

# BABY TORQUE

## AUSTIN 7 CLUB NSW INC

Number 297



John Moyes and Kath Cole with Paul Pui

Summer - 2019 – Edition

# Baby Torque

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	Treasurer	Brad Sheringham		0401 254 286
	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 the club members and welcome to all the new members who have recently joined the club.

2018 was a successful year for the club and I would like to thank all members for your ongoing support. The club office bearers have been returned for another year when met at the last AGM. The committee will endeavor to do whatever is necessary to ensure that the club is properly run to be fully compliant to the legislative requirements, thus allowing our members to enjoy the privileges and financial benefits offered by a government registered vintage car club.

We welcome any new ideas and suggestions and contributions to the quarterly magazines. There are many younger members in our club and if any of our more senior members have had some old stories to share, we would be delighted to hear from you. Everyone is also welcome at our club meeting or club activities and if your Austin is not going, come in your modern car. In 2019, we have quite a few runs organized so please have a look and fire up your little Austins and come and enjoy the runs.

The article by Russell Lindfoot on pages 10,11 and 12 was published in The Royal Mail, which is the official journal of the Veteran & Vintage Chevrolet Association of Australia Ltd, in July 2010. His knowledge of the Leaf Spring Suspension is quite remarkable.

It's over nine years since I accidentally discovered the Austin seven and it has brought great joy to Amy and I where we can go out and have lots of fun and meeting interesting people. People that were introduced to meet our club members who have great skills like Mark Burton who makes horse carts as featured in the last magazine.

Many of you are probably aware that since the introduction of CVS (Classic vehicle Scheme), RMS has been much more active inspecting cars and cars with extensive modifications which were accepted previously by HCRS are no longer accepted. Our liaison with other clubs also confirms this. As a result, after months of learning from other clubs and from RMS, our club rules have also been changed to accommodate this. Fortunately, the rule change possibly affects just a few HVS (Historical Vehicle Scheme) registered cars using this club as the primary club.

Happy Motoring

*Paul Pui*

## 2022 National Rally

The Austin 7 Club Inc (Vic) has announced that the 2022 National Austin Seven Rally will be held in the seaside town of Warrnambool. The Rally Registration will be on Saturday 9th April, and conclude with a Farewell Dinner on Thursday 14th April.

Expression of Interest will be available at the end of the year. Set aside the dates to celebrate the 100 years of Austin 7s and tour the areas. Any queries can be directed to Andrea Casabene and the Rally Committee at [2022rallyinfo@gmail.com](mailto:2022rallyinfo@gmail.com)

# Events Report

Happy New Year to all members and your families. Since our Spring Magazine, the Club held its Christmas Party at Moorebank Sports Club and I am very pleased with the good reports received from members and I am sure there are great photos of the event in this magazine. Mark Wellington organised a Breakfast Run to Stanwell Tops and a visit to a great orchard at Darkes Forest where someone purchased a few boxes of peaches whilst others sampled and purchased Apple Cider and of course Alcoholic Apple cider.

The next event is (1) Australia Day at Parramatta Park, (2) Long Weekend at Kiama and I am sure both venues will be great. There is a Car Show coming up on March 10 and I need numbers a.s.a.p. as well as numbers for week away in March.

I hope to see many members on the Twilight Run that will end at a great Fish & Chip Restaurant in Padstow.

Those wanting to attend Shannons' Sydney Classic at Eastern Creek in August need to contact me a.s.a.p to secure their Ticket.

Happy Austin 7 Touring,  
*Maureen Boatwright*

## HAPPY BIRTHDAY

"Many Happy Returns" to all members celebrating their Birthday during December, January and February.

