

BABY TORQUE

AUSTIN 7 CLUB NSW INC

Number 293



Graham Burgess and Paul Pui

Summer - 2018 - Edition

Baby Torque

Committee Members	Executive	Name	Home Phone	Mobile Phone
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	Treasurer	Brad Sheringham		0401 254 286
	Secretary / Public Officer	Maureen Boatwright	(02) 9822 8609	0413 017 263
	Non-Executive	Name	Home Phone	Mobile Phone
	Spare Parts	Mervyn Boatwright	(02) 9822 8609	0412 940 001
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	Events Director	Maureen Boatwright	(02) 9822 8609	0413 017 263
	Editor	Amy Pui	(02) 9958 1791	0402 816 345
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	Chassis Register Officer	Mark Wellington	(02) 9545 1507	0409 121 576
	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

To all club members, especially those that have joined in the last year, a very happy and healthy 2018!

Again, we have had a great year in 2017, highlights were the Toowoomba National rally, the President's weekend away, the Christmas Presentation lunch and for a few club members the trip across the Nullarbor. The regular runs were also greatly enjoyed by those who participated although we did have fewer numbers attending some of the runs due to ill health and other reasons. Big thank you to Maureen and Mervyn Boatwright for organizing all the runs and to all committee members who never missed a committee meeting. Great appreciation also for those who made special efforts to attend the monthly meetings. In 2018, we are looking forward to welcoming 2 -3 cars that are in the pipeline and hope to see them on the road soon.

I must say our trip to the Nullarbor was a notable memorable life event for Amy and I, so thank you to Graham, Elaine, Russell and my friend Pat for this unusually exciting trip. We were lucky that we had good weather and overall the journey wasn't as difficult as I imagined it to be. I have a feeling this might be the start of trying something new and put a bit of spice and smile into our lives.

Australia Day festivities will see our club members attending the CARNivale 2018 at Parramatta Park or a weekend away at Berrima for the street parade which should be fun for all.

The 2018 office bearers and committee members have been mostly re-elected, except that we have two new fresh faces, Kevin Lewis being elected for the Vice President and Brad Sherringham for the Treasurer. The committee welcomes all members to participate in the club activities, and would welcome any country members who wish to organize any runs in their region.

Happy motoring,

Paul Pui



Events Report

Happy New Year to All. I hope everyone is ready for the first Club Run for 2018. On Australia Day it would be great to see both venues well attended by Club Members. March 18 to 23 will see our Babies taking to the roads of Mudgee and visiting many areas and places of interest as we revisit the places attended during the 2007 National Rally.

For members interested in attending All British Day at Kings School North Parramatta, please note this Event for 2018 will be held on September 23 and not in the month of August as has occurred in previous years.

Roads and Maritime have notified our Club that the Log Book Trial has been extended for two years. The extension has already taken effect immediately from 1 October 2017 and will end on 30 September 2019.

Happy Austin 7 Touring,

Maureen Boatwright

HAPPY BIRTHDAY

“Many Happy Returns” to all members celebrating their Birthday during December 2017, January and February 2018.

Your Club Membership renewals for 2018 is now due on 1 January 2018

Single Membership Fee for 2018 \$50

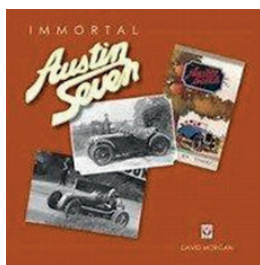
Family Membership Fee for 2018 \$55

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 2018 in time will not be receiving further issues of the club magazine.

Note: To ensure that all membership monies are safely banked, the use of internet banking would be the preferred option. Also, for those who have not returned their membership renewal forms for 2018, please kindly do so.



FOR SALE

For the first time in over 20 years since the 'Austin seven source book' [now out of print and very collectable] was published, a new book will be available hopefully in time for Christmas titled 'Immortal Austin Seven', consisting of 224 pages and 250 photographs. This a must for Austin seven owners.

I have ordered a quantity and I expect that they should cost around \$100, to be confirmed, please contact me if you would like a copy.

