

# *Baby Torque*

*December 2025*



Gordon McManus and Best Roadster trophy A7 Rally 2025.

*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

## OFFICE BEARERS 2026

PRESIDENT	VACANT	
VICE PRESIDENT	VACANT	
SECRETARY	VACANT	
TREASURER	Clive Ball sheilalive2@gmail.com>	9252 1490
EDITOR	Marion Gathercole gatherm@tpg.com.au	0421 954 550
DEPUTY EDITOR	Jim Reid	0422 895 068
POSTAGE OFFICER	Brian Haines	9206 1579
SPARES	Gordon McManus gmacko@bigpond.com	0417 988 190
ASSISTANT SPARES	Brian Haines Neil Cavanagh	9206 1579 0417 942 481
EVENTS	VACANT	
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

## ***Executive Committee Members urgently required:***

Yes, I know I said that last month's President's Report was my last however we did not receive sufficient nominations at the AGM for key Executive positions, including President.

Our constitution states we must have a President, Vice President, Secretary, Treasurer and at least one other committee member to remain operational. At the AGM, we elected a Treasurer and several committee members.

That means ***we need a President, Vice President and Secretary to remain operational.***

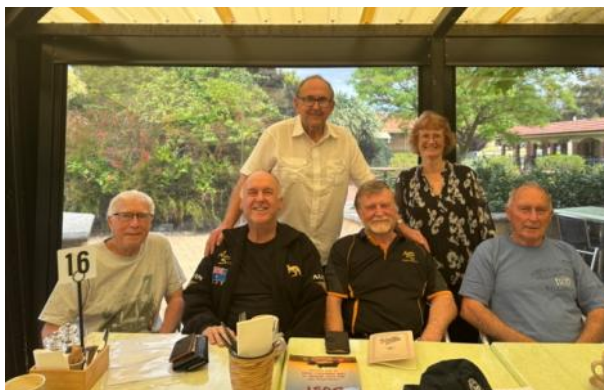
Our next meeting is on Sunday, 7 December at 51 Clotilde Street, Mt Lawley commencing at 12.30 pm. To remain operational, we need the following:

President  
Vice President  
Secretary  
Event Coordinator

We have received two nominations for President since the AGM but no other positions. Please consider how important this club is to so many people and put your hand up for one of these positions. It is only 1 or 2 hours of your time a month. Not too much to ask for the enjoyment of our little vehicles and the discount many get via concessional licenses.

## **UK visitors grace our shores.**

We had a lovely lunch with Graham Baldock on Wednesday. He is visiting from the UK and contacted us some time ago to see if he and his wife could come on a run with us. Unfortunately, we got our dates muddled and they missed the run last Sunday. A shame but I managed to find a few takers for lunch on Wednesday. He also had the chance to check out our spares shed. Hopefully next time they visit you will all get to meet them. I have copies of Graham's book as promised so we will get them to those who requested them shortly.



UK visitor Graham  
Baldock,  
President Alexandra  
McManus

Clive Ball,  
Tom Newsome,  
Gordon McManus,  
Jim Reid





Gordon McManus in the Spares Shed.

*Signing off definitely for the last time to all sevensers*

*Alexandra McManus*

President

## PLEASE READ THIS!

### IMPORTANT –

Your subs **WERE DUE AT THE END OF OCTOBER** and a renewal form was attached or enclosed with the September issue of Baby Torque.

If you did not renew and your car is on a Concessional licence this will have lapsed on 31 October 2025. No ifs or buts. The DOT are very strict on this.

*Clive Ball*

Treasurer.

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**Minutes of ANNUAL GENERAL MEETING  
of the Austin Seven Club of Western Australia (Inc)  
Sunday, 2 November 2025  
34 Honey Road, Forrestfield**

**1. Opened at 10.00 am**

Welcome by President Alexandra McManus,

**2. Attendance:** .David and Jennifer Chalk, Jim and Kaye Reid, Neil and Barb Cavanagh, Rodney Kneuss, Peter Davidson, Dennis Heppell, Clive Ball, Marion Gathercole, Gordon and Alexandra McManus, Chris Daniels.

