

Baby Torque

April 2024



Five of six Austin 7's at Maylands on the March Run.

Baby Torque is published by
The Austin Seven Club of Western Australia (Inc)
34 Honey Road, Forrestfield, WA, 6058

Club meetings and Spares Shed
First Sunday in the month—General Meeting at 10.00 am
34 Honey Road, Forrestfield

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Austin Seven Club of WA (Inc) Concessional Licence Register

Notify Registrar Gordon McManus of any changes of ownership, change of plate and disposal of any vehicle.

Disclaimer

Responsibility for errors lie with the Contributor and the Editor. Articles do not necessarily reflect the views of the Austin Seven Club of WA (Inc) committee.

President's Report

Another terrific run

Last weekend a band of enthusiastic Austin Sevens' set off on a bright autumn morning for a jaunt around the Swan River. Clive provided a detailed run sheet (as always) and we managed to reach our first destination without incident where we shared morning tea while overlooking a beautifully maintained golf course. We then continued our journey through the Perth ending on the banks of the Swan River at Garvey Park in Ascot. The weather was fantastic, the birds in full song and the stories larger than life. What more could you want for a relaxing day out. Much appreciated Clive.



Source: Garvey Park, Ascot WA

Red Dust Revival - Perkolilli Western Australia

On Sunday night Gordon and I attended the world premiere of the Red Dust Revival with Ang and Katy Fiora. The film chronicled the history of Lake Perkolilli racing from its beginning in the early 1900's through to its revival in the 1990's, culminating in footage from the 2022 race meet. Interspersed between historical footage and excellent commentary from Graeme Cocks, was the journey of several participants from preparation through to participation. Nigel Quick produced the film as part of his Desert Collectors Television Series. Definitely worth a look.

Winter is almost with us again – Prevention is better than cure

It looks like being a savage flu season and another strain of COVID is expected to hit our shores sooner than later. With so many of our colleagues already 'under the weather' it is perhaps time to consider updating our own defences. We will be off for our 6th COVID vaccine shortly and Gordon his flu shot (I am unfortunately allergic to the transport medium). To all those who are currently unwell, we wish you a speedy recovery and good health for the season ahead.

New merch

We have sourced some new merchandise for the club including polo shirts and hand towels in a myriad of colours, all embroidered with our gold logo. I am currently investigating the cost of long sleeved shirts. You will be receiving an order form next month.

Alexandra McManus

President

General Meeting of the Austin Seven Club of Western Australia (Inc)

Sunday, 10 March 2024
34 Honey Road, Forrestfield

1. Opened at 10.00 am

Members welcomed by President Alexandra McManus

2. Attendance: David Harvey, Jim and Kaye Reid, Neil and Barbara Cavanagh, Gordon and Alexandra McManus, Clive Ball, Peter Davison, Brian Haines, Rodney Kneuss, Marion Gathercole, David Chalk

Apologies: Sheila Ball, Gloria Haines, Jennifer Chalk, Heather Harvey

3. Confirmation of Minutes of previous meeting

Motion: That the minutes of the meeting on 4 February 2024 be accepted as a true and correct record .

Moved: Barbara Cavanagh **Seconded:** Jim Reid **CARRIED**

4. Business Arising from the Minutes: Nil

5. Correspondence In:

Magazines _BA7C, Dorset A7, Devon 7, A7OC, Motoring Museum Musings, Qld Register, Yorkshire Group, Cornwall Focus, Light Shaft *Baby Torque* replies Focus, David Waller, Rick Fryer NA7C, Paul Lawrence CMC email re Swap meet date for Toodyay 25 March 2025
Email re subscription to magazine Unique Cars for discount

Correspondence Out:

Baby Torque to members and affiliated clubs
Confirmation letter to Ang and Katy Fiora re membership status

6. Reports

6.1 Treasurer's Report – Clive Ball

Motion: That the Treasurer's interim report be accepted as tabled

Moved: Clive Ball **Seconded:** Neil Cavanagh **CARRIED**

Motion: That the following accounts be passed for payment:

Sea View Printing \$85.00 and \$112.50, Postage \$120.00, A7 Melbourne \$162.10, Merchandise \$159.00 and \$66.00.

Moved: Clive Ball **Seconded:** Barbara Cavanagh **CARRIED.**

6.2 Spare Parts Report

Very slow in the movements of parts this month.

