

BABY TORQUE

AUSTIN 7 CLUB NSW INC

Number 289



Summer - 2017 - Edition

Baby Torque

Committee Members

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Secretary / Public Officer	Maureen Boatwright	(02) 9822 8609	0413 017 263
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Committee Member	Russell Linfoot	(02) 9624 2801	0408 488 523
As a courtesy, please do not contact Committee Members after 9:00pm			

Banking Details

Austin 7 Club NSW Inc		Austin 7 Club NSW Inc Spare Parts
Bank	Laboratories Credit Union	Bendigo Bank
BSB	802-841	633-000
Account	100008499	128875804

Meetings

The Austin 7 Club NSW Inc meets at 8:00pm on the 2nd Wednesday of each month at Bankstown Sports, 8 Greenfield Parade, Bankstown NSW. Parking is available via Mona Street (off Greenfield Parade) in the multi-level car park. Visitors are welcome.

Deadline

This magazine is published seasonly. Contributions to Baby Torque should be sent to The Editor, Baby Torque, P.O. Box 6009, North Ryde NSW 2113

President's Report

Happy New Year to all club members and welcome to all new members who have joined the club recently.

Because of the support from our city and country members, Austin 7 Club NSW has had a very successful year in 2016. It is pleasing to note that the club has continued to bring together Austin 7 enthusiasts, including some new members, to share the common vintage car interests as well as the social network. A special inspirational mention has to be made to Graham & Maria Burgess and Elaine Taylor for their efforts to travel the distance from Newcastle to Bankstown regularly to attend the club meetings and events. The inspirational mention from the chronological perspective also goes to Bob and Judith Riches for making the efforts to do the same, travelling from Castlecove to Bankstown regularly for the club meetings at night and returning home late.

The Austin 7 Club AGM was held in December 2016, and the 2016 office bearers and committee members were re-elected for another year. The committee members will no doubt continue to work hard to ensure that the club will fully meet all legislative and operational requirements associated with the Department of Fair Trading, the RMS (Road Marine Services), club insurances and club constitution.

With the 2017 club program so far listed, this year will undoubtedly be another exciting year. The highlight, in my view, will be the 2017 Austin Seven National Tour in Toowoomba in Queensland where there will be about 250 adults and 12 young children and over a hundred A7s attending. Expected also is the famous 1931 Rubber Duck and its current owner Ian Moores from the UK.

The committee welcomes all members to participate in the club activities, and would welcome any country members who wish to organise any runs in their regions.

*Happy Motoring,
Paul Pui*



*Our granddaughter celebrating
Chinese New Year*

Events Report

Happy New Year to all members and their families.

The Club Christmas Party was a great success. All were pleasantly surprised with the quality and presentation of the food from the buffet. The children found their way to the outdoor play centre where the noises coming from their Christmas games/lolly bags thankfully could not be heard from our Function Room.

The Austin 7 Club Year finished with the Annual General Meeting followed by an enjoyable supper of delicious sandwich in the Coffee Lounge of the Sports Club.

The first Club Outing for 2017 was a pleasant run to a new breakfast venue for our Club. Only six members attended the run to Stanwell Park where a delicious breakfast accompanied by a glass of Bubbly or Orange juice was thoroughly enjoyed by all. Unfortunately a number of members were unable to attend this run due to holidays and family commitments. The club will definitely be travelling to Stanwell Park again in the near future.

The February 19 Run is organized by AMVC and will be a great day. Booking for catering purposes is required for breakfast & tour with lunch. Total cost is \$21.50 per person. Please contact Maureen asap.

Hope everyone attending CARNivale in Parramatta Park or Picnic at Prince Edward Park had a great time celebrating Australia Day.

Please remember there will be No General Meeting in April, 2017 due to Austin 7 National Tour being held in Toowoomba from April 8 to April 13.

*Happy Austin 7 Touring
Maureen Boatwright*

HAPPY BIRTHDAY

“Many Happy Returns” to all members celebrating their Birthday during Dec 2016, January and February 2017.

Your Club Membership renewal was due on 1 January 2017

Single Membership Fee for 2017	\$50
Family Membership Fee for 2017	\$55
Joining Fee	\$30

The Joining Fee applies to all new members and those who have not renewed their Membership by 31 January each year.

