

Baby Torque

February 2026



A little car and a big trailer.

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

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President's Report

In January Jim and Kaye Reid hosted an extremely enjoyable and well-attended 'Meet and Greet' Breakfast event at their lovely home in Ascot. A most enjoyable way to spend a Sunday morning even if the drive there was quite cool for this time of year. I'm sure there will be more in the magazine by others. Many thanks to Jim and Kaye also all those who helped.



On the way home in heavier traffic, it was a lot warmer in the open Seven. I have reflected on how good it was to catch up with everyone and the various interesting topics of discussion.

Some of the general topics were

- Weddings – Congratulations to Tori and Tom.
- Chev's - we all admired our hosts 1924 Tourer and 1927 Truck.
- Barry's poached egg cooking technique, a small amount of water, looked and tasted fantastic.

Plus many more, some I'm not familiar with, like fashion and retail shopping!

I particularly enjoyed the many Austin Seven related topics discussed –

- factory colour schemes –
- tall drivers (Mick Fleetwood of Fleetwood Mac fame, my 6'5" son etc) –
- length of Seven ownership -
- gearbox selector ball and springs –
- semi-Girling brake adjusters –
- woven brake linings -
- dating of a Ruby –
- Australian bodied Ruby 2 seater body styles, some with Dicky seat etc –
- Ruby Tourer top of door shape, some level some sloping -
- Tyres and Tyre pressures –
- Air cleaners in relation to dust at Perkolilli –
- Many Sevens turning 100year old –
- Fuel tank capacity and luggage



Look forward to seeing you out and about in a Seven.

Hugh Fryer

President



MEET AND GREET Sunday 18 January 2026

It was a pleasure to Meet and Greet Charles and Debbie Roe visiting from Goolwa, South Australia, and welcome new member Dennis Heppell from

Tamman

Charles and Debbie's beautiful Austin 7 still lives in West Australia with their daughter and son-in-law Jennifer and Shane Austin.

Dennis has three cars and been a participant at Perkolilli. We look forward to seeing him on the road with us and/or hearing his Austin 7 story.

Four little cars and 28 people journeyed to Carbine Street, Ascot for the first club run for 2026.

Once again Kaye and Jim Reid set a high bar with their hospitality and display of memorabilia which included three restored cars and one just about there—1927 Chev truck, 1924 Chev Tourer, Ruby which we see on runs, and the little ute which is getting nearer to taking its first run.

The prediction was for a very hot day, so the tables were set up in the shed (and what a shed) together with a super duper mobile air conditioner.



Charles and Debbie Roe



Tom Newsome, David McPherson, Dennis Heppell, Charles Roe, Doug Baker, Gordon McManus, Hugh Fryer





Jim attended to the sausages, tomatoes, hash browns and bacon, Barry demonstrated the healthy way to fry eggs, Glenda again displayed her washing up skills, and in typical A7 style many people assisted in a variety of ways to make the morning flow smoothly and to take some pressure off the ever attentive hosts.

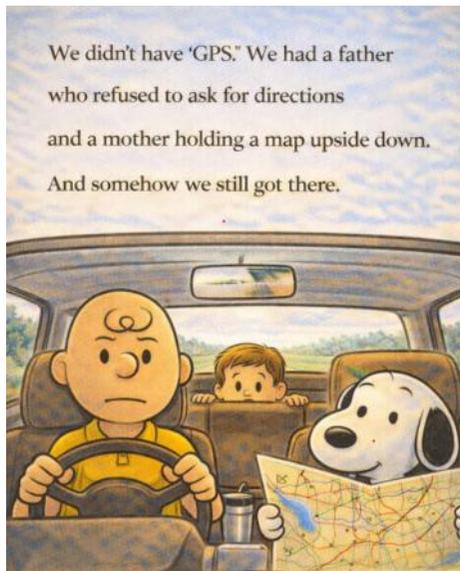
Not only was there no shortage of food (good shopping and organizing Kaye—Champion in so many ways), there definitely was no shortage of conversation and lots of meeting and greeting.

A great start to the new year, and lots of seeds sown for future runs and restorations.

President Hugh welcomed everyone to the new year of Austin 7 activities and thanked Kaye and Jim for their contribution to the start of a great year.