Many thanks to Charlie Mitchell for donating parts to the club. Very much appreciated. Thank you

Brake liners have been ordered from the UK. Good products at a good price.

6.3 Librarian's Report

Nothing to report this month

6.4 Editor's Report - Marion Gathercole

If a date is missing in a notice, please check “*What's on When*” in *Baby Torque*.

Another letter from the UK will be in *Baby Torque*

Our UK visitors were thrilled by the reception they received in Perth and suggested that we organise a group to attend Northern England/Scotland rallies in June/July next year. Dates and further information to be followed up. .

6.5 Events Report

Last month's run was a great run even though it was very hot day. Thank you Marion,

Details for March Run hosted by Clive Ball are in the *Baby Torque*.

We still need volunteers for July, August, September and November. Please speak to any member of the committee if you would like to do a run. Still plenty of time to seek assistance, if required, to organise the run, .

6.6 General Business

Dave Reid mentioned a Chummy for sale but has been sold to a private collector

President Alexandra has been sourcing new merchandise for the club. Items with club logo are handtowel \$15 and polo shirts \$30. Cost is very reasonable. An email will be sent out with all the details once confirmed.

6.7 Tool of the Month:

Three nominations for Tool of the Month

- Two members that turned up the week before for the meeting which had been changed due to a long weekend.
- President Alexander had forgotten the March meeting and was about to leave with her sister
- Gordon and Alexandra McManus ran out of fuel on the way to meet up with the UK visitors and had to hitch a ride to the nearest petrol station. After putting it to the vote the Tool of the Month was awarded to our President.

Tool of the Month Award



Alexander McManus.

Morning Tea Roster for April: Marion Gathercole
Raffle prizes for the raffle required

Meeting Closed 10.40 am

Date of next General Meeting: 7 April 2024



MARCH RUN

Clive Ball around the river

Six little cars and two moderns assembled at Queens Gardens, a regular central meeting spot, but this time all were facing the WACA and Gloucester Park. Club members in Austin 7's were Doug and Susanne, Baker, Clive Ball, Marion Gathercole, David Harvey, Alexandra and Gordon McManus and Kaye and Jim Reid. Barb and Neil Cavanagh, Dot and Barry Ryle were in modern cars.



Clive lead the way through the East Perth development and then across the river winding through the riverside suburbs on our way to Maylands Golf Club where we enjoyed morning tea and watching the many folk playing golf in a setting by the river looking towards the city and Optus Oval and Matagarup Bridge. What a wonderful city we live in.

Maylands is very historic with the old brickworks, quarry, garden, boat building yard and the old airport.

After morning tea we set off again but were not able to follow the river all the way, but every now and again it made an appearance. It is always interesting to travel through parts less travelled and to keep in touch with development and history of less visited areas.

As always, those we passed were delighted to see so many special little cars tootling along and especially enjoyed the odd klaxon greeting.

The trees along the way were grand and most impressive with many displaying their unique flowers. The very old trees would have some very, very interesting stories to tell.

In the newer areas, many of the verge trees were looking a little sad due to the hot weather and lack of rain that have been a feature of this year's summer.

Our tour took us through Guildford and along Great Eastern Highway past the heavy machinery sales yards (a trip down memory lane for Gordon McManus) before heading down a winding road to the tucked away Garvey Park.



The park is very close to the city, and the remnant vegetation in the park is of high conservation value. It is a quiet place by the river and was being enjoyed by families picnicking, paddlers, fisher persons, and patrons having a peaceful Sunday breakfast and lunch at the café.

As usual at our morning tea and lunch spots many tales tall and true were told and advice given and received regarding current car issues. Also a lot of general chitty chat.

Clive apologised for not having as much river to look at as he had hoped, but it was still a delightful and very interesting run.



Thank you Clive for another lovely day out and congratulations on your regulation of the weather. Ideal!

IN THE GARAGE

The need for regular servicing

In these day of modern motor cars, we have got so used to not checking oil levels and not having to grease parts or lie underneath checking things, that I thought a timely reminder may be in order for the "good health " of your Seven. The oil levels in the engine should be checked before every run as well as the radiator. Every couple of months the rear axle and gearbox levels should be checked along with greasing the various grease nipples. As many members only use their cars on the odd club run these maintenance jobs tend to get overlooked. This can prove very expensive; crown wheel and pinions are getting very hard to find secondhand, and very expensive new, if you are lucky enough to find one. Gearbox repairs and all bearings are now expensive. A complete set of axle bearings recently cost £140 plus the cost of a replacement crown wheel and pinion plus labour. So you see, half an hour checking levels and greasing up can save a lot of money and also a lot of rare spare parts.