### *Club Membership Renewals*

**Club Membership renewals are due on 1st January each year.**

**Fees are as follows:**

**Single membership: \$50; Family membership: \$55; Joining fee: \$30**

**The joining fee applies to all new members and those who have not renewed their membership by 31st January each year.**

**Note: To ensure that all membership monies are safely banked, the use of direct credit into the club's bank account would be the preferred option.**

**Special thanks to Bankstown Sports Club for providing a meeting room free of charge to our club for our monthly meetings. Without the support of Bankstown Sports it would be difficult for the Austin 7 Club to hold meetings without passing on some costs. With their continual support our club is also able to enjoy the various facilities available to us.**



# UPCOMING EVENTS



<b>17 Feb 2019</b>	<b>Twilight Run-Fish &amp; Chips</b> , eat in Restaurant. Meet at NRMA car park, George Street, North Strathfield at 2.15 pm to depart 2.30 pm. Please contact Maureen with numbers attending as booking is required.
<b>17-22 Mar 2019</b>	<b>Week away</b> - Visiting areas our group has not been to before, destination yet to be decided. If you are interested in coming 2019 on this Run when we will visit many places of interest. We will need to book accommodation within the next week so, please contact Maureen a.s.a.p. This Run is organised by Maureen & Mervyn Boatwright.
<b>10 Mar 2019</b>	<b>5th Annual Macarthur Gardens Car Show.</b> 10.00 am till 2.00 pm. Macarthur Gardens Retirement Village, 100 Gilchrist Drive, Campbelltown (next door to Macarthur Square). No entry Fee. Each vehicle will receive one complimentary sausage on a roll or hot dog and a drink voucher on arrival. All cars to be in place by 9.00 am –9.15 am. Please contact Maureen a.s.a.p if you will be attending, spaces are limited.
<b>19 May 2019</b>	<b>National Motoring Heritage Day.</b> Mystery Run. Meet at NRMA car park, George Street, North Strathfield at 9.30 am to depart 9.45 am.
<b>16 June 2019</b>	<b>Don Avery Memorial Shield Run.</b> Meet at Liverpool Regional Museum, crn. Hume H/Way & Congressional Dr. Casula at 9.30 am to depart 9.45 am.
<b>21 July 2019</b>	<b>Ladies Day. Progressive morning tea/lunch.</b> Meet at Liverpool Regional Museum, crn. Hume H/way & Congressional Dr. Casula at 9.15 am to depart at 9.30 am. Please provide numbers for catering. A small cost is involved – cost to be advised.
<b>18 Aug 2019</b>	<b>Sydney Classic – Eastern Creek.</b>
<b>23-27 Sep 2019</b>	<b>Austins Over Australia – Barossa Valley.</b> For expression of interest contact Chairman David Gear 08 8296 1689 <a href="mailto:dgear@optusnet.com.au">dgear@optusnet.com.au</a> or Event Secretary Ralph Drage 0418 846 082 <a href="mailto:rdrage@bigpond.net.au">rdrage@bigpond.net.au</a>
<b>9-14 April 2022</b>	<b>Austin 7 National Rally – Warrnambool.</b> Expressions of Interest will be available end of 2018. Any queries contact Andrea Casabene <a href="mailto:2022rallyinfo@gmail.com">2022rallyinfo@gmail.com</a>



## 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.



# Annual Christmas party & Presentation Day

November 25th, 2018

The annual Christmas party and Presentation Day kicked off with a beautiful weather at Moorbank Sports Club at Hammondville. In attendance were Kevin and Irish Lewis with Tara and Aaron, Brad and Janine Sherringham with Laura and Will, Paul and Sandra Boatwright with Jessica, Katie, Jackie and Emma, Lal Etherington, John Moyes and Kath Cole, Warren Gracie, Russel Lindfoot and Carole, Graham and Maria Burgess, Elaine Taylor, Merv and Maureen Boatwright, Bob and Judith Riches, Edwin and Jean Huang, Ingrid Huang, Paul and Amy Pui.