Note: Please be reminded that members who failed to renew their membership 2017 in time will not be receiving further issues of the club magazine.

UPCOMING EVENTS



19 Feb 2017	Breakfast at Erskine Park then a visit to private car museum at Londonderry for tour & lunch. Meet at Liverpool Regional Museum & be ready to depart 7.45am sharp. For booking & further information, please contact Maureen a.s.a.p. Cost \$5 breakfast, \$16.50 for tour and lunch.
19 Mar 2017	Don Avery Memorial Shield Run Visit Rose Seidler House at Wahroonga (Historic Houses Trust). Meet NRMA car-park George St.Nth.Strathfield-9.15am to depart 9.30am sharp. BYO Lunch.
8 - 13 Apr 2017	Austin 7 2017 National Tour in Toowoomba.
14-17 Apr 2017	Austins Over Australia at Ipswich. For further information please contact Kev Airtton (Rally Director) Mobile: 0438 702 910 Email: k.pairton@bigpond.com
21 May 2017	National Heritage Motoring Day - Location to be advised.



Austin 7 Club NSW Facebook

Kevin Lewis has created an Austin 7 Club NSW Facebook page and invited everyone in the club to be a member. This will allow people to check on what's happening in the club and add comments and photos if they wish to.

Christmas Presentation Day 2016

Our Christmas Presentation Day 2016 was held at Carlingford Bowling Club on Pennant Hills Road, Pennant Hills. Present were Ken Rolley, Kevin Lewis, Irish and their children Aaron and Tara, Graham and Maria Burgess, Warren Tite, Bob and Judith Riches, Helen Lewis, Carolyn Thompson, Mervyn and Maureen Boatwright, Paul, Sandra, Jessica, Katie, Jackie and Emma Boatwright, Paul and Amy Pui, guests include Amy's brother Edwin and sister-in-law Jean, Amy's mother, Mark and Joanne Wellington, Lal, Melba and Irene.

Special thanks to Maureen Boatwright who has again organised this lovely venue for the event, the atmosphere at the club was nice and private with lots of room for the children to run around, the food was a delicious array of hot dishes and salads finishing with lovely desserts and overall everyone had a nice and relaxing day.

Various shields and trophies were awarded to members of the club and Katie Boatwright was busy with a lollies guessing game which was won by Bob Riches.

Amy Pui



Christmas Presentation Day 2016

PRESENTATION DAY AWARDS 2016

SHIELDS

Club Members of the Year	Paul & Amy Pui
Club Car of the Year	Graham & Maria Burgess
President's Run (Oberon)	Paul, Sandra & Girls
Don Avery Memorial Shield	Mark & Joanne Wellington
Most Enthusiastic Club Members	John Moyes & Kath Cole

TROPHIES

Club Members of the Year	Paul & Amy Pui
Club Car of the Year	Graham & Maria Burgess
President's Run (Oberon)	Paul, Sandra & Girls
Don Avery Memorial Shield	Mark & Joanne Wellington
Most Enthusiastic Club Members	John Moyes & Kath Cole
Longest Distance Travelled in A7-Centennial Park.....	Graham & Maria Burgess
Austin 7 Achiever of the Year	Kevin Lewis
Point Score Winner	Mervyn Boatwright



CARnivale 2017

The Australia Day CARnivale was again run by the Council in Parramatta Park adjacent to Old Government House. This was the second year since being moved from Macquarie Street in the city and it was good to see that there were many more cars than last year. We heard of people who still went into Sydney looking for the NRMA Motorfest!

There were five Austin Sevens on display this year. Kevin and Anthony Harte, Kevin and Barbara Fahey, Eric and Ann Bourne and Brian and Deirdre Haywood. Trevor Hale joined us during the day, but decided not to bring his car this year. The total number of cars must have been in the order of 1000.

The car display was much better organised this year with entrants meeting in the grounds of St Ioannis Greek Orthodox Church in George Street for breakfast. The cars were then progressively escorted into position in the Park ready for public access from 10am onwards.

There was a steady stream of visitors throughout the day and the Austins attracted a lot of attention and interest. Departure was well organised this year and we were able to leave promptly without any major hold up.

