



# 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.

## 2021 COMMITTEE

### CONSTITUTIONAL COMMITTEE POSITIONS:

**PRESIDENT:** GRAHAM BUESNEL  
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**TREASURER:** LAURIE SUTTON  
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**COMPETITION SECRETARY:** TONY MORGAN  
Ph: 0409 095 271 email: tony@amcommtech.com.au

**COMMITTEE MEMBERS:**  
**A7 SPARES MANAGER & Vice President**  
DAVID GREAR  
Ph: 0421 164 500 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 by the club, any suggestions of events or places to visit are welcomed.

**PROPERTY** ALAN BAKER  
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**EDITOR, A7 Journals:** DAVID SEARLES  
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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.

**WEB-MASTER:** DAVE WINFIELD  
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### NON COMMITTEE APPOINTMENTS:

**MOTORSPORT AUSTRALIA Delegate:**  
TONY MORGAN  
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**FEDERATION OF HISTORIC MOTORING  
CLUBS Representative:** PAUL DANIELS  
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**LIBRARIAN:** GREG KEEGAN  
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### Club Registration MR334 Authorised Officers

Scott Appleyard: Southern Suburbs  
Ph: 0427 243 879  
Wolf Semler: Southern Vales.  
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David Garnett All areas  
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Graham Buesnel North Western Suburbs.  
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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 CLUB of SA Inc: 262 TAPLEYS HILL ROAD, SEATON 5023**  
or by email to [secretary@austin7clubsa.com.au](mailto:secretary@austin7clubsa.com.au)

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

Our Clubrooms are located at 262 Tapleys Hill Road SEATON South Australia,  
Vehicle entrance via Alfred Street.



# Austin 7 Journals

Volume 237 – JULY 2021

## A Word from GB



Hi Members and Friends,

Do you know that it has been three years since we closed in the area between the clubrooms and the spares shed, a place where we have enjoyed some nice B-B-Qs and lunches out of the weather.

It's been two years since we saddled up for Austins Over Australia and that wonderful time we had in the Barossa with all our friends from all over Australia. Due to Covid-19, AOA in Port Stephens NSW was called off for this year and put forward to next year. Keep your eye on club newsletters for further information of what is to come of the next AOA.

It's one year ago when we were almost isolated from each other due to Covid. We tried to introduce Zoom Meetings to our club members but without much success. Do you know that Austin 7 movement in England now has its meetings with the rest of the world on zoom? A lot of Victorian clubs also use it which has allowed you to stay at home but still be connected to your fellow club members.

We have noted since our return to meetings in the clubrooms, the numbers have been a lot less since prior to Covid. Hence, we are trying two meetings on a Sunday afternoon to see if we can entice more members to attend the general meetings.

The two meetings are: **Sunday July 11<sup>th</sup>** and **Sunday August 8<sup>th</sup>** See you all there!

This brings us to our next important meeting on Monday September 13<sup>th</sup> at 7-30pm our General Meeting followed by the Annual General Meeting. At this meeting all committee members positions are declared vacant and you all have a chance to nominate for any of the positions. **Don't forget to nominate!**

Modern Regularity has been successful this year even despite all the Covid changes. Tony has been able to keep the meetings going successfully as well as catering for all the officials' lunches. Competition between all of the competitors has been strong with a variety of winners at each of the meetings.

Just over a year ago we had a "think tank" on what members thought the club was lacking or what we could do to entice more members to be involved with club activities. Three committees are working on different aspects of the results that came from the "think tank" meeting and presenting their findings to the committee. Just one of the items that has been locked in and not done for a number of years is a day around the garages. We plan to have this as a permanent fixture in March each year. Further ideas will be broadcast to you as they come available.

To all members who have been unwell during the previous 3 months I wish you all a speedy recovery as we are all thinking of you.

I would like to welcome the following new members to the Austin 7 Club SA Inc  
Graham WESTBROOK; Colin BEER; Bradley MANUEL; David TAYLOR; Eric Van Krvyssen; Donald STACY; Jason DAVIS; and Nicholas PAPPAS. Welcome to you all!

*Graham Buesnel*  
President

# COMING EVENTS FOR 2021

## July 2021

- 4 Regularity Round 4 Mallala
- 5 Committee Meeting
- 11 **Monthly Club Meeting. This is a Sunday afternoon meeting commencing at 3pm brought forward from Monday 12<sup>th</sup>. This meeting is a result of representations from members to meet in daylight hours during the two winter months. Gates open 2pm with A7 spares after the meeting.**
- 20 Leisure Run, a run to a hotel in the near Adelaide Hills preceded with morning tea at a café or bakery to whet your appetite.
- 25 Hills Luncheon Wellington Hotel. Please book your place with the club Treasurer at \$15 per person deposit required. Meets at Victoria Hotel Car Park to leave 9.30am via Chandlers Hill, Clarendon, Meadows, Strathalbyn (morning tea), then Langhorne Creek and Wellington.
- 26 Technical Night at the Clubrooms

## August 2021

- 2 Committee Meeting
- 8 **Monthly Club Meeting This is a Sunday afternoon meeting commencing at 3pm brought forward from Monday 9<sup>th</sup>. This meeting is a result of representations from members to meet in daylight hours during the two winter months. Gates open at 2pm with A7 spares after the meeting.**
- 14 Quiz Night @ the Clubrooms Brenton Spangler is your quizmaster. Form yourself into teams and become the club champion of trivia. BYO refreshments. Doors open 6pm
- 15 Mallala 200 Regularity Round 5 Teams event
- 17 Leisure Run to the near hills.
- 23 Technical Night at the Clubrooms

## September 2021

- 1 Old Car Day to picnic grounds at Bethany. This is an annual run promoted by the Gawler Club, make your way there by any route, but plan your arrival for before 12 noon for your BYO lunch & chairs.
- 6 Committee Meeting
- 12 Regularity Round 6 Mallala (Club Championship)
- 12 Federation Picnic Day at Wirrina Cove Oval. Meet at Victoria Hotel Car Park for 9.15am departure via Sellicks Hill, Yankalilla (morning tea) and Wirrina Cove for BYO picnic at camping grounds. Food also available at kiosk.
- 13 Monthly and Annual General Meetings. All committee positions are declared vacant at the AGM and this is your opportunity to have a say in how the Club is run.
- 21 Leisure Run to the near hills.
- 26 Bay to Birdwood Event
- 27 Technical Night

## October 2021

- 6 Committee Meeting (Wed)
- 11 Monthly Club Meeting
- 19 Leisure Run to the near hills.
- 23 Regularity Round 7 Mallala (Sat)
- 24 Funkhana Day
- 25 Technical Night

## November 2021

- 1 Committee Meeting
- 8 Monthly Club Meeting
- 13/14 Bendigo Swap Meet
- 16 Leisure Run to the near hills.
- 21 Breakfast Run
- 22 Technical Night
- 27 Subs & Rego Day at Clubrooms 10am to 1pm
- 28 Regularity Round 8 Mallala

