

# *Baby Torque*

*October 2025*



A selection of Austin Sevens at Shelley Foreshore.

*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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CONCESSION REGISTRAR	Gordon McManus	0417 988 190
CMC DELEGATE	Gordon McManus	0417 988 190
LIBRARIAN	Alexandra McManus	0417 986 171



### 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

*Reminder* – Nominations are open for Executive Positions.

Our Annual General Meeting will be held on 2 November 2025. All Executive positions will be deemed vacant at that time. Nomination forms have been forwarded to all members. While some of the current office bearers are considering nominating again, the President and Secretary will not be renominating for their positions. I would like to encourage everyone to nominate to support the club.



**Lunch at the David and Heather Harvey's home** was a gourmet's delight

Last Sunday we met on the banks of the Swan River at Shelley Sailing Club, in the glorious sunshine, for morning tea. What a wonderful way to while away a morning. We then followed David along the foreshore, highways and byways to be greeted by Heather at their home in Winthrop. As usual, Heather prepared a sumptuous feast for lunch inspired by their Jamaican backgrounds, right down to home-made ice-cream. Delicious.



Shelley foreshore



Shelley Sailing Club

As an artist of some repute, it was a real treat to see the many examples of Heather's work on display. Amazingly, Heather presented each of the ladies with one of her paintings of wildflowers. It was so difficult to choose as all of the paintings were beautiful. We are certainly spoilt for choice in WA. Everyone had a fabulous time and we all left feeling more than repleted (I can't imagine anyone had dinner that evening). A huge thank you to the Harvey's, particularly Heather for her brilliant cooking and unique gift.

## On the road again ....

The A7 National Rally is only a few weeks away. Mark and Sam Dymond, Gordon and I will be driving across the Nullarbor to attend the week-long event. We leave on 15 October and return on the 28 October. It will take four days to drive across with overnight stays in



Norseman, Eucla, and Wudinna before arriving in Murray Bridge on the afternoon of the 18<sup>th</sup>. It was so easy to plan the route as I had Robyn Coleman's previous examples to follow.

As per the last few trips, I will try to post something different to previous trips on our Facebook each day but no promises. [www.facebook.com/AustinSevenWA/](http://www.facebook.com/AustinSevenWA/)



*Keep on sevening*  
*Alexandra McManus*  
President

Nullabor—treeless Plain



Sunrise in Eucla April 2022



Windmill on the Nullarbor  
September 2024

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

**Sunday, 14 September 2025**  
**34 Honey Road, Forrestfield**

### 1. **Opened at 10.00 am**

Welcome by President Alexandra McManus,

### 2. **Attendance:** .Jim and Kaye Reid, Gordon and Alexandra McManus, Brian Haines, David and Heather Harvey, Charlie Mitchell, Marion Gathercole, Rodney Kneuss, David and Ronda McPherson, Peter Collings

**Apologies:** Rod Withnell, Gloria Haines, Neil and Barbara Cavanagh, Kaye Kneuss, Ian and Jill Merker, Jennifer and David Chalk, Clive Ball

### 3. **Confirmation of Minutes of previous meeting**

**Motion:** That the minutes of the meeting on 3 August 2025 be accepted as a true and correct record..

**Moved:** Jim Reid    **Seconded:** Gordon McManus    **CARRIED**

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

### 5. **Correspondence In:**

**Magazines:** A7 Qld Register, Austin Seven Newsletter 4 July and August, DA7C August and September, Meshing Point August, Austinette No 175, Devon Sevens September, Focus August, Light Shaft July August September, BA7C September,

Baby Torque Replies, BA7C, Na7C,

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

Email re September run: Emails to committee

**General Correspondence:** Clive Ball re approval for payment of club insurance; Ian and Helen Kendal re apologies for AGM as will be overseas, as well as thank for ongoing efforts much appreciated; Yellow pages; Historic Winton 2026; Raymond Seeker 2026 events; Email from PWA7C re car for sale (UK) forwarded to the Austin club.

**Single Event run** Ian Merker in his Morgan—test run.

### 6. **Reports.**

#### 6.1 **Treasurer's Report—Kaye Reid (in Clive Ball's absence)**

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

**Moved:** Kaye Reid    **Seconded:** David Harvey    **CARRIED**

**Motion:** .That the following accounts be passed for payment.

Postage stamps for Baby Torque \$180.00

: **Moved:** Kaye Reid    **Seconded:** Brian Haines    **CARRIED**

#### 6.2 **Spare Parts Report—Gordon McManus**

Another slow month with only a few orders new members. An order placed with A7Vic which should arrive soon..

