We're ready for the 90th Anniversary Austin 7 Rally to be held in the Barossa Valley on 1st to 5th October 2012
AUSTIN 7 CLUB OF S.A. INC

2012 COMMITTEE

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The Austin 7 Club SA Inc banking details are: BSB 805-007 A/c 00110772
All correspondence to:
The Secretary
AUSTIN 7 CLUBROOMS: 262 TAPLEY’S HILL ROAD, SEATON 5023
The Austin 7 Club SA Internet address is: www.austin7clubsa.com.au
Austin 7 Journals reaches issue #200

It took 10 years from our Club’s beginning, but this current series of A7Journals began in June 1963. President Bruce Went noted then that “there had been a quarterly magazine produced in the early days of the club” (from 1955 to 1957) but that “this was a new venture with Barry Frost as Editor”.

As we have now reached issue #200, it seems appropriate to acknowledge the Editors who have taken us this far. From the beginning, it has been issued in January, April, July and October each year (exceptions noted below) and our Editors have been:

**Barry Frost:** June 1963- January 1975  
*Page size*: numbers 1-5 were foolscap; 6-13 were quarto and 14-47 reverted to foolscap; 18 was the first to have photos.

**Ron Burchett:** April 1975- April 1979  
Numbers 48-64; from 59 the size was A4.

**John Garnett and John Heuzenroeder:** July 1979 – October 1979  
Numbers 65 and 66

**John Garnett:** January 1980  
Number 67

**Tony Laube:** April 1980- April 1981  
Numbers 67-71 (Note duplication of #67!)

**David Pound:** July 1981- October 1984  
Numbers 72-85

**Nell Williams:** January 1985- November 1986.  
Numbers 86-97; size was A5 and issues were every 2 months

**Barry Frost:** January 1987-October 1987  
Numbers 98-101; issues reverted to quarterly, with #100 in June.

**Ron Burchett:** January 1988- October 2000  
Numbers 102-154 and from #144, April 1998, size was A4

**David Searles:** January 2001 -  
Numbers 155 -  
For issues 163-166 in 2003, our 50th year, all had a colour cover.

Austin 7 Journals has been (and still is) an outstanding record of the Club’s activities in its many forms. Production of every issue has relied on articles from members, which in many cases resulted from the fervent pleas from the editor of the time for support. Over the years, many members have helped in the production of each issue, by offering their typing skills, use of production facilities and compilation help and their support is gratefully acknowledged.

Graham Buesnel  
Secretary Austin 7 Club of SA Inc
PRESIDENT'S PREAMBLE

I am pleased to advise that the clubroom renovations are well underway. The ceiling has been repaired; a new fridge, microwave oven, convection oven & wide screen TV have been purchased and new kitchen cupboard & bench top installed. The old green spare parts shed (ex tennis club room) has been demolished with all of its contents sorted into scrap and keep. The kept parts have been relocated into a temporary storage shed, kindly donated by Leigh & Marilyn Thomas. The remainder sent to scrap or dumped with net proceeds of about $250.

A supplier has been selected for the shed and the task of seeking Council approval has commenced. The plan is to build a 6mtrs X 12mtrs structure in the South West corner of the property - 9mtr enclosed for spares & 3 mtrs open (roof only) for BBQ’s etc. Two reverse cycle split air conditioners have also been installed in the clubrooms, which, I hope, will enhance member comfort during meetings.

I would like to thank those members who attended the working bee at the clubrooms on Saturday Feb 18. A lot of work was done on the above whilst some of the ladies spent time tendering to the garden. It was great to see so many people turn up to help on the day – many hands make light work.

As you should know, the club is hosting the 2012 National A7 Rally in Barossa Valley in October this year – from October 1 to 5, where the 90th year of the A7 will be celebrated. The rally committee has ramped up its activities in a planned manner to ensure nothing is overlooked in preparation for a flawless rally. Entry forms are now available and have been sent to everyone who submitted an Expression of Interest and to all members who have an Austin 7 on Historic Registration. If you haven’t received a form and newsletter, and think you might like to join us, please let me know and I will arrange for you to receive one.

Next year (2013) marks the 60th year since the Austin 7 Cub of SA was first formed, back in 1953. It is an occasion we don’t want to let pass by without some form of celebrations and acknowledgement to the founding club members. A sub committee has been formed to determine what activities we will have. Stan Gafney, Laurie O’Connell, Bill Gower and Nadia Addyman have volunteered to form the subcommittee. If you think you have something to add to this group, please contact one of them. I am sure they would be happy to listen.

Changes to the Club’s constitution were approved at a Special General Meeting on 19 March 2012, and the new constitution effective from 19 March 2012 appears in this Journals. One effect is the date of the Annual General Meeting which will now be to immediately following the September Meeting on 10 Sept.
I would like you to join me in welcoming the following new members & wish them a long & enjoyable time within the club.

<table>
<thead>
<tr>
<th>Jonathan BEHN</th>
<th>Robert BLACKWELL</th>
<th>Troy CANE</th>
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<tr>
<td>Roger COLLIER</td>
<td>Geoffrey CUTTING</td>
<td>Davide FRADA</td>
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<td>Michael GRYST</td>
<td>Dennis HALL</td>
<td>Michael HEINRICH</td>
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<td>Spiro HOUNDAS</td>
<td>Martin LEWIS</td>
<td>Damien LYNCH</td>
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<td>Garth MORGAN</td>
<td>James PIANNARUS</td>
<td>Benjamin PILGRIM</td>
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<tr>
<td>Mark PRIZZI</td>
<td>Tony WILSON</td>
<td>Barry MARTIN</td>
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**Ralph Drage**  
President

**Attention all Club Members**

It's our Austin 7 Club’s 60th Birthday in 2013 and a sub-committee of four: Stan Gafney, Laurie O’Connell, Bill Gower and Nadia Addyman has been formed holding its first meeting prior to the March General Meeting. Bill Gower addressed members at the General Meeting with some suggestions.

As well as asking Club Members what form the Celebrations should take, we would like at least 2 other members to come on board with their entrepreneurial skills.

Suggestions so far:

- Hold the event in October 2013.
- Friday Night: Dinner.
- Saturday: static display (in a general public place, possibly Wigley Reserve), incorporating all aspects of the Club, eg: Club Members Vintage & Classic Cars, Spare parts service, Modern Regularity team, Timing Team, Social, etc.
- Sunday: a car run to a place to be determined.

- Another suggestion is to have a 3-5 day Run to somewhere in South Australia.