## December 2021

- 5 Subs & Rego Day at Clubrooms. 10am to 1pm
- 5 Christmas Function to be held at the Clubrooms. Catered evening meal with display of members club vehicles – more details to come!
- 6 Committee Meeting
- 13 Monthly Club Meeting

# ABBOTT



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## Club regalia for sale:



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

|   |                                       |
|---|---------------------------------------|
| Austin 7 Club Decal small:                        | \$1.00                                |
| Austin 7 Club Decal large                         | \$2.00                                |
| Austin script hat/lapel badge:                    | \$3.00                                |
| Austin 7 Club Cap                                 | \$12.50                               |
| Austin 7 Club Hat                                 | \$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)    |
| Austin 7 Club Numberplate Surrounds               | \$8.00 each                           |

## 10 YEAR PLAN – DEVELOPMENT UPDATE No 1

At the club's February 2020 general meeting, a "Think Tank" session gave the opportunity to share suggestions on what you believed the club's committee could do to ensure the club remains viable. President Graham asked for ideas which the committee could explore to ensure that over the next 10 years the club;

- Remains financially viable
- Maintains and increases the participation of existing members
- Can entice new members interested in the motoring movement

During this session over a year ago, 58 suggestions were received covering a vast array of topics. Following this meeting, David Gear assigned all of the suggestions into 1 of 3 groups. The groups being **Runs, Motorsport & General**. The committee agreed with what he had done and used this as a starting point.

At that meeting the following committee members agreed to take ownership by forming a sub-committee to consider each of the suggestions & develop a recommendation for the committee. These are – Runs chaired by David Gear, Motorsport by Tony Morgan, and General by Ralph Drage.

The committee intends to keep you informed on the outcomes of these 3 subgroups.

**Runs:** Sub-committee - David Gear, assisted by Brenton Spangler

The sub-committee has considered each of the 14 assigned suggestions and have presented their recommendations to the committee.

**Motorsport:** Sub-committee - Tony Morgan

This item has not been addressed at this point.

**General:** Sub-committee - Ralph Drage, with assistance from Dave Winfield & Martin Lewis)

Each of these 30 suggestions were reassigned to this group. This resulted in the development of the following eight sub-groups, in no specific order:

Club meetings, Encouragement of high School students, Restoration workshop, Electronic media/advertising, Club name, Integration of clubs, Spares, Communication. These groups gave the sub-committee the opportunity to focus on a broader range of possibilities, rather than just the one-line suggestions.

Comments about each group were collated and recommendations have been made & presented to the committee.

Over the next several months the committee will work through each of the sub-committees' recommendations until a final action plan is agreed to for each one.

To date, the following two recommendations have been discussed by the committee;

- Spares for other Austins not just 7's – only 1 suggestion / comment.  
**Response** - Whilst Austin parts are not easily found, most are available via the internet. It would be unviable for us to look at producing ones that aren't available as the number of cars per model would not be sufficient to make it viable. Likewise keeping an array of parts for any other Austins, other than 7's would not be viable. David Gear maintains a listing of businesses who provide generic hard to find services & parts.  
**Agreed action** – No further action
- Encourage high School students – Nine suggestions / comments  
**Response** – Teaming up with a high school would require a lot of work with many hurdles – may have to be part of a curriculum - need Working with Children clearance.
- **Agreed action** – Seek a Champion and a couple of helpers who have a passion to take it forward. If no takers – No further action

**DO YOU HAVE A PASSION TO GET HIGH SCHOOL STUDENTS INTERESTED / INVOLVED IN THE RESTORATION / PRESERVATION OF OLD CARS? Please contact the President, Graham Buesnel**



## **2021 Austin Seven Pre-War Run to Strathalbyn 8/9 May 2021**

Most of the Thirty one pre-war runners met up at the Victoria Hotel including five Chummy's which was great to see and, after directions from David Grear, we headed off along South Road on our first outing in ages. When we turned left onto the Victor Harbor Road we were thrilled at the power our little Snowy had going uphill thanks to Greary's magic touch.



The sky had been threatening and we had expected some rain, but going into Willunga the heavens opened and a torrent fell. Forget a visit to the Willunga markets, we parked in the main street and watched the water level rise against the gutter flowing downhill at great speed carrying clumps of autumn leaves and anything else it could pick up. Much more and I wondered if our little Chummy was safe. We followed Sally up the Old Willunga Hill road and the rain did not ease up until we reached The Finnis General Store Café where we decided to stop for a big mug of coffee and a ham and cheese toastie each, even if it was only 11 o'clock. Gayle and David Carver joined us there too.



### **THREE SEVENS AT A STOPOVER AT FINNISS FOR A COFFEE & EARLY LUNCH**

Finally we drove into Strathalbyn and met up with earlier arrivals at Collectable Classics where we viewed some lovely cars for sale at some incredible prices. Many might say "if only we had kept that old Holden or Valiant etc. Just look what it's worth now". I liked a lovely baby blue Sunbeam Tiger but it had been sold.



A throng of Austin 7's outside Collectable Classics Strathalbyn on Saturday afternoon





### **MOST OF US LINED UP FOR THE TRADITIONAL PHOTO AT COLLECTABLE CLASSICS**

After a group photo, we booked in to the Strath Motel and in no time outdoor chairs were dried off and pulled under cover and despite it only being 2pm, happy hour began. Dinner was at the Victoria Hotel where the food was delicious and the conversations lively. We heard who just got damp, who got wet and who got drenched and had to drive home, dry out and return in their modern. That was Christine and Malcolm Lake. Leigh was told that our tail lights weren't working and so it was that we could have head lights or tail lights but not both. Driving along a dark section with no head lights on so NOT FUN. Still it wasn't us who ran down a 'YIELD' road sign!

Sunday began with sunshine as we met up with a large group at The Appletree Café in High Street for a full bacon and eggs breakfast with Julie and Greg Lindsay and David S. Each woman in the cafe was given a Ferrero Rocher chocolate in celebration of Mothers' Day, a lovely touch and such accommodating and friendly people seeing we hadn't booked and they were really busy.



Almost next door is Gilbert's Motor Museum, home of the Glen Dix OAM collection plus old cars, motor bikes, and lots lots more. Something for everybody. Leigh was very taken with a British racing green TFMG, but will have to keep enjoying his red MGB.

After farewells we headed along country roads to Mt. Barker to collect our Jack Russell from our son and then a horrid drive down the freeway mostly in the emergency lane while going up hills and were very glad to reach our Crafers turnoff.

Many thanks to Michele and David Gear, David Searles and all who made for a great weekend.

**Marilyn and Leigh Thomas**



Some more photos from our Pre War Austin 7 Run to Strathalbyn.