**Apologies:** David and Heather Harvey, Paul and Lyn Egerton Green, Kay Kneuss, Brian and Gloria Haines, Rod Withnell, Ang and Katy Fiora

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

**Motion:** That the minutes of the meeting on 3 November 2024 be accepted as a true and correct record..

**Moved:** David Chalk

**Seconded:** Gordon McManus

**CARRIED**

**4. Reports.**

**4.1 President's Report: Alexandra McManus**

*A huge thank you to our out-going Executive:* So what does the President actually do? Well, I have to say very little if you have an Executive like I do who do all the hard work. The current Executive are:

*Kaye Reid* who has fulfilled three roles this year being Vice-President, Secretary and Event Coordinator (extraordinary)

*Clive Ball* our long-standing Treasurer (brilliant at this job)

*Marion Gathercole* our Baby Torque Editor who produces a publication of note every month (don't know how she gets enough material for our fab mag)

*Jim Reid* our Deputy Baby Torque Editor who will tell you he does nothing but don't believe him (he is that quiet voice in the background who always makes you feel that what you are doing is appreciated – a rare feat)

*Gordon McManus* our Spare Manager, Concessional Registrar and CMC rep (there are very few parts that he has not been able to find, repair or make – brilliant clubman)

*Brian Haines* (also Postage Officer) and *Neil Cavanagh* our Spares Assistants (both quiet chaps with a wealth of knowledge around what makes an A7 tick – I was going to say something about the three spare parts musketeers but there is always too much laughter coming from the shed for that – always good fun when they stop for a quick cuppa and snack)

*Robyn Coleman* our webmaster who maintains our DMs with aplomb (always buzzing along in the background)

It has been my pleasure to serve alongside all our club members over the past 14 years but I think it is time to hand the reins over to someone else. look forward to supporting whomever puts up their hands for the next Executive. It is not hard work but gosh it is never dull, and we are never short of a good cuppa and a laugh. Your club needs you.

#### **4.2 Treasurer's Report: Clive Ball**

As per tabled report.

**Motion:** That the following amounts be paid: Spares \$488.19 and 128.30, Postage \$360, Grey Mag £117, Merchandise \$505.88, Stationery \$63, Engraving \$22

**Moved:** David Chalk

**Seconded:** Jim Reid

**CARRIED**

#### **4.3 Spares Shed Report: Gordon McManus**

The price of many spare parts from our suppliers has risen significantly in recent months, some as much as 50% increase. As a result, our parts lists has been updated. The updated lists is now available. The parts stocktake is halfway through and will be completed by next week and tabled at the next meeting. Thanks to Neil Cavanagh and Brian Haines for all their help this year. Much appreciated.

#### **4.4 Events Report: Kaye Reid**

Thank you to everyone who hosted a run this year. The run reports in the Baby Torque showed what a great time everyone had over the year. We look forward to members nominating to host a run in 2026.

#### **4.5 Editor's Report: Marion Gathercole**

A thank you to Jim Reid Deputy Editor, Kaye Reid Assistant Deputy Editor and President Alexandra with her eagle eye and interesting President's Reports.

It has been a busy year for the club with members taking part in a wide variety of events and activities. Everyone loves to hear about what is going on, and members are encouraged to share their experiences, no matter that you consider some of the experiences small they are different experiences and worth sharing. Thank you for the stories and photographs received during the last year.

Postage continues to rise with the likelihood of a further increase early in 2026. The current cost of posting the magazine is now \$3.40, plus printing, plus envelopes.

In 2026 Microsoft are no longer supporting the programme used to produce the magazine which means a whole new learning curve. An ideal opportunity for a new set of skills for the Editor/s. Time to start looking for and locking in a younger member to step up and be ready to assume the role of Editor in the future.

Support received during 2025 has been very much appreciated, especially from outgoing President Alexandra McManus. Alexandra, enjoy your 'semi retirement' from Austin 7 duties, but keep on Severning. Best wishes to all for an event filled 2026.

#### **4.6 Librarian's Report: Alexandra McManus**

A number of books and technical reports have been borrowed this year. We have some terrific publications in the library which is available to view after most A7 General Meetings.

## 5.0 Election of Officers

The following members were elected unopposed:

Treasurer	Clive Ball
Spares Shed Manager	Gordon McManus
Spare Shed Assistant	Brian Haines
CMC Delegate	Gordon McManus
Librarian	Alexandra McManus
Editor Baby Torque	Marion Gathercole
Postage Officer	Brian Haines
Concessional License Registrar	Gordon McManus

No nominations were received for the following positions thus were declared vacant:

**President, Vice President, Secretary,  
Events Coordinator, Web master.**

## 6.0 General Business

The Immediate Past President (AM) informed the meeting that according to our Constitution, we need all Executive positions (President, Vice President, Treasurer, Secretary) plus one other Committee Member to be filled to remain a viable club. As there are three vacant Executive positions, we were unable to conduct any further business. All members will be notified shortly via email of this situation and the consequences of non-compliance with our constitution.

