

AUSTIN 7 CLUB INC.

Foundation Patron of the Club
Col. A.C.R. Waite
M.C., O. St. J., D.L., J.P.
Freeman of the City of London
1894 – 1991

CLUB MANUAL

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Greg Caldwell.

A BRIEF HISTORY OF THE CLUB

“On 19th January 1950, those interested in the formation of the Austin 7 Club met to discuss details of its formation.”

Thus read the first minutes, when eleven Austin Seven enthusiasts met and formed an interim committee. Immediately the club embarked on an active and varied motor sport career with a series of club runs, treasure hunts, hill climbs, border runs and observed section trials. Before the middle of 1950 a club badge was designed, and in July the constitution was adopted and a committee elected.

In the early days many of the competitors drove their Austins as everyday transport and quite often “improved” them to suit their requirements, as the Austin Seven was very adaptable to the “Special” builder. The various sections of the sport developed and competition rules and trophies evolved, together with formulae devised to regulate the construction of vehicles used in circuit racing and observed section trials. These formulae were later modified to obviate the necessity of using many Austin components, as their increasing scarcity put them at a premium for those wishing to restore Austins for the road. The 750 formula withered to a sprinkling of cars, but thankfully the genesis of the historic racing movement in the 1970s regenerated interest. Nowadays we see regular appearances by many original cars, augmented by more recently created examples.

The observed section cars, whilst no longer of Austin origin, continue to be competed under the aegis of the club, with occasional international competitions being fostered by our group, along with New Zealand and English interest.

The club’s credentials in motor race officiating and organisation were established from the mid 50’s, when we were seconded at short notice to provide trackside communications at the memorable Albert Park races. Thence followed similar appointments at Phillip Island, Sandown Park and Calder. Notably, Fred Darling continued his involvement as chief communications official through all the Australian Grands Prix until his retirement after the 1999 event.

We cut our teeth as race promoters with the introduction to this country of the Six Hour Relay. Run initially at Fisherman’s Bend, the meeting then moved to Calder and later to Winton over a period of about ten years through the 60s. Then after a few years’ respite, we were back into it again with Historic Winton. Also in 1968, CAMS called upon us to conduct an open motorkhana at our Mickleham venue, which was the progenitor of the Victorian Motorkhana Championships.

A growing need for replacement parts for the Austins was recognised with the establishment of the Spares Garage. This has grown in range and quality to the stage where an Austin can now be refitted and maintained better than at any time since production ceased, and usually with better than original parts.

Our club took a really deep breath in the early 1990s, and purchased the property that, with substantial modifications, became the clubrooms that we enjoy today. Opened in early 1995, this gave us a purpose-built auditorium, a properly set up spare parts department, committee room and library – something of which we can be justifiably proud.

The club is still as diversified as ever and, while the types of events conducted may have varied over the decades, we now have border runs, other extended runs, day outings and concours for the road cars. There is also a full calendar of racing, sprints and hillclimbs for the racers, a season of twelve trials for the O.S.T. cars, and the organisation of the prestigious Historic Winton races and Arthur's Seat Historic Hillclimb.

OUR FOUNDING PATRON – A SHORT HISTORY.

Colonel A.C.R. Waite, M.C., O.St.J., D.L., J.P., Freeman of the City of London

Arthur Waite was born in Adelaide in 1894 and left there with his regiment in 1914. He fought in various theatres of war and received the Military Cross. In 1918 he married Irene, eldest daughter of Lord Herbert Austin, and six months later joined the Austin Company. He competed with success in Austin 20s, then later in Sevens, initially in 1923 in a fabric-bodied two-seater, then other cars.

In 1924 he drove an Austin Seven to 3rd place at Le Mans in the 750 cc class of the Grand Prix du Voiturettes, followed by a number of successes in 1925 in the first supercharged "works" car, in which a number of Class H records were broken. He held many records for some years, including some set at Brooklands in 1926 in another Seven.

In 1927 he came with his wife to Melbourne, joined the Cheney organisation and subsequently won the first Australian Grand Prix in 1928. His "works" car, built to his specification and shipped here especially for the event, is represented in model form on the Lex Davison Trophy, which was awarded to the winner of the Australian Grand Prix until that event became a World Championship round.

He returned to England in 1929 and in the subsequent year was made a director of the Austin Motor Company Ltd., (later British Motor Corporation Ltd.) At the same time he raced Austins, a notable success being the 750 cc class win in the "Double Twelve" race. In this he co-drove with the Earl of March one of the orange "TT" cars, which went on for a highly competitive season capturing several International Class H records. Then in 1931, in charge of the Austin racing department, he directed the preparation of a specialised side valve single seater car which Cushman drove to recapture, at just over 100 mph, a number of records set by M.G.

Colonel Waite subsequently retired as an Executive Director of B.M.C. in 1964, and passed away in 1991.

LIFE MEMBERS

From time to time, the Club has bestowed Honorary Life Memberships on those who have conspicuously served the Club. This is an attempt to briefly encapsulate their contributions.

Fred Thorne (Invested Nov. 1960)

Fred was one of the founding members of the Club in 1950 and was a member of the first nine committees, serving as President from 1952 to 1956, and again in 1959.

John Pryce (April 1962)

John was extremely active in all sections of the Club, but in particular with Observed Section Trials, which he introduced into the Club shortly after joining in 1950. John had competed in O.S.T.s in England, and continued to compete in Australia with participation from all members of his family. He served on committee from 1950 to 1958 and on the CAMS Track Safety Committee for a number of years. Having been President of the CAMS Victoria State Council for some years, John was recognised with the CAMS Award of Merit. Oh yes, and he still had time to be the Competitions Manager of BP Australia. A notably affable and enthusiastic member, his passing was commemorated by renaming the Park Orchards Trial in his honour.

Frank Walter (Oct.1964)

Frank has served for more years on committee than any other member, and ran the communication team at Sandown Park during the Club's tenure of that function. He also served as the Club's CAMS Delegate for some years, and is a recipient of the CAMS Service Award. As a sideline, Frank was on the Longines Timing Team for the Bluebird land speed record attempts. A computer guru from the days of the earliest steam-driven examples, Frank has overseen the Club's adoption of the technology in membership, spares and accounting. His keen ear for detail, and intimate knowledge of the Club's constitution and history, are often invaluable in steering the unwary clear of possible faux pas at meetings.

Fred Darling (Dec.1965)

Fred was an accountant in an earlier life, put in nine years as Vice President/Treasurer (1956-64), and subsequently served as our Honorary Auditor for some years. He ran the communications team at Phillip Island in its various incarnations, was on the team at Sandown, and capped off this career by heading up all the A.G.P. teams until the years stopped being prefixed by "19". With his newfound spare time, Fred has completed the restoration of his Austin, and is a regular attendee.

Trevor Cole (Sept. 1974)

Trevor served six years on committee and on a number of sub-committees, whilst also being one of the most active Austin 7 racing drivers. He has competed continuously from the 750 Formula days right through into the historic era, and is still at it. Having attained his pilot's licence in time for his eightieth birthday, it is rumoured that Trevor is being considered for classification by the National Trust.

John Whitehouse (Sept. 1974)

A committee member for four years, John was an active racing participant, and was responsible for introducing the Six Hour Relay Race to Australia, with our Club conducting the event from 1960 to 1969. He also, in collaboration with Bill Morling, created the definitive 750 Formula car, which they campaigned for a season in the U.K., to the astonishment of the natives.

Dale Shaw (Sept. 1974)

Dale was Secretary of the Club from 1966 to 1971, having already commenced an active motor sport career. A gifted and innovative designer, Dale progressed through Austin 7 racing cars, and then diversified into O.S.T. cars, with which he dominated for many years, incidentally winning the Victorian Motorkhana Championship twice in one such car. It is a testimony to his workmanship that both his racing car, and some of his trials cars, are still extant up to 40 years later.

Graeme Logan (Dec. 1977)

Graeme commenced his service to the Club as Membership Secretary from 1969 to 1972, and has been involved in some capacity pretty much ever since. Highlights include the establishment of the spare parts section, which he ran from home for many years, and later being instrumental in the acquisition and reconstruction of our Clubrooms. The quintessential Club man, Graeme co-organises Arthur's Seat Hillclimb, assists in the rebuilding of Austins, is always active in Club runs, and can be relied on to quietly get on with the job.

Geoff Taylor (Dec. 1977)

Geoff was Club Secretary for five years up to 1965, subsequently Comp. Sec., and like Nellie Melba, has recently returned as Membership Sec. He is well known for his participation in O.S.Ts, being one of the first to build a Special, the AusTen. In more recent times, Geoff has campaigned the Buggeratti, which is a bit like Grandpa's axe, bearing scant resemblance to its initial specification.

Tony Johns (Dec. 1977)

Tony spent several years on Committee in various capacities, culminating in his Presidency in 1973. Amongst other activities, Tony is notable for his tidy and extremely rapid conduct of a series of racing Austins, and spearheaded the legendary "raid", when a team of cars was built and taken to England, giving the locals a right shellacking.

John Bowring (Dec. 1977)

"Shanks" inhabited the Committee for six terms between 1958 and 1968, and is well known for creating and competing in the whole spectrum of cars, from O.S.T. specials through racing cars to his very smart Ulster Austin. How he insinuates his gangling frame into the confines of its cockpit remains one of life's little mysteries.

David Lowe (Dec. 1977)

Competition Secretary from 1968 to 1971, David was deeply involved in running the Six Hour Relay, being Secretary of the Meeting from 1967 to 1972, when our Club last conducted the event. Then, to show that he hadn't had enough, he took on the same portfolio for the Arthur's Seat Hillclimb. A keen and knowledgeable designer and builder of racing cars, David is one of the fortunate few who derives his living from refettling classic cars for others.

Bill Sheehan (Dec. 1978)

Bill served seven and a half years on Committee, winding up as President. Coachwork creator, raconteur and walking encyclopaedia on all things Austin, Bill is familiar as a commentator at historic events, his erudite insights giving counterpoise to the ramblings of others.