Austin 7's at Collectable Classics and Gilberts Museum Strathalbyn



# TTM Regularity

Mallala Motorsport Park



## TTM Trophy #3

30 May 2021

### REGULARITY



|    |    | Name               | E1<br>5 Laps | E2<br>5 Laps | E3<br>5 Laps | E4<br>7 Laps | Total<br>22 Laps |
|----|----|--------------------|--------------|--------------|--------------|--------------|------------------|
| 1  | 72 | Anthony VERNER     | 9            | 15           | 15           | 37           | 76               |
| 2  | 77 | Andrew BAOHM       | 22           | 26           | 13           | 17           | 78               |
| 3  | 36 | Sandy WATTERS      | 30           | 14           | 30           | 25           | 99               |
| 4  | 91 | Caroline KADZIELA  | 31           | 27           | 27           | 45           | 130              |
| 5  | 28 | Stephen GASSON     | 15           | 41           | 12           | 70           | 138              |
| 6  | 67 | Darryl BRIGG       | 30           | 16           | 50           | 66           | 162              |
| 7  | 25 | Katrina NELSON     | 62           | 34           | 32           | 44           | 172              |
| 8  | 93 | Daniel BOORMAN     | 107          | 26           | 16           | 32           | 181              |
| 9  | 58 | Peter BECK         | 37           | 55           | 39           | 52           | 183              |
| 10 | 61 | John TILLER        | 46           | 42           | 68           | 37           | 193              |
| 11 | 32 | Steve ALEXANDER    | 35           | 58           | 74           | 28           | 195              |
| 12 | 19 | Fiona MCCUBBIN-MEE | 38           | 21           | 69           | 73           | 201              |
| 13 | 16 | Kathryn PAGE       | 17           | 38           | 124          | 25           | 204              |
| 14 | 1  | Brett WATTERS      | 59           | 51           | 43           | 55           | 208              |
| 15 | 62 | Gary OWEN          | 67           | 36           | 57           | 49           | 209              |
| 16 | 37 | Jordan JOHNSTON    | 72           | 43           | 38           | 74           | 227              |
| 17 | 71 | Steve CONROY       | 50           | 34           | 109          | 80           | 273              |
| 18 | 44 | Craig MARSHMAN     | 52           | 76           | 30           | 136          | 294              |
| 19 | 78 | Neil MARTIN        | 108          | 69           | 42           | 78           | 297              |
| 20 | 50 | Aden THOMPSON      | 99           | 38           | 78           | 92           | 307              |
| 21 | 83 | Toby TRENWITH      | 122          | 30           | 68           | 98           | 318              |
| 22 | 10 | John ELLIS         | 173          | 82           | 25           | 64           | 344              |
| 23 | 96 | Andrew CHAPMAN     | 63           | 77           | 36           | 174          | 350              |
| 24 | 11 | Julie OLSEN        | 46           | 114          | 87           | 108          | 355              |
| 25 | 82 | Susan GLASSON      | 22           | 124          | 81           | 158          | 385              |
| 26 | 4  | Paul PAPANIKOLAOU  | 55           | 79           | 127          | 130          | 391              |
| 27 | 48 | Colin GENDERS      | 67           | 33           | 99           | 258          | 457              |
| 28 | 27 | Craig BLAKER       | 162          | 109          | 55           | 243          | 569              |
| 29 | 53 | Jason THIELE       | 336          | 78           | 44           | 258          | 716              |
| 30 | 13 | Nick PAPANIKOLAOU  | 90           | 354          | 236          | 89           | 769              |
| 31 | 5  | Sanjay KUMAR       | 32           | 369          | 251          | 258          | 910              |

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

DNF Score

denotes track record

369

251

258

under previous track record



# TTM Regularity

Mallala Motorsport Park



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## 2021 Modern Regularity: TTM Trophy - Round 3, 30 May

A very cold morning for this round – it was 4° on arrival at the track! – and we were still under Covid-19 restrictions.

Entries: TTM 33

BMW Challenge: 12

Weather: Warmed up to become fine and mild

Flies: Where were they??

Each heat was won by a different driver and the competitiveness amongst all the drivers is evident by the closeness of the scores.

HEAT 1, 5 laps – 1<sup>st</sup> Anthony Verner, Mercedes Benz SLK320, 9 pts; 2<sup>nd</sup> Steve Gasson, Holden Torana LC, 15 pts; 3<sup>rd</sup> Kathryn Page, Hyundai Excel, 17 pts; 4<sup>th</sup> Andrew Baohm, Holden Monaro, 22 pts: Anthony scored three 0 points laps, Kathryn scored two 0 pts laps, Andrew and six other drivers each scored one 0 pts lap.

HEAT 2, 5 laps – 1<sup>st</sup> Sandy Watters, Peugeot 206 Gti, 14 pts; 2<sup>nd</sup> Anthony Verner 15 pts; 3<sup>rd</sup> Darryl Brigg, Peugeot 206 Gti, 16 pts; 4<sup>th</sup> Fiona McCubbin-Mee, Mazda 2, 21 pts: Anthony, Fiona and four other drivers each scored one 0 pts lap.

HEAT 3, 5 laps – 1<sup>st</sup> Steve Gasson 12 pts; 2<sup>nd</sup> Andrew Baohm 13 pts; 3<sup>rd</sup> Anthony Verner 15 pts; 4<sup>th</sup> Daniel Boorman, Toyota Yaris 16 pts: Steve scored three 0 pts laps and five other drivers each scored one 0 pts lap.

HEAT 4, 7 laps – 1<sup>st</sup> Andrew Baohm 17 pts; 2<sup>nd</sup> Sandy Watters 25 pts; 3<sup>rd</sup> Kathryn Page 25 pts; 4<sup>th</sup> Steve Alexander Renault Clio, 28 pts: Andrew, Steve and one other driver each scored two 0 pts laps and five other drivers each scored one 0 pts lap.

### Congratulations to the meeting placegetters:

1<sup>st</sup> Anthony Verner 76 pts; 2<sup>nd</sup> Andrew Baohm 78 pts; 3<sup>rd</sup> Sandy Watters 99 pts; 4<sup>th</sup> Caroline Kadziela Toyota 86, 130 pts; 5<sup>th</sup> Steve Gasson, 138 pts

The **TTM Trophy** placegetters are: 1<sup>st</sup> Anthony Verner 184 pts; 2<sup>nd</sup> Andrew Baohm 142 pts; 3<sup>rd</sup> Daniel Boorman 132 pts; 4<sup>th</sup> Brett Watters 130 pts; 5<sup>th</sup> Sandy Watters 116.5 pts

### LADIES TROPHY - Second round

HEAT 1, 5 laps – 1<sup>st</sup> Kathryn Page 17 pts; 2<sup>nd</sup> Susan Glasson, Nissan Cefiro, 22 pts; 3<sup>rd</sup> Sandy Watters 30 pts; 4<sup>th</sup> Caroline Kadziela 31 pts

HEAT 2, 5 laps – 1<sup>st</sup> Sandy Watters 14 pts; 2<sup>nd</sup> Fiona McCubbin-Mee 21 pts; 3<sup>rd</sup> Caroline Kadziela 27 pts; 4<sup>th</sup> Katrina Nelson, Peugeot 206 Gti, 34 pts

HEAT 3, 5 laps – 1<sup>st</sup> Caroline Kadziela 27 pts; 2<sup>nd</sup> Sandy Watters 30 pts; 3<sup>rd</sup> Katrina Nelson 32 pts; 4<sup>th</sup> Fiona McCubbin-Mee 69 pts