#### 6.3 **Librarian's Report—Alexandra McManus**

A mystery folder from the library was presented to members to 'whet their appetite' for some of our informative publications.

## 6.4 Editor's Report—Marion Gathercole

Expressions of interest requested from members who would be willing to be involved in the preparation of *Baby Torque*. This is to ensure that there is a transition plan in place, plus fresh ideas ongoing. Thank you for pictures and stories received and in anticipation of those to come.

## 6.5 Events Report

- August run by Tori and Tom was a lovey day. Many thanks. Tori ( Tom was MIA as he was building a trailer for Perkollilli)
- September run is being organised by David and Heather Harvey. Please call Heather for numbers and dietary requirements.
- October is the Annual Harvey run. Contact Hugh Fryer for your RSVP and payment. Details in the magazine.
- November run is being organised by the committee.
- December Christmas Run will be at the Merkers in Mt Lawley.
- January Meet and Greet.
- Members are encouraged to “have a go” at organising a run for next year. Get in early for your month of choice

## 7.0 General Business

- Marion has advised that the accounts for *Baby Torque* printing will be available when office personnel return from holiday.
- Postage for Baby Torque is currently \$3.40 per envelope with further 15c x2 increase in July 2026. This needs to be considered when setting fees at AGM.
- Members wished everyone venturing to Perkollilli to have a great time and to stay safe.



Hugh Fryer nominated Godon McManus for this honourable award. Gordon explained that at the time trails at Collie recently, he spun out, due to the wet weather and Hugh, who was following, captured the event on the GoPro on his car. Hugh stated it was the funniest thing he had seen, but in the end there is no photographic evidence as his GoPro focused on the rain on his own windscreen rather than on Gordon's car. Nonetheless, there were plenty of witnesses to corroborate.

**Morning Tea Roster:** Marion Gathercole

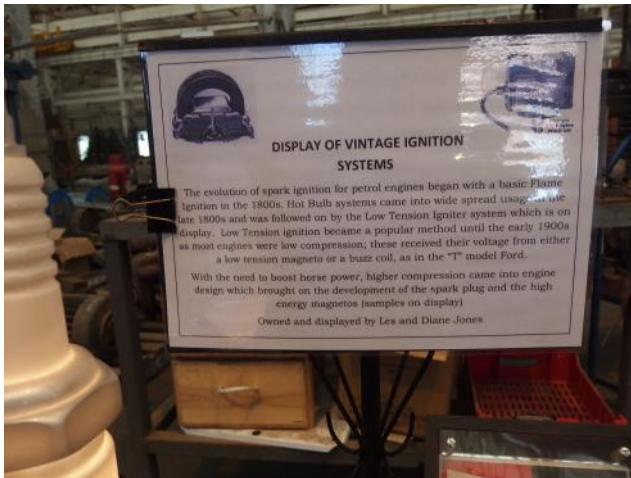
**Raffle:** Prize donations more prizes needed, please..

**Meeting Closed:** 10.25 am

**Date of next General Meeting:** 5 October 2025



# IGNITION SYSTEMS



“The ignition system of Austin cars is by magneto in the case of the Twelve, and by coil in the case of the Seven , Sixteen and Twenty models.

## **Magneto Ignition**

- 1 So long as the magneto is doing its job properly, “let well along” except for an occasional inspection.
- 2 The two things to guard against so far as the magneto is concerned are damp and dirt.

## **Coil**

- 1 There is very little for the operator to do with coil ignition; be thankful for simplicity and don’t try to invent “things to do” with your coil.“

*From The Austin Handbook and Diary for 1931 pp 35 and 37 (A7 library)*

## SEPTEMBER RUN from SHELLEY FORESHORE 21 September 2025

Clear skies, casual setting, convivial conversation amongst members was the start of a beautiful and enjoyable Austin Seven outing organized by David and Heather Harvey.

The conversation weaved between historic cars and their care, the interesting history of this section of the Canning River at Prisoners Point with convict poles, and everything in between.

The conversations which freely flowed about Austin Sevens, their foibles, delights and challenges are always a delight. How the “blokes” know so much is a wonder to this little old lady who drives an Austin Seven and is always delighted when it just “goes”. Thankfully she has been able to be at the receiving end of, and very grateful for, the sharing of this knowledge and its impact on the maintenance of her little car..

Is this knowledge being passed on, and are there enough young people becoming interesting in the wonders and simplicity of the historic cars?