Attendees

Ronda and David McPherson, Tom and Lois Newsome, Jim and Kaye Reid, Barry and Dot Ryle, Di and Doug Galbraith and Di's kindergarten friend Fran, Dennis Heppell, Brian and Gloria Haines, Clive Ball, Marion Gathercole, Gordon and Alexandra McManus, Hugh Fryer and Glenda, Charles and Debbie Roe, Barb and Neil Cavanagh, Doug Baker, Rodney and Kaye Kneuss.





Brian Haines, Doug Baker, Gloria Haines

Clive Ball, Doug Baker, Alexandra McManus

Dennis Heppell, Charles Roe



Meet and Greet 2026



Neil and Barb Cavanagh



Clive Ball, Rodney and Kay Kneuss



Barry Ryle, Ronda and David McPherson, Gordon and Alexandra McManus, Barry and Dot Ryle, Lois Newsome Jim Reid, Doug Galbraith and supervisor Cleo Glenda



SHEARER STEAM WAGON/CARRIAGE BUILD

The one controlling principle for Doug Baker to undertake the task of building a replica Shearer Steam Wagon was to experience the same thrill as the population of 1898 when the first motorised vehicle manufactured in Australia moved. This replica build is a tangible testimony honouring the outstanding engineering ability of David Shearer.

The original Shearer Steam Wagon is housed in the Birdwood National Motor Car Museum in South Australia where the completed replica will also be located, and its historic value to Australia and the motoring world is incalculable.

Without the involvement of enthusiasts who over the years have been involved with the preserved vehicle we see today it would most likely have been lost.

This modern build is not an exact facsimile, but as close as possible. Over an 18 month period Doug produced approximately 150 CAD drawings and 300 photos of the original components enabling the design and construction work to be carried out as close as possible.

The two cars appear as identical but most of the intrinsic components have been manufactured embracing modern practices. An exact copy would utilize blacksmith skills which are not readily available today.

When designing the build it was necessary to consider Australian Standards and ordinance, especially when designing and building the boiler. The demands governing integrity of pressure vessels today are light years ahead of those which existed over 120 years ago.

The original took David Shearer 11 years to build.

The replica engine and boiler build commenced in 2016.

Doug together with Bruce Weir-Smith and friends Iain McDonald, David Ray, Ernie Redford and Matthew Lombard are to be congratulated on undertaking and completing this amazing project.

Further information about David Shearer and the Shearer Steam Wagon/Carriage can be found on Google.

Join the club run on 22 February 2026 to see the replica before it leaves to reside at the Motor Museum in Mannum, South Australia. See details on page 14.



KNOW YOUR MEMBERS

Marion Gathercole

How come you have an Austin 7, I am frequently asked.

It all started with a 1927 Chevrolet Capitol which my husband David bought from a farmer out the back of Collie when we were living in Bunbury.

The Chev was immediately dismantled to just a chassis and numerous plastic bags of nuts and bolts and then lovingly restored—to a point.

It was during this restoration phase that I went to Melbourne to visit my mother.

When I returned, I was informed that we were now the owners of a 1929 Austin 7.

How much did that cost? What are you going to do with it? As some women are likely to ask. The answer was that so we could go on runs with the Bunbury vintage car club whilst the Chev was being worked on.

When we moved to Newcastle, NSW the dismantled Chev and the Austin travelled with us. The Austin was much admired when David went on shopping trips.

The Chev was ready for painting when we returned to WA. As we were being relocated to the very hot Karratha, it was decided to leave the cars in Perth. The Austin was put on display in the Dardanup Museum in a railway shed, and the Chev in a shed somewhere. At the time I was not all that interested in the Chev apart from wanting to have a ride in it for my 60th birthday. (That did not happen!)

Some years later David built a huge shed in a suburban backyard 5 kms from the centre of Perth for the purpose of working on the restoration. However, very little was done and the car just sat. Unfortunately, David was stricken with the dreaded prostate cancer and left me with the Austin, retrieved from the museum and going, and an incomplete Chev.

Tito Teraci and John Bannister taught me to drive the A7. There were lots of gear teeth to be found around Daglish as a result of that exercise. At a Meet and Greet at Jim and Kaye Reid's an English A7 club visitor asked me about my Austin 7. I related the above story and he asked me what I was going to do about the Chev. A lightning bolt hit me that David would have been 70 the next year. I decided then and there I would take him for a ride for his 70th. The car was partly finished for his 70th but it was a going concern for his 72nd which we celebrated at Perry Lakes.