HEAT 4, 7 laps – 1<sup>st</sup> Sandy Watters 25 pts; 2<sup>nd</sup> Kathryn Page 25 pts; 3<sup>rd</sup> Katrina Nelson 44 pts; 4<sup>th</sup> Caroline Kadziela 45 pts

### Congratulations to the meeting placegetters:

1<sup>st</sup> Sandy Watters 99 pts; 2<sup>nd</sup> Caroline Kadziela 130 pts; 3<sup>rd</sup> Katrina Nelson 172 pts; 4<sup>th</sup> Fiona McCubbin-Mee 201 pts; 5<sup>th</sup> Kathryn Page 204 pts

With one more round to go, the **Ladies Trophy** placegetters are: 1<sup>st</sup> Caroline Kadziela 16 pts; 2<sup>nd</sup> Fiona McCubbin-Mee 11 pts; Cassandra Hoare 10 pts; 4<sup>th</sup> Sandy Watters 10 pts; 5<sup>th</sup> Katrina Nelson 10 pts

### **BMW Challenge - Second round**

HEAT 1, 5 laps – 1<sup>st</sup> Paul Ray-Johnson, *BMW MX5* 37 pts; 2<sup>nd</sup> Craig Florence, *BMW E30 325i* 58 pts; 3<sup>rd</sup>; Alex Martin, *BMW 318ti*, 78 pts; 4<sup>th</sup> Andrew Rogers, *Renault Megane*, 81 pts

HEAT 2, 5 laps – 1<sup>st</sup> Paul Ray-Johnson, 35 pts; 2<sup>nd</sup> Tony Hixson, *BMW 528i*, 56 pts; 3<sup>rd</sup> Graham Patterson, *BMW 318i* 70 pts; 4<sup>th</sup> Craig Florence, 89 pts

HEAT 3, 5 laps – 1<sup>st</sup> Tony Hixson, 30 pts; 2<sup>nd</sup> Paul Ray-Johnson 57 pts; 3<sup>rd</sup> Andrew Rogers 65 pts; 4<sup>th</sup> Scott Hilditch, *BMW E36* 70 pts

HEAT 4, 7 laps – 1<sup>st</sup> Tony Hixson 42 pts; 2<sup>nd</sup> Paul Ray-Johnson 47 pts; 3<sup>rd</sup> Craig Florence 65 pts; 4<sup>th</sup> Scott Hilditch 78 pts

### **Congratulations to the meeting placegetters:**

1<sup>st</sup> Paul Ray-Johnson 176 pts; 2<sup>nd</sup> Tony Hixson 228 pts; 3<sup>rd</sup> Craig Florence 359 pts; 4<sup>th</sup> Graham Patterson 393 pts; 5<sup>th</sup> Scott Hilditch 406 pts


With one more round to go, The **BMW Challenge** placings are: 1<sup>st</sup> Tony Hixson 154 pts; 2<sup>nd</sup> Paul Ray-Johnson 129 pts 3<sup>rd</sup> Craig Florence, 109 pts; 4<sup>th</sup> Michael Myllynen 69 pts; 5<sup>th</sup> Andrew Rogers 68 pts

### **Barry Frost**

Regularity

BMW Challenge #2

30 May 2021



| Name |    |                  | E1     | E2     | E3     | E4     | Total   |
|------|----|------------------|--------|--------|--------|--------|---------|
|      |    |                  | 5 Laps | 5 Laps | 5 Laps | 7 Laps | 22 Laps |
| 1    | 18 | Paul RAY-JOHNSON | 37     | 35     | 57     | 47     | 176     |
| 2    | 84 | Tony HIXSON      | 100    | 56     | 30     | 42     | 228     |
| 3    | 57 | Craig FLORANCE   | 58     | 89     | 147    | 65     | 359     |
| 4    | 3  | Graham PATTERSON | 122    | 70     | 115    | 86     | 393     |
| 5    | 70 | Scott HILDITCH   | 124    | 134    | 70     | 78     | 406     |
| 6    | 21 | Julie PFENNIG    | 84     | 216    | 130    | 350    | 780     |
| 7    | 43 | Andrew ROGERS    | 81     | 121    | 65     | 695    | 962     |
| 8    | 5  | Anthony PASCOE   | 84     | 102    | 168    | 695    | 1049    |
| 9    | 88 | Alex MARTIN      | 78     | 201    | 121    | 683    | 1083    |
| 10   | 7  | Peter RENTON     | 217    | 216    | 183    | 695    | 1311    |
| 11   | 26 | Michael MYLLYNEN | 232    | 216    | 183    | 695    | 1326    |
| 12   | 36 | Michael KEEN     | 232    | 216    | 183    | 695    | 1326    |



**#77 Andrew Baohm**



**#37 Jordan Johnston**



## 2021 Modern Regularity: TTM Trophy - Round 3, 30 May



**#72 Anthony Verner**



**#36 Sandy Watters**



**#93 Daniel Boorman**



**#58 Peter Beck**



**#61 John Tiller**



**#1 Brett Watters**

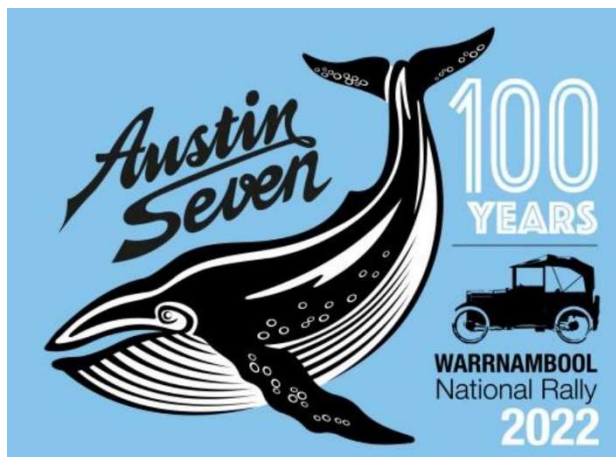


**#28 Stephen Gasson**



**#25 Katrina Nelson**





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

**Saturday 9 April to Thursday 14 April 2022. (Just before Easter)**

**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 contact David Grear to add your name to the accommodation list. There will be a number of members who will be driving their Austin 7's to Warrnambool with two stops along the way, (Kingston and Mount Gambier are suggested). To get or keep your Austin 7 mobile, contact David at A7 Club spares. There are plenty of opportunities available to purchase spares between now and then. For example, David Grear has programmed a number of Spares Saturdays at the club spares shed along with the usual Technical Nights and normal Club Meetings.