After enjoying morning tea and a explore of Prisoners Point, the group headed off on a leisurely drive along the river to Leach Highway. David Harvey (Chummy) lead the way and was followed by Gordon and Alexandra McManus (Gordon England), Mark and Sam Dymond (Arrow), Jim and Kaye Reid (Ruby) and a selection of moderns driven by Marion Gathercole, Doug Galbraith, Brian and Gloria Haines, Brian and Karin Scrivenor.

The short drive along the highway was an opportunity for many Sunday drivers to enjoy the cavalcade of historic cars before they turned off at Winthrop.

Heather Harvey, who had been busy preparing the most sumptuous of Sunday lunches, and David welcomed us to their home and an outdoor setting in which to enjoy the delightful Spring day

Heather also offered each of the ladies an opportunity to choose one of her fabulous painting to take home. What a treat. When she is not cooking Heather loves to be painting.





Below are comments on the day from the participants.

Great. I'm full

Lovely weather, great company, splendid lunch. Thank you to Heather for the beautiful painting.

Shelley, lovely spot. Thanks for the amazing spread!!

Lovely day out. Food was amazing.

Beautiful run, amazing food.

Lovely hospitality. Many thanks to the chef.

Great to catch up with club members. Good weather. Fantastic lunch.

Thanks to Heather and David. Many thanks.

Thanks for coming.

Glorious wildflowers along the route. Wonderful day.

Gloria was just over 7 stone when we arrived. She was 2 pounds heavier when we left. Thank you David and Heather, in particular, for a top restaurant meal.

The weather was beautiful and the scenery great by the river. Love David and Heather's garden.



Kitchenhands Kaye Reid and Alexandra McManus with Hostess Heather Havey and the sumptuous spread featuring a number of tasty Jamaican dishes.



Thank you Heather and David for a organizing such a delightful day out.



## 84 (now 97) YEARS AGO. continued

*(Reprinted from the 1979A and B issues of the A7CA magazine which acknowledged permission from the Austin 7 Club of South Australia Inc.)*

**3rd Day.** Thursday. Got up early and while dad packed our things and strapped things on car, I overhauled the car. We got 1½ gallon petrol. We only had 2 gallons. We were told at Port Augusta that we could get petrol at Yardea but they could only let us have 1½ gallon. Wirrulla is 70 miles from Yardea so we just had enough petrol (5/- a gallon). We left Yardea at 9 o'clock headed for Wirrulla. This run was supposed to be all sand, about 70 miles, but it is not, there is only about 30 miles of it and its thick in some parts too. We pushed on, doing all right till we came across a small hill and very sandy; it looked almost impossible to tackle, we did and stopped half way up. Dad got out, I reversed her down the hill again on to the hard ground and raced her in bottom gear. One side of the car would track alright, the other side wheels were in loose sand still we managed to clear the hill all right. We were about half way between Yardea and Wirrulla. It was scrubby country, something like you see after you leave Willunga going to Victor Harbor but the road was bad. I don't know how many snakes we saw and lizards, those blue tongues. After going strongly all morning, the day was beautiful, the wind had died down, the sand still thick, we spotted Wirrulla, we had wash here in hotel and a nice hot dinner. The wash was great. The country had improved, they had had better rainfall and the crops were not too bad. It was hot, 103th e Saturday before. We filled up with petrol here after dinner and headed for Ceduna about 62 miles distant. The road was good here and we made good time between these towns, left Wirrulla at 2.30 got to Ceduna at 5 o'clock. The weather was great but hot.

The roads had improved, of course we were on a main road again. We sent wires home from here. We put night in at Ceduna Hotel, hot tea and breakfast. Ceduna is a nice place; it's right on the water, a nice jetty, fishing mad here, it's in Murat Bay. It is a fair size town, typical West Coast town.

**4th Day.** Friday. We broke 4 spokes on our run through sand yesterday and had to replace them. This took time. We left Ceduna and headed for Penong. The roads were fair, not sandy, through scrub all way. There were a lot of gates to open on this run. There is a £50 fine for anyone who leaves the gate open. Dingoes get through and do a terrible lot of damage. They say a dingo can do £100 worth of damage to a station in one night and they give two pounds for a scalp of one but they are hard to catch or shoot. Anyway we got to Penong, it's 45 miles from Ceduna and took 2 ¼ hours. Had hot dinner in Hotel, very nice too, were both hungry. We were both well, father had recovered, the weather was unbeatable, looked like continual fine weather and the car was running great. From Adelaide to here (Penong) the stages were easy - what I mean is the furthest stretch we did without seeing anyone, or houses was from Port Augusta to Corona, but this is 275 miles from Penong to Eucla. We never went on to Fowlers Bay that shows in the map, we left the main road and went inland and joined the main road about 50 miles further on, saving about 40 miles this way, going straight across. We prepared here for the hop off to Eucla, bought food, any amount, petrol, full load, water, oil etc. We took any amount of food etc because you never know what might happen. Anyway we left Penong for Eucla and found the roads dry and dusty. It wasn't bad country, not sandy, just ordinary dirt. Anyway we travelled for about 50 miles from Penong in three hours, talk about wild. This was