The club has been beautifully refurbished with different areas for different uses, it was a very relaxed atmosphere and even though it is quite big it didn't feel crowded at all. Our club function was held in the outdoor area with louver shutter roofs and very comfortable seating spread out in a fairly big area. Lunch was a sumptuous spread of roast chicken, butter chicken and beef plus various salads, dessert was big slices of chocolate cake, carrot cake, fruit and cheese platter. Coffee order was taken individually and served by the friendly staff.

Presentation for the various shields and awards were presented with a couple of tables collecting various prizes while some table have nothing at all. Who would think that the president actually picked up the first hamper prize drawn. Thank you to all the members who supported the club with the purchase of raffle tickets, a total of 104 tickets were sold.



# Annual Christmas party & Presentation Day



# Annual Christmas party & Presentation Day



## Trophy Winners for 2018:

Club Member of the Year .....	Trevor Hails
Club Car of the Year .....	Russell Linfoot
President's Shield.....	Paul, Katie & Jackie Boatwright
Don Avery Memorial Shield .....	John Moyes & Kath Cole
Most Enthusiastic Club Member.....	Graham Burgess
Longest Distance Travelled in A7 Centennial Park .....	Trevor Hails
Austin 7 Achiever of the Year .....	Russell Linfoot



# Breakfast Run - 6th January 2019

On Sunday morning January 6th a group of us departed Heathcote railway station car park for a breakfast run to kick off the 2019 club run season. Despite perfect weather conditions we were just a small group in 2 Austin 7's and 2 moderns. Perhaps it was just too early in the morning and too early in the year to bring everyone out of hibernation.

Undeterred we headed south via the Old Princes Highway and Lawrence Hargrave Drive to Stanwell Beach for a sumptuous breakfast at the Palms Café. The freshly squeezed orange juice was a perfect entre to poached eggs and smoky bacon on sourdough. The table placement was just right for us to observe the passers-by, stopping to admire our babies.

After a short rest it was time to move on further south for a brisk walk across the sea cliff bridge. Just what the doctor ordered to burn off some of those breakfast calories. Returning to the carpark we were greeted by several international tourists lining up for a photograph with the Austins.

Next it was a race back up Bald Hill to the look out. As we arrived the attention of the crowd quickly changed from the ice cream van to the Austin 7's with more photo opportunities. We certainly waved the club flag on the day! Paul Pui took the opportunity slip in front of the queue and despite his huge breakfast, managed to devour a double cone choc top ice cream in seconds. (where does he put it?)

The final destination was the Glenburnie Orchard at Darkes Forest, a place full of surprises. Apart from the obvious apples, peaches and nectarines on sale, there was cider tasting (alcoholic and non-alcoholic) and a bush walking track to Maddens Falls. We departed the orchard for a relaxing 15 minute undulating run on the open road before returning home to the Sydney traffic.

Mark Wellington



# Breakfast Run - 6th January 2019



## LEAF SPRING SUSPENSION – THE BASICS

Russell Linfoot's response to Barry Garment's request for information on early car suspensions systems.....

The need for a robust, durable and inexpensive suspension system arose in medieval times when horse-drawn carriages with wooden cart wheels were expected to transport passengers and supplies over unformed roads and cobbled streets in comfort, whilst remaining insulated and isolated from the ruts and bumps beneath them.

Enter the Leaf Spring Suspension..



The Britannia,  
a gift from Jim Frecklington and the Australian people to the Queen.  
Photo from Point de Vue, March 19, 2007.

The ultimate suspension? This coach has full elliptic springs mounted at each wheel between the axle and chassis. The body of the coach is supported by four quarter-elliptic (cantilever) springs further isolating the body from noise, vibration and harshness. Stabilizer rods from the backbone chassis of the coach to the body control lateral forces caused by crosswinds, undulating surfaces and cornering, whilst pitch is controlled by adjustable links from the cantilever springs to the body.

### Benefits of leaf springs in automotive applications:

Because of their simple construction, leaf springs could be produced cheaply by blacksmiths using existing technology.

Can handle heavy loads with low rate of deflection.