## 7.0 Meeting closed - 10.27 am

### Minutes of General Meeting of the Austin Seven Club of Western Australia (Inc) 2 November 2025

Due to no new Committee being elected the General Meeting was not held.

Please consider nominating for the Committee to ensure the continuation of the club.





## NOVEMBER AUSTIN 7 RUN - Sunday, 16 November 2025

We met at Noranda Shopping Centre where we enjoyed a coffee in the nice cool morning sunshine. Most unusually Kaye and Jim Reid were in a modern car instead of Ruby. I cannot remember seeing that before! The reason being was they were off to Jim's brother's 80<sup>th</sup> birthday celebration south of the river at lunchtime.

It was especially good to see Dave and Ronda McPherson on their first run in their Ruby Tourer. Others in Sevens were, Alex and Gordon McManus (2-Seater Ruby), David Harvey (Chummy), Tom Newsome in Egbert, Hugh and Glenda ('35 Sports). There was also a good number of members in modern cars. Sorry, didn't take notes and do not want to offend anyone by missing them out. Kaye, in the Editor's absence, only 'volunteered' me to do the write-up after morning tea.

At the shopping centre Nigel Makin, who lives close by, arrived to view the Austin Sevens. Nigel has competed in the VSCC in his 1929 Triumph Super Seven with Bryan Scrivenor and Hugh Fryer. He was really taken by the similarities of Gordon and Alex's Ruby 2-seater body and the mid-thirties Triumph Eight he is restoring. Possibly the same body builder as they both have Australian built bodies. When Nigel has finished restoring the car it will be good to get both cars together. Nigel's 1929 Super Seven is a replica of Eric Armstrong's car that in the early thirties in WA was the major competition for Arthur Chick's Austin Seven Super Sports. This is the car that Barry Ryle owned and beautifully restored.

After a short drive we arrived at the home of Peter and Heather Taylor. Heather has an amazing garden which Peter directed us to park in front of for a photo opportunity.



Heather also hand makes birthday cards; this was of great interest to the ladies.

Peter's domain is the shed with his Chev Impala. What is quite unusual is that it was built RHD new in America, Buffalo from memory. Peter has restored several other



Chev's and is also a volunteer at the Motor Museum. A photo was taken of other Chev Club members present being Barry and Dot Ryle along with Jim and Kaye Reid.



After thanking Peter and Heather and saying goodbye to Jim and Kaye, we were on the road to GarWyns Garden Café on Gngara Road. I have driven past many times and always thought it was a Garden Centre! We all enjoyed lunch in our own section inside in the pleasant cool.

Many thanks to Kaye and Alexandra for organising the run and visit. A most enjoyable day out in the Seven with great company.

*Hugh Fryer*

## 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.)*

**8th Day.** Tuesday. We left Balladonia on Tuesday morning at 9 o'clock headed for Norseman, 148 miles distant. The roads had improved but terribly rough in patches, wash aways for instance, by jove they have had the rainfall here all right, the country looking fine. We had a good run, took our time and came across two teams, camel teams, of wool carting from Balladonia. The blacks were driving the camels; they had 21 camels in one waggon. Anyway we would have got to Norseman at about 6 o'clock, only we got a bad puncture which delayed us for an hour. We went straight to the pub in Norseman and put the night in there. Up to date the car was running per-fect, the weather was fine and looked like as if it would continue to be fine. We were both in the pink of condition. We were getting 47 miles to the gallon which was cheap. We were now nearing Perth, now was only 110 miles from Coolgardie.



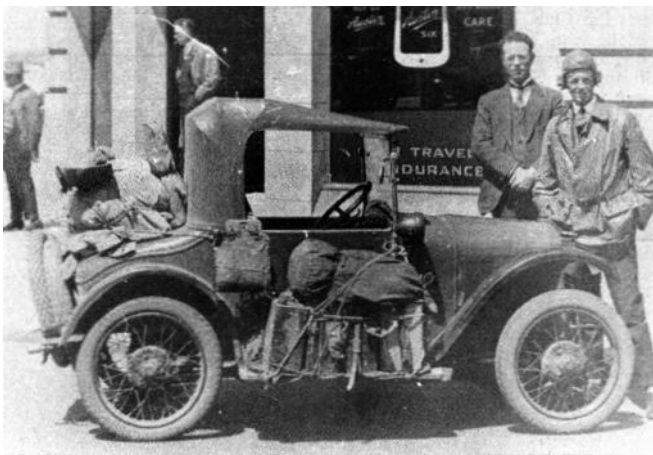
Puncture repairs!