Wayne Styles : jenayne45@bigpond.com

UPCOMING EVENTS



26 Jan 2018

Australia Day Festivities.

1# Australia Day CARNivale 2018 Parramatta Park (Entries Closed)

2# Australia Day (Long Weekend), Street Parade at Berrima, Accommodation at Mittagong RSL (Springs Resort).

18 Feb 2018

Twilight Run. Meet at Crn. of Restwell & Ross Streets, Bankstown at 2.30 pm and be ready to leave at 2.45 pm. Will finish with Fish & Chips, Burgers or Chinese Food.

18-23 Mar 2018

Week Away in Mudgee – Don Avery Memorial Shield Run

Revisiting the memories from the National Rally-2007 plus checking out many other exciting places. The motel booking is about to be made, so if you are interested, please contact Maureen on 0413 017 263 to add your name to the list.

Aug 2018

Shannon's Sydney Classic at Eastern Creek. Please contact Maureen a.s.a.p. as tickets are about to be ordered. Please note there will be only one Club Order placed for tickets.

23 Sept 2018

All British Day at Kings School-North Parramatta.



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.

NOTE: Members requiring their Historic Vehicle Declaration Form (1259) to be Club signed and Club stamped, need to fill out the 1259 Form and post it with all necessary paperwork regarding their registration to:

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

This paperwork will be signed and stamped, photocopied for our Club records and the originals returned to you immediately so you can register your vehicle.

Attention: Anyone wanting tickets for Sydney Classic at Eastern Creek in August 2018, please contact Maureen Boatwright as tickets will be ordered early January and only for those who have requested tickets.

ACROSS THE NULLARBOR - OCTOBER 2017

Participants: Graham Burgess, Elaine Taylor, Russell Linfoot, Pat Woon, Paul & Amy Pui

Nullarbor Plain has long been a challenge for intrepid travellers and draws many people to attempt the crossing for no better reason that it is long and hard.

Club members Graham Burgess and Elaine Taylor previously walked across the Nullarbor pulling a small billy cart with a few extra clothes and lots of food and water. It is often said that when going to unusual places you will invariably meet unusual people. Many cyclists were encountered riding the four thousand Km road from Sydney to Perth and doing it the hard way, sleeping rough and merely having a terribly hard time..... but loving it.

Enter Paul and Amy Pui, along with Russell Linfoot who agreed to join Graham and Elaine in driving Austin Sevens across the challenging Plain. Club member Brad Sherringham had already planned to re- enact his Grandfathers epic journey of driving a little Austin Meteor across the inhospitable desert during 1928. However, Brad's car was not yet roadworthy to join the group and has to wait another day for his desert trip. Unlike Brad's grandfather's day the desert now has hot food and cold beer for travellers. Paul Pui's former school friend Patrick Woon joined the group for the expected fun driving across the desert *Fun? somebody said.....*

The trip started badly for Graham and Elaine when a kangaroo wrecked the towing car requiring them to return home and quickly purchase another vehicle to continue the trip to Ceduna. Breakdowns on the Nullarbor can be incredibly expensive and fear of another kangaroo collision was ever on the mind as Graham, Elaine and Russell headed for the South Australian meeting place.



ACROSS THE NULLARBOR - OCTOBER 2017

The group travelled independently to Ceduna where the Nullarbor desert plain begins and then set out in Paul's Chummy and Grahams roadster while Elaine and Amy followed with trailers (Just in case as they say). Russell, whose roadster was not yet road worthy followed with his caravan. In consideration of the age of the Austin's, the daily travel was tailored to the availability of petrol as well as accommodation at roadhouses. It should be stated here that not all people are prepared to live rough and sleep on the ground. Amy and Paul chose the comforts of beds and hot showers. These comforts are of varying standards on the Nullarbor and would not generally pass a pub test in the city. However, the beds and showers were needed to convince Amy to come along. Paul, Amy, Patrick and Russell slept as civilised people do, while Graham and Elaine slept on the ground as they usually do beside the car. Debate will rage as to who slept the best.

At last all was ready and the group set out to test the little cars in the inhospitable climate that usually prevails in central Australia. The weather stayed cool and reasonably calm which allowed good speed to reach the first roadhouse and re fuelling stop at Mundroo.