We need to attract some Sponsors of the event by networking any contacts members may have, then we can have goody bags, if they supply samples.

The Committee welcomes feedback on:

- Members’ opinions of purchasing polo shirts with pocket.
- Logo design for the polo shirts, if we purchase them.
- A badge design for trophies, open to all Members to participate. Ideally, the polo shirt and the badge should have the same design.
- Design a poster or flyers to promote the Static Display, if that is what is chosen.
- Open the event to interstaters?
- Any other suggestions.

We would like feedback by June 2012 to organise bookings for venues etc. Please contact any of the above members with your ideas.

Nadia Addyman.
NAME
1. The name of the Club shall be the "Austin 7 Club of S.A. Incorporated" and is hereinafter referred to as the Club.

OBJECTS
2. To arrange for the association in a Club of:
2(a) owners and persons interested in the restoration and preservation of the Austin 7 motor car;
2(b) owners and persons interested in the restoration and preservation of any historic or other vehicles;
2(c) persons interested in motor sport as a competitor, official or in general; and
2(d) for the Club to act as a medium for the exchange of technical knowledge and in bringing members together in social, technical and sporting activities.

3. To perform any act incidental to the attainment of the purpose of the preceding section; provided that nothing in the above objects shall be deemed to empower the Club to carry on trading or secure pecuniary profit, whether directly or indirectly to its members.

4. The income and property of the Club, whencesoever derived, shall be applied solely towards the promotion of the objectives of the Club, and no portion thereof shall be paid or transferred directly by way of dividends, bonus or otherwise howsoever by way of profit to the members of the Club, or relatives of members, provided that nothing herein shall prevent the payment in good faith of remuneration to any officer or servant of the Club, or to any member of the Club, in return for any services actually rendered to the Club, or reasonable and proper rental for premises let by any members of the Club.

COLOURS
5. The colours of the Club shall be light blue and bright yellow.

DEFINITION OF AN AUSTIN 7 MOTOR CAR
6(a). For the purposes of the Club, an Austin 7 Motor Car shall be defined as one having at least four of the following: a four cylinder side valve engine, commercially known as an Austin 7, with the following specifications...bore 56mm (plus oversize), stroke 76mm, with a capacity of 747.5cc (plus oversize); a gearbox, differential, front suspension, chassis or body, and all the foregoing known commercially as an Austin 7.
6(b). An Austin Big Seven shall be defined the same as the Austin 7, except the engine specification will be: bore 56.77mm (plus oversize), stroke 88.9mm, with a capacity of 900cc (plus oversize) and commercially known as an Austin Big Seven.
6(c). In the case of a dispute arising as to the eligibility of a car, the Committee shall have power to make the final decisive ruling.

MEMBERSHIP
7. The Club shall consist of all those persons who are members of the Club on the date upon which this Constitution shall be adopted and such other persons as may become eligible for Membership in accordance with the Constitution.

8. The Club shall consist of: (a) Full Members (b) Remote Members (c) Associate Members (d) Honorary Members (e) Junior Members.

9(a). Remote Members are those who normally reside over 100km by road from the Clubrooms and who have applied to the Committee to be granted Remote Membership.

9(b). Associate Membership is available to those persons whose partner is a full member of the club.
9(c). Honorary Membership. Any member or person who has rendered such services to the Club, as in the opinion of the Committee, entitles them to distinction, may be admitted as an Honorary Member, for such periods, including Life, and upon such conditions, as the Committee prescribes.

9(d). Junior Membership is available to those persons under the age of 18 at the start of the Club membership year.

10. In this Constitution, wherever the word "member" is used without qualification, it shall be deemed to include Full Members, Honorary Members and Remote Members only.

SUBSCRIPTION
11(a). The Club subscription shall be bought up for review at every Annual General Meeting, and any Special General Meeting, and be fixed by a majority of at least 2/3 of the members present and voting. Associate Members, Junior Members and Remote Members shall pay a fee as approved at every Annual General Meeting. Honorary Members shall not be required to pay any subscription. The Committee shall have the power to vary the subscription payable by individual members, in special circumstances, on written request from that member.

11(b). The membership year shall be from January 1 to December 31.

JOINING FEE
12. Persons desiring to become a member of the Club for the first time, or persons desiring to become financial again after allowing their membership to lapse, shall be required to pay, in addition to the annual subscription, a Joining Fee equivalent to half the annual subscription applicable to them. Notwithstanding the above, the committee may vary the Joining Fee if it thinks necessary.

CESSATION OF MEMBERSHIP
13. A member of any membership category shall cease to be a member, if he:
   (a) tenders his resignation in writing, or
   (b) allows his subscription to fall into arrears for a period of two calendar months. Provided that no member shall be deprived of his membership pursuant to this subsection unless the Secretary shall first have sent him one calendar month's notice of the Club's intention to cancel his membership and he fails to pay his subscription, together with all arrears thereof, within the said period of one month, or
   (c) conducts himself in a manner, which, in the opinion of the committee, is prejudicial to the good order and conduct of the Club, provided that any member or associate whose membership is determined pursuant to this subsection, shall have the right to appeal to the next succeeding General Meeting.

14. An entry in the 'Register of Members', that a member has ceased to be such, except in the case of manifest error, shall be final and conclusive evidence of cessation of his membership.

MANAGEMENT
15. Subject to this Constitution, and to any direction from time to time given by a General Meeting of members, the control and management of the Club shall be in the hands of a Committee, which shall be elected at the Annual General Meeting of the Club as herein-after set forth.

16. The Committee shall consist of 8-12 members as required, including the President, Vice President, Secretary and Treasurer.

17. The Committee shall meet when called upon by the President and shall carry out such duties as are from time to time delegated to it by a General Meeting of members. The Secretary shall call a meeting of the Committee at any time if requested by four committee members to do so.

18. The committee shall have power to make such payments from the funds of the Club as are from time to time authorized by the members at a General Meeting. For the purpose of this section, the Committee shall make such payments as appear to it from time to time, found desirable.

19(a) The members at any General Meeting or the Club Committee, may form such sub-committee as are from time to time, found desirable.

19(b) Any sub-committee formed shall be under the direction and control of the Committee, but shall be responsible to the members of the Club at a General Meeting.

19(c) The President, Secretary and Treasurer shall be ex-officio members of any sub-committee formed, but shall not be considered as such in order to constitute a quorum.