**9th Day.** Wednesday. We rose very early, didn't have breakfast at pub. Left Norseman at 6 o'clock and travelled for 30 miles towards Coolgardie, then we stopped and had breakfast. We happened to stop where a gang of road workers had camped sometime or other and their fire-places were still there. We had breakfast, mended puncture and off. We were now about 80 off miles from Coolgardie. It was early and we were aiming to get there for dinner. We did arrive at Coolgardie at 1 o'clock just in time for dinner. The road between Norseman and Coolgardie was dreadful. They must have had heavy rain through here all right for in some places the road was partly washed away, trees had fallen across the road in places. Anyway, after dinner we went to post office and wired home and a car load of men (a big Hudson car) stopped and took photo of us. They asked us if we would mind, we didn't like to say No. So dad and I had to stand alongside the 'Baby'. They left about 20 minutes before us. We left Coolgardie about 3 o'clock trying to get to Southern Cross for bed and breakfast. We were now safe as far as breakdown goes, for we were travelling alongside train line all the way to Perth. The road was perfect

all the way, we had a puncture about 40 miles from Coolgardie. About 11 that night we arrived at Southern Cross about 120 miles from Coolgardie. We stopped at the Southern Cross Hotel. We had up to date travelled 1,550 miles from Adelaide and we were 230 miles from Perth. The car was still running perfect and we were both OK. That night soon passed.

**10th Day.** Thursday. We had breakfast in the hotel and filled up with petrol. The people could see we were overlanders and took notice of us. I suppose because we were in such a small car. We both felt more civilised now, both had shaves and a good clean up. We were trying to get to Perth by night which meant a big day, 230 miles. So we left Southern Cross at 9.30, farm houses were numerous along road, we were now back into real civilisation again. We arrived at Merriden and had hot dinner in Merriden Hotel, a very flash place. I felt a bit out of place. I was dressed in my old clothes and all of the other fellows were dressed up to the nines. After dinner dad went down the street to get some fruit and we went to bowser to fill up and it wasn't long before I had a crowd around me, cripes I dropped my bundle, paid the chap and off down the road a bit and waited for dad down there. I arranged to meet dad at the bowser. I was getting away from that crowd. Anyway be blowed if they never followed me and before dad came I had to talk to half a dozen blokes, I felt rotten. Dad, seeing the crowd, was soon on the spot, took photo of crowd with our own camera but the snap never came out. I suppose dad was too nervous, he took snap, he was as bad as me. We were glad to get going again we were hindered a bit. We travelled all afternoon over gorgeous roads, the weather was still fine and we were both well and the car was still running perfect. We got within 60 miles of Perth, it was about 8 o'clock we were in a nice town. So we stayed at the hotel at Northam, a big country town, something like Gawler. We had a good clean up, wash and so forth for our run into Perth in the morning.

**11th Day.** Friday. Rose early, left Northam for Perth at 6.30. Got to Perth at 10.30 on Friday morning, 26 October. We both got a good reception from the Austin people as I told you in my last letter. Friday afternoon we got fixed up with accommodation at the above address, just temporary.



**Outside the Austin distributors in Perth at journey's end.**

# The Boyer Bransden Ignition Kit

By Sydney Earl

*“Sydney is one of our newest members, and is 17. He restored his Ruby in just a few months!”*

Article from *The Crankshaft*, newsletter of Hereford Austin Seven Club  
November 2025 Issue 95



