

# *Baby Torque*

*January 2024*



Debbie and Charles Roe delighted to be on their first 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

## What happens to classic cars when petrol becomes a rare commodity?

Worldwide there is an increasing commitment to limit or ban the sale of new petrol driven vehicles within the next 20-30 years (in some countries even sooner). Of course, these proposed bans will not extend to second hand vehicles therefore petrol should still be available for some time to come however it does give us pause for thought. There are some very interesting posts around the world on this subject including alternative fuel sources. It may be time for us to join the conversation - seriously.



Source: Mary Evans Picture Library 2010 – Gas conversion and gas powered vehicles WW1.

## Boosting Membership of older car clubs – perceptions, definitions and reality

We know that most veteran and vintage car clubs across the globe struggle to recruit members. This has long been a talking point of conversations around the A7 Club World as we try to encourage younger people to join. One of the main issues I think we need to consider is what people perceive as an 'old car'. In Australia, cars manufactured prior to 1990 are considered 'classic cars' and recent data show that the most desirable collectible older cars are those built in the 1970's and 80's (with few exceptions). If we are to increase our membership and thus continue to keep as many of our little cars on the road as possible over time, we need to be more proactive in promoting the many benefits and joys of our little cars to newer generations.

## 2024 here we come

I for one am not sorry to see a new year upon us. The last one was not so kind to us. The New Year offers us the opportunity to start again, to rethink, to reconsider, to contemplate – at least for the first week until life gets hold of us again. I wish you all a happy, prosperous and more predictable year where we are a little kinder to ourselves and to others and the world remembers 'do unto others..'

*Keep on sevensing*

*Alexandra McManus*

President

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

Sunday, 3 December 2023  
34 Honey Road, Forrestfield

### 1. Opened at 11.30 am

Members welcomed by President Alexandra McManus

2. **Attendance:** Clive and Sheila Ball, Barry and Dot Ryle, Tom and Lois Newsome Andrew and Carol Wells, Bryan Scrivenor and Karin, Neil and Barb Cavanagh, Charles and Debbie Rowe, Jennifer, Shane and Baby Austin, David and Jennifer Chalk, Marion Gathercole, Kay and Rodney Kneuss, David and Heather Harvey, Peter and Carol Illidge, Alexandra and Gordon McManus, Jim and Kaye Reid, Tony and Camelita Green

**Apologies:** Brian and Gloria Haines Mike and Jeannette Smith, Warren and Julie Martin, Rod Withnell

### 3. Confirmation of Minutes of previous meeting

**Motion:** That the minutes of the meeting on 5 November 2023 be accepted as a true and correct record .

**Moved:** Barb Cavanagh    **Seconded:** Gordon McManus    **CARRIED**

**Motion:** That the minutes of Annual General Meeting held 5 November 2023 be accepted as a true and correct record.

**Moved:** Barry Ryle    **Seconded:** Neil Cavanagh    **CARRIED**

### 4. Business Arising from the Minutes: Nil

5. **Correspondence In: Magazines:** Austin News, Cornwall Focus, A70C London, Light Shaft, Devon A7 Dorset A7 Scottish A7

**CMC:** Flyer for Northam Swap meet

**NED:** -E-deposit summary for December NED306378

**Single Runs** Hugh Fryer rego 1CFJ861 17/11/23

**General:** Get Well cards to members and Christmas lunch reminders

*Baby Torque* replies from, A7 Focus Secretary, NA7C Phil Baildon

**Correspondence Out:** *Baby Torque* to members and affiliated clubs

### 6. Reports

#### 6.1 Treasurer's Report – Clive Ball

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

**Moved:** Clive Ball    **Seconded:** Barry Ryle    **CARRIED**

**Motion:** That the following accounts be passed for payment: Gifts and Stationery \$160.00, Sea View printing \$88.00, Office works \$61.20, A7 Spares \$973.00, Sea View Golf Club \$95.00, Refund Christmas \$50.00, Refund Club fees \$120.00, Grey Magazine UK \$260.00.

**Moved:** Clive Ball    **Seconded:** Dot Ryle    **CARRIED.**

## 6.2 Spare Parts Report – Gordon McManus

Not a lot of movement this month however we plan to do a stocktake in the next few weeks. .