So, the Chevrolet is how I came to have an Austin 7.

After my initial animosity about the Austin, I am so glad that he made the purchase back in 1983,

that we left it languishing in the Dardanup Museum and did not sell it, and that we had joined the



Perry Lakes 2011

Austin Seven Club of WA.

The club has been a very important part of my life since David died 19 years ago.

A sincere thank you to all the club members I have been privileged to have met over the years and for all the technical assistance and advice received.

RUBY DOORS



Austin-Hope Body works Brisbane 1930's

The Austin Seven Ruby (1934-1939) featured several differences in its door design across its production life, primarily evolving from the early ARQ (1934-1936) to the “New” ARR Ruby (1936-1939). The most significant differences involve the structural strengthening of the doors, the door check mechanism, and the introduction of locking handles.



Jim and Kaye Reid's Australian bodied Ruby Tourer with sloping door tops.



Doug and Di Galbraith's 1937 Ruby with level door tops

Key differences

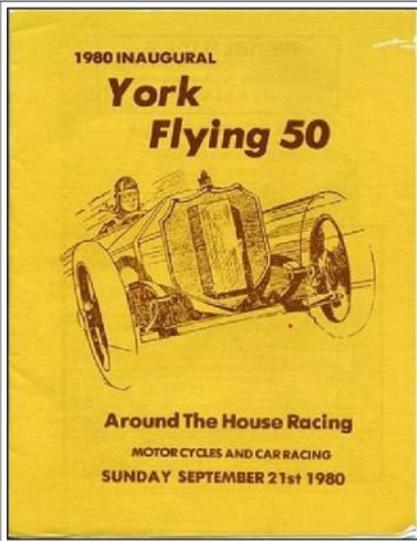
Door Structure (Mk I vs Mk II) The later ARR “New Ruby” (introduced mid 1936) featured strengthened front door pillars to address the common issue of doors dropping. While early Ruby doors were complex wooden frames, the later models saw improvement to reduce this “dropping”.

Door Check Mechanisms Original early Rubies used a 6 inch curved metal rod attached to the bottom of the door frame which passed through a hole in the sill, featuring a rubber buffer and a pressed steel cup washer.

Some later Ruby some models (like the 1937 MkII) utilized a leather check strap instead of the metal rod apparatus

Door Handles and Locking Prior to late 1934 Seven handles were generally small and non-locking. From late 1934 onwards (covering the Ruby range) cars were fitted with larger handles with escutcheons, allowing for locking mechanisms on the driver's side.

FROM THE A7 LIBRARY



York's Fabulous Flying Fifties
A photographic celebration by Graeme Cocks
(A7 B39)

“York’s Fabulous Flying Fifties

Always spectacular, sometimes chaotic, but always fun.

From 1980 to 1997, the town of York in the Avon Valley east of Perth, Western Australia was the centre of historic motor sport in Australia. The 15 York Flying Fifty around the houses events re-created the halcyon years of motor racing on the streets of towns across Australia from 1936 to the 1960’s.

The York Flying Fifties are now legendary. Big crowds flocked to York to see stunning historic racing and sports cars and motorbikes spirited and sometimes wild driving in the

setting of a charming country town. *York's Flying Fifties* is a photographic celebration of these golden years.

A participant in the last York Flying 50 in 1997 and a former curator of the York and Fremantle Motor Museums and an accomplished motoring historian, Graeme Cocks spent years collecting photographs to compile this definitive record of a wonderful era of historic motor sport in the west.” *blurb on back cover*

Austin 7 entrants 1984



Mark Diamond #35 *page 108*

Kelvin Ferris' A7 #31 *page 111*





The Northam Motorsport Festival being held on Saturday and Sunday. 25 and 26 April 2026

is a classic car event for all ages when the Vintage Sports Car Club of Western Australia and the Shire of Northam celebrate the annual running of the Northam Motorsport Festival.

The main streets of Northam will be transformed into a circuit with classic racing cars competing in regularity time trials.

The event incorporates the Hillclimb at Mount Ommanney on the Saturday and the Northam Flying 50 "round-the-houses" regularity competition on the Sunday.

In 1999 the Vintage Sports Car Club of WA began holding re-enactment racing around the streets of Northam between 1999 and 2003. The event was known as the Vintage on Avon. In 2004 the name was changed to the Flying 50 to bring it more in line with Northam's racing past. The Flying 50 has become a yearly event and is very popular with competitors, visitors and locals.

