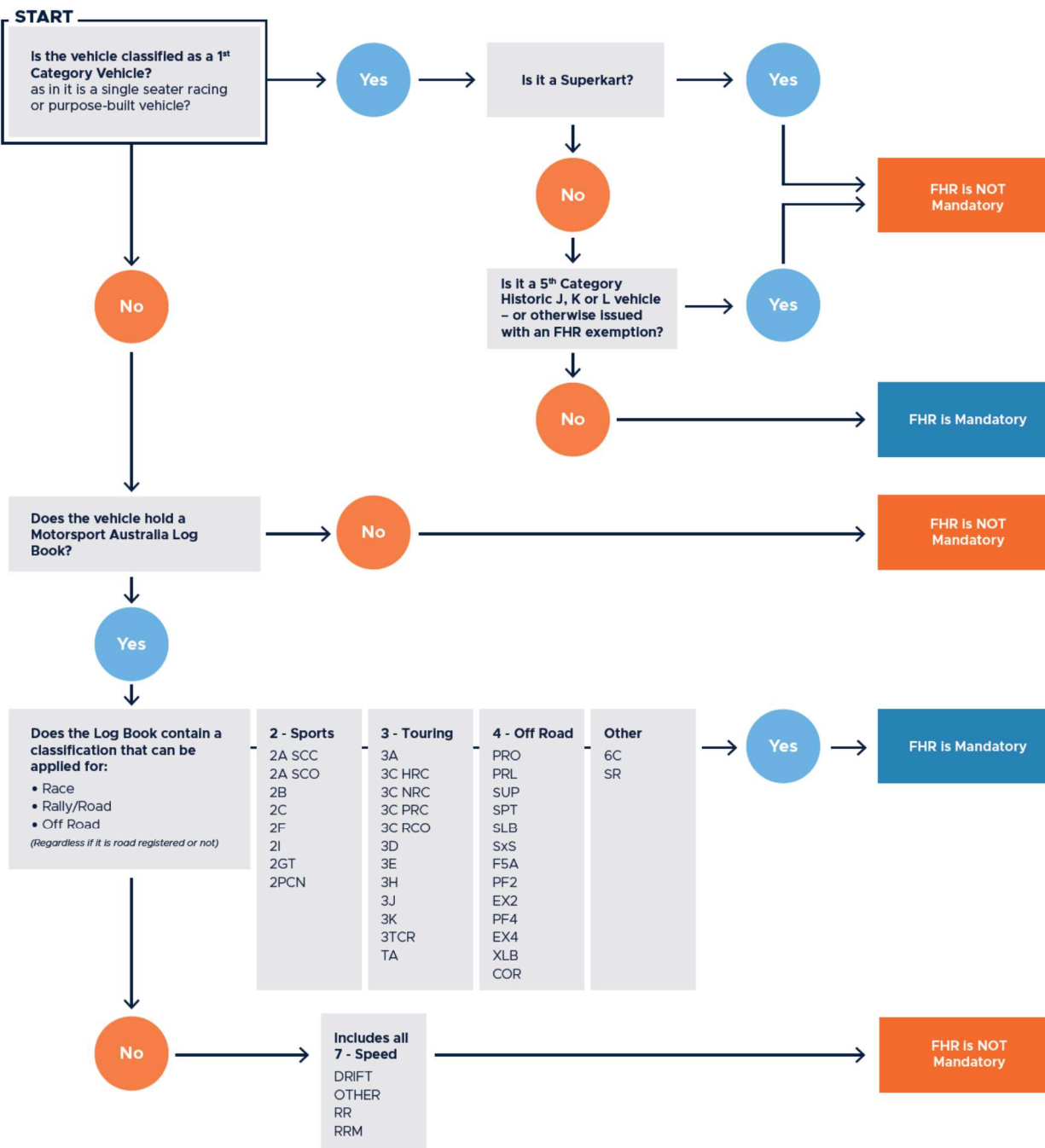
**Greg Lindsay (and an equally grateful Julie)**



# Frontal Head Restraints in Speed Events Flow Chart



The use of Frontal Head Restraints (FHR) has become mandatory in SPEED Events for vehicles that are determined as meeting certain criteria. The following chart will aid in determining which vehicles will require the use of FHR:



NOTE: It is permitted to apply to Motorsport Australia for a Log Book to be re-classified for SPEED Events.  
Contact: [logbooks@motorsport.org.au](mailto:logbooks@motorsport.org.au) or call 1300 883 959

**Motorsport Australia** ABN: 55 069 045 665  
275 Canterbury Rd, Canterbury VIC 3126  
**Phone:** +61 3 9593 7777 **Hotline:** 1300 883 959  
[motorsport.org.au](http://motorsport.org.au)

## **50 years ago - Looking back to motor racing in.....1970 at Mallala**

1970 was another busy year for our racing drivers, with two Australian Titles and five SA meetings held at Mallala.