Distribute the weight over a wider expanse of the chassis than other systems.

The spring centre bolt locates the axle in correct alignment to the chassis, without the need for further suspension geometry such as radius rods/locating links.

### Drawbacks:

Approximately half of the weight of a multi-leaf spring becomes "unsprung weight".

Other components associated with leaf spring suspension, eg. rear axle housing, differential and part of the propeller shaft/torque tube contribute significantly to unsprung weight. When the proportion of unsprung weight to sprung weight increases, a car's ride becomes worse as its suspension "hammers" the car resulting in axle tramp, or axle hop and harsh ride.

Interleaf static friction (stiction) in a multi-leaf spring makes the axle less reactive to precise shock absorber control. As a consequence the tyre doesn't maintain constant contact with the road surface. In combination with high unsprung weight, a leaf-sprung axle may lose control when cornering, braking, or accelerating especially on a loose or uneven surface.

As car speeds increased, these drawbacks led car designers away from multi-leaf springs to single leaf springs (Corvette) or coils. Most manufacturers had adopted independent front suspension (I.F.S.) by the 1940's, although rear axle leaf suspension continued on some models with I.F.S. for several decades.



Some examples of early leaf spring layouts:



c. 1923 Buick with conventional beam axle/semi elliptic leaf springs. Note snubber plate clamped to front (and rear) of main leaf to increase interleaf friction and provide additional spring damping. (Author's collection)



c. 1916 Chevrolet Royal Mail with semi elliptic springs at front and three quarter elliptic springs at rear. The front springs are stiffer (have a higher rate) than the rears to support weight of engine and control steering dynamics of axle. The curved cantilevers at the rear provide insulation from bumps and give a softer ride than would semi elliptics alone, coupled with high ground clearance. (Vehicle courtesy Roger Dunstan, At Dalby, Easter 2009)



(Photo courtesy Barry Garment, Royal Mail, May 2010)

c. 1923 Chevrolet Superior B with quarter elliptic springs (cantilever) front and rear axles. This design used a shorter and presumably lighter chassis, with no need for chassis overhangs to mount front spring pivots and rear spring shackles, as used with semi elliptic springs. To ensure adequate location and control of front axle by the cantilever spring (and to reduce the severity of shock transferred to the chassis if the spring were mounted parallel to the longitudinal axis), the spring is mounted at a wide angle to the chassis rail. The spring intrudes into space occupied by the road wheel when steering lock is applied, compromising turning radius.

As motor car design evolved, space occupied by a bulky engine and beam axle with leaf springs attached, could be better utilized as passenger space within a compact sized

vehicle. This need for more efficient suspension design contributed to the demise of front leaf suspension and the development of independent front suspension. In this photograph, although the spring axes appear to radiate from the differential (as do the steering arms in Ackermann's Principle in the straight ahead position), the intersection point of Chevrolet's quarter elliptic springs axes occurs at a distance of almost two metres behind the differential. No conclusions are drawn from this observation.





c.1923 Overland with Triplex three point cantilever suspension. It consisted of four quarter elliptic springs; two were mounted at an angle to the front axle and two were similarly mounted to the rear axle. Overland advertised that their system provided 30 inches more (?) supported spring area giving "rhythmical riding with no jolts or jars". Certainly the seven and a half inches additional length would make each spring more compliant in the vertical direction allowing more wheel travel over bumps and hollows. (Photos from author's collection)

The Chevrolet Classic 6 (1912-14) sat on a wheel base of 120 inches and weighed 3,750 pounds, or the equivalent of two 1927 AA Capitol tourers. Engine displacement was 299 cubic inches, the largest engine built by Chevrolet until the 348 cubic inch V8 was released in 1959.

Its transmission was mounted on the rear axle directly ahead of the differential. This layout would ensure a more even front-to-rear weight distribution than a car having a centrally mounted transmission.

A fully floating rear axle was used to accommodate the extra weight imposed upon it by the rear-mounted transmission.