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## **Substitute Border Run to Kingston SE 11/14 June 2021**

At the last minute the organized event of the SA/Vic Border Run to Portland Victoria was cancelled due to an outbreak of Covid-19 in Melbourne, so true to my original email which said "If the Border Run is cancelled, we in SA will still do the portion of the Border Run to Kingston" where our first night was extended to three nights of the long weekend. Members who availed themselves of the opportunity were:

Alan & Val Baker, Mercedes: Yours truly and Barbara Grear, AU Fairlane; Leigh & Marilyn Thomas, Landrover Discovery: Scott Appleyard, Isuzu Mux: Christine Cutting with her sister Vivianne, Hyundai: Barney & Jean Bunker, Ford Mustang: David & Gayle Carver, 1932 Austin 7 traillered: Ian & Cheryl Jones, EH Holden Station Sedan: Martin & Dianne Lewis, Austin 16: Laurie & Pam Sutton, Datsun 120Y: John Stevens, Austin A40 (his first club run): Simon Mander & Heidi with David & Bianca Garnett in Barney's S series Valiant; Andrew & Debbie Dawes 1927 Austin 7 traillered; and Bill Gower with Lorraine, Falcon;

Having driven from Mount Barker via Langhorne Creek, Wellington (morning tea break) and Meningie (Lunch) we arrived at Kingston mid-afternoon ready for our happy hour on the Balcony of the Motel. This was a very restrained affair of friendly chatter amongst our group of retirees. The evening meal was enjoyed in the restaurant below our rooms.



The next couple of days we arranged to do some touring with Saturday towards Robe, and Sunday to Penola.

On the Robe run, it was very noticeable in the type of tourist frequenting the town. Four wheel drives dominated the kerbside with many young people wandering the streets enjoying themselves. So, we did the same dropping into coffee shops and winery stores. We returned to Kingston for our happy hour upstairs on the Balcony before heading next door to the Royal Mail Hotel for the evening meal which was enjoyed by all who attended.

On Sunday we headed off to Penola where we met up with Greg & Julie Lindsay for the handover of an Austin 7 fuel tank for Greg's latest project. After lunch at various establishments, we headed back to Kingston along speedy, well-made and uncluttered roads. A real pleasure to drive on these roads. Once again up to the Balcony for our happy hour before adjourning next door again to the Royal Mail Hotel for the evening meal





Alan Baker (L) sizes up his meal of Lamb Shank on Saturday night at the Royal Mail Hotel in Kingston, and in Penola on Sunday, Greg Lindsay receives his Austin 7 fuel tank from Scott Appleyard and the photograph captures the event as he is about to be interviewed by our South-East correspondent at the handover.  
**DS – Editor A7J**





## Esmarelda

Or: A restoration 50 years in the making. By Peter Lee

Here's a question: is it still a *'barn find'* if you put the car in the barn all those years ago yourself? Poor Esmarelda has spent some 45 of the past 50 years in English barns, but I'm glad to report she is now alive and well and living in Adelaide.



**2. Fresh out of 'Barn Stay 3'**



**1. Via this...**



**3. To finally on the road again**

She's a 1933 Austin Seven 2-seater 'PD Tourer', and I bought her for £40 in 1971 from a schoolfriend who lived near Bath in the UK. She was my first ever car, and a big step up from the trusty but chilly Lambretta scooter. She had been in the corner of a chicken shed (let's call it 'Barn Stay 1') for about 5 years, but the engine started with only very little tinkering (and on 5 year old fuel), and I used her as my daily drive for my final year at University. In true student style, I painted her with a brush (and I think it was just house paint) and did the bare minimum to keep the ignition and the lights working. I did splash out at one point - I still have the receipt for £3.00 for a new pair of kingpins and £6.25 labour to ream and fit them into new bushes – and those were the days when your corner garage knew how to do that sort of thing.

One special highlight was driving up from London to Birmingham to attend the 50<sup>th</sup> Anniversary Rally at Longbridge in 1972. What a sight that was, with well

over 500 cars lined up in order of chassis number, with a variety of body styles I could never have imagined.

I was only intending to go to Australia for 3 years, so my cousin in Suffolk agreed to let me put Esmarelda in his barn (call it 'Barn Stay 2'), and off I went. A mere 18 years later, my wife and I were back in the UK for 6 months, so we took Esmarelda out of the barn, and after fixing up several broken studs on the engine (and with much help from my cousin), we put in a good few miles about south-east England. In retrospect, maybe we should have hoisted a big red warning flag when trundling along the motorways, but we survived. Then I was offered a job in Hong Kong – so Esmarelda went back to Suffolk for 'Barn Stay 3'.

Only another 19 years later, we were in the UK once again for my Mum's 90<sup>th</sup> birthday, and there was space in her garage, so my cousin pulled Esmarelda out of the barn with his tractor, and I cleaned out most of the spider webs and the rat droppings. She fitted very neatly inside the back of a hired Ford Transit van for the trip to Surrey, where she then spent another 4 or 5 years in relative comfort.



*4. So how long was 'Barn Stay 3'?*



*3. Yep, same car, same place, same three people...*

Rather than sell Esmarelda in the UK as a '20-year non-runner', I finally decided to bring her to Adelaide to do the restoration I had always wanted to do. Just a couple of weeks before she was due to be put in the container, the shipper (also the owner of an old Austin) asked if I had checked out selling the registration number (JB 2711), rather than just giving it back to DVLA. A quick check online, and I was offered **£4,500** for the rights to that number – astonishing! A mountain of paperwork later, and with much help from my sister, the money came through.

I had been warned that the expenses for getting the car into Australia at this end would be even more than the shipping costs at the UK end, and that was indeed right. However, by wonderful coincidence, when I added up all the



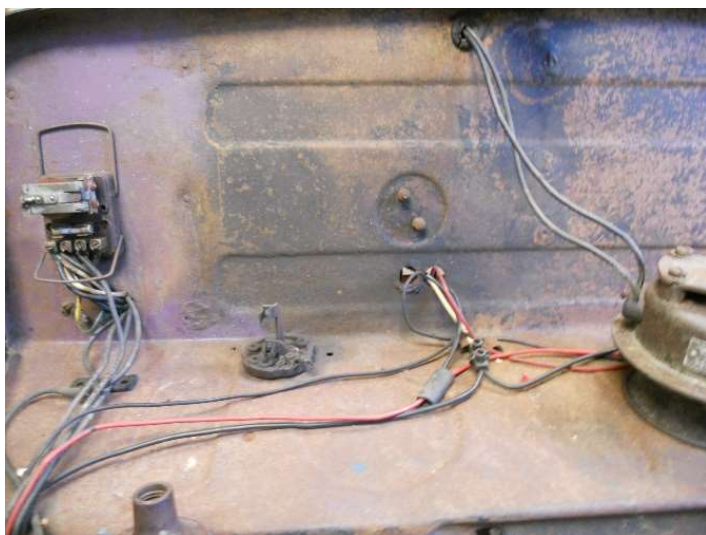
expenses at both ends and converted the Australian amounts into pounds, the total cost – Surrey to Adelaide, door to door – came to £4,501! The journey had cost me the grand sum of £1.00. The restoration then took about 4 years – very part time.

The only thing stopping the engine from running turned out to be the foul-smelling black gunk in the bottom of the fuel tank, and once that was bypassed it was clear that the engine still ran well, and had remarkably good compression. I needed to check the clutch however, so the engine came out anyway, and when I took off the lower water branch I found it was 90% blocked by solidified corrosion and sediment. It would have been disastrous to have taken the car for any sort of run with so little cooling.