Robert Humphreys (1980)

Rob joined the Club in the early 1960's, and to date has served fourteen years on the Committee. Six years were spent as Editor of The Light Shaft, and, in 1995, a year as President. Still he comes back for more, having volunteered once again as Editor in 2002! Rob was active in O.S.Ts but has now settled back into more Austin-like pursuits. He also contributed very greatly to the modifications to the Club Rules needed for the Club to become an incorporated entity.

Ilona Booth (1983)

Ilona is much more than just a pretty face, having a sharp intellect and a range of interests far wider than merely the sphere of vintage motoring. Her involvement with the Club encompasses the whole gamut, having joined the Club many years ago with hubby Bob. Ilona has been a trials passenger, Winton Meeting Secretary and Editor, as well as a driving force in encouraging a diversity of social events with their focus above the bonnet.

Brenda Campbell (1983)

From modest beginnings passengering for husband Grant in O.S.Ts, Brenda's organisational capacity soon became apparent. Her fifteen-year tenure as Secretary of the Historic Winton race meeting coincided with its development as the pre-eminent event on the National historic calendar, and her polite but determined persistence has resulted in many improvements for historic racing generally.

Norma Brown (1986)

Norma appeared on the scene initially as "Stewie's Mum", but remained for years after his departure, cheerfully and tirelessly doing any mundane task, be it scorekeeping at an O.S.T., or any other chore. A jolly soul, and a jolly good sport.

Grant Campbell (May 1995)

Grant burst onto the scene in the 1970's as one of those few "naturals" who start winning O.S.Ts early. Trouble is, he hasn't stopped winning yet, with eleven John Pryce Trials to his name, not to mention other trials and 'khanas. Grant's input into the running of Winton should never be underestimated, particularly in the design of programmes and artwork for both this and Arthur's Seat. His and Brenda's representation of the Club as our delegates to CAMS State Council is thankless work, but necessary scrutiny of those who would rule us. Grant's often forthright and thought-provoking contributions at club meetings are welcome, even if they keep Committee on its toes.

Doug Veel (Nov. 1995)

Doug Veel is one of the “early birds” to join the Club, having been a Member since 1951. In the early days he was noted for the number of different Austins he had owned, often buying one on the Saturday, competing in a Sunday event, and selling it the next week. He was also noted for the diabolical cunning with which he set the clues for Treasure Hunts. With a stint in 1993-4 as President and the posts of Vice Pres/Treasurer and Minute Sec. in early years, he has contributed much to the running of the Club.

Michael Shegog (1999)

This Club is fortunate in having members who can channel their expertise to the Club’s advantage. One such is Mike Shegog, who has put untold time and effort into the development of our Spares Department. Whether it be sourcing parts worldwide, or commissioning the manufacture of items not otherwise available, Mike has built this area into the envy of other historic marques.

Bob Booth (2000)

As lively as a cricket, with an enquiring mind and a gift for lateral thinking, Bob’s birthdate of Feb. 29th means that he is really only eighteen years old. Perhaps this explains his boundless enthusiasm. Always forthcoming with hints and encouragement for car builders young and old, Bob can create mechanical marvels from the most unlikely sources. His “can do” attitude inspires many in the Club

Rick Perry (2001)

Another one of the Club’s quiet achievers, Rick first came to prominence as a special builder par excellence in the sixties, with a succession of cars for the O.S.T, ‘khana and clubman sports categories, along with his friend and rival Dale Shaw. Rick subsequently became more involved with Austins, while still finding time to campaign a succession of historic racing cars. His organisational flair manifested itself as Treasurer, in developing our accounting system to its present high standard, and his calm, pragmatic approach to management problems is invaluable in tackling issues that may arise.

OBJECTS AND CLUB RULES

As amended April 5th, 2000

OBJECTS:

To arrange for the association within a Club of persons interested in –

- (a) promoting and conducting amateur motor sport in a variety of spheres
- (b) ownership, restoration and recreational use of the pre World War 2 motor vehicle known as the Austin 7
- (c) organising the supply and continued availability of spare parts for the Austin 7
- (d) organisation of the dissemination of technical information within the Club, and
- (e) promotion of social and other activities that will assist in the well-being of the association.

CLUB RULES:

1.0 NAME

- 1.1. The name of the Club shall be the “Austin 7 Club Incorporated” and is hereinafter referred to as “the Club”.

2.0 INTERPRETATION

- 2.1 In these Rules, unless the contrary intention appears:-
 - “Committee” means the Committee of Management of the Club
 - “Financial Year” means the year ending on 31st December
 - “General Meeting” means a General Meeting of members convened in accordance with Part 9
 - “Member” means a Full Member of the Club
 - “Ordinary Member of the Committee” means a member of the Committee who is not an officer of the Club under Clause 12.3
 - “The Act” means the Associations Incorporation Act 1981
 - “The Regulations” means regulations under the Act
 - “The Club Colours” shall be Light Blue and Bright Yellow
 - “Eligible Vehicle” shall be defined as one of the following:
 - (i) A pre World War 2 motor vehicle known as the Austin Seven
 - (ii) A motor car which complies with any “Formula” officially adopted by the Club
- 2.2 In these Rules, a reference to the Secretary of the Club is a reference:
 - (a) where a person holds office under these Rules as Secretary of the Club – to that person; and
 - (b) in any other case, to the Public Officer of the Club
 - (c) words or expressions contained in these Rules shall be interpreted in accordance with the provisions of the Acts Interpretations Act 1958 and the Act as in force from time to time.

3.0 MEMBERSHIP

- 3.1 The Club shall consist of all those persons who are members of any type of the Club on the date upon which these Rules shall be adopted and such other persons as may become eligible for membership in accordance with these Rules.
- 3.2 The Club shall consist of the following types of membership:
- (a) Full Members:-
A Full Member must be an Owner or co-Owner of an eligible vehicle with a limit in the case of co-ownership of two Full Members per eligible vehicle.
 - (b) Associates:-
An associate shall include all other persons interested in the Club, who, on payment of the annual subscription for Associates, shall be entitled to attend Club functions and meetings. An Associate shall have no other privileges of membership.
- 3.3 Associates shall include the following:-
- (i) Spouse Associate – any Full Member may nominate one Spouse Associate.
 - (ii) Remote Associate – a person who is precluded by reason of health or geographical location or for other reasons from attending Club meetings and events may, at the discretion of the Committee, be admitted as a Remote Associate. A Remote Associate will be entitled to receive a club magazine.
 - (iii) Junior Associate – a Junior Associate shall be the child or grandchild of a Full Member who is currently financial and be aged under 21 years, and be a dependant child.
 - (iv) Observed Section Trial Passenger Associate – a person being solely involved in the Club as an O.S.T. passenger may be admitted as an O.S.T. Passenger Associate.
- Any Full Member or Associate or person who has rendered such services to the Club, or as in the opinion of the Committee entitles him to distinction, may be admitted as an Honorary Full Member for such periods, including his life, and upon such conditions as the Committee prescribes. An Honorary Full Member shall not be required to pay any subscription to the Club.
- 3.4 For the purpose of Clause 3.2, the Committee shall have power to request adequate proof of ownership before accepting a nomination for membership. If such proof is not produced, then the Committee shall be entitled to refuse membership and refund any subscription paid.
- 3.5 The Secretary shall, upon payment of the amounts referred to in Part 4, enter the nominee's name in the register of membership kept by him and, upon the name being so entered, the nominee becomes a Full Member or Associate.
- 3.6 Persons who have been members of the Club for a period of six months or more shall remain members even though they may otherwise cease to be eligible under the definitions of these memberships.

- 3.7 A right, privilege or obligation of a person by reason of his or her membership of the association:
- (a) is not capable of being transferred or transmitted to another person;
 - (b) terminates upon the cessation of his membership whether by death or resignation or otherwise.

4.0 JOINING FEE AND ANNUAL SUBSCRIPTION

- 4.1 The various subscriptions for all types of membership shall be decided by a simple majority vote of Members at a Special General Meeting of the Club.
- 4.2 In addition, a joining fee may apply to membership and such fee shall be decided in the manner described in Clause 4.1.

5.0 REGISTER OF MEMBERSHIP

- 5.1 The Secretary shall keep or cause to be kept and maintained, a register of membership in which shall be entered the full name, address and date of entry of the name of each Full Member and Associate, and the register shall be available for inspection by members on application to the Public Officer.

6.0 CESSATION OF MEMBERSHIP

- 6.1 A Full Member or Associate of the Club who has paid all moneys due and payable by him to the Club may resign from the Club by first giving one month's notice in writing to the Secretary of his intention to resign and upon the expiration of that period of notice, his membership shall cease.
- 6.2 Upon the expiration of a notice given under Clause 6.1, the Secretary shall make in the register of membership an entry recording the date on which the Full Member or Associate, by whom the notice was given, ceased membership.
- 6.3 Subject to these rules, the Committee may by resolution:-
- (a) expel a Full Member or Associate from the Club;
 - (b) suspend a Full Member or Associate from membership of the Club for a specified period; or
 - (c) fine a Full Member or Associate in accordance with the Regulations, if the Committee is of the opinion that the person:
 - (i) has refused or neglected to comply with these Rules; or
 - (ii) has been guilty of conduct unbecoming a Member or prejudicial to the interests of the Club; or
 - (iii) has failed to comply with any Regulations relating to a vehicle registration scheme operating under the auspices of the Club
- 6.4 A resolution of the Committee in accordance with Clause 6.3
- (a) does not take effect unless the Committee, at a meeting held not earlier than 14 and not later than 28 days after the service on the member of a notice under Clause 6.3 confirms the resolution in accordance with this clause; and