20(a) The Secretary of the Club shall also be the Public Officer.
20(b) The Club shall have a Common Seal, which shall be used from time to time as the Committee shall direct, and it shall be affixed in the presence of any two members of the Committee, and they shall sign any instrument to which the Seal is so affixed in their presence.

QUORUM
21. A quorum for the following meetings shall be:
   (a) General, Annual General, or Special General - ten members personally present
   (b) Committee - five members personally present
   (c) Sub-Committee - majority of the members of such sub-committee personally present.

CASUAL VACANCY
22. Any casual vacancy in the Committee or sub-committee shall be filled by the co-option of a member and he shall hold office until the next succeeding Annual General Meeting.

OFFICE BEARERS
23(a) The Club shall, at each Annual General Meeting, elect the following Office Bearers: President, Secretary, Treasurer, Competition Secretary, Assistant Secretary and 3-7 committee members as required.

23(b) The Vice-President to be elected from the committee members at the first committee meeting after each Annual General Meeting.

23(c) Office Bearers so elected shall hold office for the ensuing year, but the Club may, with the approval of a General Meeting, terminate any such appointments and from time to time appoint other members as Office Bearers.

23(d) The office of President must be filled by a person who has had at least twelve months service on the Committee of the Club.

23(e) The Committee as it sees fit, may appoint a Club Patron.

24. The President shall be Chairman at all meetings of the Club, Committee or Sub-Committee. In his absence, the Vice-President shall act as Chairman. If neither President nor Vice-President are present within ten minutes of the time set for the meeting to commence, the members then present shall elect a Chairman. The Chairman of the meeting shall not have a casting vote.

SECRETARY
25. The Secretary shall keep, or cause to be kept, a "Register of Members", and the Minutes of each Club meeting held during the year.

TREASURER
26. The Treasurer shall cause true and correct accounts to be kept of the sums of money received and expended by the Club and shall cause the issue of receipts for all monies received on behalf of the Club, and cause same to be deposited in a financial institution within a reasonable time, to the credit of the Club.
27. An account will be kept with a financial institution approved by the Committee, and any withdrawal of money on behalf of the Club, shall be attested by two committee members, one of which must be the Treasurer, President, Vice-President or Secretary.
28. The Treasurer shall be permitted to keep an amount of cash in hand not exceeding $500.00, for the payment of expenses less than this amount.
29. The financial year of the Club shall end on June 30. The Treasurer shall present to each General Meeting of the Club, a statement of accounts as at the end of the preceding month. At the Annual General Meeting, he shall present a Balance Sheet and a report on the accounts for the year, showing clearly the net surplus or deficit and the financial position of the Club.
30. The books and accounts of the Club shall be audited as at June 30 each year by a qualified accountant as elected at the Annual General Meeting. A Balance Sheet shall be presented by the Treasurer to the Club as soon as practicable there after.

MEETINGS
31. The Annual General Meeting shall be held during September of each year, at a time, date and place decided by the Committee. The AGM may replace a General Meeting.
32. A General Meeting of the Club shall be held at least once a month, unless determined otherwise by the committee.

33. A Special General Meeting shall be called by the Secretary within twenty-one (21) days of receiving a written request to that effect signed by not less than ten per cent (10%) of the current members or by authority of the Committee, setting out the objects of such a meeting. All members shall be given at least fourteen (14) days’ notice in writing of the meeting, specifying the date, place and hour of the meeting and the nature of the subject business. No business other than that for which the meeting has been called shall be discussed at such meeting. Accidental omission to give any notice to any member shall not invalidate any resolution passed at such meeting.

34: Members shall be given at least seven days notice, in writing, of any General Meeting of the Club.

VOTING
35(a) Each member, personally present, shall be entitled to one vote on a show of hands or poll.
35(b) For the purpose of elections of office bearers at the AGM, voting shall be by secret ballot.
35(c) No member shall be entitled to vote on any question personally, or at any meeting or poll or be reckoned in a quorum, if his subscription is more than two months overdue.

BY-LAWS
36. The Committee shall, from time to time, make, repeal and amend all such By-laws not consistent with this Constitution, as they shall think expedient for the internal management and well-being of the Club. A breach of such By-laws may be cause for expulsion of a member, on the grounds set out in Section 13c of this Constitution.

INTERPRETATION and DEFINITION OF CONSTITUTION
37. The Committee is the sole authority for the interpretation of this Constitution, the By-laws made there-under, and the decision of the Committee, upon any matter of interpretation or upon any matter affecting the Club and not provided for by this Constitution or by the By-laws made there-under, shall be final and binding on the members.

38. In this Constitution, wherever the male form of personal pronouns appears (he, his, himself), it shall also be read as the female form (she, her, herself).

39. All members as promulgated in clause 8 of this Constitution, are deemed to be Financial Members of the Club.

ALTERATION OF THE CONSTITUTION
40. This Constitution may be added to, repealed or amended by the resolution of a Special Meeting, provided that no such resolution shall be deemed to have passed unless it be carried by a majority of at least 2/3 of the members voting thereon in person. For the purpose of this section, a Special Meeting may be held concurrently with a General Meeting.
41. All financial members of the Club must receive a copy of this Constitution and a copy shall be displayed on the Club noticeboard.

WINDING UP
42. If the Club shall, by special Resolution at a Special General Meeting, decide that its affairs be wound up, then the Committee shall realise all its assets and pay all outstanding liabilities and dispose of any surplus in accordance with law.

CLUB MAGAZINE
43. If the Committee causes a magazine to be published, it will be known as "Austin 7 Journals". Issues will be made at least quarterly and distributed to members.

POWERS
44. The Club shall have all the powers conferred by Section 25 of the Act.

Associations Incorporation Act 1985
COMING EVENTS

April 2012
17 Tuesday Leisure Run, going to the Sailmasters Tavern at North Haven.
22 A7 Social Day Run to Myponga, Normanville and Yankallila to the visitor centre and museum.
23 A7C Technical Night at the clubrooms, where members can bring along anything automobile for our Annual Swap Meet. The club will have a large trailer load of second hand Austin 7 parts for sale that we have just acquired. 7.30pm at the clubrooms. Doors open 6.30pm.

May 2012
5/6 Pre war A7 run to Meningie staying at the Lake Albert Caravan Park.
7 Committee Meeting
14 Monthly Club Meeting at the clubrooms, starts at 8pm sharp, please bring plate of supper to share. A7 spares shed open from 7pm.
19 Social night at Clubrooms
20 Modern Regularity Round 3 at Mallala Motor Sport Park.
20 A7 Social Day Run
22 Tuesday Leisure Run
25 Quarterly Luncheon 12 noon at the Albion Hotel.
26/27 Historic Winton Vic
28 A7C Technical Night - we will be talking about axles and tapers. How to be sure your hubs are tight and your axles are not binding. New hubs will be on display. 7.30pm at the clubrooms.