our first experience with blacks. We came across a place, shearing sheds they were, where shearers came every year and sheared, of course they weren't there, so father suggested to camp against one of the iron sheds, although it wasn't cold but to make the tent easier, so we made camp and had tea. It was a beautiful night. Lovely moon, along came some blacks, gins, old men, kids, girls all sorts. Their camp was just over the hill, by jove talk about wild, lot wilder than those I saw along the train line. They never wanted anything just nosing around. After a while we could hear them singing and laughing. My word it was weird and interesting, cripes I would have liked you to see them and hear them talk, it was great. This was our first camp out and first night with blacks which I might say was strange. We were soon asleep and the night soon went.

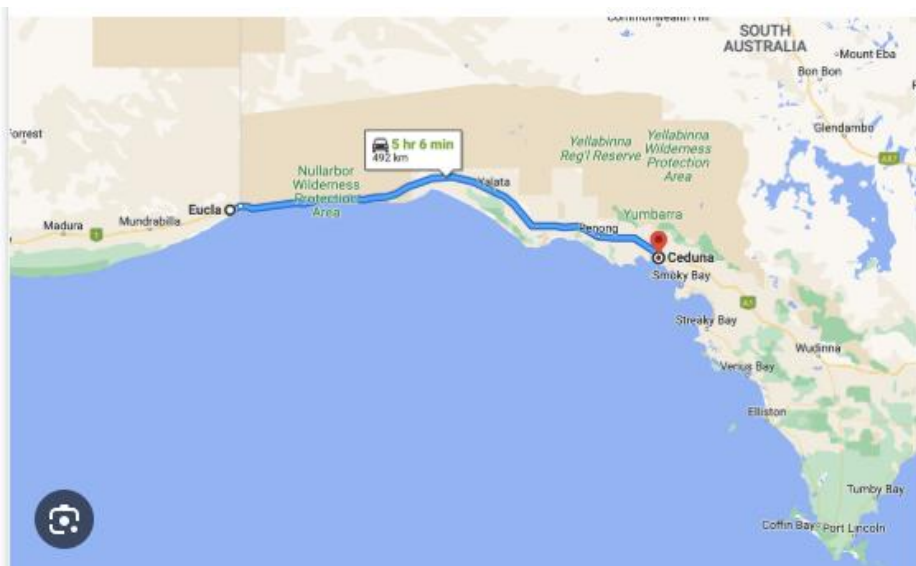
**5th Day.** Saturday. We both got up at 4 o'clock and had breakfast. We intended to get to Eucla that night which was 225 miles distant. We left camp and said goodbye to the blacks. We knew by our guide and map that we have heavy sand to go through. We did about 10 miles, then into the sand we go, it was flat country, covered now and then with thick scrub, otherwise just trees. Well do you know, we had 60 miles of heavy sand in front of us, white sand, and not an inch of the way did the little beauty budge. She went through with all her load, petrol, water and all, slowly but truly. Blacks were numerous. The weather was gorgeous, not windy, in fact the weather conditions were perfect. It was now 11 o'clock. We had travelled for 4½ hours, covered about 75 miles. We were still in the sand, looked like as if we were never going to get out of it, when we came across a joker riding a push bike. He had left Fowler's Bay about 6 weeks ago, heading for Perth, poor devil, he couldn't ride through the sand so he had to walk. He would get to Perth at the rate he was going at 6 months hence. We stopped and had a chat with him and took a snap of him. We passed several cars going to Adelaide from Perth, it's nice when you see some white



people. We must have done 30 miles more of sand then we were on the dirt track again. We stopped and had dinner and took snaps of camels, we were about 120 miles from Eucla and about 155 miles from Penong, half-way through. We pushed on and the dirt track followed telegraph lines for 50 miles without a bend, talk about