- (b) where the member exercises a right of appeal to the Club under this clause does not take effect unless the Club confirms the resolution in accordance with this clause.
- 6.5 Where the Committee passes a resolution in accordance with Clause 6.3, the Secretary shall, as soon as practicable, cause to be served on the Member a notice in writing:-
 - (a) setting out the resolution of the Committee and the grounds on which it is based;
 - (b) stating that the member may address the Committee at a meeting to be held not earlier than 14 and not later than 28 days after service of the notice;
 - (c) stating the date, place and time of that meeting; and
 - (d) informing the member that he may do one or more of the following –
 - (i) Attend that meeting;
 - (ii) Give to the Committee before the date of that meeting a written statement seeking the revocation of the resolution;
 - (iii) Not later than 24 hours before the date of the meeting, lodge with the Secretary a notice to the effect that he wishes to appeal to the Club in a Special General Meeting against the resolution.
- 6.6 At a meeting of the Committee held in accordance with Clause 6.5, the Committee:-
 - (a) shall give to the Member an opportunity to be heard;
 - (b) shall give due consideration to any submission to any written statement submitted by the Member; and
 - (c) shall by resolution determine whether to confirm or revoke the resolution.
- 6.7 Where the Secretary receives a notice of appeal under Clause 6.5, he shall notify the Committee and the Committee shall convene a Special General Meeting of the Club to be held within 45 days after the date on which the Secretary received the notice.
- 6.8 At a Special General Meeting of the Club convened under Clause 6.7:-
 - (a) no business other than the appeal shall be transacted;
 - (b) the Committee may place before the meeting details of the grounds for the resolution and the reasons for the passing of the resolution;
 - (c) the Member shall be given an opportunity to be heard; and
 - (d) the Full Members present shall vote by secret ballot on the question whether the resolution should be confirmed or revoked.
- 6.9 If at the Special General Meeting:-
 - (a) two thirds of the Members vote in person in favour of the confirmation of the resolution, the resolution is confirmed; and
 - (b) in any other case, the resolution is revoked.
- 6.10 A Member of any type described in Clause 3.2 shall cease to be a Member if he/she allows their subscription to fall into arrears for a period of two calendar months, provided that no-one shall be deprived of their membership pursuant to this sub-section unless the Secretary shall first have sent them one calendar month's notice in writing of the Club's intention to cancel their membership and

they fail to pay their subscription together with all arrears thereof within the said period of one month.

- 6.11 Upon the expiration of a notice given under Clause 6.5, or upon confirmation of a resolution by the Committee in accordance with Clause 6.6, or upon confirmation of a resolution by the Club in accordance with Clause 6.8, or upon expiry of a notice given in accordance with Clause 6.10, the Secretary shall make in the register of membership an entry recording the date on which the Full Member or Associate ceased membership.

7.0 ANNUAL GENERAL MEETING

- 7.1 The Club will in each calendar year convene an Annual General Meeting of the members.
- 7.2 The Annual General Meeting shall be held on such day as the Committee determines.
- 7.3 The Annual General Meeting shall be specified as such in the notice convening it.
- 7.4 The ordinary business of the Annual General Meeting shall be:-
(a) to receive from the Committee reports upon the transactions of the Club during the last preceding financial year; and
(b) to receive and consider the statement submitted by the Club in accordance with Section 30(3) of the Act,
- 7.5 The Annual General Meeting may transact special business of which notice is given in accordance with these Rules.
- 7.6 The Annual General Meeting shall be in addition to any other General Meetings that may be held in the same year.

8.0 GENERAL MEETINGS

- 8.1 Unless otherwise determined by the Committee, the Club shall hold a General Meeting on the first Wednesday of each month of the year except January.
- 8.2 The Committee may, whenever it thinks fit, convene a Special General Meeting of the Club.
- 8.3 The Committee shall, on the requisition in writing of members representing not less than 10 members, convene a Special General Meeting of the Club.
- 8.4 The requisition for a Special General Meeting shall state the objects of the meeting and shall be signed by the members making the requisition and be sent to the address of the Secretary and may consist of several documents in a like form, each signed by one or more of the members making the requisition.
- 8.5 If the Committee does not cause a Special General Meeting to be held within 45 days after the date on which the requisition is sent to the address of the Secretary,

the members making the requisition, or any of them, may convene a Special General Meeting to be held not later than 45 days after that date.

- 8.6 A Special General Meeting convened by members in pursuance of these Rules shall be convened in the same manner as nearly as possible as that in which those meetings are convened by the Committee and all reasonable expenses incurred in convening the meeting shall be refunded by the Club to the persons incurring the expenses.

9.0 NOTICE OF MEETING

- 9.1 The Secretary of the Club shall at least 7 days before the date fixed for holding an Annual General Meeting, a Special General Meeting or a General Meeting, cause to be sent to each member of the Club with voting rights, at his address appearing in the register of membership, a notice by pre-paid post stating the place, date and time of the meeting.
- 9.2 In any notice for a Special General Meeting the notification shall state the nature of the business to be transacted.
- 9.3 At any Special General Meeting no business other than that set out in the notice convening the meeting shall be transacted at the meeting.
- 9.4 A Full Member or Associate desiring to bring any business before a meeting may give notice of that business in writing to the Secretary, who shall include that business in the notice calling the next General Meeting after the receipt of the notice.

10.0 PROCEEDINGS AT MEETINGS

- 10.1 All business that is transacted at a Special General Meeting and all business that is transacted at the Annual General Meeting with the exception of that specifically referred to in these Rules as being the ordinary business of the Annual General Meeting shall be deemed to be special business.
- 10.2 No item of business shall be transacted at a General Meeting unless a quorum of members entitled under these Rules to vote is present during the time when the meeting is considering that item.
- 10.3 Ten members personally present (being members entitled under these Rules to vote at a General Meeting) constitute a quorum for the transaction of the business of a General Meeting.
- 10.4 If within half an hour after the appointed time for the commencement of a General Meeting, a quorum is not present, the meeting if convened upon the requisition of members shall be dissolved and in any other case shall stand adjourned to the same day in the next week at the same time and (unless another place is specified by the Chairman at the time of the adjournment or by written notice to members given before the day to which the meeting is adjourned) at the same place, and if at the adjourned meeting the quorum is not present within half an hour after the time appointed for the commencement of the meeting, the members present being not less than 5) shall be a quorum.

- 10.5 The President, or in his absence the Vice President, shall preside as Chairman at each General Meeting of the Club.
- 10.6 If the President and the Vice President are absent from a General Meeting, the members present shall elect one of their number to preside as Chairman at the meeting.
- 10.7 The Chairman of the Annual General Meeting or of a General Meeting at which a quorum is present may, with the consent of the meeting, adjourn the meeting from time to time and place to place, but no business shall be transacted at an adjourned meeting other than the business left unfinished at the meeting at which the adjournment took place.
- 10.8 Where a meeting is adjourned for 14 days or more, a like notice of the adjourned meeting shall be given as in the case of the General Meeting.
- 10.9 Except as provided in Clauses 10.7 and 10.8, it is not necessary to give notice of an adjournment or of the business to be transacted or of the business to be transacted at an adjourned meeting.
- 10.10 A question arising at a General Meeting of the Club shall be determined on a show of hands and unless before or on the declaration of the show of hands a poll is demanded, a declaration by the Chairman that a resolution has, on a show of hands, been carried or carried unanimously or carried by a particular majority or lost, and an entry to that effect in the Minute Book of the Club is evidence of the fact, without proof of the number or proportion of the votes recorded in favour of, or against, that resolution.
- 10.11 Upon any question arising at a General Meeting of the Club, a Member (being a member with voting rights) has one vote only.
- 10.12 All votes shall be given personally. Proxy votes are not acceptable.
- 10.13 In the case of an equality of voting on a question, the Chairman of the meeting is entitled to exercise a second or casting vote.
- 10.14 If at a meeting a poll on any question is demanded by not less than three members, it shall be taken at that meeting in such manner as the Chairman may direct and the resolution of the poll shall be deemed to be a resolution of the meeting on that question.
- 10.15 A poll that is demanded on the election of a Chairman or on a question of adjournment shall be taken forthwith and a poll that is demanded on any other question shall be taken at such time before the close of the meeting as the Chairman may direct.

11.0 VOTING RIGHTS

- 11.1 In these Rules, wherever the word "Member" is used without qualification, it shall be deemed to include Full Members only.

- 11.2 An Associate shall have no voting rights.
- 11.3 Any member of any type described in Clause 3.2 who is elected as an Honorary Office Bearer, may during such term of office enjoy all the privileges of a Full Member.
- 11.4 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.

12.0 COMMITTEE OF MANAGEMENT

- 12.1 The affairs of the Club shall be managed by a Committee of Management as provided in this Section.
- 12.2 The Committee of Management :-
 - (a) shall control and manage the business and affairs of the Club;
 - (b) may, subject to these Rules, the Regulations and the Act, exercise all such powers and functions as may be exercised by the Association other than those powers and functions that are required by these Rules to be exercised by General Meetings of the members of the Club; and
 - (c) subject to these Rules, the Regulations and the Act, has powers to perform all such acts and things as appear to the Committee to be essential for the proper management of the business and affairs of the Club.
- 12.3 The Officers of the Club shall be:-
 - (a) a President;
 - (b) a Vice-President/Treasurer: and
 - (c) a Secretary.
- 12.4 The provisions of Part 14 so far as they are applicable and with the necessary modifications, apply to and in relation to the election of persons to any of the offices mentioned in Clause 12.3.
- 12.5 Subject to Section 23 of the Act, the Committee shall consist of:-
 - (a) the Officers of the Club; and
 - (b) 6 ordinary members;
 - each of whom shall be elected at a Special General Meeting of the Club in each year.
- 12.6 The six ordinary members of the Committee shall carry out the following duties:-

| | |
|---------------------------|----------------------|
| (a) Membership Secretary | (d) Minute Secretary |
| (b) Competition Secretary | (e) Property Officer |
| (c) Social Secretary | (f) Editor |
- 12.7 Each Officer and ordinary member of the Committee shall, subject to these Rules, hold office for the following financial year, next after the date of his election, but is eligible for re-election.