The Australia Day festivities and attractions in the Park were the same as last year. Tethered Hot Air Balloons, an extensive area with stalls offering a large selection of food and from many ethnic origins, the open air stage with a continuous programme of activities and music through till the fireworks at 9pm and a large funfare with rides for the kids. Old Government House was open for those who wished to enjoy a guided tour.

There was a large display of fire engines from the Museum of Fire in Penrith. Also a display of racing cars organised by the Historic Sports and Racing Car Association to highlight that there was a racing circuit in the Park between 1952 and 1955. On display were a Maybach and a RALT racer of Australian design which raced at that time.

The dry and relatively cool weather on the day contributed to a very enjoyable experience. The debate will continue as to whether CARnivale will remain in Parramatta in the long term. It is ideal for families and kids and for groups to enjoy picnics, but it is vulnerable to the weather, either rain or very hot conditions.

bnh 7/2/2017



CARNivale 2017



Prince Edward Park

A great day was enjoyed at Prince Edward Park over the river by the Boatwright families including our junior member Lucas Cottell, Jackie had a great time jumping off the bridge, all the Boatwright girls also had a good time riding the canoes. All in all, those who were at the park had a fun and relaxing day.



BREAKFAST RUN TO STANWELL PARK



RAFFLE TICKETS FOR SALE

2017 Austin Seven National Tour in Toowoomba, QLD

In conjunction with the Tour the Austin 7 Register of Queensland is holding a very special raffle, loaded with prizes from our wonderful and generous sponsors.

First Prize

from the Vintage Honeycomb Radiator Company is a new Radiator Core (excluding tanks) to suit a 1926 – 1929 Austin 7 (Valued at \$769) OR we have an Austin 7 Ruby core available should your car not suit the honeycomb core. Plus a \$100 Coles-Myer Gift Card.

Second Prize

From Super Amart Toowoomba, a Super Amart Furniture Store Voucher (Value \$300), redeemable at any Super Amart Store in Australia.

Third Prize

From Brother International (Aust.) Pty. Ltd., a Brother JV 400 Sewing Machine – (Value \$250).

The tickets provide an opportunity for club members not attending the Tour to buy a raffle ticket and win the great prizes. Members attending the Tour may also want to buy a ticket. Tickets are priced at \$2.00 each and will also be on sale at the Tour. Please contact Maureen if you wish to purchase a ticket.

“SHE’LL BE RIGHT”

John Moyes is an incredibly patient and calm person with the very positive bushman attitude of ‘she’ll be right’. I first met him in 2014 when he was driving his open top 1929 Austin 7 on his maiden voyage run in Gloucester area and was having a hard time trying to stop his car from stalling throughout the whole journey. With some help from others along the way, he managed to tolerate the enormous amount of frustration associated with the frequent stopping and starting of the car and completed most of the runs planned for the 30th Anniversary tour. Never once did he lose his cool. He was wise and had his partner Kath faithfully followed him throughout the whole journey as the tail end Charlie. Unfortunately, on the last day he finally gave up and surrendered to his partner’s trailer!

Our second encounter was in 2015, when he and Kath organised a fantastic weekend run in Crookwell for the NSW Austin 7 club. Whatever he did to his car, it was done well and truly lived up to his philosophy of ‘she’ll be right’. The car ran smoothly and sounded beautiful, it climbed every hill and performed comparably to the top cars from Sydney. Kath’s much remembered trailer was nowhere to be found in the farm! If it had not been for the car’s unique features, it would have been easily mistaken as a different car that could go anywhere anytime!

One long weekend in 2016, we all met again in Oberon on a tour organised by Victoria and Ian Theyers. In an open top Austin 7, John and Kath enjoyed the sun and fresh country air, much to the envy of the township folks. The car performed exceptionally well like before, which reflected his mechanical magic to make an old car sing and dance again.

On the tour’s final day, the heaven opened up and rained cats and dogs. Armed with goggles, hoods, warm and waterproof clothing, the Moyes were totally undeterred and persisted with a ‘she’ll be right’ attitude.