## 6.3 Librarian’s Report – Alexandra McManus

The library will be reviewed over the Christmas break and an undated list of publications issues at the first meeting in February 2024

## 6.4 Editor’s Report - Marion Gathercole

This month’s story *Boy’s Own Adventure* was an extract from a book in our library. A must read.

UK Austin 7 members contacted the Editor re visiting in February. They are looking forward to meeting WA Austin 7 members and enjoying a run and seeing our city on 18 February 2024. Mark your calendar.

## 6.5 Events Coordinator – Executive Committee

Thanks to Alexandra for our Christmas get together. November’s run to Kingsway Retirement Village was great day. The next run is January Meet and Greet at Grace’s Café details in Magazine. Lois and Tom Newsome have put their hand up for the run on 21 April 2024. Thanks to all those who have volunteered to organise runs

## 6.6 General Business

Tom Newsome donated some A7 insignia port bottles from a club bottling some years ago as a special Christmas bonus.

## 6.7 Tool of the Month: .

Marion Gathercole for getting lost on her own run

**Meeting Closed 1.50 am**

**Date of next General Meeting: 4 February 2024**

**See you on 21 January 2024**

***Meet and Greet @ Gracies Café, Berkshire Road, Forrestfield***



Gordon McManus presenting the Tool of the Month to Marion Gathercole. who managed to get lost on her own run.

# DECEMBER MEETING AND CHRISTMAS LUNCH

Byford Recreation Club

An interesting trip through the back roads to Byford which used to be a horse orientated area way away. There are still horses, and sculptures recognising their contribution to the area, but Byford is now not as far away with all the development and new roads take place..

The Recreation Club tucked away from the highway is a popular social community hub and it soon became obvious why.

Plenty of parking for our seven historic cars which included Charles and Deborah Roe with their recently restored treasure on its first run. (See cover photo and article from Charles.)

The original plan was for Charles to finish the car for the marriage of daughter Jennifer to Shane Austin. The car featured in wedding photos and this time, on its first official club run, was proudly photographed with the from the owners, Baby Austin (Alice) and her Mum and Dad. The car attracted a lot of attention from the other Austin 7 owners. Certainly a day to remember for all.



Other historic cars out and about for the day were Dot and Barry Ryle with their *Buddy* suitably attired in the theme of Christmas. The Austin 7 is a great attention grabber, but more so when dressed for an occasion.

Other Austin 7's on show in the car park were Lois and Tom Newsome (after an adventurous –see story), Alexandra and Gordon McManus, Kaye and Jim Reid with Ruby, Marion Gathercole with her Chummy, Clive with Samantha.

Travellers in modern cars were Carol and Andrew Wells, Jennifer and David Chalk, Peter and Carole Illidge, Sheila Ball, Kay and Rodney Kneuss, Carmelita and Tony

Green, Barb and Neil Cavanagh, Bryan Scrivenor and Karin.

After a short General Meeting to wind up the year, chatter became the order of the day and everyone was grateful we had a private room (the Austin Sevens and other patrons!). A great venue serving delicious food was well chosen by President Alexandra, who also distributed Christmas goodies bags for everyone. Many thanks for your organising skills Alex.

Tom Newsome, who is in the middle of moving house, found a number of bottles of Port which had been bottled by club members quite a few years ago. He generously distributed them to members.

Lunch and catch up with other members at Byford was a delightful way to wind up what has been a busy and interesting Austin 7 year.

The saying is that “*Time flies when you are having fun*” and that applies to the speed of an Austin Seven calendar. Now is a time to reflect on where and when we ventured in our A7’s during 2023 and enjoy the memories.

Join us in 2024 and have fun galore..



## MAIDEN RUN (front cover picture)

Good things come to those who wait and persevere.

After some 68 years and in our possession for 30 years of that time, we have managed to do a 10 km round trip outing in our Austin 7!

We needed a confidence boosting quick, local run after some misgivings of overheating and a new radiator later. The trip to Byford Recreation Club for the Austin 7 Christmas lunch was an excellent day for a trip. The family including Baby Austin Alice, who has just turned one, attended.

I would like to thank Matt at Byford Motor Trimmers for the sterling job he did on the hood, Willis Wheels, Tito for the engine and, of course, the club for the wealth of information and spares.

*Charles Roe*



## Another adventure

Now, I'm not one to play the blame game but before I tell you this story I will just mention that I am not the person in our house who receives the *Baby Torque*. Just saying !