- 12.8 In the event of any vacancy occurring in the office of an Officer or ordinary member of the Committee, the Committee may appoint a Member or Associate to fill the vacancy and the person so appointed shall hold office, subject to these Rules, for the financial year following the date of his appointment.

13.0 SUB-COMMITTEES

- 13.1 The Members of the Club may form such sub-committees as are from time to time found desirable.
- 13.2 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.
- 13.3 The President, Vice-President/Treasurer and Secretary shall be ex-officio members of any sub-committee formed but shall not be considered as such in order to constitute a quorum.
- 13.4 A quorum for any sub-committee shall be the majority of the members of such sub-committees.

14.0 ELECTION OF OFFICERS AND VACANCY

- 14.1 Nominations of candidates for election as Officers of the Club or as ordinary members of the Committee, or of an Auditor:-
- (a) Shall be made in writing, which shall:-
 - (i) be signed by two Members of the Club; and
 - (ii) be accompanied by the written consent of the candidate (which may be endorsed on the form of nomination); and
 - (iii) specify the position for which the nomination is made.
 - (b) shall be delivered to the Secretary of the Club not less than 15 minutes before the time fixed for the start of the Special General Meeting for the election of office bearers.
- 14.2 Any Full Member or Associate shall be eligible for nomination as an Officer or ordinary member of the Committee.
- 14.3 If insufficient nominations are received to fill all vacancies on the Committee, the candidates nominated shall be deemed to be elected and further nominations shall be received at the Special General Meeting.
- 14.4 If the number of nominations is equal to the number of vacancies to be filled, the persons nominated shall be deemed to be elected.
- 14.5 If the number of nominations exceeds the number of vacancies to be filled, a ballot shall be held.
- 14.6 The ballot for the election of Officers and ordinary members of the Committee and the Auditor shall be conducted at the Special General Meeting called for that purpose, in such usual and proper manner as the Committee may direct.

- 14.7 For the purposes of these Rules, the office of an Officer of the Club or of an ordinary member of the Committee becomes vacant if the Officer or member:-
- (a) ceases to be a member of the Club;
 - (b) becomes an insolvent under administration within the meaning of the Companies (Victoria) Code;
 - (c) resigns his office by notice in writing given to the Secretary; or
 - (d) is removed from office by General Meeting in accordance with Part 16.

15.0 PROCEEDINGS OF COMMITTEE

- 15.1 The Committee shall meet at least six times in each year at such place and such times as the Committee may determine.
- 15.2 Special meetings of the Committee may be convened by the President or by any four members of the Committee.
- 15.3 Notice shall be given to members of the Committee of any special meeting the general nature of the business to be transacted.
- 15.4 Any five members of the Committee constitute a quorum for the transaction of the business of a meeting of the Committee.
- 15.5 No business shall be transacted unless a quorum is present and if within half an hour of the time appointed for the meeting a quorum is not present the meeting shall stand adjourned to the same hour of the same day in the following week unless the meeting was a special meeting in which case it lapses.
- 15.6 At meetings of the Committee:-
- (a) the President or in his absence the Vice-President shall preside; or
 - (b) if the President and Vice-President are absent, such one of the remaining members of the Committee as may be chosen by the members present shall preside.
- 15.7 Questions arising at a meeting of the Committee or of any sub-committee shall be determined on a show of hands or, if demanded by a member, by a poll taken in such manner as the person presiding at the meeting may determine.
- 15.8 Each member of a committee present at a meeting of the Committee or of any sub-committee (including the person presiding at the meeting) is entitled to one vote and, in the event of an equality of votes on any question, the person presiding may exercise a second or casting vote.
- 15.9 Written notice of each committee meeting shall be served on each member of the Committee by delivering it to him at a reasonable time before the meeting or by sending it by pre-paid post addressed to him at his usual or last known place of abode at least two days before the date of the meeting.
- 15.10 Subject to Clause 15.4 the Committee may act notwithstanding any vacancy on the Committee.

16.0 REMOVAL OF MEMBER OF COMMITTEE

- 16.1 The Club in General Meeting may by resolution remove any member of the Committee before the expiration of his term of office and appoint another member in his stead to hold office until the expiration of the term of the first-mentioned member.
- 16.2 Where the member to whom a proposed resolution referred to in Clause 16.1 makes representations in writing to the Secretary or President of the Club (not exceeding a reasonable length) and requests that they be notified to the members of the Club, the Secretary or the President may send a copy of the representations to each member of the Club or, if they are not so sent, the member may require that they be read out at the meeting.

17.0 SECRETARY

- 17.1 The Secretary of the Club shall keep or cause to be kept the following records:-
- (a) minutes of the resolutions and proceedings of each General Meeting, each committee meeting, and each sub-committee meeting, in books provided for that purpose together with a record of the names of persons present at committee meetings;
 - (b) a Register of all Property belonging to the Club;
 - (c) a "Membership Register" of present and past membership;
 - (d) a copy of the Club Rules and Objects; and
 - (e) a copy of any Contract the Club may be party to.
- 17.2 The records referred to in Clause 17.1 shall be available for inspection by members.

18.0 TREASURER

- 18.1 The Treasurer of the Club:-
- (a) shall collect and receive all moneys due to the Club and make all payments authorised by the Club; and
 - (b) shall keep correct accounts and books showing the financial affairs of the Club with full details of all receipts and expenditure connected with the activities of the Club.
- 18.2 The records referred to in Clause 18.1 shall be available for inspection by members.
- 18.3 Appropriate bank accounts shall be kept with a Trading Bank approved by the members in General Meeting, and all cheques, drafts, bills of exchange, promissory notes and other negotiable instruments shall be signed by any two of the following Office-Bearers, viz.; President, Vice-President/Treasurer or Secretary, or other persons authorised by the Committee.
- 18.4 The Treasurer shall pay all expenses by cheque and shall be permitted to keep an amount of petty cash in hand as approved by a General Meeting.

18.5 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 the Treasurer shall present a summary and report of the accounts for the year showing clearly the net surplus or deficit and the financial position of the Club.

18.6 The books and accounts of the Club shall be audited annually by a qualified accountant, who was not a member of the Committee for the period covered by the audit, elected as described in Part 14.

19.0 SEAL

19.1 The Common Seal of the Club shall be kept in the custody of the Secretary.

19.2 The Common Seal shall not be affixed to any instrument except by the authority of the Committee and the affixing of the Common Seal shall be attested by the signatures either of two members of the Committee or of one member of the Committee and the Public Officer of the Club.

20.0 ALTERATION OF RULES AND STATEMENT OF PURPOSES

20.1 These Rules and the statement of purposes of the Club shall not be altered except in accordance with the Act.

21.0 NOTICES

21.1 A notice may be served by or on behalf of the Club upon any member either personally or by sending it by post to the member at his address shown in the Register of Membership.

21.2 Where a document is properly addressed pre-paid and posted to a person as a document or in the newsletter, the document shall, unless the contrary is proved, be deemed to have been given to the person at the time at which the letter would have been delivered in the ordinary course of post.

22.0 WINDING UP OR CANCELLATION

22.1 In the event of the winding up or the cancellation of the incorporation of the Club, the assets of the Club will not be divided among the members, but shall be transferred to any succeeding association, or to any other association with similar objects to those of the Austin 7 Club Inc., as determined by a Special General Meeting, and shall be disposed of in accordance with the provisions of the Act.

23.0 CUSTODY OF RECORDS

23.1 Except as otherwise provided in these Rules, the Secretary shall keep in his custody or under his control all books, documents and securities of the Club.

24.0 FUNDS

- 24.1 The funds of the Club shall be derived from joining fees, annual subscriptions, donations and such other sources as the Committee determines.
- 24.2 The assets and income of the Club shall be applied solely in furtherance of the Club Objects and no portion shall be distributed directly or indirectly to the members except as bona fide compensation for services rendered or expenses incurred on behalf of the Club.

25.0 BY-LAWS REGULATIONS AND FORMULAS

- 25.1 The Club at a Special General Meeting may make, repeal and amend By-Laws, and Formulas for construction of vehicles not inconsistent with these Rules. A breach of such By-Laws or Formulas may be cause for expulsion of a member of any type on the grounds set out in previous sections of these Rules.
- 25.2 The Committee shall from time to time make, repeal and amend Regulations not inconsistent with these Rules as they shall think expedient for the internal management and well being of the Club.

Moved F. Walter Seconded F. Michie
Carried unanimously
2nd. August 1989

As amended to accord with requirements of Corporate Affairs – Victoria
27th. January 1990
Graeme Logan, Club Secretary

As amended by resolution of a Special General Meeting of the Club
March 6th.1996
Basil van Dongen, Club Secretary

As amended by resolution of a Special General Meeting of the Club
April 5th. 2000
Greg Caldwell, Club Secretary

SUB COMMITTEES

There are several sub-committees established within the framework of the Austin 7 Club, to provide organisation structures, leadership and/or advice as applicable for the better enjoyment of the various facets of club activities. This is a brief run down of what is available. Incumbent members and contact numbers can be found in the “Light Shaft”.

Club building was established initially to co-ordinate the purchase and fitting out of our clubrooms, and latterly concerns itself with the ongoing maintenance and upgrading of this facility.

O.S.T. committee is the body which sets the formula for trials cars, organises the trials, locates venues for their conduct and generally oversees this side of the club’s activities.

Winton is the organising team behind our successful Historic Race Meeting, made successful by the huge amount of work they put in. This is virtually a year-round enterprise, what with chasing sponsorship, organising the event, the printing, the officials and the myriad details involved.

Hillclimb, once again, runs our Historic Hillclimb at Arthur’s Seat each year. Although a smaller event in terms of numbers of entries, the temporary nature of the venue and the number of statutory bodies to be accommodated make this an even more convoluted venture.

Technical encompasses several noted sages, each with his own fund of knowledge in a specific area. Be it restoration, racing or trials construction, someone will have the answer that you seek.

Spare parts is the life blood of the club when it comes to sourcing that hard to find part vital to getting your Austin back onto the road or track, as may be. When England looks to us for parts, we must be doing something right! Our mail order facility is available for remote or overseas members.