After visiting the RSL War Museum in Oberon, everyone including the Moyes headed for the Railway Museum in the rain. Much to our surprise, John’s car stalled while trying to climb uphill to turn into the busier main road. As seen in the photo, his good partner opened up an umbrella for John to keep the engine dry while he attempted to fix the car. In no time, a few other Austin 7 comrades braved the rain and came to the rescue. The traffic began to bank up behind John, so they pushed the car to the roadside and continued their endeavour. After a while, among all the conversations, the NRMA mechanic (Russell Linfoot) politely asked, “John, do you have fuel in your car?” However, John was confidently quiet and probably thought it was a silly question.

The search for problems in the engine continued, until John walked to the back and opened the petrol cap but saw nothing in the tank. Even with rocking of the car, he could not hear or see anything in the tank. With a slightly uphill stalled position, no wonder the car was starved of fuel! It was fortunate that the weather was cold and raining, and John’s red face was not apparent. After a fuel top up from a nearby garage, the car was happily on its way again. Just like what John said, “She’ll be right”.

When Kath was asked if John used a fuel gauge stick, she said John had lost the stick in the fuel tank, so resorted to looking and listening to the fuel level. In this instance, possibly forgetting to check, the blame was nearly put on the car! Officially, the car had broken down due to vapour lock. Unofficially, the Austin 7 ran out of fuel due to not being topped up.

Coming from an intense and fast pace lifestyle in Sydney, I admire John’s ability to always remain cool and calm with positive attitude and his resourcefulness. But in hindsight, there is always a woman behind a man’s achievement. Well done, Kath!

Paul Pui

“SHE’LL BE RIGHT”



17 09

It has been said that truth is stranger than fiction. Here is a racing mechanical disaster which endorses this. We have heard of drivers coasting to the finish of a race because their car has suffered a breakdown or has run out of fuel, even of them pushing a stricken car over the line. But these episodes have nothing on what occurred to E C Gordon England's Austin 7 when it won the 1924 JCC 200 Mile Race at Brooklands.

In 1923 England had finished second to RBueno's 1100cc Salmson in the 1100cc section of this long distance light-car contest. For the following year's "200" the advent of these very quick A7s caused the JCC to institute a 750cc class, which Gordon England, now very much into the Baby Austin commercially after a successful career as a test pilot, a glider exponent and driver of an air-cooled ABC at Brooklands, was anxious to win. To this end he prepared a very well streamlined two-seater racing A7, with a special crankshaft, pistons and valves, a raised compression ratio and a very light body, as recounted previously in MOTOR SPORT. These little cars had been running big ends when their engines were asked to turn over at exceptionally high speeds, a calamity which had befallen England at one of the smaller 1924 Brooklands meetings.

But with an extra oil supply he felt confident of winning the new 750cc class in the prestigious 200 Mile Race. So it proved, although at one point a fearful noise emanated from the little car and just as its driver was thinking he had better pull in to his pit he discovered it was caused by the fact that the aluminium seat had slipped, so that it was being struck by a projection on the propeller shaft. He continued non-stop, to win at 75.61 mph, having spent 2 hours 40 min 15½ sec in the cramped cockpit — England was a big man. The tiny engine had maintained 4700 rpm throughout, lubri-



E.C. Gordon England in the well streamlined Austin 7 with which he won the 750cc class of the 1924 JCC 200 Mile Race at Brooklands, in spite of finishing on three cylinders.

Lucky Seven

cated with Speedwell oil, fed with BP petrol from Zenith carburettors, ignited by a BLIC magneto, the chassis damped by Hartford shock absorbers and running on Palmer tyres. The standard A7 crankcase was praised for standing up to this treatment.

Towards the end of the long race, after 69 of the 74 laps, one cylinder had cut out, but it was too late to stop and investigate. This would explain why England's 1924 winning speed was one mph slower than his speed in the 1923 race, although before the engine lost power he had done one lap at nearly 90 mph but had otherwise held the engine back to the aforesaid speed in order to prevent what he knew was a weakness with the big ends. (Of the eight A7s that started the race, six retired due to big end failure). After the loss of power he drove the remaining laps at 70 mph.