monotonous, rotten, all the same. The Nullarbor Plain was all the same till about 10 miles out of Eucla, then we entered a thick scrub. Up to now, after we left the sand, the roads were perfect. We averaged 30 mph nearly all the way. We were about 10 miles out of Eucla it was about 6 o'clock and the car was running perfect. We were both tired and hungry so we stopped and had a spell. We must have gone 7 miles through scrub when we came to the cliffs the people warned us about. People we met going to Adelaide. Talk about a weird place, it gives you the creeps. Just imagine, you could see Eucla about two miles away (we are on top of cliffs now). All you see was trees all round Eucla, the cliffs were about 300 feet high. There were big white sand hills all along Australian Bight. You ought to have seen the road to the bottom of the cliffs, it was getting dark too so I put her in bottom gear and down the cliff we went, the road was not too bad but it was steep. We got down alright, we were on the flat again. It's just like a big plain, then a sudden fall of 300 feet then plain again. We were soon in Eucla and was given a welcome by the people at the boarding house there. We were both hungry and tired for we had completed a long stage from Penong to Eucla and we were now half-way. We were on the border. We were given a nice tea and were in a nice bed. The car up to date was running perfect and hadn't given us any trouble.

*to be continued*



“The Nullarbor Plain is approximately 1,200 kilometers (745 miles) long, stretching from Norseman in Western Australia to Ceduna in South Australia. This arid, treeless region is defined by its flat, vast landscape and is a popular route for road trips due to its dramatic cliffs, limestone caves, and unique environment.”

*Google 2025*

## LOOKING IN OUR LIBRARY

Extract from Austin Seven by Chris Harvey pages 2-4 (A7 T7)

The Austin Seven probably introduced more people to motoring than any other car, decimating the market for motor cycles and sidecars. Austin Sevens were not only a bargain to buy, they were tough and reliable, being made from first-class materials, and subject to excellent quality control. It was with cars like this that the British motor industry established an enviable reputation before the 2nd World War.

On the other hand, the Austin Seven had its problems: a ride like the rocky road to Dublin, steering that was vague in the extreme, and positively perilous brakes.

The first ones appeared in 1922, with production getting underway properly in 1923. The early cars were open tourers, with individual seats like an opened-out bucket at the front, and a bench at the back for children livestock, or other objects. The cars were called Chummies because the occupants had to be on very good terms to enjoy a trip in it, squashed as they were into a body about three feet square.

The chassis was simplicity itself, like a capital A in layout, with two more cross pieces, one of which substituted for the apex, providing a base for the radiator and the front suspension. The absolute minimum of steel was used in this frame, with quarter elliptic springs serving as the rear half. This made the Seven unusually sinuous when it was required to clamber over rough ground. But the lack of rigidity contributed to the most extraordinary handling. The transverse leaf spring at the front had nothing to anchor it against sideways movement, save a couple of shackles. As a result, the car moved from side to side with every bump, making it impossible to hold in a straight line. But if you did not know any better, which was the case with the majority of motorist who bought an Austin Seven, you just accepted that cars needed constant correction to be kept in rein. Also, when you went round corners, the inside spring at the back flattened as the body rolled and the outside one arched. The rear axle was held in place additionally by a torque tube in the middle, so it pivoted around this, giving an element of rear-wheel steering. But the driver, unencumbered by any other knowledge of how a car should handle, corrected automatically. The body then rolled the other way and the car carried on with a sort of waltzing motion, which meant that you had to do it all over again until the road straightened up. To be fair to Austin, there were several other cars that handled like this at about that time, notably Citroen's beloved Cloverleaf. Such foibles became part of the charm that was the Austin Seven.

The chassis was extended later to carry larger bodies, and lengthened by half a foot in 1932, which improved the ride a lot.

The first engines were of only 696 cc, but they were soon increased to the definitive 747.5 cc, with a bore of 56 mm. This very narrow measure kept the RAC horsepower rating down to 7.8 and the tax based upon it to only £8 per year: a massive sales attraction in Britain, when it cost £23 a year to tax a Model T Ford for instance. Fortunately, the long stroke of 76.2 mm which resulted gave the Austin Seven a lot of torque, or chugging ability. The engine was never powerful in standard form, and as a result it lasted a long time.

## OUT AND ABOUT



above: David Harvey's Lotus 3 A

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Lastly on the rarity front was David Harvey's Lotus 3 A (The third chassis or JVT special as restored by Bill Friend in the 1980s) and a Formula 2 Lotus Eighteen single seater that was visiting from the HLC!

A big thank you to all who attended either in their Historic Lotus or their normal road car.