### **January 26 – SCC Trophy meeting**

On a hot, dry day - maximum temperature 79°F (25°C) - the racing year began with very small fields in all categories.

*Touring car scratch – 4 laps: Andrew McComb, Ford Escort from Malcolm Nancarrow, Lotus Cortina and R Collinson, Morris Cooper S.*

*Sports and Racing cars scratch – 4 laps: Don Fraser, Cicada BRM from Ralph Boord, Olympus Ford and Alan Nitschke, Ford Special*

*Sports and Racing scratch – 4 laps: Terry Perkins, CMS FV from Larry Perkins and Geoff Davey, both Elfin FVs*

*Vintage and PVT scratch – 4 laps: R Smith, Darracq from D Potts, MG T3 and Peter Bradey, MG K3*

*Formula Vee scratch – 4 laps: Kevin Brown from Geoff Davey and Larry Perkins – all Elfins*

*SCC Trophy – 6 laps: Eric Boord, Olympus Ford from Alan Nitschke and G Mobbs, Elfin Clubman*

*Racing car scratch – 4 laps: Don Fraser from Eric Spehr and Terry Perkins*

*Touring car scratch – 4 laps: Andrew McComb from Malcolm Nancarrow and R Collinson*

*Vintage and PVT handicap – 4 laps: R Smith from D Potts and P Bradey*

*Sports car handicap – 5 laps: G Mobbs from Eric Boord and D Wallis, Ford Clubman*

*Racing car handicap – 5 laps: Brian Caire, CMS FV from Eric Spehr & Larry Perkins*

*Touring car handicap – 4 laps: Brian Worthley, Holden from Ian Landsmeer, Ford Anglia and Andrew McComb*

### **March 30 – Easter Monday meeting**

On a warm, dry day - maximum temperature 74°F (22°C) – this meeting drew bigger fields and the lap records continued to tumble.

*Touring car scratch – 5 laps: Andrew McComb, Graham Bishop\* and R King\*\* both Morris Cooper S.*

*\*now racing under the Shell Racing Team banner.*

*\*\*class record of 1-29.4*

*Vintage and PVT scratch – 5 laps: G Sala, Darracq Special from Tony Johns A7 and P Chaleyer Alvis Speed 20*

*Division 1 Racing car scratch – 5 laps: Garrie Cooper, Elfin Repco 600D from John McCormack, Elfin Climax and John Walker\*, Elfin 600B*

*\*new class lap record 1-12.7*

*Division 2 Racing car scratch – 5 laps: Eric Boord from T Farrell, Farrell Clubman and R Daly BM Mercedes*

*Division 3 Racing car scratch – 5 laps: T Hill, Froya Ford from Henry Michell, Limpet VW and H Gartley, Imp Special*

*Touring car Trophy – 10 laps: Andrew McComb from A Bowden, Chevy Nova and R Collinson*

*Formula Vee scratch – 5 laps: Larry Perkins\* from Keith Poole Elfin and Kevin Brown*

*\*new record of 1-29.5*

*Sports car Trophy – 10 laps: P Woodward\*, Elfin 350 from Phil Moore, Elfin 300C and Eric Boord: Sports Closed class: John Jarrett Morris from Ken Leigh, Morris*

*Minor and Ian Chilman, Holden. \*class lap record of 1-16.3*

*Racing car Trophy - 10 laps; Garrie Cooper from John McCormack and Chris Milton, Elfin Mono IIB*

*Touring car handicap– 5 laps: R Galbraith, Morris Cooper S from Ian Landsmeer and Lynton Dale, Morris Cooper S*

*Sports car handicap – 5 laps: L Latham, Austin Healey Sprite from Peter Turner, Grantinni IIC and R Carey, Triumph Spitfire*

*Racing Car handicap – 5 laps: A Cardnell, Morris Special from G Gilbert, Corsair FFord and Neil Johannesen, A7*

*Vintage handicap – 5 laps; N Bice, Lea Francis from P Chaleyer and Tony Johns*

### **May 3 – A7CSA Trophy meeting**

With continued strong support from our sponsors and with Bruce Went as Clerk of Course and Ian Motley as Secretary of the Meeting, 32 competitors entered in three categories.