I wanted to do all the safety-related aspects as well as I could, so I had the steering arm crack-tested, and worked my way through every part of the steering system from the steering-wheel down, as well as re-doing the brakes, the wheels and hubs, and all the suspension. I can't thank the two Davids and all the other helpful folks at the Austin 7 Club of S.A. enough. They not only had all the parts, but also all of the advice that I very much needed along the way. The electrics were a challenge, in part because of the dodgy repairs I had done in the 1970s – the wiring to one headlight turned out to have six different connections (and three or four different wire sizes) between the switch and the bulb! I ended up replacing every single wire in the whole car, and adding direction indicators while I was at it. I kept the system at 6 volts, but put in LED bulbs wherever possible, including for the headlights – it is astonishing to turn on the headlights and see the ammeter hardly move.

Some leaks in the honeycomb radiator were expertly fixed by Dave at Port Adelaide Radiators, but in a sign of the times, he has now retired and taken all his expertise with him. The same thing has now happened to the wonderful trimmer at Willshire's who first re-upholstered the seats and later made up the hood with no pattern to follow – but more on the hood in a moment.

One aspect of the restoration that I had not expected was having to make almost-daily decisions about just how far to go. Over and over, I found myself asking 'How perfect do I want this to be?' If it was safety-related, there was little debate, but for everything else, my guiding principle became "I just want to drive her again!" It was on this basis that I decided not to take the whole body off the chassis and re-do the timbers at the back – I'm sure they are in need of attention, but I'll leave that to the next custodian.



## ***6. The wiring went from this...***



**7. via this**



**8. to this – much better!**

Ever since I bought the car she had had a home-made hood of heavy canvas with only one strut, so rainwater always pooled right over the driver's head and inevitably leaked through. Before getting a proper hood, I therefore needed a proper frame. Given that most of the Austin Sevens that came to Australia were shipped just as a rolling chassis, and then fitted out locally with a whole variety of bodies, it was not surprising that my efforts to find a PD Tourer hood frame anywhere in Australia proved fruitless. However, a trip to the UK to visit my sister near Bradford-on-Avon was coming up, so I planned to hire a car and drive however far was needed to track down a frame – even if it was just a rusty old wreck of a one in a field somewhere that I could use as a pattern.

To my great surprise and relief, I only had to make a small number of phone calls from Adelaide before I got on to Ian Dunford in Bristol, then to John and Hilary Fitch (who own an almost identical PD Tourer), and then to Alan Jones at 'Wessex Workshops' near Westbury – and all of them are just a short drive from Bradford-on-Avon. To add to my luck, not only do Wessex Workshops make hood frames for vintage vehicles, they just happened to have ready a brand-new frame for a 2-seater Austin Seven that they had made earlier, and all of the measurements that I had brought with me from Oz indicated that it was indeed just right – perfect.

With yet more luck, the cross-pieces of the frame were timber, and could be separated from the (surprisingly complex) metal sides with just a couple of screws at each end. The metal side-pieces then fitted nicely into the bottom of my suitcase for the flight back to Australia, and the wooden cross-pieces fitted into a small golf-club bag that went on the plane as 'oversize baggage'. Australian quarantine (quite rightly) had a very good look at the timber, but were happy, and so was I. My sincere thanks to the Austin Seven community around Bristol for all of their help.

My early-70s house paint on the bodywork hadn't lasted well, needless to say, but at least it peeled off very easily with paint-stripper. The front mudguards were not only bent but also rusted through under the headlights, so I took them to Edwardstown Custom Body Repairs, where they inserted new metal so neatly that you couldn't tell where the patch was *from either side* – there's expertise for you. I don't have room in my garage for an air compressor, so I decided to



re-spray the rest of the body by spray-can. I can hear some gasps and tuts of disapproval, but it actually worked well, and so far the paint is lasting OK. I did discover that two spray cans of the same brand and colour, bought from the same shop at the same time, can still come out looking slightly different, but we won't look too closely now, will we?



## 9. Getting there

An important part of 'How far do I go?' is of course the question of 'How original do I want to make it?' My answer was "mostly". For example, the source books imply that the original headlight shells would have been black. So I gave the shells to my trusty local grit-blaster, with the idea that after getting off the usual 3 or 4 layers of odd-coloured paint, he would powder-coat them black. But it turned out

that under all the paint there was beautiful bright brass, which looked far better than black, so in this case originality took second place to beauty.

What's next for Esmarelda? She's running very well now, and gets out once or twice a month, to Club meetings or down to the beach, where she always attracts admirers. We have also taken her on a couple of the 'Bay to Birdwood' runs. The next big plan is to drive to the 100<sup>th</sup> Anniversary Rally in 2022. It's being held in Warrnambool, Victoria, so the drive from Adelaide will be around 600km each way – more like London to Edinburgh than London to Birmingham. I have every confidence!

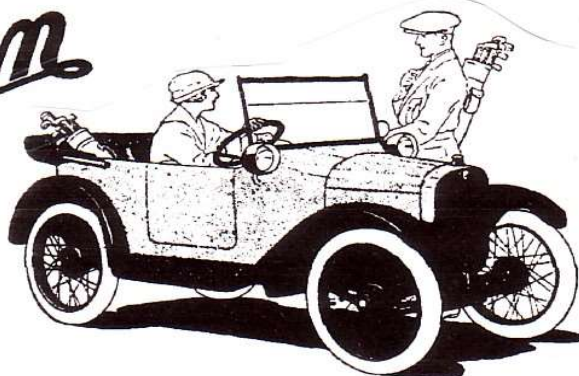
And there was one more twist in the story of the registration number: when I came to register the car in South Australia, I found I could get the same registration number as the UK original, but for rather less than £4,500 – in fact it cost me a one-off fee of \$180, or just under £100. Hopefully for the rest of her days she will still be 'JB 2711'.

**Peter Lee**

**April 2021**



Women trust  
the  
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The other night at the Technical Night at the Clubrooms, David Grear had in his possession a re-furbished Pneumatic Windscreen Wiper of the Twenties and Thirties. Along with this, he had a description of this wiper mechanism and how to dismantle, repair and re-assemble it. Although I have not used my wiper on my '28 Chummy for many years (even after the heavy rain on the Strathalbyn run) I realised that it sported one of these "motors". So, I decided to clean it up and lubricate the mechanism. It works and now the next challenge is to change the wiper blade. DS

## THE PNEUMATIC WINDSCREEN WIPER

*(The following article was first published in the Magazine of The Vintage Austin Register and our thanks go to its Editor, and of course the author Jim Stringer)*

*Additional dismantling notes by Douglas Alderson, DA7C at the bottom of the page*

The automatic windscreen wiper was first introduced onto Austin Motor vehicles in the October of 1924. The device was manufactured by Joseph Lucas of Birmingham and was operated by the vacuum created via the inlet stroke of the engine carried through a length of small bore tube connected to the inlet manifold.