June 2012
4 Committee Meeting
9/11 Border Run Horsham. This annual event where we meet up with our Victorian Austin 7 people has been occurring since 1955. Please see note on page 13 of this Journals.
17 A7 Social Day Run
18 Monthly Club Meeting at the clubrooms, starts at 8pm sharp, please bring plate of supper to share. A7 spares shed open from 7pm.
19 Tuesday Leisure Run
24 Modern Regularity Round 4 at Mallala Motor Sport Park.
25 A7C Technical Night

July 2012
2 Committee Meeting
9 Monthly Club Meeting at the clubrooms, starts at 8pm sharp, please bring plate of supper to share. A7 spares shed open from 7pm.
14 Working Bee at Clubrooms. Help keep the clubrooms in tip top condition, from about 8.30am with morning tea provided.
15 A7 Social Day Run which is the annual hills luncheon.
17 Tuesday Leisure Run
23 A7C Technical Night
29 Modern Regularity Round 5 at Mallala Motor Sport Park.

August 2012
6 Committee Meeting
13 Monthly Club Meeting at the clubrooms, starts at 8pm sharp, please bring plate of supper to share. A7 spares shed open from 7pm.
18 Social night at Clubrooms
19 A7 Social Day Run
21 Tuesday Leisure Run
27 A7C Technical Night
31 Quarterly Luncheon to the Paradise Tavern.

Check on the Austin 7 Club SA Inc's web site www.austin7clubsa.com.au for updates of any event including the 2012 Austin 7 Anniversary Rally; Social Day Runs and Modern Regularity.
GEOFF STEPHENS

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Special Discounts to Austin 7 Club members
Stonie Grand Prix Caricatures

All motor sport enthusiasts would be aware of cartoons and caricatures by John Stoneham - Stonie - which have been a part of SA (and Australian) motor sport for many years. In the Club’s early years, John was a member as he owned a 700cc DKW and at one general meeting he did a cartoon of then President, Bruce Went. John generously provided the cover artwork for our 50 year history book.

Released at this year’s Clipsal, Stonie’s 130-page limited first edition Grand Prix Caricature celebrates over 30 years of GP history.

Cost is $79.95, including postage and handling.
If you are interested in a copy, John’s contact details are:
John Stoneham History Motors,
PO Box 454 Magill SA 5072
or historymotors@bigpond.com

Past Copies of the Austin 7 Journals are available in PDF format from the Club web site www.austin7clubsa.com.au. These copies go back to October 2003 and are of a size that downloads quickly. So if you wish to look at your magazine in full colour have a look on the web site.
The Border Run for 2012 is to Horsham in Victoria, an area we haven't stayed in before. Accommodation will be at Best Westlander Sundowner Motel, 100 Stawell Road, (Western Highway) Horsham.

Motel bookings are to be made direct with PATSY HARRIS, phone 1800 809 970. There are various types of rooms, standard, twin, spa and family, costs range between $120.00 to $180.00. The motel has a heated indoor pool. Please advise Patsy that you are from the Austin 7 Club in South Australia as the various types of rooms will be divided between both Clubs.

There is ample parking for tow vehicles and trailers.

On Sunday there will be a drive to Murtoa (approx 20 miles) to visit the Water Tower Museum and then Rupanyup (a further 10 miles) for lunch, after we will visit the Woods Farming and Heritage Museum.

Some of us visited the Woods collection when it was on their farm, everything was everywhere now it is all housed in a couple of huge big sheds – well worth seeing.

Cost for the weekend in addition to your accommodation is $145.00 per person, this includes 2 dinners, 2 cooked breakfasts, all Sunday activities, morning tea and lunch.

If you have booked your accommodation you need to advise David Searles so that numbers can be advised to the Victorian A7 Club for meals etc, and also so proper follow up and advice can be forwarded to you.

Please ensure payment is made to the Treasurer by May General Meeting on 14th May.

David S & David G
8445 1444 or 8296 1689
"Look what fun can be had at a "Working Bee". A wonderful turn out of 20 Club Members, who got an early start to beat the rather warm day. This time the ladies team numbered 3 consisting of Val, Judean and Nadia. We should also thank Val and Alan for the home-made sausage rolls and the light and fluffy scones with jam and cream. YUMMY!!

Many hands make light work they say but it looked pretty full on with the blokes tearing down the shed. One of the 4wd's nearly got involved but in the end man-power reigned supreme.

Nadia
Austin 7 Journals  Page 14  April 2012
IS YOUR VEHICLE A CONDITIONALLY REGISTERED HISTORIC VEHICLE THROUGH THE AUSTIN 7 CLUB?

If so, you must get your Log Book endorsed by the Club Registrar (Geoff Stephens) as soon as possible after you have paid your subscription for 2012 and also if renewing your registration, have Geoff endorse your current Registration Certificate.

The Club requests that you do NOT attend to any verification or updating of log books at Geoff’s business premises – any Austin 7 business should be carried out at the Clubrooms.

Please do your part to preserve the integrity of this conditional registration system we are privileged to have through our Austin 7 Club.

Internet Banking

The Austin 7 Club SA Inc is able to accept payment of subscriptions, for events or fees by Internet Banking. The Austin 7 Club SA Inc banking details are: BSB 805-007 A/c 00110772. When transferring funds to the Club you will also need to quote your name and some reference so that the Treasurer is able to identify your payment.

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 Badge Cloth: $3.00
- Austin 7 Club Cap: $12.50
- Austin 7 Club Hat: $12.50
- Austin 7 Club Badge Metal Radiator: $22.00
- Austin 7 Club 50th year history book: $20.00
- Austin 7 Short Sleeve Yellow & Blue top: $20.00
- Austin 7 Short Sleeve Dark Blue 3 button top: $28.00 sizes in stock M,L, & XL.
- Austin 7 Long Sleeve Polar Fleece Jumpers: $45.00 sizes in stock S,M,L & XL.
Port Vincent Holiday House.