Mail out. You would not receive your “Light Shaft” or other distributions were it not for the efforts of these stalwarts, who are in the invidious position of going unrecognised until something goes awry. I haven’t noticed them in years.

Web Master – is not some sort of supervisor of arachnids, but rather the custodian of our websites. Just like the traditional role of editor, this person relies on input from members to fill and update these sites. The good part is that you don’t necessarily have to submit your contributions in person – you can send them electronically, or get some computer literate person such as your grandchild to do it for you.

CLUB SERVICES

The “Light Shaft”, our club magazine, is published monthly (except January), and includes news of coming events, reports on past events, technical articles and items of interest to the enthusiast. All contributions should be forwarded to the Editor, either personally or by mail or electronically, at the addresses shown in the “Light Shaft”. Deadline for copy is the Hot Air Session, as detailed below.

Spare parts are available at the Monthly General Meeting, on the Saturday afternoon following, at the Hot Air Session or by mail order. Information on other parts and services is available either from Spares or from the Technical Sub-Committee. There is also a range of club badges and other regalia obtainable through Spares.

The club library is operated as a reference library at the clubrooms. Enquire of a committee member at a meeting if you wish to gain access to the books and magazines therein.

The magazine of the Austin 7 (England) is available on subscription, through the Membership Secretary. A quarterly publication from the Austin 7 Clubs’ Association, it contains a wealth of technical and historical information.

CLUB MEETINGS

Monthly General Meeting. This occurs on the first Wednesday of every month (except January). The formal business is dealt with, and may be followed by matters of general interest.

Hot Air Session. This meeting, held on the third Wednesday, is completely informal and as the name implies, gives everybody a chance to socialise and discuss their interests with other club members. From time to time, guest speakers and other novelties are organised for these nights.

O.S.T. Group Meeting. On the Monday following the M.G.M., the OST Group congregates to conduct business germane to their particular interests, and socialise. The Committee is always interested in any suggestions or offers of suitable speakers, films or similar items of interest to enliven and enlighten at meetings.

CORRESPONDENCE

All correspondence should be sent to the club as follows:

Austin 7 Club Inc.
P.O. Box 462
Cheltenham, Vic., 3192

with the exception of mail order for spares, which should be addressed to the appropriate member of the Spares Sub-Committee, as specified in the “Light Shaft”.
The clubroom phone number is (03) 9532 3277.

WEBSITES

The Club's websites are:

www.austin7club.org

www.mudtrials.org

www.historicwinton.org

CLUB EVENTS

Full details are usually published in the "Light Shaft" with specific information available from the Director or Sub-Committee running the event.

There are currently four major events that the club conducts each year, chronologically listed as follows:

Historic Winton. The premier Historic Car and Bike race meeting in the country, since 1977, is a fixture on the national Historic calendar, on the last weekend in May.

The John Pryce Trial, formerly the Park Orchards Trial, has been a cornerstone of the club since the foundation year, 1950, and is held on the second weekend in August.

Arthur's Seat Historic Hillclimb has also developed the status of "traditional", having been in operation since 1991, and usually occurs on Father's Day in September.

The Austin 7 Rally was first held at Schwerkoltz' Cottage, Ringwood in 1967, and has graced a number of venues since. The date, like the locale, has floated, but is currently set in mid October. Extensive assistance is always required at these major events, and the organisers appreciate volunteers offering their services in good time prior to the event.

The club also conducts various other significant events, such as Border Runs and the Presentation Night dinner dance, along with day runs, motorkhanas, social outings, observed section trials and the like.

CLUB TROPHIES

All trophies are contested over the calendar year, as specified in the Club Calendar for that year, and are awarded at the Annual Presentation Dinner at the year's end.

TROPHIES FOR INDIVIDUAL EVENTS

Trophies shall be awarded for all Competitive Club Events run throughout the year, in each of the classes nominated by the Committee, on the basis of numbers of entries received in each class;

| | |
|----------------------|--------------------------------|
| For up to 6 entries | First place only |
| For up to 12 entries | First and second places |
| Over 12 entries | First, second and third places |

Additional trophies may be awarded at the discretion of the Committee.

AGGREGATE TROPHIES

The Seven-Fifty Motor Club Shield

This trophy was donated to our club by the Seven-Fifty Motor Club, our contemporaries in England, and is awarded to the winner of the Austin 7 Aggregate Competition. The trophy was first awarded in 1961 although an A7 Aggregate Points Competition had existed since the first year of the Club in 1950.

Past Winners:

| | | | | | |
|------|-----------------|------|--------------------|------|---------------|
| 1961 | Neil Johannesen | 1975 | Peter Trull | 1989 | Graeme Logan |
| 1962 | Ron Jackson | 1976 | Bill Sheehan | 1990 | Brian Gibbons |
| 1963 | Giff Dorman | 1977 | Peter Trull | 1991 | Graeme Logan |
| 1964 | Tony Johns | 1978 | Peter Trull | 1992 | Brian Gibbons |
| 1965 | Neil Johannesen | 1979 | Ronnie Heagney | 1993 | Phil Cassie |
| 1966 | Dale Shaw | 1980 | Len Kerwood | 1994 | Graeme Logan |
| 1967 | Ken Innes-Irons | 1981 | Len Kerwood | 1995 | Phil Cassie |
| 1968 | Ken Innes-Irons | 1982 | Peter Trull | 1996 | Brian Gibbons |
| 1969 | Ken Innes-Irons | 1983 | Don Smith | 1997 | Graeme Logan |
| 1970 | Graeme Logan | 1984 | Chris Athey | 1998 | Graeme Logan |
| 1971 | Graeme Logan | 1985 | Lionel Howard Snr. | 1999 | Allan Hale |
| 1972 | Graeme Logan | 1986 | Lionel Howard Snr. | 2000 | Noel Stevens |
| 1973 | Graeme Logan | 1987 | Lionel Howard Jnr. | 2001 | Brian Gibbons |
| 1974 | Bill Sheehan | 1988 | Graeme Logan | | |

SCORING FOR AUSTIN 7 AGGREGATE COMPETITION

Points are allotted only to fully financial members for taking part (by driving an Austin 7 unless otherwise nominated) in certain club events. These events are as appears in the Club Calendar and exclude Observed Section Trials and racing.

Points may be scored as follows:

- (a) **Attendance** at Annual, Special or Monthly General Meetings and Hot Air Sessions (in an Austin 7) each 1 point.
- (b) **Competitive-type events** (e.g. Treasure hunts, economy runs, scavenger hunts, motorkhanas, sprints etc.) See also (f) (i), each 3 points
- (c) **Day or Weekend Runs or Rallies** (e.g. picnic runs, camping trips, social runs, rallies, etc.). Each 3 points, comprising 2 points for completing the forward journey, 1 point for completing the return journey.
- (d) **Annual Border runs or Run** (e.g. Mt Gambier etc.). Each 5 points, comprising 3 points for completing the forward journey, 2 points for completing the return journey.
- (e) **Annual Austin 7 Rally** If includes weekend run as per (d), 5 points. In addition, for static display:
 - (i) if A7 is driven to and from, 3 points
 - (ii) if A7 is trailered or towed, 1 point per car, overall maximum of 4 points
- (f) **Alternative Points**
 - (i) For directing a competitive event (when not competing) maximum of 3 points
 - (ii) For directing Annual A7 Rally Static Display, maximum of 3 points
- (g) **Bonus Points** For placings in a competitive event, additional points:

| | <u>Points for Placing</u> | | | | |
|-------------------------------------|--|-----|-----|-----|-----|
| | 1st | 2nd | 3rd | 4th | 5th |
| (i) More than 4 Austins taking part | 10 | 8 | 6 | 4 | 2 |
| (ii) 4 Austins taking part | 10 | 8 | 6 | 4 | |
| (iii) 3 Austins taking part | 6 | 4 | 2 | | |
| (iv) 2 Austins taking part | 4 | 2 | | | |
| (v) 1 Austin taking part | no points except any starting and finishing points | | | | |

- (h) For writing a published article in the “Light Shaft” under the categories of “My Austin”, “Technical”, or “Report on a Past Club Event”, 1 point each, to a maximum of 3 points.

Notes for Guidance

A member will not be awarded the Seven-Fifty Motor Shield unless s/he has directed one of the above events during the year, or served on either the club committee or one of the sub-committees.

Points for forward and return journeys are only awarded provided they are completed during the period of the nominated date or dates set down for the event.

The Frank A. Walter Trophy

This trophy was donated by Frank, who served more years on the Club Committee than any other member and competed in all types of motor sport. The trophy is awarded to the winner of the Other Cars Aggregate Competition, and although a perpetual trophy was first presented in 1965, the competition has existed since 1953.

Past Winners:

| | | | | | |
|------|-------------------|------|--------------------|------|---------------|
| 1965 | Geoff Taylor | 1978 | Laurie Allen | 1991 | Peta Logan |
| 1966 | Neil Johannesen | 1979 | Grant Campbell | 1992 | Mike Shegog |
| 1967 | Keith Morris | 1980 | Athol Lamont | 1993 | Nick Logan |
| 1968 | Keith Morris | 1981 | Athol Lamont | 1994 | Pauline Kent |
| 1969 | Dale Shaw | 1982 | Mike Morris | 1995 | Janet Clarke |
| 1970 | Dale Shaw | 1983 | Peter Weinstock | 1996 | Not Awarded |
| 1971 | Peter Mills | 1984 | Don Smith | 1997 | Ray Mitchell |
| 1972 | Robert Humphreys | 1985 | Lionel Howard Jnr. | 1998 | Len Kerwood |
| 1973 | Robert Humphreys | 1986 | Ken Innes-Irons | 1999 | Greg Caldwell |
| 1974 | Robert Humphreys | 1987 | Lionel Howard Snr. | 2000 | Greg Caldwell |
| 1975 | Brian Winsall | 1988 | Rick Perry | 2001 | Greg Caldwell |
| 1976 | Athol Lamont | 1989 | Grant Campbell | | |
| 1977 | LionelHoward Jnr. | 1990 | Graeme Logan | | |

SCORING FOR OTHER CARS AGGREGATE COMPETITION

The scoring system for this competition is the same as for the Austin 7 Aggregate Competition except that for "Austin 7" read "Other Car" and delete points for static display at Austin 7 Rally.