To provide a soft ride at the rear Chevrolet used a Platform Spring System comprising three semi elliptic springs. Two springs supported the rear axle and were pivoted to the chassis side rails in the conventional manner. (I refer to these as "road springs"). Their trailing ends were double shackled to an inverted transverse semi elliptic spring under-slung from the rear chassis cross member and centrally mounted to it by long u-bolts. Rigid mounting of the transverse spring to the chassis cross member effectively divides the transverse spring to two quarter elliptics. In practice, road shocks were initially taken by the road springs. As load weight increased it was progressively transferred to the transverse spring by the double shackles connecting them. The rigid transverse spring which, by its mounting, had become two quarter-elliptic springs, provided back-up support to the softer road springs and prevented them bottoming out under rough road conditions.

Shimmy; Front end shimmy; Shake.

Shimmy usually occurs at low speed when the front wheels move rapidly from side to side. The steering wheel vibrates in time with the wheels and the car feels as though it will shake apart.

Shimmy is caused by angular deflection of the front axle as it travels over bumps and potholes in the road.

Rotating wheels on the end of a beam axle exert gyroscopic forces that tend to make the wheels change direction. The angle of deflection of the heavy beam axle combined with gyroscopic forces acting on the ends of the axle cause the springs to flex allowing one wheel to rise while the other falls.

Shimmy will continue until the gyroscopic forces are sufficiently reduced, by slowing or stopping the car.

Factors contributing to Shimmy.

Loose or worn wheel bearings.

Worn tie rod ends.

Incorrect caster adjustment.

Steering box worn or out of adjustment.

Worn spring shackles, chassis pins and bushes.

Inadequate damping.

R. Linfoot.

## *Austin 7 Club NSW Inc Rule Amendments*

In order to fully comply with the RMS requirements, there will now be a new rule, Rule 6, to add to our existing rules of Conditional Registration – Annual Club Inspection

(i) All members nominating this Club as their Primary Club for the purpose of (RMS) Conditional Registration on the Historic Vehicle Scheme (HVS), must take part in at least one (1) organised run per calendar year.

(ii) All members nominating this Club as their Primary Club for the purpose of (RMS) Conditional Registration on the Historic Vehicle Scheme (HVS) must have their vehicles inspected once a year by one of our Austin 7 Club Inspectors who will be checking for substantial modifications. This is in accordance with RMS guidelines.

Should you obtain a Safety Inspection Report (Pink Slip), the vehicle will still require the yearly inspection by our Club Inspectors.

If the Club Inspector finds any substantial modifications that have been carried out to the vehicle, then the vehicle may require an Engineer's Report and it may be necessary for the vehicle to be moved to the Classic Vehicle Scheme (CVS).

There will also be an addition to Rule 5. Documents to be carried in your vehicle.

(v) Current yearly membership receipt.

All members nominating this Club as their Primary Club for the purpose of (RMS)

Conditional Registration will receive more detailed information from the Austin 7 Club NSW Inc. regarding the registration of their (HVS) vehicle.

The above summary of the new rules will be printed in full in the next Members Constitution/ Members Mate/Club Rules to be sent out in the near future. The amendments were proposed and accepted at the club general meeting held on December 12, 2018 after the club committee has studied what other clubs have done and considered the appropriate options.

ANNOUNCING A

# NEW AUSTIN—THE TEN-FOUR

—By Sir Herbert Austin, K.B.E.

I HAVE been asked on many occasions to transform the Austin Seven into a larger car and have always refused because, as the designer of the Austin Seven, I know that it will continue pre-eminent in its own class and would not benefit by promotion. This decision has been completely justified by our sales figures and those of new car registrations. I may as well mention that recent Austin Seven sales have equalled all previous records, and between one hundred and one hundred and fifty cars have poured off the Seven assembly lines at Longbridge every normal working day. Further, the latest official figures reveal that Austin Seven registrations form over 48 per cent. of the 8 h.p. class; they almost equal all other makes combined. This, surely, justifies my determination not to be influenced by that section of the public which entreats me to enlarge the Austin Seven, regardless of this big demand for a highly mobile and dependable small car.