This small ignition kit can be fitted to any 6 or 12 volt vehicle as long as it has a coil and distributor. It was originally made for use on motorcycles. It has four wires, one of which goes to the coil on the side which would normally go to the distributor, another goes to the distributor, there is then an earth wire which should go to a good earth, and the last wire goes to the ballast resistor. However, an Austin 7 doesn't have one of those, therefore that last wire

goes to the positive side of the coil instead. The unit is sold for negative earth (the black box) and positive earth (the red box) but both are fitted similarly, although please check the instructions, as I've only fitted the negative earth variant, so the steps may be slightly different. The kit creates a stronger and more consistent spark, giving slightly more power because of a more efficient burn. It also improves starting. On some engines it may raise the tickover slightly, but that can be easily adjusted. Personally, I haven't noticed much of a difference with starting, but I do know people who have. At top speed my Austin 7 was quite jumpy, however with this fitted, it pulls much better, and the jumping has stopped, giving us a higher top speed, and it will sit at the higher speeds more comfortably. Another positive is that the points wear away much slower, saving money long term, and of course you don't need to check the gaps as often. It also helps with diagnosing ignition problems with your car. The small box has two LED bulbs, the green one lighting up when the ignition is turned on, as long as the coil is sending out power. Therefore, if the green bulb isn't lighting up you have a damaged coil, or poor power supply to the coil. The red bulb lights up every time the points open, showing that you have a spark. Page 9 This is where the kit is located on my Austin 7 Ruby. It is quite visible, but isn't large, so doesn't stand out too much. I did have to lengthen the wire that goes from the box to the distributor however that isn't tricky. Of course, if you would rather keep the engine bay looking more original, then the box could be hidden away, e.g. in the battery box. The reason why I picked this device rather than electronic ignition is that if the latter goes wrong, then you are stranded. There's nothing you can fettle with to get it going again, unless you carry a spare distributor. However, with this device, because it just goes between the coil and the distributor, if it goes wrong you can simply put a wire back between the coil and distributor, like it was originally, and you will be away again. Plus, I've never known one to stop working, however I have known electronic ignition devices fail.



This is where the kit is located on my Austin 7 Ruby. It is quite visible, but isn't large, so doesn't stand out too much. I did have to lengthen the wire that goes from the box to the distributor however that isn't tricky. Of course, if you would rather keep the engine bay looking more original, then the box could be hidden away, e.g. in the battery box. The reason why I picked this device rather than electronic ignition is that if the latter goes wrong, then you are stranded. There's nothing you can fettle with to get it going again, unless you carry a spare distributor. However, with this device, because it just goes between the coil and the distributor, if it goes wrong you can simply put a wire back between the coil and distributor, like it was originally, and you will be away again. Plus, I've never known one to stop working, however I have known electronic ignition devices fail.

## SPEEDO READING 101

After a couple of discussions with younger club members I have been told it would be good to include the following in the next mag for people whose first 10 or so cars did not have MPH on the speedo.

First off, I must include a Dad joke.

Rod Withnell rang me a while ago and asked if I could help him round up 18 cows. I said, "Sure Rod, that'll be 20 cows." He said, "Thanks."

Now to the speedo.

When you see a speed sign, take the first number i.e. 60 kph, take the number 6 and multiply it by 6, gives you 36. Now using the Dad joke above, round it down to 35 mph. If it is 70 kph, multiply the 7 by 6 which gives 42. Rounded down gives you 40 mph. 80 kph multiplied by 6 gives 48 and rounded up will give you 50 mph.

Regards *Gordon Mc.*





## OUT AND ABOUT

The photos below were taken by Doug Baker in Strathalbyn Classic Cars, a sales outlet in South Australia. The engine had been replaced with a Suzuki.



There is no factory-built "Austin Seven tow truck," but people have used their Austin Sevens for towing, sometimes using a custom-built tow bar attached to the torque tube or the rear axle.

*Source: AI Overview*

On 26 October 2025, I travelled with the VCCC to Mogumber. (North of Muchea). Went to the pub for lunch. It was a five hour drive there and back. Great fun. *Doug Baker*



**Congratulations** to David and Ronda McPherson who enjoyed their maiden run in their recently restored Austin 7 on Sunday, 15 November 2025.



“Our first run in the baby car. We left early as we were not sure of speeds and where we were meant to meet. We arrived half an hour early because this little car was unknown. I had tools, spare fuel and water. I have to say all not necessary as every thing went like a dream. As long as we were on a good road the car went straight, absolutely fantastic and went like a dream.

Kind regards, *David and Ronda.*”

The decorated 1929 Austin Seven was a highlight of the night at the Subiaco Museum 50th Anniversary celebration on 1 November.

A frequently asked question was “Does it go?”