*Sports car scratch - CASTROL Trophy for Sports Closed – 4 laps: Ralph Boord from Dean Nitschke and B Bennett\*, Ford Classic. \*winner of the CASTROL Trophy*

*CASTROL Trophy - Formula Vee scratch – 5 laps: Keith Poole from K Brown and Bob Frost, Elfin*

*Division 2 Racing and Sports car scratch – 4 laps: Ken Leigh from Bob Frost and David Jarrett, Morris*

*Division 1 Racing and Sports car scratch – 3 laps; Ralph Boord from Peter Stege, Elfin FFord and B Bennett*

*Touring car scratch – 5 laps: Graham Bishop from Malcolm Nancarrow and Kevin Farissey, Holden*

*LOCK MOTORS Sports car Trophy – 5 laps: Ralph Boord from Dean Nitschke and Ian Davis, Tasman sports*

*AUNGER ACCESSORIES Racing car Trophy - 5 laps; Peter Stege from Keith Poole and A Foster, BSA Wasp*

*INDIANAPOLIS SPEED SHOP Touring car Trophy – 5 laps: Malcolm Nancarrow from Cyril Nancarrow and Kevin Farissey*

*CASTROL Trophy Sports car handicap – 5 laps: Len Jeffries, Morris from Ralph Boord and Dean Nitschke*

*CASTROL Trophy Racing car handicap – 5 laps: Peter Stege from Bernadette Dixon, Nimbus FV and Bob Frost*

*CASTROL Trophy Touring car handicap – 5 laps: John Chapple, Ford Escort GT from Ian Landsmeer and Kevin Farissey\* \*new Pre-EH Holden record of 1-32.0*

*Division 1 and 2 handicap – 3 laps: Len Jeffries from Bernadette Dixon and Ian Landsmeer*

### **June 15 – Australian Touring Car Championship Meeting**

A cold, showery day, with a temperature of 60°F (15°C) greeted drivers and officials at Mallala for this title meeting.

*Touring car scratch – 5 laps: Allan Moffat, Trans Am Mustang from Jim McKeown, Porsche 911S and Norm Beechey, Holden Monaro*

*Sports car scratch – 5 laps: Stan Keen, Lotus Anglia from Keith Rilstone, Elfin Ford and Dean Nitschke, Ford Special*

*Touring car scratch – 5 laps: Brian Foley from Jim McKeown and Warwick Brown, all Porsche 911S*

*Pre-EH Holden scratch – 5 laps: Kevin Farissey from G Blanchard and Norm Gown*

*Racing car scratch - 5 laps; John Walker from John McCormack, both Elfin 600B and Garrie Cooper, Elfin Repco*

*From MALLALA MURMURS A7J#29 July 1970*

*“...the race was won by Malcolm Ramsay, having his first race in SA in his Elfin Repco. However after the race he was disqualified due to his engine stopping at the “one minute” mark and being push-started..... Malcolm was reinstated after an appeal heard three weeks later”.*



Series Production Touring car scratch – 20 laps: Allan Moffat, *Ford Falcon GTHO* from Leo Geoghegan and Norm Beechey, both *Chrysler Valiant Pacers*

NOTE that this was the first race in SA for these Series Production cars, which had 4 classes, A, B, C, D - based on capacity and Class records were set as: A; John Roxburgh, *Datsun*, 1-47.6

B; Doug Whiteford, *Datsun*, 1-39.2

C; Leo Geoghegan, *Chrysler Valiant Pacer*, 1-36.1

D; Allan Moffat, *Ford Falcon GTHO*, 1-35.9

Racing and Sports car handicap – 5 laps: Phil Moore, *Elfin 300* from Eric Boord and Charlie Occhipinti, *Elfin Mallala*

#### **Australian Touring Car Championship Heat 4 and SA Touring Car**

**Championship** – 32 laps: Ian Geoghegan\*, *Ford Mustang* from Norm Beechey, *Holden Monaro* and Brian Foley \*new outright record of 1-19.7