ACROSS THE NULLARBOR - OCTOBER 2017

All went well across the rest of the Nullarbor that seems to go forever without change in scenery from one fuel stop to the next. Roadhouses were always a welcome sight at the end of a tiring day on the road. Especially the promise of a cold beer.

On the third evening a cyclone arrived at 3-00 am which sent Graham and Elaine's tent skyward with them inside. The rest of the night was spent sitting in their car waiting for daylight to see if everything was still there. The accompanying dust storm filled their Roadster with red dust but she was soon cleaned out and ready for another day in the desert. Five days later saw the group stranded at Balladonia where Paul's Chummy decided to spit the dummy. After some time fiddling with the clutch, the group set out for Fraser Range Station and a welcome rest and hot shower. Pui's car was put on the trailer while Elaine, Russell and Graham set out for Kalgoorlie and then to return across the Nullarbor towards home. Paul and Amy continued to tour Perth region then returned to collect the Chummy and head for home via Melbourne.



ACROSS THE NULLARBOR - OCTOBER 2017

The cars were much of an attraction among the huge road trains and motor homes but all went well with the trip and each car arrived home having achieved another mile stone. In the history of little old cars that many might say could never make it. But make it they did, and did it well, although the drivers might have suffered more wear and tear than the cars. It should be said that Austin Sevens have covered some mean and inhospitable terrain in years past and the Nullarbor is no exception considering the distance travelled each day without mechanical trouble (Well, except for a troublesome clutch on one occasion). With another 1400 Km on the odometer the little cars proved they are still worthy of their reputation as very simple but very reliable.

Done that now, don't have to do it again. Another Austin Seven adventure is being considered crossing Australia. From South to North. Watch this space.

Graham Burgess

*The biggest adventure you
can ever take is to live the life
of your dreams.....*



Christmas Presentation Day 2017

Christmas Presentation Day 2017 was again held at Carlingford Bowling Club, Pennant Hills like previous year. The food again was very nice and well presented. 33 people attended including Ian Reece and Lynette Falken, Graham and Maria Burgess, Elaine Taylor, Ron Selig, Warren Gracie, Russell Linfoot, Kevin and Irish Lewis with children Aaron and Tara, Brad Sherringham with son and father-in-law, Bob and Judith Riches, Mervyn and Maureen Boatwright, Lal, Paul Boatwright and daughter Emma, Ken Rolley, Mark and Joanne Wellington, Paul and Amy Pui and six of their friends and families.



Christmas Presentation Day 2017



Christmas Presentation Day 2017



Presentation Day awards 2017

SHIELDS FOR 2017

Club Member of the year	Maureen Boatwright
Club Car of the year.....	Kevin & Irish Lewis
President's weekend.....	John Moyes & Kath Cole
Don Avery Memorial Shield Run	Mark & Joanne Wellington
Most Enthusiastic Club Member	Carolyn Thompson
Longest Distance Travelled in A7-Centennial Park.....	Paul Boatwright

TROPHIES FOR 2017

Club Member of the year	Maureen Boatwright
Club Car of the year.....	Kevin & Irish Lewis
President's weekend.....	John Moyes & Kath Cole
Don Avery Memorial Shield Run	Mark & Joanne Wellington
Most Enthusiastic Club Member	Carolyn Thompson
Longest Distance Travelled in A7-Centennial Park.....	Paul Boatwright
Austin 7 Achiever of the Year	Paul Boatwright
Austin 7 Achiever of the Year	Mervyn Boatwright
Point Score Winner	Mervyn Boatwright
Question & Answer Winner - Centennial Park	Amy Pui

Centennial Park Annual Display Day - 15 October, 2017

A very relaxed day was enjoyed by all who attended this annual event. We welcome back Bob and Judith Riches, others attended were Mark and Joanne Wellington, Ross and Kim Warner, Paul Boatwright with daughters Jackie and Emma, Mervyn and Maureen Boatwright, Kevin Lewis with Tara and Aaron, Paul and Amy Pui and Amy's mum.