It is quite obvious that the success of the Austin Seven has inspired these requests.

The improved conditions of 1929 and '30 gave everybody the impression that good times would continue, and that the demand for larger cars would increase, but instead, the economic depression has enforced a retrenchment of expenditure amongst most sections of the community, with the result that the demand for motor vehicles has been scaled down to lower price levels, and in particular has focussed on cars of 10 h.p. or less.

Consequently, some time ago I came to the conclusion that the time was opportune, not to increase the size of the Austin Seven and so sacrifice the characteristics which have made it famous, but to design a car specially for this need, to be intermediate in size and price between the Seven and the Twelve-Six. I further realised that the Austin range only needed the addition of this model to include every size of car in normal request by the general public.

Months of intensive work followed, tens of thousands of pounds were spent on machinery of the latest type and of proved efficiency to ensure rapid and accurate production at a low cost of the new design. To-day the result of our efforts stands revealed in this new Ten-Four, which I am confident will meet with a hearty reception and immediate response from the car-buying public.

With Compliments from

LARKE, HOSKINS & CO. LTD.

The Bridge Primary, 214 George Street, Sydney

This is not the first occasion on which a car of this power has emanated from Longbridge. Twenty-one years ago we produced an Austin Ten which proved very successful. With a wheel-base six inches longer and a bore dimension larger by half-an-inch than that of the new Ten-Four, it was a slightly bigger car and at £390 for the landaulette model it was undoubtedly good value in its day, although priced at well over twice the figure at which the new Ten-Four is to sell. This early Austin Ten, and the single-cylindred Austin Seven by which it was preceded, eventually gave place to models of higher power, in accordance with the trend of demand of that time. The advent of the Austin Ten-Four therefore completes a cycle of design. Yet twenty-one years

of continuous development have improved the small car out of all recognition. It has been endowed with wonderful new possibilities. It has acquired a new significance for the motoring multitude of to-day and though still small in dimensions and cost, looms large as a factor of every-day life.

The new Austin Ten-Four is a model distinct from the Austin Seven and Austin Twelve-Six. Almost throughout it is dimensionally a new design, though actually, as I have shown, it embodies the fruits of a long experience gained during many years of producing small cars in large numbers. A glance at the chassis or complete vehicle will immediately confirm that this car is not the hybrid offspring of preceding types, nor an old model in a new guise. I ascribe the success of our products very largely to the fact that they are never evolved in the first place by these casual methods. Every new Austin is designed detail by detail, assembly by assembly, to meet a definite demand, and we have not departed from this policy in evolving the Ten.

The Motoring public can have complete confidence that this new car will do the work of a Ten in typical Austin fashion, while being as economical to run as any car of its size. It will uphold the Austin tradition for dependability and sterling value. In short, it will meet a vital need of to-day in providing economical motoring for the average British family.

*H Austin.*

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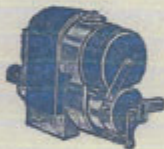
MAGNETO HOUSE

15 GOULBURN STREET

(OPPOSITE TRADES HALL)

Sydney, 10th May, 1929

Mr. R. V. Greatbatch,  
Abbotsford Flats,  
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Dear Sir,

As the Official "Lucas" Service Station for New South Wales, we have been advised by Messrs. Larke Hoskins & Co. Ltd. that you recently purchased a new Austin 7 and now enclose your Guarantee Card covering its "Lucas" Electrical Equipment.

Being anxious to see that you obtain the very best results from the equipment, you are invited to present this card at our Service Station should any trouble develop, when one of our experts will be pleased to make a careful examination and thoroughly test and adjust each unit for you.