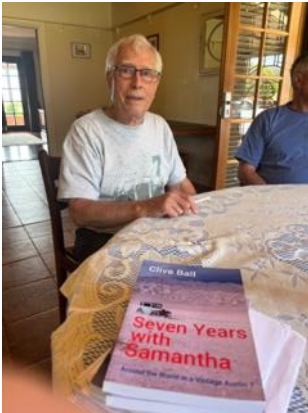


Two tall men in one little car.  
Mark and Peter Dymond.



## FROM THE INBOX

### Registration Renewal



I had to pay \$0.00 recently when I renewed my Driver's Licence.

As I had to go to the DOT for a new photo anyway it was noted at the checkout and a "receipt" for \$0.00 issued.

But how silly can you get?

*Clive Ball*

Thank You

A thank you to all the lovely members inquiring after my health post injury to my arm. It is healing well, I hope so, and I'm expecting to be free from the cast in two weeks or so. The card you sent is sitting on my kitchen counter making me smile every time I see it. I hope to see all at the Christmas lunch.

Until then

Cheers *Lois Newsome*



### 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.



## NO Spares Shed December 2025

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

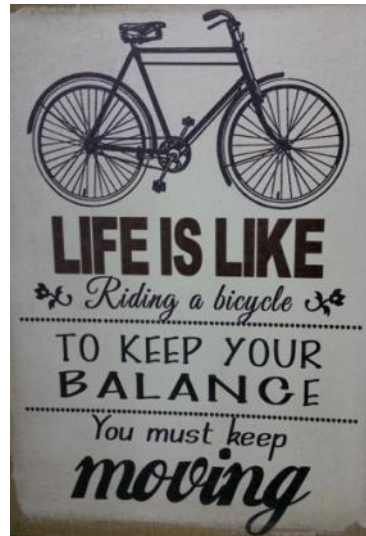
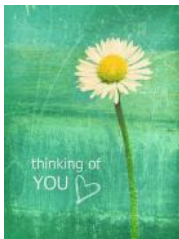
Mobile: 0417 988 190



### December Birthdays

Sheila Ball

Doug Baker



Comfort to all who are doing it tough  
May Santa bring a bag of good health..

### Baby Torque January 2026

Closing date: 3 January 2025

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

## CHRISTMAS WINDUP AND GENERAL MEETING 12.30 pm on 7 December 2025

at the home of Jill and Ian Merker  
51 Clotilde Street, Mount Lawley

Cost \$25 per head

RSVP by 24 November 2025

Email: [jill@merker.com.au](mailto:jill@merker.com.au) Mobile: 0413 333 668  
for catering numbers and food requirements.



Deposit to club bank account please with name for reference.  
A7 Club of WA BSB 066 163 Account 10056232



## Welcome in 2026 at our annual Meet and Greet



18 January 2025

Breakfast with hosts Kaye and Jim Reid  
16 Carbine Street, Ascot

\$10 per head

RSVP by 11 January 2026

Kaye Reid: [jedda@iinet.net.au](mailto:jedda@iinet.net.au) or Mobile 0422 895 068

Deposit to club bank account please with name for reference.  
A7 Club of WA BSB 066 163 Account 10056232

# WHAT'S ON WHEN IN 2025-6

## 2025

December 7 General Meeting  
Christmas Windup Jill and Ian Merker



## 2026

January 2026	4	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 (Labour Day weekend)
	15	Club Run
April	5	Easter Sunday
	12	General Meeting and Spares Shed
	19	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>

"THE LIGHT CAR" APRIL 11, 1935

SPECIAL SUMMER NUMBER

# The Light Car

AN UNUSUALLY SAFE TIP — INVEST NOW

"AUSTIN PREFERRED" (BY THE MAJORITY)  
Austin Saloon 12.5 h.p. Dr. Luxe £235  
18.4 Saloon Dr. Luxe £272 : 10

"Joy in possession"

"AUSTIN PREFERRED" (BY THE MAJORITY)  
SEVEN SALOON Dr. Luxe £128

AN UNUSUALLY SAFE TIP — INVEST NOW

A good investment?

MARKET PRICES

Austin Seven (1923 to 1939)

[FOLLOW MARKET](#)

For Sale	Avg	Sales Count	Dollar Volume	Lowest Sale	Top Sale	Most Recent
3	\$12,972	9	\$116,744	\$8,897	\$19,562	\$17,044

[SALES](#)

[MILEAGE](#)

[YEARS](#)

[VOLUME](#)

[LOCATIONS](#)

1m 3m 6m YTD 1y 5y

From 23/11/2024 To 23/11/2025