This is how the conversation went a few weeks ago:

"Tom, the Austin Seven Christmas dinner, are we booked in? "

"We sure are but can you pay the money?"

"No problem, I'll do it straight away. Just give me a bit of information for the calendar. What date is it on? What time does it start? Where do we go?"

"I'll cut and paste it from the magazine and send it to you."

"Fantastic. Perfect."

That might have been enough if I had really read what he sent properly. But I skimmed through, got the salient points (or so I thought) and planned accordingly.

4:45 am Rise and shine

Pack the van (trailer packed with two enormous bookcases and a music cabinet last night), shower, dress, a quick cuppa and off by 6 am.

7:50 am arrived at Thornlie house. We were pretty pleased because we decided that it was good traveling considering the load we had on board, Shuffle cars so that Egbert could be put on charge (alternator not really charging at present). Tom unloads trailer and van almost single handedly—Seriously impressive.

Pack chairs, morning tea (super delicious rum flavoured fruit mince pies, enough to share) and iced coffees tucked neatly into the back seat .

9am set off for .... Wait for it.....Hyde Park. Actually I thought it was Queens Park but Tom remembered Hyde Park. Thank goodness ! Or maybe not. Damn, damn ,damn, left my phone in Thornlie.

Arrived late and not an Austin Seven in sight! Drove right around the park and not one of those cute little cars to be seen. No problem I'll just contact Jim and Kaye.

Jim tells me here is no run!! Just meet at Byford country club at 11:15 for 11.30.

We can't really believe it. He must be wrong. But what the hec!

Turned around and drove back exactly the way we had come. Arrived at our Thornlie house to collect my phone and set off again.



Checked my text from Tom and discovered he had copied November and the Christmas runs together!!! What dills we are.

Somehow we still arrived on time after such a lovely hour and a half drive in that gorgeous little vehicle—and that's never a bad thing is it?

Once again I say, if you are looking for adventure - just follow us!

Merry Christmas

*Lois and Tom*



## FAR FLUNG ADVENTURES BY AUSTIN SEVEN

In September 1965 Clive Ball left England in 'Samantha', his 1929 RK Saloon, and arrived back home in May 1972, having eventually gone around the world. Amongst other adventures, Clive met with bandits on the Khyber Pass, a concours d'elephants in India before reaching Western Australia, where he took a three and a half year break.

Now married, Clive and his wife returned home via New Zealand. The Americas and Canada. Clive and 'Samantha' had covered 48,000 miles and visited 38 countries.

You can read about the trip in 'Seven Years with Samantha'.  
(Patrick Stephens, 1974)

(From *AUSTIN 7 CENTENARY JULY 2022 PROGRAMME*  
Page 10)

## OUT AND ABOUT



Ah, the simple life!



Sharing the joy of riding in a 1929 Austin 7 Chummy and celebrating the occasion in style at Subiaco Common.

# FEBRUARY ROUND THE RIVER RUN

## 18 February 2024

### Meeting and Greeting A7 Austineers from UK

The February run will be an opportunity to Meet and Greet Peter and Sue Rowlands, Nick and Sue Turley, and Margaret Matthews UK A7 Austineers when they are in Perth. They will arrive in Perth on The Indian Pacific from Sydney. A great opportunity to showcase our interesting range of vehicles.

Nick was the organiser of, and Peter was very involved in, the Austin 7 Centenary Celebrations in UK attended by 1200 Austins and 450 trailers.

They are looking forward to meeting WA Austin 7 members and their cars and visiting WA Motor Museum.

Peter has a 1934 Austin Light Twelve Ascot, a 1926 Chummy and a 1935 Austin Ten 2 Seater and Dicky. Nick has a 1923 Crossley. 1925 Chummy, Box Saloon, 1926 Austin 12 Clifton as well as an Arkley A7 Race car.



Arkley A7 Race car

Nick's A7 hill climb car now finished and ready for start of season in March. Supercharged and revs to 9,500 !!!



- *Extract from Austin 7 Centenary July 2022 Programme. Introduction to UK Austineers who will be joining us on run in February.*

## WELCOME TO THE AUSTIN SEVEN CENTENARY RALLY



To say Sue and I enjoy Austin Sevens is a very big understatement.

Our much loved Box Saloon—which was our only car until I was twenty—has been in our care for over fifty years and has been driven something like 250,000 miles. We have made some wonderful lifetime friendships along the way.