(da7c.co.uk/technical_torque_articles)

A series of articles from the experienced Austin Seven mechanics

LINCOLNSHIRE GROUP – MARCH 2024 REPORT

A Great Qz Experience by Peter Rowlands

Arrived back from our New Zealand / Australia holiday on February 26th, and the icing on the cake for us was the last eight days in the city of Perth. For several months beforehand I had been liaising by email with Marion Gathercole the editor and committee member of the Western Australia A7 Club. The second morning of our arrival there were seven Club members and their Austin Sevens all waiting to greet us and take us all for a run around the city. Originally it was suggested that we went for a day trip and picnic, however as the temperature was in the high forties a quick spin around the city was suggested instead. Afterwards we invited everyone into our hotel for coffee and an air conditioned natter. Photos were taken and on our last day we received hard copies of their monthly magazine complete with photos of ourselves and the G/day photo that Paddy Malone had sent on the Lincs. Gp. February club night.



During our stay Marion proved to be a true Austin friend. One day she took Nick Turley and me to the West Australia Motor Museum, then lunch at her golf club meeting up with Hugh Fryer. We had previously met Hugh on our second day and he had expressed great interest in Nick's single seater. So we said goodbye to Marion and went off to Hugh's house to look at his single seater and his collection of six other Austin Sevens before he returned us back to our hotel. They were all a great bunch of people whose hospitality knew

no bounds. They also had fond memories of when Paddy & Ande Malone had previously visited.

Nick Turley

Hello from Perth in Australia, which is about as far as your chairman can get from the club in the UK. Peter Rowlands organised our holiday tour of the antipodes which has thus far been nothing short of fabulous.

This morning we were greeted by a welcoming party from the "The Austin Seven Club of Western Australia". What a welcome, seven Austin Seven cars and their owners parked outside our hotel. After saying hello we piled into the Sevens and went for a tour of Perth – great fun. We were originally scheduled to have gone for a picnic lunch, but the heat decided otherwise - it was 42 degrees (that feels very hot).

Back to the hotel, coffee, air conditioning, lots of Austin seven talk and photographs.

Out of the lovely selection of cars, there was one quite special car on a very early outing (see photo orange car on page 8) This car having been beautifully detailed and engineered by Charlie Mitchell only finished very recently carried a body made some twenty years ago by the master Bill Sheehan. The model is called “Austral”.

It was a delight to meet them all and tell them about our club.

Our Bert Hadley series was of particular interest for most of them.

It was a privilege to meet Clive Ball (*Seven Years with Samantha*) who, for me, is Austin Seven royalty.

This event was kindly organised for us by Marion Gathercole the editor of “*Baby Torque*” magazine. Marion sends her regards to our editor Roger Bugg

following his visit here some years ago which is not forgotten by the Australian club.

They have recently awarded “The Paddy Malone trophy” thus demonstrating the tentacles of our club extending out in the Austin Seven world !

From The Pre-War Austin Seven Club Magazine March 2024

Roger Bugg

“This month there are fewer than usual group and section reports. Obviously, the reason is that relatively few events have taken place. Our Chairman may be coping with the heat in Western Australia (I know what it’s like. One day was so hot I had to loosen my tie), but we are only just beginning to see signs of Spring here.”

Peter Rowlands and Nick Turley have planted the seed of an idea that Austin 7 Club of WA make up a group to attend rallies in England and Scotland June/July 2025. Dates and venues still being organised. Worth thinking about.



OUR INTERNATIONAL CONNECTIONS

The following email was received from Peter Rowlands.

Hi Peter

My magazine has arrived today and I was amazed to see that you have recently visited Perth WA. We were at Fremantle from mid January until February 6 visiting our daughter and family and travelled to Perth one fairly warm day.

I did meet up with Mark Dymond who lives less than 5 minutes away by foot from my daughter. He has just finished rebuilding a 4 seater Arrow Austin 7 which his father brought out with him, as well as a Chummy, in the 60s. I have visited him several times on previous occasions and this time he offered me the opportunity to drive it!