The device is operated by first unscrewing the suction control screw, this allows the air which is in one of the cylinders to be withdrawn, the resultant suction moves the rack which operates the wiper arm via the sector wheel or pinion. When the rack reaches the end of its travel a slide valve is tripped and the air is sucked from the opposite cylinder and the rack returns. The space between the two leather washers is always maintained at atmospheric pressure (otherwise the thing wouldn't move!)

A small lever is provided to allow the device to be operated by hand whenever there is insufficient vacuum to operate it mechanically.

Although the device worked quite well, it did have a couple of drawbacks. One, the dropping of the wiper arm directly in front of the driver's line of vision when it was switched off. This was subsequently rectified in 1930 when a special valve mechanism, operated by a small slide situated behind the adjusting screw, was introduced.

The other draw back concerned the inability of the motor to operate at full efficiency when the engine was being accelerated and the amount of vacuum was significantly reduced - perhaps this may have been viewed as a good deterrent against driving too fast in the rain!

The vacuum wiper therefore only enjoyed a relatively short period of popularity until it was superseded by electrically operated ones. Ford, however, persevered and were using pneumatic wipers into the fifties, but by then had installed a small air reservoir to overcome the problems. It is of course a requirement for the MOT that, if fitted, the wiper motor must work. If it doesn't, take it off if you have a car with a split screen which will give you adequate forward vision. For later cars, such as the Box or Ruby models, this won't apply.

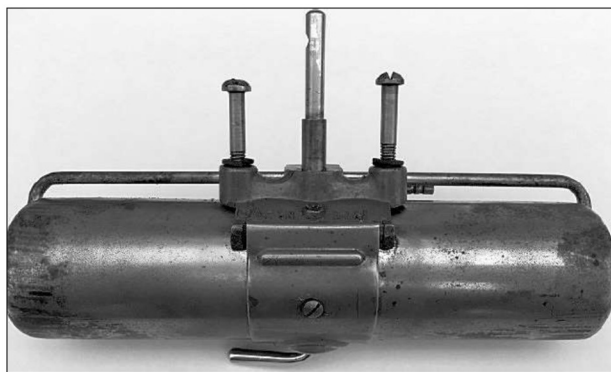
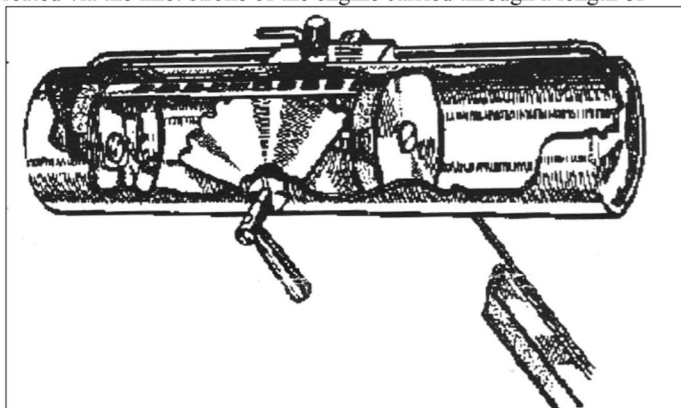
Generally speaking, there is very little to go wrong with a vacuum wiper and they seldom give trouble. A small hole is provided (in the most inaccessible position) on the top of the unit for the occasional few drops of oil. How often, I wonder, does this hole ever get used? If your wiper does ever fail, it is a simple matter to remove it and strip it down to its component parts to affect a repair.

To remove the unit, first take off the wiper blade which is secured by a collet-type hexagonal screw. Once removed, two smaller screws will be revealed which actually hold the unit onto the screen. Finally, remove the rubber tube which is connected to a pipe at the top of the unit. Once stripped, clean all the bits carefully in clean paraffin using a cheap artists paint brush. If your unit has not received any attention for several years, the chances are that the washers will be dry and hard, making them pretty useless (Obviously they need to be soft and supple to create the best seal possible within the wiper body). However, if the washers still appear to be 'sound' they can be revived by an overnight soaking in linseed oil, which can be gently eased into the surface until totally saturated. Originally this was achieved by a substance called Russian Tallow which of course you could still use, if you could find any!

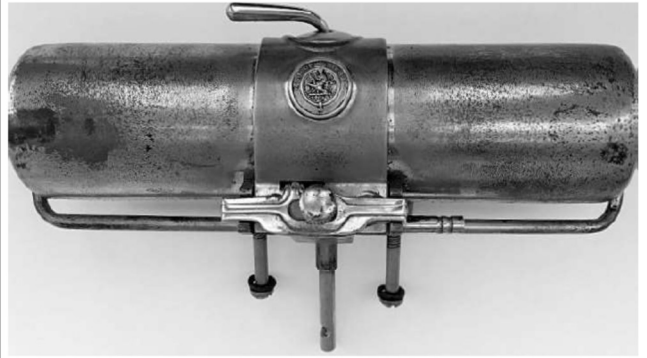
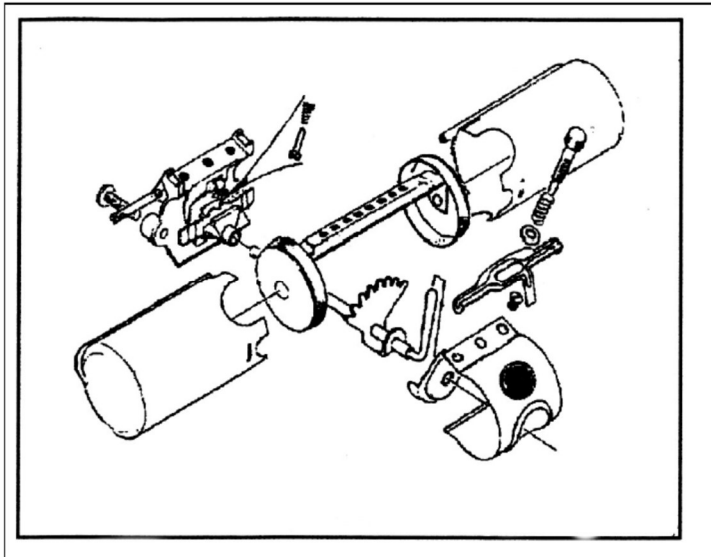
If the 13/8 inch washers are beyond redemption you may be able to obtain replacements from a hardware shop. If you have to fit new washers carefully remove the rivets holding them and then carefully rivet the new ones in their place. If riveting causes a problem, you could use small nuts and bolts, but remember that any small protrusions will interfere with the smooth operation of the unit. Thoroughly inspect all components for wear and tear. Other than the washers, the only bar to the unit behaving satisfactorily will probably be accumulated dirt and congealed grease, or more likely, a perished rubber hose to the inlet manifold (which can be supplied by John Barlow and The Seven Workshop amongst others)

Check that the slide valve operates smoothly and that the pipe connections are free from any blockages. Check that the teeth on the 'pinion' mesh smoothly with the slots on the 'rack' and that the shaft onto which the arm is located is not bent.

When you are satisfied that all are in good working order, grease the two halves of the barrel with a thin smear of Vaseline and check that the 'rack' with the washers attached runs through them smoothly but with a slight resistance.