- 200Km And Just 2 Hours away from Adelaide is a four bedroom holiday house.
- It accommodates 8 persons in
- 2 Double beds &
- 4 Single beds.
- All you need to take is your linen, food & whatever you drink.
- The town has a Hotel, restaurant, Hardware & 3 General stores.
- 2 Petrol Stations & auto-gas is available.
- For further information call Trevor or Lyn Clerke on 08 88537191 or 0428 851 139.
SPECIAL DAY RUN, EASTER SUNDAY 8 APRIL
A Special Day run was slotted in to the programme for Easter Sunday 8 April, and 28 members had an unexpected change of plans when the day turned into a rather wet affair. Scheduled to visit the Mt Lofty Botanic Gardens, our meeting place at Unley Shopping Centre had two problems, the cafe across the road having said they would be open on Easter Sunday, wasn’t, and then it rained. With the prospect of further showers during the day a decision was made to retreat to the clubrooms, so calls were made to those who hadn’t yet arrived at the start to redirect them and those who had, to make their way to the clubrooms where we were met with brilliant sunshine.

Tables were set up inside and all settled in for a day of chatting and relaxing. The kettle was boiled and lunches were had, the fish and chip shop was open and a few took advantage of its excellent bill of fare. A sustained shower just as we were lunching confirmed our decision. It turned out to be an excellent day proving that our clubrooms is an asset which is enjoyed and appreciated.
AUSTRALIA DAY JAUNT

It was a wonderful sunny day that greeted the gathering of cars at The Big “E” Tower at Elizabeth. Too many different makes of cars to mention but we did welcome Rick in his “new” BMW convertible, and a BIG welcome to first timers Lyn & Bill in their white MG BGT. We had our red MG Midget & there was Raf in his green MG-A. Not quite all the colours of the Aussie flag.

We were chatting for quite a while at our meeting place and did suggest to Rick, that he now had a boot big enough to hold a coffee machine. After our welcome address by Ralph, along with a change of meeting place for morning coffee due to Australia Day Celebrations along the Gawler river side, a group of approximately 20 set off for first stop Gawler South Bakery then on to Clonlea Park, Gawler. Not many Aussie flags flying on our cars but on the road in general it was a few flags and kangaroos from car aerials.

Chris Watters and others were at the Bakery when we arrived, we drove on to Clonlea Park without stopping forgetting Chris had not been informed on the change of venue. Chris was in his new Ulster Austin 7, aluminium body looking very shiny with the sun casting its glow over the car. Chris, congratulations on its debut run on a Club outing, and the only Austin 7 of the day.
AUSTRALIA DAY JAUNT

Our group naturally found a shady spot with toilets nearby, and settled in for about an hour of chat, coffee and cake. Our next move was to Roseworthy College where we met up with the Gawler Vintage Car Club and other car clubs for a display of many makes and models of cars, including a nice red Cadillac that a few ladies would have liked a ride in.

Again we found the shade under the trees and out came the tables and chairs, it must be lunch time. The guys went wandering round the cars and the ladies sat and found plenty to chat about, until we heard the miniature train whistle and once again it was childhood revisited. A small price of $2.50 each and we were taken round the grounds of Roseworthy College, it was a surprisingly large track winding among the trees.

Lunch time, unfortunately for Val, the car boot was locked and Alan was nowhere in sight. I seem to remember something like this happening to us on the visit to the zoo, when we stored our lunch in John Kennewell’s Wallace & Grommit Countryman. Eventually Alan turned up all in his own good time and munching began. The sparkling wine went off with a bang it must have been the hot weather that gave it more FIZZ, as some of it landed in a nearby handbag. No damage done.

After lunch it was time to rest for some, while others went in search of photographic locations or to scout around in readiness for our Austin 7 Rally in October, as we will be using this venue.

Cars started to depart about 2pm and we made our way home by various routes, we had to stop in Gawler and raised the top on the MG, as the sun was now quite fierce. Hopefully all arrived home safely after a lovely relaxing day out and thank you to the organisers.

Nadia & Arthur
PAST EVENTS

All British Day - Uraidla Oval 12 February 2012

It was the Addyman Ulster's first day out and what a day out it was. It was like bees around a honey pot for most of the day from interested spectators and enthusiasts.

Ian Schultz from nearby Summertown displayed his diesel powered BMC Tractor.
The Club had about 20 entrants on the day with many Austin 7 members making themselves comfortable under our portable shelters which were a godsend in the warm and sunny conditions.
PAST EVENTS

Austin 7 Enthusiasts visit to DC Anodising 26 March 2012

Austin 7 enthusiasts had a technical evening at DC Anodising at Salisbury South, we were shown through the process of anodising aluminium and cadmium plating of other metals. This small company does work mainly in the aviation field sourced from all over Australia. The work appears to be reasonably hazardous with Sulphuric acid baths in the workshop. Members wish to thank Chris & Bill from DC Anodising and to Laurie O’Connell and Darryl Byfield for arranging our evening. About 18 of our members attended the workshop. An interesting and unique operation in Adelaide.
Observation Run - Saturday 24 March 2012

“This is what you get for copying things from Austins. Apparently the connection on the Datsun 120Y from the manifold to the exhaust is the same as on an Austin.

The body under the Datsun is that of John Kennewell. KGB & John Kennewell did not suffer any time penalty due to their good Samaritan job.

Congratulations to the Organisers of the Run, very well thought out and a great venue for tea at The Pretoria Hotel, Mannum. Unfortunately we (Arthur & Nadia) reneged on the second half of the evening. Just too relaxed after a meal and a good glass of wine to look “spot the item”. Hope the Datsun made it home safely.

Nadia

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PAST EVENTS

Modern Regularity-Lakeside Nissan Trophy
12 February 2012

On a glorious day we commenced practice with 36 competitors, all but two making it to the first heat.

Robert Jacobs in a Clubman special managed only 2 laps, with excessive compression in his crankcase, blowing out his dip stick, and not wanting to incur further damage, withdrew.

Graham Bishop in his Blue streak managed to complete 7 laps, but once again experiencing overheating, and coolant discharge problems. We wish Graham success in rectifying the situation.

Ian Davis in his Mazda MX5 retired with a cracked manifold, and subsequent reduced power to the turbo, however he seemed more concerned with the loudness of the exhaust, and the desire to get home before being defected by the boys in blue.

Lindsay Hick in a beautifully prepared red MGTC special, managed 5 laps in practice, but someone had not tightened the manifold studs, and ruined the gasket, and his day.

After a 3 year absence, it was good to see the return of Brenton Thorndike in his new pale blue Nissan 370Z, although his complaints that it wasn’t quick enough fell on deaf ears, as his previous steed was a WRX.