A contemporary summary of this race noted: Brian Foley took pole position giving Porsche its first pole position in the championship. Jim McKeown and Allan Moffat started the race with wet tyres after rain had fallen in the morning. Moffat built an early lead before the track dried out, which caused McKeown's retirement with overheating tyres. Beechey moved into second and was catching Moffat, whose clutch started to slip, allowing Geoghegan and Foley to pass. Moffat's clutch then failed, handing the lead to Geoghegan. Foley now had handling problems which were found to be caused by a broken roll-bar bracket during a pit stop. This allowed Beechey to take second behind Geoghegan while Foley managed to finish third.

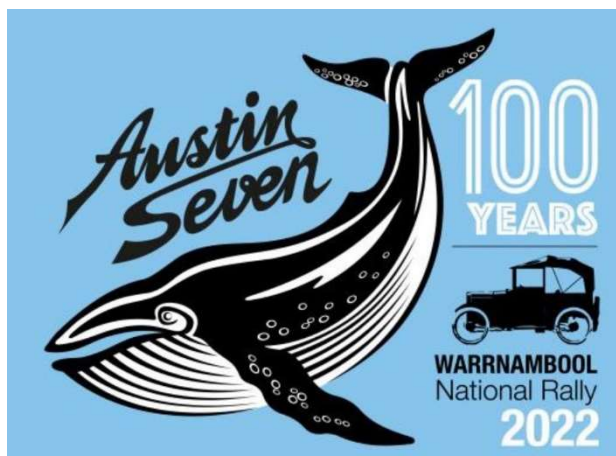
Norm Beechey went on to win the 1970 ATCC from Jim McKeown and Bob Jane, *Trans AM Mustang*

Sports car handicap – 5 laps: T Hill, from Len Jeffries, and G Walsh, *Fiat*

Racing car handicap – 5 laps: Chris Milton from Bernadette Dixon and Helene Bittner, *Rebelle*

Touring car handicap – 5 laps: Norm Beechey from Clem Smith, both *Chrysler Valiant Pacers* and J Chapple, *Ford Escort*

### *Barry Frost*



#### **National Austin 7 Rally 100 Years of the Austin 7**

**Saturday 9 April to Thursday 14 April 2022.**

**Organised by the Austin 7 Club Victoria.**

Details for booking will be mentioned at our Club meetings at General and A7 Technical Evenings and through these A7 Journals.

South Australian members who wish to attend are advised that 15 rooms have been set aside for us at the Colonial Village Motel, Warrnambool, with arrival at the motel from 8 April and departure on 15 April 2022, a total of 7 nights. Cost per room is \$130 for one person with \$20 cost per extra person.

Please do your booking for accommodation of this event through David Searles ([dsearles10@bigpond.com](mailto:dsearles10@bigpond.com)) or Ph 0408 700 047.

### **FOR SALE: 1974 MG-B**



**MG B 1974, 66565 miles. Original 4-cylinder 1800cc engine. Good paintwork in British racing green. Instruments in good working order American import converted to right hand drive. Kept undercover. Owner of 22 years. Comes with kill switch. Selling as I am not able to use it as much I would like to anymore.**

**All enquires to John Furbank 0423-515-134. Price \$12,800 negotiable.**

### **FOR SALE 1929 AUSTIN 7 SPECIAL**



John Hewson would like to sell his Austin 7 2 Seater he has built up over the past few years. It has a reconditioned motor which runs OK, Good Tyres and has 12 volt electrics. Also included is the trailer to fit the Austin 7. John is asking \$12,500 ono for this pair. Please contact him on 0448 380 989

### **COMPETITION RUNNING CHASSIS FOR SALE**

Extensive work completed by Walter Raschel. Motor, gearbox, drive shafts and rear axle rebuilt. Hydraulic Morris brakes fitted. Located in Melbourne  
Details contact Lachlan Wishart Ph 0417 586 012







# Riverland Vintage and Classic Car Club Inc.

## **‘Waikerie on Wheels’ 2020 Car Run**

**Chair : James Copeland**

**Run Secretary : Glenys Paschke**

**PO Box 586  
Waikerie SA 5330**

**Dear Fellow Car Enthusiast**

**This is a follow up letter with regard to the upcoming car run 17 to 19 October 2020. Because of the Covid 19 Virus, plans had been put on hold, but we now feel we are able to proceed with more confidence, and with restrictions being lifted we will be able to have a GREAT weekend.**