When we attended the 90th anniversary celebration in

Warwick in 202 I must admit that a feeling of guilt came over me. This was because it was such a great event and I had not contributed anything at all towards helping organise it. For that matter, over the preceding years we had just simply enjoyed lots of events that others organised. So when I was invited to be an officer of the Austin Seven Clubs' Association, I saw this as my opportunity to put "something back."

Organising this centenary celebration has unquestionably been an interesting challenge for the team of around seventy-five volunteers who, over the past two-and-a-half years, have given so much of their time to the venture.

I am humbled by the dedication, passion and expertise of the team members and I am proud to have worked with you all. I judge it wrong to mention individual names here but in some cases there have been huge levels of personal commitment that have gone 'above and beyond' in their contributions.

Personally, for everyone attending this event, I say the biggest possible thank you to everyone on the team. We cannot re-pay the huge efforts that you have made in creating this world-class event for us all to enjoy. At the outset we set an ambitious target of having 1,000 Austin Sevens attending but we didn't know if it was achievable. The fact that we have more than 1,000 Austin Sevens here this week is almost as unbelievable as it is wonderful. We extend the warmest of welcomes to everyone but especially to those who have joined us from countries outside the UK. I hope you have a wonderful time here at the 100th anniversary of Sir Herbert Austin's "baby" and that you will take home many unforgettable and happy memories of this once-in-a-lifetime celebration.

Enjoy

**Nick Turley**

Chairman—Austin Seven Club's Association



Nick Turley and Peter Rowlands  
at Centenary Celebrations

# Left is right and right is wrong!

Do you know why we drive on the left?

No? Well read on ...

In the Middle Ages you never knew who you were going to meet when travelling. Most people are right-handed, so if a stranger passed by on the right of you, your right hand would be free to use your sword if required. Medieval castle staircases spiral in a clockwise direction going upwards, so the defending soldiers would be able to stab down around the twist but those attacking (going up the stairs) would not.



But the 'keep to the left' rule actually goes back even further in time. Archaeologists have discovered evidence suggesting that the Romans drove carts and wagons on the left and it is known that Roman soldiers always marched on the left.

This 'rule of the road' was officially sanctioned in 1300 AD when Pope Boniface VIII declared that all pilgrims travelling to Rome should keep to the left. In the late 1700s, however, teamsters in France and the United States began hauling farm products in big wagons pulled by several pairs of horses. These wagons had no

driver's seat; instead the driver sat on the left rear horse, so he could keep his right arm free to lash the team. Since he was sitting on the left, he naturally wanted everybody to pass on the left so he could look down and make sure he kept clear of the oncoming wagon's wheels. Therefore he kept to the right side of the road.

In France a decree of 1792 ordered traffic to keep to the "common" right and Napoleon later enforced the rule in all French territories. Traffic congestion in 18th century London led to a law being passed to make all traffic on London Bridge keep to the left in order to reduce collisions. This rule was incorporated into the Highway Act of 1835 and was adopted throughout the British Empire. In Europe, the remaining left-driving countries switched one by one to driving on the right: Italy in the 1890s and Portugal in the 1920s. There was a movement in the 20<sup>th</sup> century towards the harmonisation of road laws in Europe and a gradual shift began from driving on the left to the right.



The last Europeans to change from left to right were the Swedes who bravely made the change overnight September 3<sup>rd</sup> 1967. At 4.50am all traffic in Sweden stopped for ten minutes before restarting, this time driving on the right. It was called H Day with the 'H' standing for 'Högertrafik', the Swedish word for 'right-hand traffic'.

Today, only 35% of countries drive on the left. These include India, Indonesia, Ireland, Malta, Cyprus, Japan, New Zealand and Australia. Most of these countries are islands but where land borders require a change from left to right, this is usually accomplished using traffic lights, cross-over bridges, one-way systems or similar.

Reprinted with thanks to Rick Fryer, Editor NASC *Norfolk Natter* July 2023

## A 'BOY'S OWN' ADVENTURE Part 2

*The following extract is from "Telegraph Tourists Crossing Australia with "Vauxie" and "Baby" in 1929" Frank Wright and Penryn Goldman  
(Available from our library.)*

Diary of Penryn Goldman

### **Bungaree to camp on EW Railway (pages 45-6)**

"Before leaving, the kind wife of the boss gave me a dozen eggs. It was a puzzle how to stow them in safety, and I had visions of wallowing in their liquid interiors which might, at any moment, decide to leave their guardian shells and explore the bottom of the car.