Rob Mead in his Westfield Clubman can boast a 20 year absence from competing, but has occupied many official positions including clerk of the course.

Kevin Westcott in his Hyundai Excel blew the field away, by not only less than half the score of the nearest competitor but creating a new record of 4 points for a 5 lap heat.

Second and third were Colin Tucker Ford Cortina, and Darren Davey Triumph TR8. It was surprising to see last year’s top three struggling, although to Andrew Baohm and Dwayne Gent’s credit, only their first heat was a disaster.

Brandan Marston in his very sick Nissan Skyline came off the track sounding like some sort of agricultural thrashing machine

Chris Watters
Competition Secretary
# Past Events

## Modern Regularity - February 12th 2012

**Lakeside Nissan Trophy #1**

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*Austin 7 Journals*  
April 2012  
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PAST EVENTS

Action at Modern Regularity 1st April 2012
# PAST EVENTS

## Modern Regularity - April 1\(^{st}\) 2012

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Austin 7 Journals Page 28 April 2012
For Sale:
1936 Austin 10 Sedan
Ex Mike Wilmer. Runs well needs tidy up. Dark Blue comes with a 6x4 trailer of spares.
and also
For Sale:
1935 Austin 7 Ruby Sedan Mark One. Small window surrounds.
Rolling Chassis is ready to bolt body on. Money spent on Running gear.
90% complete Contact Gavin Mason 0424 185 994 for both vehicles.

Wanted:
Spray painted, 4 Meteor mudguards, headlights and a four piece bonnet ready for final coat.
Compressor is available. Contact Merawyn Hocking 8295 2091 will settle in cash.

For Sale:
Gerry Lang has his 1935 Austin 7 Open Road Tourer and spare parts that go with it. His health has deteriorated lately and he is no longer allowed to drive.
Gerry Lang ... 12 Manning Ave, Encounter Bay SA 5211, phone 0428 377 351.

Austin 7 90th Anniversary Rally 1 to 5 October 2012 - Bay to Birdwood Run
The Bay to Birdwood Run to be held on 30 September will hold special status amongst Austin 7's as we will be part of a display at the Birdwood Mill on the day. With many Austin 7 members from interstate coming over to Adelaide this may be their first Bay to Birdwood Run. Members entering their Austin 7 will be automatically included in the Austin 7 display which should be in the Mill area over the bridge opposite to the motor cycles. (i.e. where we had our 55th birthday display in 2008).

Bay to Birdwood Run entry forms should become available by post and on line in mid May.

When receiving entry details back from the B to B organisers in early September, included will be a special card to display on your windscreen with your entry number, this is to ensure that you are parked in the correct area for Austin 7's at West Beach.

Austin 7's in the Bay to Birdwood will be fortunate in being able to leave West Beach soon after the concours vehicles. This places us in a good position to have a reasonable run up to Birdwood, however drivers need to know a few rules and idiosyncrasies of the run.

- The Run is not a procession - you may pass any vehicle legally including the Police vehicles at the front.
- Two and sometimes three lanes of traffic usually apply all the way up to Tea Tree Gully, this includes two lanes turning right from Anzac Highway to Greenhill Road and also two lanes turning left Greenhill Road to Dequetteville Terrace.
- Unfortunately single lane or normal two way traffic will apply from Tea Tree Gully up to Birdwood. This may not cause us driving Austin 7's a problem because of our early start, but if you are a bit slow keep well to the left and use the slow vehicle turn outs as appropriate.

If you breakdown and have trouble fixing the problem, do not call the RAA as they will come across you as their vehicles travel the route, ensure that you are parked in a safe position and you do not impede flow of traffic. If other Austin 7's stop to assist make sure they are also well off the road and not holding up traffic too. This is of paramount importance this year.
The racing season in 1962 began with the SCC’s Amateur meeting on March 4, the Easter Trophy meeting on Monday 23 April. Our Sunday May 13th trophy meeting was next and attracted 25 entries for an 11-event program.

**R1** – Division 1 handicap of 4 laps: 1st J Steele (Studebaker), 2nd Brian Morell (Elfin), 3rd Ian Alexander (Billancourt): race time – 8 mins 16.8 secs. Fastest lap: 1-57, J Steele. Other finishers were John Newmarch (Ricardian), Granton Harrison (Elfin) and Dud Dansie (BBM).

**R2** – Division 2 handicap of 4 laps: 1st John Walsh (A7), 2nd Peter Bradey (Peugeot Sp.), 3rd Rodney Wadham (MGTC): race time – 9 mins 9 secs. Fastest lap: 2-09 Peter Bradey. Other finishers were Tony Alcock (Elfin) and Rod Burton (A/H Sprite).

**R3** – Touring and GT handicap of 4 laps: 1st Col Riches (Auschry), 2nd R Couche (Holden), 3rd John Walker (Holden): race time – 10 mins 8.6 secs. Fastest lap: 2-00 Col Riches. Other finishers were R. Hosking (Morris 850), C. Cowan (Morris 850), Cyril Nancarrow (Austin Westminster), Serge DeLuca (Holden), Ken Virgin (VW) and Denis Dix (Holden).

**R4a** – Scratch race of 4 laps: 1st Granton Harrison, 2nd John Newmarch, 3rd Col Riches: race time – 7 mins 49.9 secs. Fastest lap: 1-56 Granton Harrison. Other finisher was Dud Dansie.

**R4b** – Scratch race of 4 laps: 1st Ian Alexander, 2nd Cyril Nancarrow, 3rd Peter Bradey: race time – 8 mins 41.8 secs. Fastest lap: 2-09 Ian Alexander, Cyril Nancarrow, Peter Bradey, Rodney Wadham. Other finishers were Rodney Wadham, R Mayfield (Doretti) and Denis Dix.

**R4c** – Scratch race of 4 laps: 1st John Naffin (Mantis), 2nd John Walsh (A7), 3rd Ken Virgin (VW): race time – 8 mins 57.1 secs. Fastest lap: 2-12 John Naffin. Other finishers were C Cowan (Morris 850), Rod Burton (A/H Sprite), Serge DeLuca (Holden) - John Walker and Charlie Adams (Holden) DNF.

**R5** – Sports car handicap of 5 laps: 1st John Newmarch, 2nd Granton Harrison, 3rd Peter Bradey: race time – 11 mins 18.5 secs. Fastest lap: 1-56 Granton Harrison. Other finishers were Rod Burton, Peter Krome (Porsche) and Tony Alcock - R Mayfield DNF.