Ref: Speedwayandroadracehistory.com

Austin 7 entrants 2016



OUT AND ABOUT



No end to the fun to be had with an Austin 7.

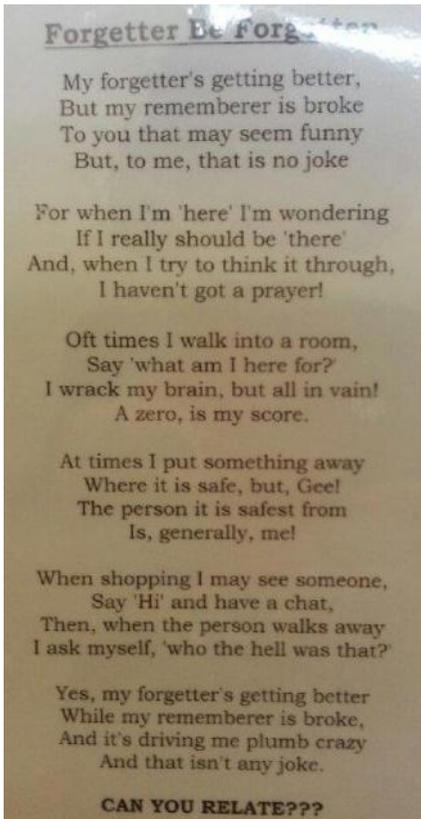


Congratulations and best wishes to Tori and Tom who recently celebrated their marriage.



Spares Shed February 2026

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



February Birthdays

Susanne Baker
Tito Teraci
Carol Wells

Editor would like to add your name to the birthday list. Please contact with details.



Please!

Baby Torque March 2026

Closing date: **20 February 2026**

Please send items to gatherm@tpg.com.au

February Run Sunday, 22 February 2026

- MEET** Centrepont Shopping Centre Car park across from Midland Station
TIME 10.00 am
BRING Refreshments to enjoy at Lilac Hill Park
Chairs
THEN visit the display of Doug Baker's Shearer Steam Wagon replica at the

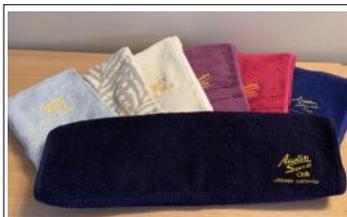
**Machinery Preservation Clubroom Midland Railway Work Shop,
Power House/ Boiler room open from 10.00 am until mid afternoon .**

The Shearer Steam Wagon is a replica of the very first car built in Australia by David Shearer in Mannum, South Australia using a differential as an intrinsic component. Most vehicle builders only drove one back wheel in those days.

This is also the day of the official opening of the new Midland Railway Station.



Shearer Steam Carriage 1899



MERCHANDISE

The monogrammed hand towels are now available and have been a roaring success. At \$13 each they are a real bargain.

Purchase at the next *meeting*
or via email Alexandra McManus.

WHAT'S ON WHEN IN 2026

2026

February	1	General Meeting and Spares Shed
	22	Club Run—Machinery Preservation Society , Midland
March	1	General Meeting and Spares Shed (Labour Day weekend)
	15	Club Run
	15	Toodyay Swap Meet
	29	Classic Car Show, Tuart Hill
April	5	Easter Sunday
	12	General Meeting and Spares Shed
	19	Club Run
May	3	General Meeting and Spares Shed
	17	Club Run—British Car Day, Gingin
June	7	General Meeting and Spares shed
	21	Club Run—Ladies Day David Chalk
July	5	General Meeting and Spares Shed
	19	Club Run
August	2	General Meeting and Spares Shed
	23	Club Run—Stanley Edge
September	6	Fathers Day
	13	General Meeting and Spares Shed
	20	Club Run
October	4	General Meeting and Spares Shed
	17/18	Harvey Run Hugh Fryer, Lyn and Paul Egerton-Green
November	1	AGM, General Meeting and Spares Shed
	15	Club Run
December	6	General Meeting Christmas Windup

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>



Meet and Greet - 18 January 2026

A bevvvy of Austin 7 beauty and
two beautifully restored Chevs.



Clive Ball (*Samantha*), Gordon and Alexandra McManus (*Pearlie*),
Marion Gathercole (*AUS007*), Hugh Fryer and Glenda (*silver car*)