Our Service Station has been specially equipped to enable us to render efficient and reliable service, including a large Battery Charging Room and Battery Repairing Department, and special plant and instruments for handling magnetos, generators, and self-starters, etc.

These facilities are supplemented by large stocks of spare parts and sections, and even complete units for replacement, and we express the hope that you will avail yourself of this special service when necessary.

Yours faithfully,

MOODY & COMPANY.



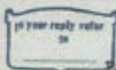
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MANAGING  
DIRECTOR



PJL/VE.  
M/32.

July  
4th,  
1932.

Dear Sir or Madam,

We think you will be interested in the attached recent announcement by Sir Herbert Austin of an entirely new and additional model, delivery of which has just commenced from the famous Austin Works in England.

This new model, which will be known as the Austin Ten-Four, is to meet that growing demand for a car somewhat larger than the Austin Seven. It is to be particularly noted that the Austin Seven will be continued in production, as the demand for this model continues to increase, and has maintained its leadership in its field.

The Ten-Four will have a body of sufficient roominess to comfortably seat four adults. One of the features is in connection with the double-drop frame, giving a low centre of gravity, which in turn means remarkably good road holding qualities. The Transmission will be known as the Twin-Top type, that is with silent third gear. While the car will have a good top gear performance, gear changing, when necessary, will be particularly easy to accomplish.

The first sample car is already in Australia being road-tested under Factory supervision, and arrangements are being made for the production of suitable coach work.

We would appreciate very much hearing from you as to whether you would be interested in having further particulars of this new model Austin; we would also appreciate hearing as to the type of body which you favour, even if you are not contemplating buying in the near future. We are making plans for the production of Metal Saloon Bodies, Tourers, Roadsters, Coupes and Sports Models.

While the price of the car in Australia has not yet been fixed, it is intended by the Austin Company that this new model will be very competitive in price when the high standard of quality of the Chassis is taken into consideration. With regard to delivery, main supplies will be available towards the end of September.

We shall be glad to send on further information at a later date, and in the meantime would appreciate a reply by the enclosed Postcard. No stamp is required, as we pay postage to the Post Office on return of the Card to Sydney.

Yours truly,  
LARKE, HOSKINS & CO. LTD.,  
P.J. LARKE. Managing Director.

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**Vehicle** 1930 Ford Model A Coupe

**Make** FORD

**Model** Model A Coupe

**Year** 1930

**Engine** 8

**Transmission** Manual

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Messrs. Joseph Lucas Ltd. give the following guarantee on Electrical Equipment manufactured by them as fitted in your car or motor cycle.

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As the officially appointed Service Agents for the State of New South Wales, we have made arrangements with Messrs. Joseph Lucas Ltd. to give service under this guarantee for a period not exceeding six months from date of delivery of your car or motor cycle. Any trouble with your electrical equipment caused by defective material or workmanship will be rectified by us free of charge during this period, provided the equipment has not been tampered with, and it is brought direct to us to examine as soon as the trouble becomes evident.

FREIGHTS AND CARRIAGE TO BE PAID BY CLAIMANT.

Registered No. 163274

The following "Lucas" and "Rotax" Electrical Units are Guaranteed in terms of conditions printed on other side hereof:

MAGNETO.	Type..... No.....	Switches Type .....
GENERATOR.	Type..... No.....	Head Lamps Type .....
STARTER.	Type..... No.....	Side Lamps Type .....
MAGDYNO.	Type..... No.....	Tail Lamp Type .....
BATTERY.	Type..... No.....	

In case of any fault developing present this card to—

**MOODY & COMPANY**  
Official "Lucas" and "Rotax" Service Station  
15 GOULBURN STREET, SYDNEY

PHONES: M 2248  
M 2249

*Arthur Law*



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 Members!**

**Kenneth Bell & Irene Bao**

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

**Email: [info@austin7clubnsw.org.au](mailto:info@austin7clubnsw.org.au)**

**Website: [www.austin7clubnsw.org.au](http://www.austin7clubnsw.org.au)**