**R7** – Touring and GT handicap of 5 laps: 1st Serge DeLuca, 2nd R Hosking, 3rd C Cowan: race time – 12 mins 16.8 secs. Fastest lap: 2-01 Col Riches. Other finishers were R Couche, Col Riches, Cyril Nancarrow, Ken Virgin and Denis Dix.

**R8a** – Handicap of 6 laps: 1st Tony Alcock, 2nd Brian Morell, 3rd Cyril Nancarrow: race time – 13 mins 16.9 secs. Fastest lap: 1-57 Brian Morell. Other finisher was John Newmarch - Rodney Wadham and Granton Harrison DNF.

**R8b** – Handicap of 6 laps: 1st Rod Burton, 2nd R Mayfield, 3rd John Naffin: race time – 14 mins 19.5 secs. Fastest lap: 2-09 Peter Bradey. Other finishers were Peter Bradey, Ken Virgin, John Walsh, C Cowan, R Couche - Serge DeLuca and Peter Krome DNF.

Note that all but 3 races were handicaps, reflecting the Club’s desire to give everyone a chance at a trophy and the grouping of cars into divisions, based on lap times, regardless of their category and that it was viable to organise a race meeting with such a small entry list.

In October, a round of the Gold Star Championship was held and then a joint A7C/SCC amateur meeting in November before the December Australian tourist trophy meeting brought the year to a close. I will report on these meetings later.
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WEIRD WILD & WONDERFUL W CARS

WALTER CZECHOSLOVAKIA 1913 – 1937
Josef Walter built motorcycles and three wheelers before he began production of cars of the highest quality. Until 1929 four cylinder cars were built featuring side and over-head valve engines from 18 to 30 hp. A 3 litre six was added in 1929. Bodies were built by famous coach-builders Sodomka, Jech, Brozic, Aero, Uhlik and others. Between 1931 and 1934 Walter built the 5879 cc V12 engined ‘Royal’. It was the most expensive and luxurious car built by the factory. (The V12 motor was also used to power a bus in 1931.) From 1933 Walter built four cylinder Fiats under licence. During the 1920’s Walter built racing cars for its works driver Jindrich Knapp. Walter cars also competed successfully, and won, many big trials and rallies. Also during the 1920’s Walter began building aero-engines which it still produces today.

WANDERER GERMANY 1911 – 1939
Wanderer was known for high quality tools, bicycles, motorcycles and cars. Four cylinder models were initially offered. They were joined in 1928 by a new 2540 cc six and in 1930 by a 2995 cc six cylinder sports car. In 1932 Wanderer joined with DKW, Horch and Audi to form Auto-Union. From this union Walter gained new shapes to their already excellent cars.

WARE STEAM WAGON USA 1861 – 1867
Although not a ‘car’ in the true sense Elijah Ware did build several of his steam wagons in New Jersey. A Ware was probably the first ‘car’ to be exported from America to a Catholic priest, Father Belcourt, who resided in Prince Edward Island (now a province of Canada).

WARTBURG GERMANY 1898 - 1904
The Henrich Ehrhard arms factory built Wartburg cars under French Decauville licence. From 1903 Wartburg built their own cars using either air or water cooled two cylinder engines. Later a four of 3140 cc was used. Former Scheibler and Cudell designer Will Seck joined Wartburg in 1903 and created new cars, which became known as Dixi’s. BMW took over the Dixi works in 1928 and produced the Austin 7 under licence from 1929 to 1931, calling it the BMW Wartburg.

WARTBURG GERMANY 1956 to date
A three cylinder 900 cc two stroke powered car was built by the nationalised (former Wartburg, Dixi, BMW) works at Eisenach in East Germany. The original 37 hp engine power was increased to 50 hp in 1957 and remained in production in this form until engine capacity was increased in 1962 to 991 cc. The 1979 car still featured the original three cylinder two stroke engine design.

WASHINGTON USA 1909 – 1911
Built by the Carter Motor Car Corporation of Washington DC. (the former maker of the Carter twin engine) the Washington car was guaranteed for five years. Embarrassingly it only survived in production for two years. (A bit like some used car guarantees?).

WASP USA 1920 – 1925
Built by Karl Martin the Wasp featured a four cylinder motor until 1925 when it was replaced by a six cylinder unit. The relatively high priced cars (the four sold for $5500) all featured Victoria coachwork and Wisconsin and Continental engines. Karl Martin was a devout Episcopalian (Anglican) and he
had designed and cast a St. Christopher Medal during the First World War which had proven popular with the troops. The entire 18 Wasp’s built carried one of these medals on the dashboard as standard equipment.

WEBER SWITZERLAND 1899 – 1906
J. Weber & Cie from Zurich was a textile machinery manufacturer who built Rapid trivoiturettes under licence. Later single cylinder (2642 cc) cars were built featuring infinitely variable belt drive by expanding pulleys. The Dutch company DAF renewed this concept in 1958 with their ‘Daffodil’ model.

WEIGEL ENGLAND 1906 – 1910
Danny Weigel was a prime mover in establishing the Talbot-Clement company in 1903. He brought out cars under his own name in 1906. The cars were very similar to the current Itala’s with a 7433 cc four of 40 hp being the first offering. The next year two sixes, one of 11,150 cc (60 hp) and 4562 cc (25 hp), were built. Also in this year Weigel built the first British straight eight Grand Prix car by coupling two 40 hp four cylinder engines in line. Weigel was taken over by Crowdy in 1910.

WELCH USA 1903 – 1911
The Welch brother’s first car built was a twin cylinder of 20 hp. It featured ohv and hemispherical combustion chambers. Around 1906 a four of 36 hp was built and it featured overhead camshaft. It also had an odd three speed constant mesh transmission with a separate hand clutch for each speed. General Motors took over Welch, merged it with Rainier and created the Marquette. Overhead cam and hemi heads back then, pretty cool.

WELLER ENGLAND 1902 – 1904
The Weller brothers of London built a four cylinder 20 hp car in which the inlet valve opening timing and duration could be controlled by the driver. (Variable valve timing way back then). Weller went on to found AC. Of course AC became internationally famous, and iconic, when a Ford V8 was shoehorned into an AC Ace and the Cobra was born.

WESTINGHOUSE FRANCE 1904 – 1912
The Le Havre factory of the American Westinghouse Electric Company produced a range of four cylinder cars. The 1908 range featured hydraulic shock absorbers. This was well ahead of most other manufacturers.