I will attach a picture or two.

Best wishes

Ashley



CLUB MERCHANDISE

Club t-shirts (short and long sleeved) and hand towels with club logo are currently being sourced.

Details and order forms will be available soon.

OUT AND ABOUT



Nick Turley, back in UK, ready for first outing on a track day in his recently completed race car.

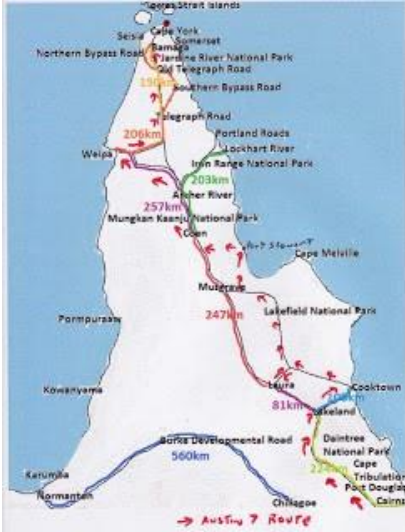


Charlie Mitchell on the Grid at Phillip Island, Victoria some years ago. He was seen recently driving his Austin Healy back from Melbourne.

FIRST TO CAPE YORK BY AUSTIN 7

Lang and Bev Kidby -

<https://next-horizon.org/expeditions/first-to-cape-york-by-austin-7/>



Sunday, May 24, 2015

Cape York by 1928 Austin 7

In late June we will be heading off to recreate the first car journey 1,000km from Cairns to Cape York (Australia's most northerly point). In 1928 Hector Macquarrie and Dick Mathews drove a tiny Austin 7 on a heroic journey through the bush and over numerous tropical rivers to be the first vehicle to reach Cape York.

We have acquired an identical 1928 Austin 7 and will attempt to take this little 87 year old car on the same route. The Cape York trip is still the great four wheel drive destination as the way is closed for 6 months of the year due to monsoonal rains and high rivers. There are gravel roads now built around the most difficult sections but we will attempt to follow the original unmade route along the old overland

telegraph line – the same horse track Hector and Dick went on in 1928.

Many four wheel drivers steer clear of this difficult track but we reckon that the groups of helpful aboriginals who helped push and actually carry the tiny car through deep creeks in 1928 might be replaced by the odd helpful Landcruiser in 2015 to assist us up the near vertical banks. Apart from adhoc pulls on the rope if required from passing 4x4's we will be going completely alone and unsupported.

Whatever the outcome it will be a lot of fun and we will keep you posted.

The Austin Seven

In 1922 Herbert Austin decided to build a tiny car to replace the motorcycle sidecar – which was all that was available within the financial range of many people in Britain at that time. The result was a vehicle that stayed in production for over 15 years and sold more than 300,000 units around the world. It was also built under licence in several countries such as the French Rosengart, the American Bantam, the German Dixi – for BMW's first motor car and the Japanese Datsun – their first "full size" car.



The car only weighs around 400kg (the Landcruisers who will be passing us weigh 7 or 8 times as much). A mighty 10 hp from a 750cc side valve engine will be speeding us along.



Friday, June 26, 2015

On the Road

After some great hospitality, we set off from John Lenne's house in Cairns (where the ute and trailer are stored) on Thursday 26th June for all points north.

The little car, now christened "Daisy" by Bev, has been cruelly loaded despite all efforts to reduce the weight. Initially the engine sounded like a machine gun but it was discovered the timing was extremely advanced. With a bit of fiddling the distributor has been modified to use both its internal

The first of many brake repairs at Mareeba.

automatic advance and the original hand lever on the steering wheel and now is purring nicely.

The very steep 15km climb up the range from Cairns to Kuranda tested the little girl with a stop halfway to replenish the radiator. On arriving at Barry Dick and his partner Linda's place at Mareeba the left rear brake was removed after it was found dragging and frozen. It is amazing how much better a car goes without the brakes half on!

A nice night at Lakeland Downs pub was followed by an early morning run into Cooktown. Some seriously steep hills were now taken 'in it's stride' by Daisy using the increased performance. Although she will go faster we find about 60kph is a nice comfortable cruising speed. Fuel consumption, once over the range has come it at 52mpg – about 15km per litre. Fuel is not going to be a big expense and the 20 litre tank should get us easily between stops.