There were few farewells since the men folk had gone to work, and for this I was grateful. The boss in his characteristic way, just shouted, "Cheerio!" from a distance, and that was the last I ever saw of him or his. At Yacka, a twenty-five miles (40 kilometres) out, I had a rendezvous with the Shell Petrol man who had already given much valuable and practical help. We drank many rounds to the success of Baby, and had it not been for the width of the sheep-trekking road, in some sections two to three hundred yards (180-270 metres) wide both Baby and I might have suffered total eclipse!

At last Australia lay ahead, and two thousand miles (more than 3000 kilometres) to go. For about a hundred miles (160 kilometres) the country was pretty and green, but this all disappeared as we entered a pass (Horrocks Pass) and dropped into the plains below. On one side of the pass everything had looked green and prosperous, but on the other, down in the plains, was nothing but mile upon mile of yellowness and endless sand. The change was astonishing.

At five in the evening I reached Port Augusta, which is situated at the head of Spencer's Gulf, and which is the junction for the famous East-West Railway which runs across the Nullabor Plains to Perth, on the far side of Australia. Apart from this distinction, and in spite of the prominence on the map, Port Augusta is not a cheery spot. Whenever a gust of wind blows you get a mouthful of sand and a stinging face. Down south, people said that they drank a lot here, no doubt on account of their bleary eyes. I think they have been sadly wronged.

In Port August just before sunset, crossing the bridge which spans the gulf, the only bridge I was to cross between the two great gulfs of Spencer in the south and Carpentaria in the north. As I passed the last houses I felt that literally I was setting out into the blue, for in front of me lay, as far as the eye could reach, a bleak, yellow, sandy territory covered with low scrubby bush—the Mulga scrub—without a sign of habitation, and with just the trail winding monotonously in and out between the many sand-dunes.

It was awe-inspiring to meet the bush for the first time. As the sun went down a deathly silence set in, and such peacefulness came, on which might for all the world have been a forgotten country, that the sound of Baby's engine seemed echoed about and returned to my ears so intensified in volume as to reverberate like the roaring of lions. This silence reminded me of a church where one always tries to move as

quietly as possible. Here it was the same and I drove Baby as softly as I could. Yet I was glad to have the throb of her engine near at hand to reassure me and to keep me company, for that great desolate silence, when you meet it first, is overwhelming in intensity.

From Port August there are two ways of making north. One is to go due north, on the track which follows the railway to Oodnadatta; the other is to continue west, beside the East-West line for two hundred miles (320 kilometres) or so, and then strike north. I was advised to take the latter track since I was told it was not as sandy as the former.

After driving about two hours in the dark, I came upon the railway. Here I noticed another track which, branching off from the indication I was following, continued beside the line. Although both were no more than wheel tracks in the sand, the one beside the line appeared the better of the two and I decided to take it. But it worsened, and soon Baby was plodding along in bottom gear. I pushed on in the hope that, if I were on the wrong track, the right one would soon cross the line. Above all I did not want to return over that shocking way. During the next hour I had to dig Baby out of the sand with a spade four times, and then abruptly the track ended altogether. By the map of the line I saw that I was not far from a siding, so I decided to try to make it there for the night. I failed, for suddenly, without warning, we plunged into an extra soft sand-drift. This time Baby was buried, and, seeing that I would take an hour at least to dig her out, I made up my mind to camp where I was. Pulling out my diary I made the entry against my first day out:

*“I am finding it hard to write today’s doings for, as I sit here under Baby’s spot-light, I find myself repeatedly asking the same question, ‘Where am I?’ And that is the trouble, for here I am, sitting beside Baby, who is buried to her axles in sand, where I don’t know, having, at the end of my first day lost the track which is supposed to lead me up into the far north. A jolly situation! It doesn’t look as though many of these newspapers (I had brought several with me) will be distributed.”*



Baby in action showing usage of sand mats.

#### ANOTHER ADVENTURE:

On the last page of his book, John Coleman relates taking part in an American TV show called *To Tell the Truth*. I found a video of the episode on YouTube at

<https://www.youtube.com/watch?v=TwlhBWmf9ME>

(a bit like *Would I Lie to You?*). Amazing that it has survived! *Clive Ball*

## Wheel Spraying Made Easier

This quick tip came from Geoff Greinig and appeared in *CA7C Seven Focus in Feb 2007 p22*.