*From The Magazine of the Historic Lotus Register Ltd  
No 121 Summer 2025*



## WELCOME

A warm WA Austin Seven welcome to new member

Theo Tichelaar

We look forward to seeing you out and about, with or without, your Austin 7.



## FOR SALE



### *1935 Ruby,*

*Completely restored from ground up and drives beautifully.  
Peter Collings has owned the car since 2002 and is its 4<sup>th</sup> owner.*

*Contact Peter Collings, Subiaco*

*Mobile 0417 892 442*



Graham Baldock, will be in Perth early November and has offered to bring copies of the latest "*Identifying Austin Sevens from their Factory Initials*" with him to save postage. A copy of this version which will be \$15.00.

Contact

Secretary Kaye Reid or President Alexandra McManus  
if you would like a copy so that they can advise Graham of number required.

**28th ANNUAL HARVEY WEEKEND  
18/19 October 2025**

**Registration closes 6 October.** See details on page 16 *Baby Torque*.

Organised by Hugh Fryer, Lyn and Paul Egerton Green



**2025 Austin Seven NATIONAL RALLY  
21-24 October 2025**

Murray Bridge, South Australia

For more information contact  
President Alexandra  
or website

[austin7clubsa.com.au/national-rally-2025/](http://austin7clubsa.com.au/national-rally-2025/)

Best wishes for safe travelling to and from Murray Bridge as well as on the trips during the Rally to Gordon and Alexandra McManus and Mark and Samantha Dymond.

They will set off on their adventure on 15 October 2025 from Midland.



**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 to President Alexandra.



## Spares Shed 5 October 2025

Members who need spare parts old and new can ring Gordon direct on

Mobile: 0417 988 190



### October Birthdays

Barbara Cavanagh

Katy Fiora

Doug Galbraith

Alexandra McManus

Warren Martin

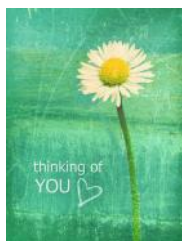
Tom Newsome

Jeannette Smith

Mike Smith

Joan Teraci

We never really grow up; we only learn how to act in public.



Give yourself whatever gifts of time and rest you need to feel better and know you are surrounded by caring thoughts and heartfelt wishes. Rest easy. Get well.

### *Baby Torque November 2025*

Closing date: 24 October 2025

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

## **The 28th Annual Harvey Run**

### **Saturday 18th and Sunday 19th October 2025**

**MEET** at Pioneer World, Armadale, at 8:15 am for an 8:45 am departure.

**LUNCH** will be in Harvey, provided by Paul and Lyn at their house.

**ACCOMMODATION** Myalup Pines Cottages, bring sleeping bag and pillows,

**COST** **\$75.00 per person.**

If you would like to attend, either

post a cheque to Hugh Fryer, 3 Ranford Way, Hillarys, 6025 (Mobile 0419 064 543)

**OR** pay electronically over the internet, direct debit

BSB 036027 Account no 454779, putting your name in details section.

**Entries close, 6 October 2025.**



## **NOVEMBER RUN**

### **STANLEY EDGE SPRING SPECIAL**

**16 November 2025**

Something for all to see  
Tea and coffee supplies will be available but bring own snack.  
Numbers will be required for lunch stop.

More details in November *Baby Torque*.



# WHAT'S ON WHEN IN 2025-6

## 2025

October	5	General Meeting and Spares Shed
	5	Final day of Red Dust Revival, Perkolilli
	18/19	Harvey Run                      Hugh Fryer, Lyn and Paul Egerton-Green
	20/25	Austin Seven National Rally, Murray Bridge, South Australia
	<b>31</b>	<b>Fees to be paid to continue Concessional Licence Code 404</b>
November	2	AGM, General Meeting and Spares Shed
	16	Club Run                      Stanley Edge
December	7	General Meeting
		Christmas Windup    Jill and Ian Merker

## 2026

January 2026		No General Meeting or Spares Shed
	18	Meet and Greet
February	1	General Meeting and Spares Shed
	15	Club Run
March	1	General Meeting and Spares Shed ( <b>Labour Day weekend</b> )
	15	Club Run
April	5	Easter Sunday
	12	General Meeting and Spares Shed
	19	Club Run
May	3	General Meeting and Spares Shed
	17	Club Run
June	7	General Meeting and Spares Shed
	21	Club 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](mailto: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>





Mark and Sam Dymond in their Arrow.

Gordon and Alexandra McManus in Gordon  
England