Cooktown has been great with lots of interest and an interview by the local paper who were fully expecting us – how we do not know. As the Austin 7 in 1928 was the first car ever to drive to Cooktown their interest is keen.

Tomorrow on the Battle Camp Road and our first dirt to Laura.



On the 27th we set off from Cooktown in the rain but the weather cleared once we were over the range. We forded the Normanby River on the Battlecamp Road with no problems and then struck out on the gravel which had a few corrugations but the car handled it well.

Crossing the Normanby River

We arrived at Laura late morning and set up camp behind the pub. Daisy had her photo taken with the Austin 7 parked at the Laura Store. During the afternoon Lang worked on the brakes removing each wheel and adjusting each one in turn. Seems all brakes were seized – something we had not spotted before leaving home.

In 1928 Hector and Dick in Emily put their Austin 7 on the railway that ran from Cooktown to Laura but this fell into disuse after the gold and other local demand finished shortly thereafter. Laura's big weekend was on with Picnic Races and bull riding but all the crowd were camped well away from us at the show..

Leaving Laura on the 28th we had no oil pressure. The thin wire from a bread wrap-tie from a motorist parked at the roadhouse to clear out the oil jets soon had us on the way again.

We then headed for Lakefield National Park on relatively good roads. We arrived at our pre booked camp site at Hann Crossing on the North Kennedy River before lunch and enjoyed a very relaxing afternoon at this idyllic spot totally out of sight of any other campers on the banks of the river.

On the 29th we continued through the National Park calling into Lotusbird Lodge – a beautiful resort 28 kms out of Musgrave where Sue and Gary the owners treated us to morning tea. We stopped at Musgrave Roadhouse and topped up with fuel and as we were leaving we passed Jan and Alan Pike returning from Weipa. Alan boiled the billy and we swapped tales of our trips. They were travelling south so were able to give us some clues about the road ahead..

Now we are on the main north-south road the conditions are fairly horrendous. The corrugations really make poor Daisy do a merry dance, and there is a lot more traffic to contend with.

We have been having trouble with Daisy overheating and during the afternoon she just stopped dead and Lang found the points closed. Despite a daily dab of grease, the new points are wearing their rubbing block very quickly and will need checking regularly.



We arrived at Coen at 3pm and were able to get a room at the hotel for the night. In 1928 Hector and Dick talk about what once had been a thriving inland town dying because the high cost of labour had forced the gold mines in the neighbouring mountains to close.

(to be continued)

BEDDING IN NEW BRAKE SHOES

After relining Austin Seven brake shoes of the pre-Girling riveted type, it will often be found that the contact between lining and drum only takes place at a number of high spots on the linings. This is due to variations in lining thickness and the usual small wear and misalignments in the brake components. As a result, braking performance may initially be disappointing. If the brake cam bushes have been renewed and have no sideways slack, it is even possible for only one of the two linings in a given brake to be providing most of the braking.

Depending on whether this is the leading or trailing one, the braking effort will be different and pulling to one side will be noticed. After several thousand miles of use the linings will of course bed in nicely and good braking will be restored, but this could represent years of motoring for some A7s! Ideally, linings would be turned to the correct arc to match the drum using a large lathe, but very few firms are equipped for this nowadays.



I have used an alternative method at home, originally suggested by the vintage motorcycle fraternity. The idea is to temporarily increase the friction of the swept area of the drum by lining it with glasspaper. You will need a strip 1" or 1.25" wide by 22" long. I used a roll of Mirka Hiomant 120 Grit aluminium oxide paper which is about 20 thou thick. The strip is carefully fitted inside the drum using thin double sided sticky tape or rubber cement. There should be no overlap at the joint, but a small gap won't matter. With the appropriate corner of the car on axle stands, the drum is refitted to the brake and rotated by hand in its normal direction, whilst simultaneously applying the brake lightly by pulling down on the cable. Refitting the road wheel is optional, but gives the benefit of a flywheel effect. You will hear and feel dragging as the high spots are removed from the linings. After each few turns, remove the drum and check the appearance of the linings. I stopped at the point where about two-thirds of their area had a matt appearance.