Reassembly is the reverse of the stripping down procedure - so it will pay you to make a note of how you took it apart! Refit the motor to the screen and reconnect to the tubing from the manifold, and - Hey Presto!

### Strip down of motor.

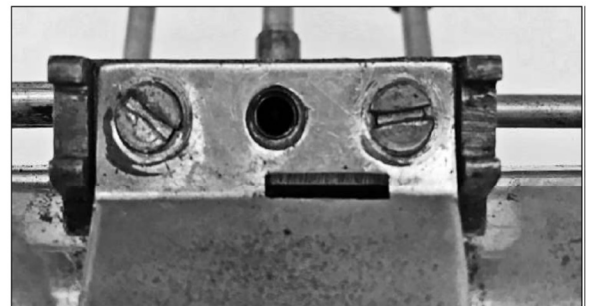
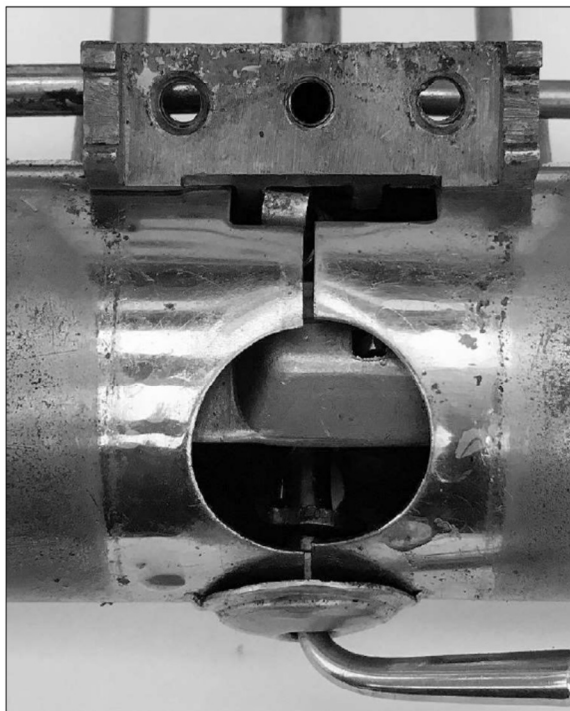
Remove the adjusting screw and cover to reveal 2 screws holding the cover.

Unclip the cover then unclip the cover around the lever.

Slide off the body of the wiper to reveal the leather washer and the rivet holding it in place.

Slide off the other half of the body, at this stage the rack will probably fall off. But before it does, make a mental note which way it goes. In the photo, right, the lever/pinion has rotated 180 degrees, for the rack to fit on the pinion

The shaft for the wiper arm can be withdrawn from the mechanism, but be careful as the shaft may be bent and get stuck. The main mechanical part is very easily damaged or threads damaged so take care not to force anything.



The assembly procedure is the reverse but from experience it is a bit of a fiddle to get the rack and pinion meshing correctly and fit the two halves of the body. The trick I have found is to fit one body then check the rack/pinion and then fit the other body.

**Douglas Alderson DA7C**

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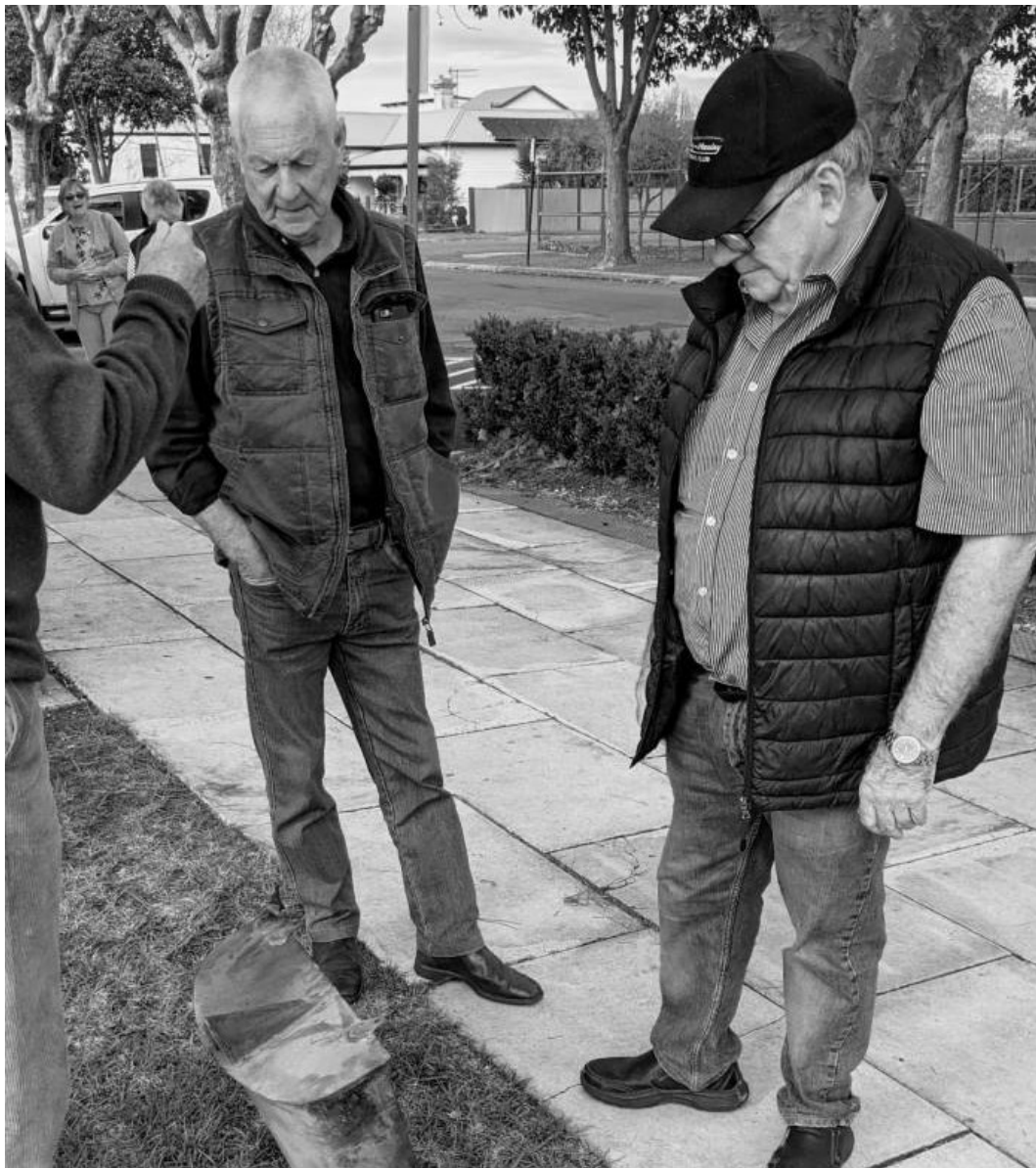
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Greg Lindsay being interviewed on the substitute Border Run in Penola at the handover of the A7 fuel tank, our south-east correspondent is using the latest in wind resistant microphone covers.