AUSTIN 7 NULLARBOR EXPEDITION 1930'S

Across The Continent In a Baby Austin Sports Most Interesting Account

(By Theo Shepherd of Bomaderry)

Published in The Nowra Leader, Friday 24 July 1936

Continued...

We were showered with all the gracious thoughts of the relieved cyclist's mind as we undertook to deliver this very important message, which we did late that night, to the great consternation and stirring among the station hands.

The first sign of a station homestead is usually a fence which converges all traffic to the ranch. The highway is so indistinct that invariably one arrives at the station house and has to enquire the direction. It was thus that we arrived at Nullarbor Station, where we secured another tin of petrol.

The country here is unmistakably sand plain. Large holdings of millions of acres carry sheep in a wonderfully good condition. Accommodation being unprocurable here we drove on until tired and then, carrying no camping gear, simply pulled up in the middle of the road and went to sleep.

The nights were generally very cold, but when possible a lone and gaunt desert shrub acted as our night sentry.

Next morning the S.A.-W.A. border was crossed and travelling on through the plains, passing blackfellows' huts or haunts, and entering lightly timbered country, we descended a rough cliff onto a sand bed, where lies the old telegraph station of Eucla. This place, together with the surrounding country, is owned by one man, by name Mr. Simons, who has the privilege of acting in the capacity of policeman, postmaster, parson, burglar, bowser attendant, boarding-house proprietor, and so forth, adfinitum. He finds his task not particularly difficult, which is probably explained by the fact that there are no women in the vicinity.

With a glimpse of the rolling surf and the huge white sand hills, a cup of tea, a chat, and a few gallons of petrol at 3/8 a gallon, we did shut the gate behind us and set about manouvring the deeply cut floating track across the sand-flat, suffering a blowout and scaring the sheep for miles as we moved along.

At this point we mistook the telegraph line for the road guide, and soon found ourselves twisting round telegraph posts, dodging stumps and rolling in the loose black sand where never car had been before. This condition insisted for twenty miles, where we again caught the track. Driving was very hard here, necessitating a considerable amount of gear work, and costing our car a damage in the rear under body work.



Shearing Shed



On the Main Highway in South Australia



Nullarbor

AUSTIN 7 NULLARBOR EXPEDITION 1930'S

Night soon fell upon us and with it an uncanny stillness and loneliness. In front of us stood the dreaded limestone hills, and the track lead on through patchy scrub and sparsely treed rough country. The moon, from the distant heavens, shed a ghostly veil over the whole scene: Fairy became scared; ghosts left the realm of fantasy and became temporarily possible. We did not feel like stopping. Somewhere, not far off, could be heard the roar of some jungle beast, then a stampede of rattling hoofs and the bellow of calves. In our uncertainty of mind we ran off the track and found ourselves in a dead-end, where, of course, we were forced to pull up. Needless to say we found it convenient to stop near to a heavy low shrub for protection. Here we put all lights out and laid low.



We were scared stiff for a few minutes while the white faces and glaring eyes of large herefords stared at us from every spooky aperture in the scrub and then rushed round like a mob of mad bulls. Great was our relief when the situation tamed off, and greater still was our relief when we discovered that we were alongside a fence.

Here we found, also, a hot spring, under which we had a most wonderful wash, the most enjoyable I ever remember having. This spring gives forth a good volume - I would say a gallon in about five seconds - of very hot water of fine washing quality at all times of the year.

Greatly refreshed, we started off again at 10.30p.m., and entered thick, dark scrub by a winding, deep-cut and little-used track, travelling round and sometimes over, great limestone boulders, and eventually found ourselves at the foot of a cliff which proved to be that of the treacherous Madura Pass.

Stopping our transport vehicle, we dismounted and climbed a short distance. Each seemed to feel that the only way to explain the situation was to stand aghast and gaze stupidly into the rather terrified face of the other.