In addition, one point is awarded towards this trophy for payment of membership dues before 31st December.

The John Fleming Trophy

This trophy was donated by John Fleming, a colourful club identity and regular competitor in speed events for many years in various Austin 7s. The trophy was originally awarded for speed events but this was altered in 1975 to include sprint events.

Past Winners:

| | | | | | |
|------|---------------------------|------|-----------------|------|----------------|
| 1961 | Ian Wells | 1974 | Not Awarded | 1988 | John Heagney |
| 1962 | Trevor Cole | 1975 | Tony Johns | 1989 | John Heagney |
| 1963 | Nigel Tait | 1976 | Tony Johns | 1990 | Trevor Cole |
| 1964 | Dale Shaw | 1977 | Tony Johns | 1991 | Tony Johns |
| 1965 | John Whitehouse | 1978 | Not Awarded | 1992 | Ross Stewart |
| 1966 | Trevor Cole | 1979 | Max Foster | 1993 | Ross Stewart |
| 1967 | Nigel Tate | 1980 | Warren Bonning | 1994 | Trevor Cole |
| 1968 | =J.Whitehouse/ =N.Tait | 1981 | John Heagney | 1995 | Don Smith |
| 1969 | Nigel Tait | 1982 | Richard Stanley | 1996 | Graeme Clarke |
| 1970 | Neil Johannesen | 1983 | Richard Stanley | 1997 | Graeme Clarke |
| 1971 | Nigel Tait | 1984 | Richard Stanley | 1998 | Trevor Cole |
| 1972 | David Davidson | 1985 | Max Foster | 1999 | Paul Schilling |
| 1973 | Tony Johns | 1986 | Philip Wheeler | 2000 | Glen Bishop |
| | | 1987 | Trevor Cole | 2001 | Max Robinson |

SCORING FOR RACING AUSTIN 7 SPRINT AND SPEED EVENT AGGREGATE

Points will be awarded for racing Austin 7s (not including Big Sevens) as accepted by CAMS for Historic Racing.

Cars which in the opinion of the Committee do not conform with the spirit of the competition will not be awarded points.

Points will be allocated from one or more events included in a race meeting, these events to be determined by the Competition Secretary.

Three (3) points will be awarded to each driver per meeting as follows:

- (i) Two (2) for starting
- (ii) One (1) for finishing

Note that no points will be awarded to those who enter but do not start. Additional points will be awarded for placings as follows:

Scratch Races:

| | | | | | |
|--------------------------------|----|---|---|---|---|
| When more than 4 Austins enter | 10 | 8 | 6 | 4 | 2 |
| When 4 Austins enter | 10 | 8 | 6 | 4 | |
| When 3 Austins enter | 6 | 4 | 2 | | |
| When 2 Austins enter | 4 | 2 | | | |

Handicap Races & Regularity Events:

| | | | | | |
|--------------------------------|---|---|---|---|---|
| When more than 4 Austins enter | 5 | 4 | 3 | 2 | 1 |
| When 4 Austins enter | 5 | 4 | 3 | 2 | |
| When 3 Austins enter | 3 | 2 | 1 | | |
| When 2 Austins enter | 2 | 1 | | | |

When only 1 Austin enters and finishes, the driver scores finishing and starting points only.

The Doc. Grosvenor Trophy

This trophy was created by the club in 1975 in memory of Doc. Grosvenor, who was the epitome of the good clubman and a real trier in all forms of motor sport, including O.S.T.s

It is awarded to the winner of the aggregate pointscore for road-going Austins in sprints and speed events.

Past Winners.

| | | | | | |
|------|---------------|------|----------------|------|--------------|
| 1975 | G. Smith | 1984 | Alan Tyrrell | 1993 | Doug Burnip |
| 1976 | Doug Veel | 1985 | Alan Tyrrell | 1994 | Doug Burnip |
| 1977 | John Needham | 1986 | Alan Tyrrell | 1995 | Doug Burnip |
| 1978 | John Needham | 1987 | Don Smith | 1996 | Doug Burnip |
| 1979 | John Needham | 1988 | Cameron Hussey | 1997 | Doug Burnip |
| 1980 | Not Awarded | 1989 | Alan Tyrrell | 1998 | Alan Tyrrell |
| 1981 | Alan Loughron | 1990 | Alan Tyrrell | 1999 | Alan Tyrrell |
| 1982 | Alan Tyrrell | 1991 | Bob Booth | 2000 | Alan Tyrrell |
| 1983 | Alan Tyrrell | 1992 | Alan Tyrrell | 2001 | Alan Tyrrell |

Points will be awarded for road-going, registered or club permitted Austin Sevens. All road equipment must be carried with the possible exception of windscreens which have been removed for safety reasons in some instances. Points will be allocated on the same basis as for the John Fleming Trophy.

OBSERVED SECTION TRIAL AWARDS.

The 'Park Orchards'/John Pryce Trophy.

This trophy was made and donated by Dale Shaw in 1977, as perpetual trophy for the winner or winners of the annual Park Orchards Trial, the feature event in the trials calendar. This event was renamed the John Pryce Trial, in honour of its progenitor, on his passing.

Past Winners:

| | | | | | |
|------|-----------------|------|------------------|------|-------------------|
| 1951 | L.Francis | 1969 | Graeme Hoinville | 1987 | Grant Campbell |
| 1952 | Doug Veel | 1970 | Dale Shaw | 1988 | =Andrew Stritch |
| 1953 | Alan Grosvenor | 1971 | Dale Shaw | | =John Cox |
| 1954 | Doug Veel | 1972 | Graeme Hoinville | 1989 | Terry Stritch |
| 1955 | Mick Bellair | 1973 | Dale Shaw | 1990 | =Greg Cox |
| 1956 | Fred Thorne | 1974 | Dale Shaw | | =Mick Wills |
| 1957 | Giff Dorman | 1975 | Dale Shaw | 1991 | =Grant Campbell |
| 1958 | Frank Walter | 1976 | Dale Shaw | | John Martinali |
| 1959 | =F. Dorman | 1977 | Grant Campbell | 1992 | Andrew Cox |
| | =John Stevens | 1978 | Don Hunt | 1993 | Andrew Stritch |
| | =Stan Rodda | 1979 | Grant Campbell | 1994 | Andrew Cox |
| 1960 | Gavin Stringer | 1980 | =Grant Campbell | 1995 | Grant Campbell |
| 1961 | Neil Johannesen | | =John Cox | 1996 | Grant Campbell |
| 1962 | Neil Johannesen | 1981 | John Cox | 1997 | Geoff Taylor |
| 1963 | Stan Rodda | 1982 | Grant Campbell | 1998 | Nigel Newman |
| 1964 | Nigel Tait | 1983 | John Cox | 1999 | Grant Campbell |
| 1965 | Ian Wells | 1984 | =Grant Campbell | 2000 | Craig Hansen |
| 1966 | Stan Rodda | | =Peter Sortwell | 2001 | =Grant Campbell |
| 1967 | Harry Firth | 1985 | Adrian Dekker | | =Sid Hirst (N.Z.) |
| 1968 | Alan Smith | 1986 | Peter Hill | | |

The Dale Shaw Trial

To mark the loss of one of the sport's most influential and keenest constructors and drivers, this award was initiated in 1997.

Past Winners:

| | | | | | |
|------|----------------|------|----------------|------|----------------|
| 1997 | Grant Campbell | 1999 | Grant Campbell | 2001 | Grant Campbell |
| 1998 | Andrew Stritch | 2000 | Grant Campbell | | |

SCORING FOR O.S.T. DRIVERS' AGGREGATE COMPETITION.

Points are allocated as follows, for each trial:

| | |
|-----------|---------------------------------------|
| Starting | 1Point |
| Finishing | 1 Point |
| 1st | 15 Points |
| 2nd | 14 Points |
| 3rd | 13 Points, etc. down to 15th, 1 Point |

The Geoff Taylor Trophy.

This trophy, donated by Geoff Taylor, is awarded to the winner of the O.S.T. Drivers' Aggregate Competition.

Past Winners:

| | | | | | |
|------|------------------|------|----------------|------|----------------|
| 1965 | Bill Williams | 1978 | Grant Campbell | 1991 | Grant Campbell |
| 1966 | Ian Wells | 1979 | Grant Campbell | 1992 | Grant Campbell |
| 1967 | Ian Wells | 1980 | Grant Campbell | 1993 | Andrew Stritch |
| 1968 | Ian Wells | 1981 | John Cox | 1994 | Grant Campbell |
| 1969 | Dale Shaw | 1982 | Grant Campbell | 1995 | Grant Campbell |
| 1970 | Dale Shaw | 1983 | John Cox | 1996 | Grant Campbell |
| 1971 | Dale Shaw | 1984 | Grant Campbell | 1997 | Grant Campbell |
| 1972 | Graeme Hoinville | 1985 | Grant Campbell | 1998 | Grant Campbell |
| 1973 | Bill Morling | 1986 | Grant Campbell | 1999 | Grant Campbell |
| 1974 | Dale Shaw | 1987 | Grant Campbell | 2000 | Grant Campbell |
| 1975 | Grant Campbell | 1988 | Grant Campbell | 2001 | Grant Campbell |
| 1976 | Ivan Bartlett | 1989 | Grant Campbell | | |
| 1977 | Grant Campbell | 1990 | Terry Stritch | | |

The Grant Campbell Trophy

This trophy, otherwise known as The Rock, was donated by Grant Campbell as an encouragement award. It is scored as for the Drivers' Aggregate, except that any previous trial winner is excluded, and any win achieved (or is that incurred?) during the season in question also renders the winner ineligible.