Now we come to the remarkable part. After the finish of the race England drove the winning A7 straight into the official enclosure, since he was not allowed to touch it, and handed it over to the Official Observer. Later that afternoon the winning cars Darracq, Salmson and the A7, were driven over to the aeroplane sheds and locked up for the night. The A7 went there still firing on three cylinders. The next day their engines were stripped for sub-

mission to the Official Measurer. Imagine the surprise that was caused when, the A7's cylinder head having been lifted, no piston or con-rod was to be seen in number four cylinder. The big end of the broken con-rod was still attached to its crankpin and no damage was apparent. Investigating further, after getting the car back to Gordon England's works, more surprise was occasioned when it was seen that laying on the gauze oil strainer that topped the sump were the bits of the shattered piston, an undamaged gudgeon pin and a doubled-up con-rod! Any A7 owner who knows how restricted are the apertures below the cylinder bores may well find this surprising and the reader of a weekly motor paper could be

excused for expressing doubt that it could have happened.

His letter caused Gordon England to explain that the familiar failure of number four big end, which he had been driving to try to avoid, had caused the light tubular con-rod to snap and double up when struck by the crankshaft. The gudgeon pin had slipped unharmed out of the little end of the rod and the piston, so thin that it could be crushed by gripping it in the hand, it had been reduced to many minute fragments of aluminium. After this unusual mechanical calamity all that was needed before the same A7 went off to race successfully at Montlhéry, were a new piston and rings, a new con-rod, and a replacement crankshaft, the latter put in only because it incorporated a slight modification to the oil feed to the big ends. The car then won the Cyclecar GP, with its Birmingham mates 2nd, 3rd and 4th and went on to break records at nearly 81 mph, lapping at 86 mph. While at the French track the England A7 ran some 1000 miles, the only parts requiring replacement being three tappet pads.

No more big end failure was experienced because, four days after the 200 Mile Race, Sir Herbert Austin had found a solution. WB



All Spare Parts correspondence should
be addressed to:

***Mr Mervyn Boatwright,
P.O. Box 366, Casula Mall, NSW 2170***

Tel: (02) 9822 8609



Point Score Trophy

Don't forget the Austin 7 Club NSW **Point Score** program. Our aim is to see as many people as possible attending events and meetings (including monthly general meetings). Participation in an event or outing from the starting point to the finish will score you 2 points, while attending a general meeting will score you 1 point. These points are awarded whether you attend in your Austin 7 or modern car. The person with the highest points tally will receive a trophy at our Christmas Luncheon / Presentation Day. Come along and get involved.



DISCLAIMER: The Austin 7 Club NSW Inc (the Club), its Officers and the Committee cannot be held liable for any errors and/or omissions in items that are published in good faith in this Baby Torque magazine. It should be noted that the publication of an advertisement or expression of views in articles and reports in this magazine does not necessarily imply endorsement by the Club.



Austin 7 Club NSW Inc

"Dedicated to the preservation
and enjoyment of all types of
Austin Sevens"

Our Club is a member of The Council of Motor Clubs, Inc

The Austin 7 Club NSW Inc has been active since 1984 and aims to bring together people with the common interest of restoring, preserving and driving Austin Sevens. We are an informal family club that regularly takes our "Babies" to

the road for some fun social touring. Spare parts are available to Club Members through the Club Spares Division and our technical people will give advice, where possible, in regard to the restoration of these cars.



Postal Address: P.O. Box 6009, North Ryde. NSW 2113

Email: info@austin7clubnsw.org.au

Website: www.austin7clubnsw.org.au

RMS Regulations & Club Rules

Members are to observe all **RMS Regulations** and **Club Rules** as contained in our current **Constitution and Members Mate** booklet.

If this Club is nominated as your Primary Club under the RMS Historic Conditional Registration Scheme (HCRS) then the following documents **MUST** be carried in your vehicle at all times.

- a copy of your RMS Certificate of Approved Operation of Vehicle
- a copy of this Clubs Certificate of Insurance (Public Liability)
- a current or recent Baby Torque magazine



If bad weather conditions are looming please contact Maureen Boatwright (Home) 02 9822 8609 (Mobile) 0413 017 263 or Paul Pui (Home) 02 9958 1791 (Mobile) 0413 621 078 Saturday evenings or from 6:30am on the Sunday of the run.

Welcome New Member!

Ken and Cathy Robinson