Members might be interested in a simple jig I've recently made for spraying Austin Seven wheels. It consists of a discarded inner wheel hub, which has the three mounting studs still in place, together with the large ball bearing.



Through this bearing is pushed (tight fit) a 1¼" dia tube, rod or even a piece of wooden dowel (I've used an old post '35 engine oil filter tube with the end removed) so that the assembly can be held in one end of a Workmate or similar vice. Four 5/16" flat washers are first put on each stud as spacers, then the wheel can be secured in the normal way.



When spraying with an aerosol a vast improvement in the finish is obtained by pre-warming the wheel using a hot air gun.

The paint dries quicker and there is less risk of runs and prevents blooming if any dampness is in the air. Ideally a nice warm, calm day is preferable as this is definitely an outside job.



After spraying, a quick going over with the heat gun – keep it moving – will dry off the cellulose.

Using this method all areas of the wheel are easily painted.

# FOR SALE.

ALL AUSTIN SEVEN ITEMS.

Windscreen, for saloon, grey primer condition.

Windscreen, [Chummy] repaired, glazed and painted black c/w pillars.

Petrol tank, [Chummy] repaired and painted black.

Wheels 19", [four] painted black fitted with new Avon tyres.

Axle, front, reconditioned with new King pins etc, painted black.

Seats, [Chummy] a reproduction pair, grey primer.

Instrument set ie, PA speedo, switch panel, oil button and patent plate. Will separate if required.

Steering column, reconditioned.

Steering wheel, in fine condition.

Engine, 1930 c/w new crankshaft, dismantled.

**Wayne Styles - Mobile: 0417 532 412.**



## FOR SALE

Austin 7 - running and registered.

Owner Mark Bennett was a member of Donnybrook Classic Auto Club for many years.

Price is \$15k but negotiable.

Contact Richard on mobile 0408 486 413.  
or [TimBennett4@gmail.com](mailto:TimBennett4@gmail.com)





## NO Spares Shed January 2024

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

dont be afraid to get  
old,....



## January Birthday Wishes

David Harvey  
Barry Ryle  
Julia Shugg

Age is not important unless you are a cheese. *Helen Hayes* .



Our concern continues for those dealing with severe health problems and we send our best wishes for 2024. Those who are travelling well at present, keep it that way. Join us when you can for some lighthearted banter on a run or at a meeting.

*Baby Torque* FEBRUARY 2024

Closing date: 25 January 2023

Please send items to [gatherm@outlook.com.au](mailto:gatherm@outlook.com.au)

*(Please note change to email address)*



## MEET AND GREET

21 January 2024

@

8.30 am Gracies Café,  
Berkshire Road, Forrestfield

RSVP by 15 January 2024  
so that we can secure enough chairs.

## SWAP MEET

Presented by the

**Avon Valley Vintage Vehicle Association of WA Inc**

Supported by the Shire of Northam

**Sunday, 18 February 2024**



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

# WHAT'S ON WHEN IN 2024

## 2024

January	21	No General Meeting or Spares Shed Meet and Greet—Gracies Café, Berkshire Road, Forrestfield
February	4	General Meeting
	18	Club Run                    Around the River and environs Visitors from UK
	18	Avon Valley Swap Meet
March	3	General Meeting
	17	Club Run
April	7	General Meeting
	21	Club Run                    Lois and Tom Newsome
May	5	General Meeting and Spares Shed
	19	Club Run
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
October	6	General Meeting and Spares Shed Harvey Run                    Hugh Fryer, Lyn and Paul Egerton-Green
November		General Meeting, Annual General Meeting and Spares Shed Club Run
December		General Meeting and 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@inet.net.au](mailto:jedda@inet.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>



## Christmas 2023 Byford

- Gordon McManus
- Lois and Tom Newsome, Carol and Andrew Wells, Peter Illedge, Karin and Bryan Scrivenor, Neil Cavanagh
- Clive and Sheila Ball, Barry and Dot Ryle
- Rodney Kneuss, Heather and David Harvey
- Jim and Kaye Reid
- Heather Harvey, Kay Kneuss, David Harvey, Tony Green, Barb Cavanagh, Carmelita Green