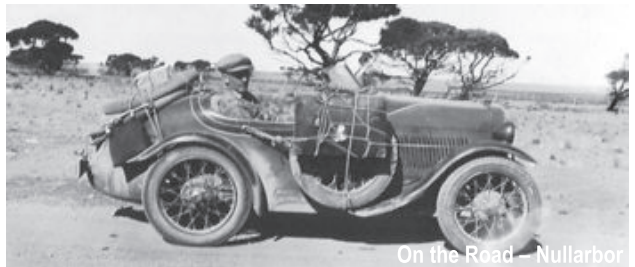
It was part of the journey and had to be done, so we set about gathering stones together to build the track less dangerous and help us onto the top of some of the boulders. After doing what we could in this way, we put the car at it for a few yards thus prepared, and then carried the stones forward and so forth. With one pushing behind and one at the wheel, leaping, bouncing, lurching and rolling, little by little we came nearer to the top until at long last and without damage we again stood aghast, almost disbelieving that we were actually and safely at the top at just on midnight. This short climb is the roughest I have ever experienced.

Unformed road up the limestone cliff left huge bared boulders and deep wash-aways, making the danger of lurching over the side to disaster very imminent. Only a week or so prior to our trip a Chrysler had suffered this disaster.

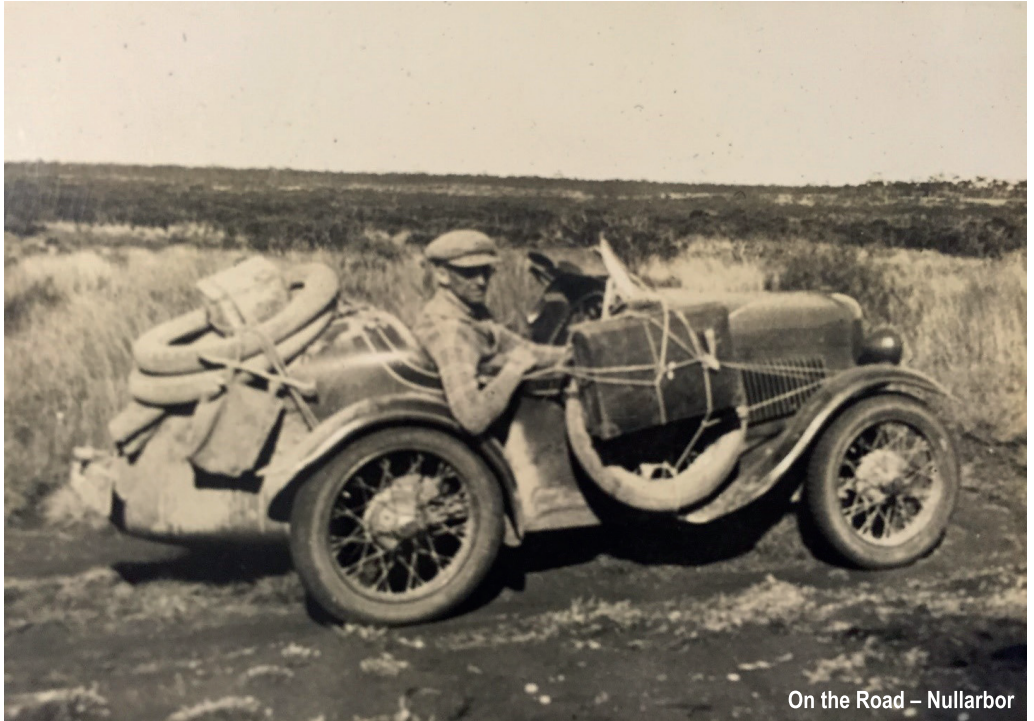
However, without even an inspection of the works of our carriage, we carried on through scrub and loose boulders without any possibility of getting a bed or accommodation for the night. Pulling into a cosy little nook among the shrubs we slept for a few hours.

A little after daybreak, the morning being fresh and clean, we got going right away to warm things up a little. Soon the scrub became scattered and so scarce that we could see our last chance of making a fire was close at hand, so we pulled up and gathered sufficient bramble sticks together to make a blaze, on which we toasted our last half loaf and made a first class breakfast of sardines on toast.

We were not afraid of being pinched for lighting fires, because no man had ever been within thousands of miles of where we were, and we were not afraid of running fires for dirty sand will not easily catch alight.