WEYHER ET RICHEMOND FRANCE 1905 – 1910
Two well known Austrian engineers, Friedmann and Knoller, designed the Weyher Et Richemond steam car. The car was built at Pantin, near Paris, and featured a flash boiler fired by paraffin. The styling was along the lines of conventional petrol powered cars of the time with the boiler concealed by a front mounted, well ventilated bonnet. The car’s most outstanding feature was the internal expanding brakes on all four wheels. This is almost certainly the first time this feature had been offered on a production car.

WHITE USA 1900 – 1918
The White steam car was designed by Rollin H White of the White Sewing Machine Company of Cleveland Ohio. In the first year of production, 1901, White sold 193 runabouts. A new improved 10 hp model was introduced in 1903 and this was followed in 1904 by a 15 hp model capable of 80 kph (50 mph). Yet more powerful models of 20 and 30 hp appeared in 1907. The White steamers, along with the Standley’s, were renowned for their power and speed. The contracting market for steam cars saw White introduce a Delahaye based petrol model in 1910. Production of steamers
ceased in 1911. For 1912 a 60 hp six was available and White listed 12 models, becoming the third largest American Luxury car manufacturer. A 32 valve four (8 valves per cylinder?), appeared in 1917 but White relinquished car production for commercials the following year. (This does seem a little strange if they were still successful). There were however a few ‘specials’ built later including a large sedan built in 1920 for a sportsman, a series of special coupes built for Coca-Cola salesmen and two special sedans, built on White’s light truck chassis, for a Boston physician in 1924 and 1935. Big White trucks can be seen today powering along the highways.

**WHARTON USA 1921 – 1922**

Wharton intended to build four, six and eight cylinder cars but it is thought that only one eight is known to have been built. It was powered by a converted Curtiss Aero OX-5 engine of 8226 cc. It produced a healthy 104 hp at 1900 rpm. Wharton was better known as a tractor manufacturer.

**WILCOX USA 1010 – 1911**

The Wilcox, designed by Claude E Cox, had engine, clutch and gearbox incorporated in the same casting.

**WILFORD BELGIUM 1897 – 1901**

Although only powered by a large single cylinder engine a Wilford is known to have reached 96 kph (60 mph) in 1899. Now that would have been a scary ride.

**WILKINS USA 1899**

Wilkins built a massive 12 hp car with infinite variable belt drive and steering which were operated electrically by push buttons. The prototype was fitted out as a primitive motor caravan and was scheduled for a transcontinental tour.

**WILKINSON ENGLAND 1903 – 1907 1912 – 1913**

The famous London swordsmith sold the Belgian De Cosmo under its own name in 1903-1904. A change occurred in 1912 when Wilkinson developed their own car powered by the four cylinder 7 hp water cooled engine from their Wilkinson – TMC motorcycle. A development of this became the first Deemster.

**WILLYS (WILLYS –OVERLAND) USA 1908 – 1956**

The Overland Company had been producing gas buggies since 1903 but when receivership loomed in 1908 salesman John North Willys took over and re-formed the new company as the Willys-Overland Company. The first model, a four cylinder runabout, proved to be successful with 465 cars sold. This success enabled two new models, the Willys 45 hp six and the Overland six, to go into production. Sales in 1914 reached 80,000 mainly due to the reliable Overland Model 79 four cylinder. 1914 also saw electric lighting and starting adopted. This was also the year that the first Willys-Knight was built. The 4529 cc sleeve valve four was based on the 1912 Edwards-Knight. The Willys-Knight marque survived until 1932/33. In 1920 a British venture was undertaken. The Willys-Overland-Crossley was established to assemble Overland fours for the British market. Another departure was a 1924 version of this model powered by a Morris-Oxford engine. Back in the US having survived a major financial crisis during 1921-1923 the company was now moving forward. In 1925 250 Overland sixes and 600 Overland fours were being built daily. Also 5,200 Willys-Knights were being built each month. In 1926 a new low-priced model, the Whippet, was launched as a direct competitor to the Ford and Chevrolet. It eventually became the cheapest car on the US
market at $495. In 1929 John Willys sold his share of the company and became the US ambassador to Poland. Willys died in 1933, the same year that the ‘ugly’ Willys 77 was introduced. During the war Willys built 361,349 Jeeps. The range was continued after the war and in 1946 an enclosed Jeep station wagon appeared. A new range of passenger cars was launched in 1952 but in 1953 the company was taken over by the ailing Kaiser Group. Production finally ceased in 1956.

WILLIS USA 1928
Although it never went into production the Willis was powered by a nine cylinder engine on a Gardiner chassis. Willis also built a prototype three cylinder car and also designed the DEW.

WINTON USA 1896 – 1924
Scottish engineer Alexander Winton jumped ship in America and founded a cycle company in Ohio. In 1896 he built a twin cylinder car and the following year he built a further twenty five. A 3.8 litre Winton took part in the first Gordon Bennett race of 1900. In 1903 Dr. H Nelson made the first successful trans-America drive in a twin cylinder Winton. Also in 1903 Winton built two low-profile ‘Bullets’ for the Gordon Bennet race. One of these featured a 17,028 cc straight eight with only one speed. In 1904 a flat four, the Winton Quad was marketed. 1905 saw vertical fours as the standard and these still featured the pneumatic speed governors that were a characteristic of the marque. Sixes were introduced from 1908 and by 1909 pneumatic starters were used. Car production ceased in 1924 when the company decided to concentrate on marine diesel engines.

WOLSELEY ENGLAND 1899 – 1976
In 1895 the Wolseley Sheep Shearing Company asked Herbert Austin to design a car for them. The result was a tricar powered by a flat twin engine, similar to a French Leon Bollee. Four wheel prototypes appeared in 1899 and a 3.5 hp single competed in the 1000 mile trial of 1900. Horizontal engine layout was a feature of Wolseley’s until 1905 when Colonel Siddeley, a director, insisted that vertical engines be used. During the First World War Wolseley built Hispano-Suiza ohc V8 aero engines under licence. After the war a combination of ohc and side valve engined cars were produced. Around 1927 the Company was in financial trouble and William Morris stepped in and took over the company. In 1928 Wolseley marketed a straight eight and a four. Various fours, sixes and eights continued to power Wolseleys until their demise. Some interesting later models were the Hornet, based on the Mini and flasher versions of the front wheel drive 1100 and 1800 models. The famous illuminated radiator badge was first featured in 1933 and continued until the end.