Past Winners:

| | | | | | |
|------|----------------|------|------------------|------|---------------|
| 1983 | Craig Moyle | 1990 | Greg Cox | 1997 | Chris Muir |
| 1984 | Craig Moyle | 1991 | Phil Fitton | 1998 | Dale Stevens |
| 1985 | Steve Mason | 1992 | Andrew Cox | 1999 | Tim Jackson |
| 1986 | John Martinali | 1993 | Phil Fitton | 2000 | Kevin Hossack |
| 1987 | Craig Moyle | 1994 | Keith Williamson | 2001 | Graeme Moyle |
| 1988 | Brad Stritch | 1995 | Alan Peterson | | |
| 1989 | Rinie Wiersema | 1996 | Chris Muir | | |

The Excelsior Cup

The late Donald K. Thomson donated this trophy in 1978. Don was a founder of CAMS, its Secretary General until his retirement, and an avid follower and in his latter years competitor in the sport of trialling. It is awarded to the most improved O.S.T. driver.

Past Winners:

| | | | | | |
|------|-----------------|------|----------------|------|--------------|
| 1978 | Bob Booth | 1986 | George Peters | 1994 | Geoff Taylor |
| 1979 | Barry Osborne | 1987 | Kate Bartlett | 1995 | Andrew Cox |
| 1980 | Peter Sortwell | 1988 | Don Hunt | 1996 | Geoff Taylor |
| 1981 | Ken Venn | 1989 | Rinie Wiersema | 1997 | Not Awarded |
| 1982 | Alan Hall | 1990 | Nick Wills | 1998 | Not Awarded |
| 1983 | Frank Klemencic | 1991 | Eric Daffy | 1999 | Tim Jackson |
| 1984 | Terry Stritch | 1992 | Eric Daffy | 2000 | Craig Hansen |
| 1985 | Peter Hill | 1993 | Andrew Stritch | 2001 | Not Awarded |

SCORING FOR THE EXCELSIOR TROPHY

1. The Excelsior Cup shall be awarded each year to the driver in O.S.T.s who most improves his/her Average Section Score from the beginning of the season to the end. A replica shall be awarded for permanent retention by the winner.
2. Drivers eligible for the award shall be only those who:
 - (a) have competed in the previous year's competition, and
 - (b) have entered as drivers for at least 50% of the sections run during the year of the award.(See Rule 5)
3. The Average Section Score shall be found by dividing the total points scored by the number of sections in the trials entered (irrespective of the number of sections actually attempted). The A.S.S. thus ascertained at the end of a season, (save as provided in Rule 5), shall be the Final Section Average for that season, and also the Start Section Average for the next succeeding season. The difference between the two averages for any one season shall constitute the improvement or otherwise.
4. Calculations of the A.S.S. shall be taken to the nearest 3rd. place of decimals.
5. The Special Builders' Committee may, if the Start Section Average is deemed by them to be based on too few performances in the previous year, take into calculations of any particular case also the first, or the first two, trials in the following year, and the result so obtained shall be the Start Section Average for that year.
6. The one same car shall be used by any one driver throughout any one O.S.T. If a driver changes cars for any reason, only the first car used will be recognised for this award. Scores attained with any other car in that particular competition will not be used in calculations of the average. Passengers may be changed at any time without prejudice to the award.

7. The Section Average attained by any driver during the first year of his competition shall not be recognised as counting towards the award in that year, but shall, (subject to Rule 5 above), be his Start Section Average for the next following year.
8. In the event of a tie in the final figure of improvement, all drivers involved in such tie shall be deemed equal winners for that year.

Section Winners' Certificates

These are awarded to each driver who achieves a uniquely high score on any section during the trialling season. Any score from 1 to 10 is eligible providing that no other contestant equals or surpasses that score.

The John Mahnke Trophy

This trophy is for the Best and Fairest competitor for the season, and not necessarily the most successful. Points are awarded to three drivers at each trial, based upon their performance on specific sections, display of sportsmanship or individual improvement.

SCORING FOR THE JOHN MAHNKE TROPHY

| | |
|-----|----------|
| 1st | 3 Points |
| 2nd | 2 Points |
| 3rd | 1 Point |

Three judges are nominated prior to each trial by the Event Director, and may be selected from the responsible trial section pegger, any official, passenger or Austin 7 Club member present. Judges will not confer prior to awarding points.

An open tally of points is conducted and declared at the final OST Group Meeting of the year, usually the Christmas BBQ. As this event often follows the Annual Presentation Dinner, the Trophy is usually awarded on the night of declaration.

Austin 7 Club OST Formula and Supplementary Regulations

OBSERVED SECTION TRIALS

This section describes the constructional requirements for cars taking part in what are described as Observed Section Trials. These events were introduced to Australia from England in 1950 by the late John Pryce and have since been conducted regularly by the Austin 7 Club Inc. whose Competitions Committee has developed the specifications for the cars involved.

Observed Section trials are intended to be of strictly amateur status and involve the cars traversing marked sections (the number depending only on the time available) of muddy or slippery surfaces or tortuous, steep, or otherwise difficult terrain. The purpose of each competitor is to traverse the whole of each section non-stop from a standing start, without departing from the marked course or hitting any of the markers en route.

Sections, which may vary on length from 25m to 100m, are each divided into 10 parts, each marked by opposite pairs of pegs or markers. Points are awarded for the number of such pairs passed by the leading edge of a front wheel before the non-driving wheels both cease rotating. Pegs need not be at uniform intervals along the section - the distance apart determined solely by the estimated degree of difficulty; however they must always be widely enough spaced in each pair for it to be possible for cars to pass between without touching them.

The competition must not be timed, nor shall the highest speed attained be in any way a determinant of the competition: in fact, high speed is usually penalised by hitting markers, colliding with obstacles or leaving the course. The purpose is to maintain traction and maneuverability under difficult conditions.

Prior to constructing or modifying an OST Car, please check with the Austin 7 Competition Committee Representative to ensure specifications are relevant or in a state of imminent change. The OST Committee would be most happy to provide assistance with the interpretation and explanation of these specifications, or on any area of car construction.

OBSERVED SECTION TRIALS FORMULA

1. GENERAL

This formula describes the constructional requirements for cars taking part in Observed Section Trials. Supplementary Regulations for individual events may be added to or subtracted from these requirements to meet special cases, but such alterations shall be kept to an absolute minimum.

This Formula shall remain in force for the duration of the year of issue without alteration and will be reviewed annually in the final quarter of each year. Any amendments will be announced by 1st January, and the Formula as amended shall then remain in force for the ensuing 12 months.

Any car constructed to this Formula shall be deemed to comply for three years after a change has been made to this Formula, except where change has been made for reasons of safety.

2. ELIGIBLE CARS

Only cars complying with the following description will be eligible to compete:

A four stroke reciprocating engine with a maximum engine capacity of 1600cc running on commercial fuel. Turbocharging or supercharging is not permitted. Rotary engines are not permitted.

A wheelbase not less than 1900mm for cars with an engine capacity of up to 850cc and 2030mm for cars with an engine capacity between 851 and 1600cc. (Refer Figure 1).

Two wheel drive only

An operable reverse gear

An open body must be fitted with seats for at least the driver and passenger. Hard tops are not permitted.

Minimum width front 1145mm, minimum width rear 1270mm, each measured outside of tyre to outside of tyre at axle centre height. (Refer Figure 2).

3. TYPES OF CARS

Competing cars shall be devised into two types:

1. **Front Engined Cars:** The engine must be located so that the centre of the foremost spark plug orifice is not more than one fifth of the actual wheelbase to the line rear of a line connecting the centres of the front wheel hubs (Refer figure 3).
2. **Rear Engined Cars:** Free engine placement provided the cockpit is located entirely between the axle centre lines and forward of the foremost point of the engine.

4. CONSTRUCTION OF CARS

(i) **General** : All cars must be:

- (a) Of sound construction and mechanical condition, have no temporary parts, and be maintained in good condition.
- (b) Fitted with four wheels only. Duplication of wheels is not permitted. Two driving wheels only are allowed and a differential gear in full and free operation must be fitted between them. Limited slip differentials are not permitted. Steering shall be by the front wheels only, controlled by a steering wheel.
- (c) Fitted with a body of adequate strength and workmanship, providing a compartment for the driver and passenger effectively isolated from the engine by a bulkhead suitable and sufficient, in the case of fire, to inhibit the passage of flame. This compartment must be fitted with rigidly supported floor, cases or covers of solid material separating it from transmission shafts and joints, brakes, road wheels and their attachments and linkages to protect the occupants.
- (d) On both front and rear engined cars, be fitted with a cover of metal or solid non flammable material must be fitted, covering and surrounding the engine and fixed by a strap or other fastenings of adequate strength and efficiency (Refer Figure 6).
- (e) On front engined cars the bodywork, together with all external equipment, shall not overhang the rear axle centre line by more than one third of the wheelbase measured horizontally from a line connecting the centres of the rear hubs.
- (f) On rear engined cars, the bodywork shall not extend rearwards more than 75mm behind the rearmost part of the actual engine or gearbox or gear change mechanism (Refer Figure 4).

(ii) **Water Pipes:**

All water pipes passing from the front to rear of the car or vice versa, whether inside the cockpit or outside the car, must be protected from accidental contact by driver, passenger and any person outside the car.

(iii) **Seats:**

Cars must be equipped with securely attached fixed seats within the cockpit, capable of seating the driver and one adult passenger, and adequate for the purpose of retaining them within the vehicle. The rearmost portion of these seats shall not extend to the rear beyond a line connecting the centre of the rear hubs. The seat cushion (that part on which the occupant sits) shall, when uncompressed be not less than 150mm below the top edge of the body side or door, adjacent to that seat. Other seats of any kind may be fitted, but only the passenger's seat, beside the driver, shall be occupied during competition. Hand holds for each passenger's hands shall be provided within the confines of the car.