Bear in mind that friction material is removed quite quickly, so don't go too mad - keep checking frequently! This operation generates plenty of dust, which I later removed with a vacuum cleaner. I

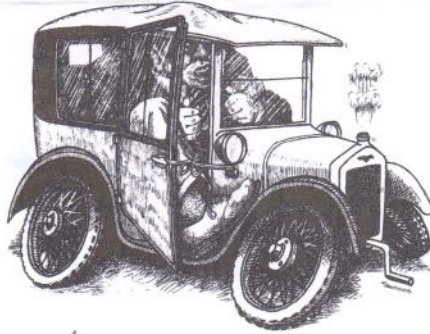


only recommend this method for asbestos free materials, for obvious reasons. To save time, one can use the same "treated" drum for all four brakes, but the perfectionist will want to use the individual drums in case they vary in diameter due to wear. The sandpaper is peeled off afterwards and any adhesive residue removed carefully with solvent. The improvement in braking is small, but with an A7 any improvement has to be worth the effort!

I Had a Baby Austin

Anon

I had a baby Austin
I found it most exhaustin'
I could get in my feet
And a part of my seat
But the rest of me had to be forced in





Spares Shed 7 APRIL 2024

Members who need spare parts old and new can ring Gordon direct on
Mobile: 0417 988 190

happy
Birthday

April Birthdays

Neil Cavanagh
Paul Egerton-Green
Marion Gathercole
Gloria Haines
Jill Merker
Clarrie Minciullo
Dot Ryle
Bryan Scrivenor
Denise Sweetman

The two most important days in your life are the day you are born and the day you find out why.



We miss all those who have not been able to join us at meetings or runs due to health issues.

You may not be seen, but definitely not forgotten

Best wishes to each of you.

Baby Torque May 2024

Closing date: 25 April 2024

Please send items to gatherm@outlook.com.au

(Please note changed email address)



APRIL RUN—21 April 2024

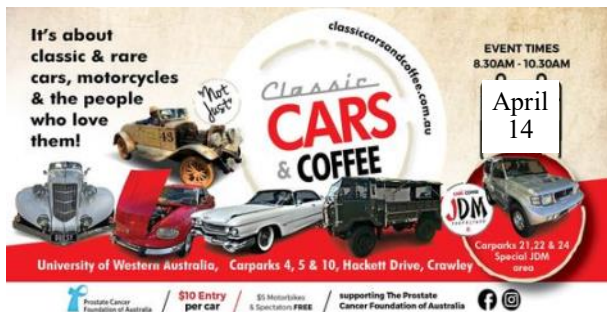
MEET 9.30 am Queens Garden,
Nelson Crescent, East Perth

START 10 o'clock

EMBARK on a little mystery tour.
(At this point I must admit it's a
mystery to me too but it shall be
done!)

PLEASE BRING your own morning tea, lunch, chair,
your sense of humour and a bagful of understanding for
those of us in the midst of moving house and building
sheds!

Lois Newsome



SUNDAY 19 MAY 2024 RUN

MEET **8.30 am for 9.30 am departure**
Dome Café
897 Albany Highway
East Victoria Park
(Cnr Westminster Street)

Come on a leisurely drive through the foothills.
We will stop at Ellis Brook, then continue back to

56 Campbell Street, East Cannington
for lunch of soup and sandwiches.

RSVP by **10 May**, for catering purposes.
18 Katy 0400 363 560



WHAT'S ON WHEN IN 2024

2024

April	7	General Meeting	
	21	Club Run	Lois and Tom Newsome
May	5	General Meeting and Spares Shed	
	19	Club Run	Katy and Ang Fiora
June	2	General Meeting and Spares Shed	
	16	Club Run	Ladies' Run
July	7	General Meeting and Spares Shed	
	21	Club Run	
August	4	General Meeting and Spares Shed	
	18	Club Run	Stanley Edge Run
September	1	Father's Day	
	8	General Meeting and Spares Shed	
	15	Club Run	
	15	Classic Car Show	
October	6	General Meeting and Spares Shed	
	19/20	Harvey Run	Hugh Fryer, Lyn and Paul Egerton-Green
November	3	General Meeting, Annual General Meeting and Spares Shed	
	17	Club Run	
December	1	General Meeting and Christmas Windup	
			Alexandra and Gordon McManus



**PUT YOUR HAND UP
TO ORGANISE A RUN!**

Concessional Licence Code 404—Department of Transport WA

Single Event/Impromptu Runs notification

Email the Secretary with details of intended run date,
description of run and licence vehicle.