AUSTIN 7 NULLARBOR EXPEDITION 1930'S



On the Road – Nullarbor

A very strange thing happened during our lonesome morning meal. Gazing into the distant west we could see what appeared to be heavy rain approaching. This became closer and closer, until a dense fog covered us. The time was about 8.30 a.m. The sun was obliterated and water drops collected on our shoulders and hair. The car also became wet. It seemed to us as though their rain season had come and gone while we had breakfast. At 9 o'clock the air began to clear and we made off.

At 9.30, while the fog was still obscuring the vision, what to us was a young emu, stalked proudly across our way about fifty yards off. We stopped the caravan, and made a good inspection of the bird, which, to our amazement, took to its wings and flew gracefully off into the fog.

By another half hour old sol had burst forth and the fog was gone. We found ourselves well and truly out upon the great Australian sand plain. The environment produces a sense of severe solitariness. All civilization seems to have been swallowed up in the hot, barren, level sand plain. One is almost overwhelmed and feels the inspiration of the poet who spoke of "the everlasting sameness of never-ending plains". We simply stayed our seats and drove on for hundred after hundred of miles.

Late in the afternoon we reached lightly timbered country and came onto the telegraph line clearing for the roadway and were privileged to be the first motorist to travel on this twenty miles under the telegraph line instead of the road.

Between sand, stumps, and posts it was a tough drive. An interesting feature of this limestone country is its blowholes. Bottomless cavities opening to the surface with a hole about 3ft from these blowholes. The sound of a stone dropped in at the surface can be heard until it becomes faint in distance below. A cool and continuous draft of air is emitted from these holes at all times of the year, and hence the name "blowhole". Again we put in the night in the car.

AUSTIN 7 NULLARBOR EXPEDITION 1930'S



Wild Camels



Theo at Eucla

The morning found us in rough, stony scrub-country. A fierce, slinking dingo was scared from its haunts near the roadside by our starting off and soon kangaroos were hopping characteristically from either side of the road. Great eagle hawks were also in evidence soaring and tumbling in the heavens. The place was like a great zoo. Magpies, crows, parrots, flocks of cheeky galahs, wallabies, and rabbits, which have now reached the extreme regions of the fertile lands of W.A., were all conspicuous.

It is interesting to note that the common street sparrow of the eastern States is rigidly, and so far, effectively excluded from Western Australia.

In the afternoon of the same day we were suddenly terrified by several huge camels leaping onto the roadway in front of us with a chorus of weird groans. To the number of about a dozen these unwholesome beasts kept the track at a trot ahead of us at a fast trot.

With all the tactics we as victims to the smell and dust of these obstinate brutes could devise, they kept us on their heels. Rolling against overhanging saplings and blundering over stumps, never breaking from a trot, they led us for a distance of about five miles and must have travelled at a speed of thirty miles an hour in places.

It is noticeable that wherever there are a few trees, however small or invigorous, there are birds to twitter among their leaves.

The track is naturally very rough and the mobility slow over these boulder-strewn limestone ranges. The word range does not imply hills, much less mountains. The most hospitable accommodation for another night was our transport vehicle.

The following day we felt a little awkward in our strange attire of dust, whiskers and heat, for during the last three days we had cause to exercise economy with our provisions and had not shaved or bathed, not to mention the action of washing.

This country, now well into W.A., is conspicuous and interesting for its monstrous bare rocks, the smaller stones of many hues which are found everywhere, the many pits which riddle its surface in search of gold, the great snow-white sand lakes, and the haunts of semi-wild blacks.

Horses are bred on the best of this land, sheep on the poorer spaces, rabbits on all of it, and in the best seasons a rabbit may visit the worst of it, though I fear he may not be heard of again.



Sheep Country Western Australia

AUSTIN 7 NULLARBOR EXPEDITION 1930'S

Here time seemed to lose its fleetness. Hours seemed weeks, and minutes whole days, but as we carried very scanty vituals, and there was such a very inhospitable invitation to stop that we simply pressed on, passing miles after miles of hot barren sand and heavy limestone outcrops which latter, by the way, is very dangerous to the tyres.