**Please note that we have extended the closing date to 1<sup>st</sup> September and there will be no late fee.**

**We look forward to hearing from you.**

**Those requiring accommodation would be advised to book as soon as possible.**

**Should you require any more information, please contact me and I will endeavour to assist you.**

**Looking forward to meeting you.**

**Yours Faithfully**

**Glenys Paschke (Ph: 0885412781 )**

**Email :paschkes@bigpond.com**

**\*The Austin 7 Club Co-ordinator for this event is Martin Lewis. He says,**

**“If you haven't already done so, I suggest that you make your accommodation booking soon. Several rooms have been reserved at the Waikerie Hotel in the name of the Austin 7 Club, so be sure you inform the receptionist that you want one of those rooms.**

**Saturday night's dinner is at the Waikerie Club - only 4-5 minutes walk from the hotel.**

**Sunday night's dinner is at the hotel itself.**

**Just so I can keep track, please let me know when you have booked your accommodation and registered for the event.”**

The editor of the Journals doesn't usually go into sayings or philosophical statements, But,

**"Do not regret growing older. It is a privilege denied to many."**



# Riverland Vintage and Classic Car Club Inc Waikerie on Wheels 2020

Weekend Oct 17<sup>th</sup> – 19<sup>th</sup> 2020

**Entry Form:** please complete form and return via post or email to:

Glenys Paschke, PO Box 586, Waikerie, SA 5330.

**Enquiries:** Ph 0885412781

**EMAIL:** [paschkes@bigpond.com](mailto:paschkes@bigpond.com)

**Payment:** Please make cheques payable to: Riverland Vintage and Classic Car Club Inc, Waikerie on Wheels or Direct Debit: Acc: Riverland Vintage and Classic Car Club Inc, Waikerie on Wheels BSB: 105 048 A/C: 049063540 (Surname as Ref)

**Entries Close: 1 September, 2020**

**Late entry Fee : \$10.00**

**Entrants Name:** \_\_\_\_\_  
**Passenger(s) Name:** \_\_\_\_\_  
**Children (name and Age )** \_\_\_\_\_  
**Entrants Address:** \_\_\_\_\_  
**Phone:** \_\_\_\_\_ **Email:** \_\_\_\_\_  
**Vehicle Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Type:** \_\_\_\_\_  
**Year** \_\_\_\_\_ **Club:** \_\_\_\_\_ **AUSTIN 7 CLUB SA INC** \_\_\_\_\_

Entry Fee & Meals (Children 1/2 price under 12) morning tea included	Adult Price	No Children	No Adults	Amount
Vehicle Entry Fee includes a rally badge	\$50.00			\$50.00
Saturday Welcome Dinner ( max 200 people)	\$27.00 pp			
Sunday M/Tea and entry to Private Car and Memorabilia Collection	\$11.00 pp			
Sunday Lunch and Museum entry	\$17.00 pp			
Sunday Presentation Dinner (max 220 people )	\$35.00 pp			
Morning Farewell Breakfast	\$10.00			
Extra rally badge	\$5.00			
<b>TOTAL</b>				

Indicate if you have any food allergies / special diet \_\_\_\_\_

## DECLARATION

**I CERTIFY** (1) that I am the legal owner of the vehicle entered on this entry form, (or have the appropriate permission for its use)

(2) That I hold the appropriate licence to drive this vehicle

(3) That I agree to abide by all relevant road rules and follow any instruction given by the Event Directors or their committee.

I also acknowledge that while participating in any part of this event, neither driver nor passengers will have any claim against the 'Riverland Vintage and Classic Car Club Inc' or any of its members for any personal injury, or vehicle damage or loss which may occur.

Date Received	Date Deposit paid	Amount paid	Recorded	Car

Signature of Entrant \_\_\_\_\_ Date: \_\_\_\_\_

Check the Welcome Pack for local places of Interest to visit. Find us on facebook: search WOW 2020

If undeliverable return to:  
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262 Tapleys Hill Road  
SEATON SA 5023

Austin 7 Journals

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**OPENING SOON**

KEEP AN EYE OUT FOR EMAILS OR A NOTICE ON THE AUSTIN 7 CLUB'S WEB SITE