(iv) **Seat Belts:**

Seat belts must be fitted for both occupants. Seat belts must be properly mounted and are subject to scrutineers' approval.

- (v) **Brakes:**
Cars must be fitted with effective brakes on at least two wheels. Brakes must remain operative throughout the event. Independent braking systems are permitted on the driving wheels. The operating handles for the braking system must be totally within the confines of the cockpit. (The intention of the above is to prevent contact between the driver's hand and obstacles outside the vehicle).
- (vi) **Mudguards:**
Cars must be fitted at the rear with effective mudguards of solid material which must be securely attached and completely cover the tyre width and one third of the circumference of the wheel. The rear extremities must not be higher from the ground than a horizontal line passing through the centres of the wheel hubs (Refer Figure 5). Front mudguards are optional.
- (vii) **Exhaust System:**
Cars must be fitted with an exhaust system and effective mufflers, so that hot parts are protected from accidental contact (Refer Figure 7). Exhaust systems must be arranged so that exhaust gasses will exit vertically up or down. Noise emission should not exceed 92dB(A) at 3,500 rpm when measured 500mm from and at an angle of 45° to the exhaust outlet.
- (viii) **Starting Engine:**
Cars must be fitted with an effective means of starting, other than via the transmission, e.g. a starter motor or crank handle (which shall remain operable during the event).
- (ix) **Ballast:**
Cars must be free of ballast in any form.
- (x) **Towrope:**
Each car must be equipped with an adequate non-metallic towrope of at least 7m in length with a minimum diameter of 17mm. Whilst competing it shall be attached to the front of the vehicle, using a hook. A towing eye shall be provided front and rear marked in a contrasting colour and mounted no higher than the tops of the adjacent wheels.
- (xi) **Competition Number Clips:**
Each car must be fitted with an effective spring clip fixed to the roll bar so that the competition number is visible above the roll bar from the front and rear.
- (xii) **Ignition Switch:**
Each car must be fitted with an easily accessible ignition switch marked to show "Off" and "On" positions.
- (xiii) **Battery:**
Each car's battery must be securely fixed and covered to prevent spillage of the contents.
- (xiv) **Roll Bar:**
Every car must be fitted with a roll bar, the main hoop of which shall consist of mild steel tubing of circular cross section, with minimum dimensions of 44.45mm OD x 2.5mm wall thickness (1.75" x 12 gauge), with longitudinal bracing of minimum 25mm OD x 1.6 mm (1" x 16 gauge). Other material may be used provided it and its dimensions conform to a CAMS Schedule J Type 2 rollbar.
All roll bars, when viewed in rear elevation, must cover the full width of the shoulders and be at least level with the tops of the heads of both occupants when normally seated.
- (xv) **Fuel Tanks and Lines:**
Fuel vent pipe must exit to the atmosphere at a level lower than the bottom of the fuel tank. The fuel tank cap must seal the tank. All fuel lines must be securely clipped with worm drive type clamps on all joints or connections. Pressure spring clips are not acceptable.

(xvi) **Tyres and Rims:**

Cars must be fitted with pneumatic tyres on all wheels conforming to the following:

- (a) The maximum rim section shall be 5 inches.
- (b) No modification of the manufacturer's tread pattern is permitted.
- (c) Except as provided in sub-paragraph (f) below, each front and rear wheel must be fitted with one tyre only, inflated to not less than 84 kpa (12 psi).
- (d) Tyres must not be fitted with any form of non-skid attachments, studs or chains etc.
- (e) The maximum overall width of tyres when the above conditions are fulfilled shall be 165 mm unladen.
- (f) Tyres of maximum 175 section, on front engine cars as defined by this Formula, may be inflated to less than 84kpa (12 psi). Tyres may be secured to rims provided that no extra traction is provided by such devices.
- (g) The fitment of one supplementary tyre is permitted within each road tyre, provided any such supplementary tyre has a conventional road pattern tread and does not act as an aid to traction.
- (h) Tyres fitted to the driving wheels must be of standard bitumen road type tread pattern and be available locally.
- (i) Undriven wheels may be fitted with road tyres of Wintertread, Mud and Snow and similar tread patterns. Off-road tyres for cars and motor cycles and agricultural tread patterns are prohibited.
- (j) All tyres must be approved in writing by the Observed Section trials Sub-Committee and this approval should be obtained in writing before tyres are purchased. Tyres approved by the OST Sub-Committee shall remain approved for a period of three years from the date of initial approval, or of annual re-approval.

(xvii) **Signs on Cars:**

- (a) Cars may carry the name, occupation and telephone number of the driver and the name of the passenger, displayed on the sides of the car in characters no more than 100mm high.
- (b) Cars may carry a name, providing that it does not advertise a sponsor, product or service.
- (c) Cars may carry signs or stickers of a motoring nature.
- (d) Organisations or individuals wishing to offer support or sponsorship to this sport are invited to contact the OST Sub-Committee and request approval.

For further information regarding formula or events please contact any of the OST Committee.

STANDING SUPPLEMENTARY REGULATIONS - OST

1. **Announcement**

The Austin 7 Club Incorporated, hereinafter referred to as the Club, will conduct an Observed Section Trial under the International Sporting Code of the FIA Car Formula of the Club, these Standing Supplementary Regulations (SSR), and the Additional Supplementary Regulations (ASR), of the event.

2. **Vehicles Eligible**

All vehicles must comply with the current Observed Section trials Car Formula of the Club, unless the ASR otherwise provides.

3. **Entries**

All entries must be submitted on the official entry form and must be lodged with the secretary of the meeting not later than the closing date specified in the ASR. Entry fees will be listed in the ASR. The promoter reserves the right to refuse any entry without giving a reason, in accordance with NCR 69

4. **Scrutiny of Cars**

Scrutiny of cars for safety and compliance with these regulations is mandatory and will take place as specified in the ASR. Following pre-season scrutineering, a new logbook will be issued to each vehicle owner. The logbook must be presented to the scrutineer at each trial before entry can be accepted.

5. **The Course**

The course shall consist of a number of Observed Sections, separated by varying amounts of road and/or track.

Where necessary, maps and /or directions will be provided, but the onus remains on the competitors to report on time to the Observed Section start in their correct order.

Observed Sections must be traversed non-stop from a standing start and within the indicated area which shall be clearly indicated and marked by "Observed Start" and "Finish" signs and, where necessary, by direction signs, flags, tape, rope and pegs. Each competitor will have a clear run and may inspect the course on foot before attempting it.

A car shall be deemed to have "failed" if the un-driven wheels cease to revolve in a forward direction in relation to the section, or when the car is deemed to have left the section, or when any part of the car comes into contact with any flag, sign, tape, rope, stake or other course marker. A car departs from the intended course when the entire vehicle crosses the intended line joining successive flags, pegs or other markers.

Cars may not receive outside assistance whilst attempting a section unless they have already failed.

6. **Running Details**

- (a) All drivers and cars must report to the start not later than thirty minutes before the start time specified in the ASR. Points will be deducted for lateness at the rate of one point per minute to a maximum of ten points.
- (b) Each section will close when the last available competitor has completed the section and any car which has not reported ready to run at that start will be deemed to have omitted the section. A competitor may request the Director to keep a section open so that he may complete that section. Directors may grant this request if in their opinion, the competitor has good reason to make this request, and that it will not seriously interrupt the running of the event or other competitors.
- (c) Competitors will be permitted five minutes to inspect a section prior to attempting it and must be ready to proceed to the "Observed Start" in the correct running order when called to do so by the official. Contravention of this rule will result in a penalty of 5 points.

7. **Scoring**

- (a) Scoring will be as judged by the appointed officials only.
- (b) Except for the two time penalties specified in section 6, which will be judged by the Directors, all scoring shall take place at Observed Sections, and shall be points gained.
- (c) Each section shall have a score of ten points and will be divided into equal increments. Numbered pegs will be used and the score gained shall be the number of the highest numbered pegs passed before failing.
- (d) The leading edge of the foremost front wheel shall be deemed to be the point reached by the car when it fails.
- (e) To gain maximum points in each section, the whole car must pass between and beyond the finishing flags. Placing in the event will be determined on the aggregate of points scored in all sections, less any penalties as specified.

8. **Drivers and Passengers**

The minimum age for a driver shall be 16 years and passenger 14 years. All drivers and passengers must be members of the Austin 7 Club Incorporated or specifically invited CAMS affiliated clubs.

Drivers must use, throughout the event, the car in which they start. They must carry the necessary licenses, which may be inspected.

The one passenger must normally be seated whilst attempting a section. Bouncing is permitted only within the confines of the car's seating compartment (see Para 5 in the Formula). During bouncing, the weight distribution of the body must be transmitted to the seat cushion by the bouncer's posterior. Removal of seat belts and standing are forbidden.

9. **Starting**
The order of starting will be determined by ballot. The ASR will provide for alterations in the running order during the event.
10. **Deletion of Sections**
Any section or sections may be deleted from the course at the discretion of the Director, or CAMS Stewards.
11. **Officials**
The Director, Secretary and all nominated Officials shall be Judges of Fact and shall judge competitors' compliance with these regulations.
12. **Trophies**
Trophies will be awarded as specified in the ASR.
13. **Protests**
All protests must be made in accordance with the NCR part XII.
14. **Notes for Directors and Competitors**
Discretion in favour of the competitor should be exercised, when the un-driven wheels cease to revolve momentarily, or when some part of the car or driven wheels are overcoming an obstacle. However, rolling back must always be regarded as "failing". It is confirmed that the competing car "fails" when any part of the car comes into contact with (touches in any part/way) any course marker.

It is strongly recommended that an adequate number of officials be appointed, to judge this over an entire section. These officials should be briefed in the presence of the competitors, and they should be particularly instructed that a marker displaced by flung mud or by the yielding of soft ground must not be judged as being hit.

It is most important that the judge notes carefully the position of the leading front wheel at the point of failure, as cars often roll back somewhat after failing. The score must be calculated from the furthestmost point reached, not necessarily where it finally comes to rest.