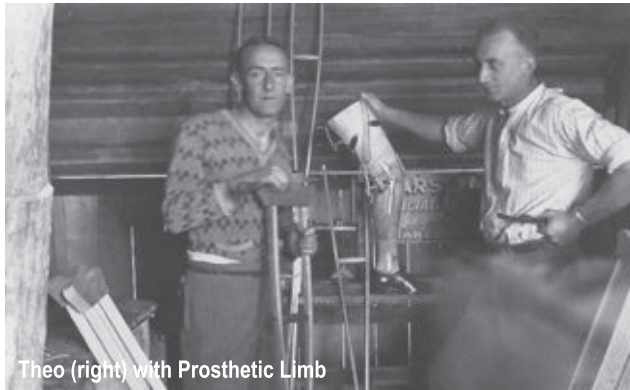
Drafting pens are also passed, which consist of isolated yards in the open plain with a water pump and trough, and dams (all dry), tanks and wells, until finally after much patience, the long looked-for town of Norseman was reached. Our main appointments here were a brush-up, a fill-up, a clean-up and a shave.

A peculiar little drama was staged here at our expense. As we stopped at a garage for car supplies, and incidentally other information, two policemen approached and held us under arrest. One of these good behaviour experts opened his bag and, producing and official paper, handed it to me with the words, "Your travelling from the east, what have you to say to that?". With trembling hand and bewildered mind, I took the paper, wondering if, after all our efforts we were forbidden immigrants. The paper read as follows: "Urgent telegram. Eucla Monday. Two young men, suspects, passing through in Baby Austin, stole parcel clothing." Admitting our appearance might suggest a suspect or even an escapee, we had no time to discuss such an obtrusion on our immaculate reputation, so we gave a hearty laugh and promised to see them on our return, during which time they were given the royal liberty of searching among the endless mass of stuff strapped about the car. We saw no more of them.

The town of Norseman was obviously not founded by a biblical student, for it has not a rock foundation, but is built upon the sand. The shops have no decorated show-windows, on account of the furnace-like heat which is reflected from the loose grey sand. We tried to purchase a malted milk drink here but the term was strange to their ears, and it seems that no milk is even handled in this strange and desolate place.



Sheep Country Western Australia



Theo (right) with Prosthetic Limb



Newcastle Surgica

AUSTIN 7 NULLARBOR EXPEDITION 1930'S

Seeing we were now less than five hundred miles from Perth, our destination, we were expecting at any moment the glorious experience of gliding onto a bitumen surface road, a sensation quite strange to our experience since we had bid farewell to Victoria.

Alas! to our intense agony a hundred miles of the worst corrugations ever encountered by a motorist lay ahead of us. This class of road has to be taken at about forty-five or fifty miles an hour until wheel spin reduces speed to near thirty-five which is recklessly impossible and has to be carefully reduced to ten until the surface makes it possible to regain the forty-five mark.

The corrugations here are eighteen inches to two feet from centre to centre, and four to six inches in depth. This may sound exaggeration to the uninterested, but it's quite accurate. Cars frequently lose their number plates and bumper bars while travelling it.

The miles were long and tantalizing until Northam was reached at a distance of sixty miles from Perth.

Despite the distance travelled and the excessive roughness and toughness of the travelling not a yard of the bitumen was wasted. The journey was almost complete, and the other side of the Continent reached.

It was with light hearts that we sped down the twenty miles of easy and continuous grades that makes the approach to this western capital, and presents some exceptional panoramas of the city.

And so, just prior to midnight on Wednesday, a fortnight after leaving Sydney, the destination of a distinguished drive was reached, quietly yet triumphantly.



And now for a modern day adventure....



All Spare Parts correspondence should be addressed to:

Mr Mervyn Boatwright
P.O. Box 366, Casula Mall, NSW 2170
Tel: (02)9822 8609

From the editor:

Please be reminded that any contributions of articles or subjects of interest etc to be published in the magazines from members of the club are always greatly appreciated.



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 regards to the restoration of these cars.

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!

Mr Mark Taylor

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

Email: info@autin7clubnsw.org.au

Website: www.austin7clubnsw.org.au