Secretary's email: jedda@iinet.net.au

All Code 404 users—Impromptu Runs

Section 8 of the Concessional License Code 404 Information Booklet describes the conditions of restricted use for a vehicle licenced under the *Veteran/Vintage/Post Vintage/Invitation Class*.

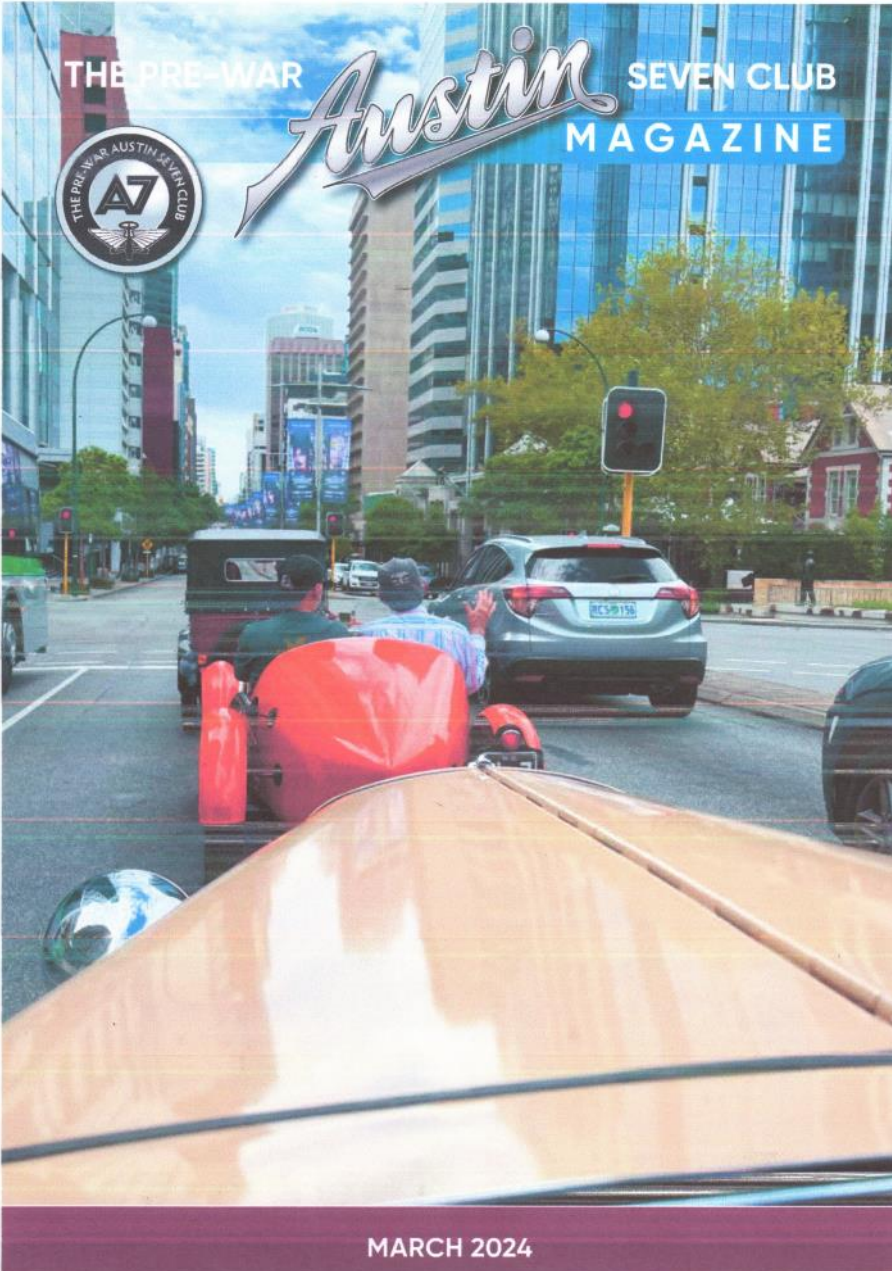
<http://www.transport.gov.wa.au>

THE PRE-WAR



Austin

SEVEN CLUB
MAGAZINE



MARCH 2024

St Georges Terrace, Perth and Austin 7's becoming internationally famous.