

A30 MINUTES

A NEWSLETTER OF THE AUSTRALIAN AUSTIN A30 CAR CLUB INC.



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From the Front Seat

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A message from Club President, Don Jones

Welcome to February and to the New Year

I hope you all had a great Xmas break and a very safe one. The December meeting was one of the biggest ones for a long time, it was just about standing room only, thank you to all those that attended.

The two events over the holidays were a great success, with cooler weather, for both of them. Australia Day in the gardens was one of the best I have attended in quite a few years with great entertainment and company. By the time you read this Picnic at Hanging rock will be over for another year.

Bob Talbot is looking into new regalia; he should have a report at the next meeting. Please keep these reports coming into the editor, as we all would like to know what you have been up to.

Hope to see you at the meeting.

A handwritten signature in black ink that reads "Don Jones". The signature is written in a cursive, flowing style.

From the Editor

I have just got two weeks leave approved so I am off on holidays. The plan is to go to Bundaberg and back without going on any highways. MYA30 likes the back roads, although it will be a lot further, some 6000km instead of 4000km. I will miss the next meeting but if all goes I will be back in time for the next newsletter deadline. I hope someone will volunteer an article about their car for the next issue. If this and all the other articles could be emailed to me at Vicroads I should be able to put the next newsletter together on time.

Graeme McIntosh

Standing in the middle of the road is very dangerous: you get knocked down by traffic from both sides - MARGARET THATCHER

Australian Austin A30 Car Club Inc.

(Ass. Inc. No. A8084W)

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Minutes of the meeting held on the 13th December 2006, at the Camberwell Uniting Church, 314 Camberwell Road, Camberwell.

Meeting Opened:

The meeting was opened at 8.10pm

28 members present

Apologies:

Joe & Fay Reilly, Steven Talbot, Ian Warren, David & Bronwyn Taylor, June Overton, Ron & Lorraine Maddox, Pam & Warren Barry, Paul & Nina Ilko and John Shaw.

Visitors:

Nil.

Roger MacMillan was welcomed to the meeting by Don Jones. Roger is a long standing member, but first time at a meeting for a long time.

Minutes of the Previous Meeting:

The minutes of the meeting held on 15th November 2006 were accepted as a correct record of that meeting. Moved: Ted Jones Seconded: G Blair Carried

Business Arising:

Nil.

Correspondence:

Out: Greg Davie

In:

Newsletters From:

Castlemaine Historic Vehicle Club, AMVC of Qld., Austin 7 Club, Deniliquin Dist. VVCC, Austin 7 Club of S.A.

Moved: Bob Dickson Seconded: Harvey Overton Carried

Treasurers Report:

Dianne gave a detailed report on the financial state of the club.

Moved: Dianne Davie Seconded: Bob Talbot Carried

Editors Report:

No problems, nothing to report.

Librarians Report:

Plenty of books available. A selection here tonight.

Membership Report:

Currently 87 members.

Ian Cranney has rejoined the club. Welcome back Ian.

Club Captain:

Past Events:

3rd December, 41 people attended the Christmas lunch at The Austrian Club. A great day.

Coming Events:

Jan 21, RACV Great Australian Rally.

Jan 26, Australia Day Rally

Feb 11, Hanging Rock

Regalia:

Bob Talbot:

Nothing to report this month.

Austins Over Australia:

Information has finally arrived, if you have not received your information contact Bob Dickson for a copy.

General Business:

Don Jones: A35 cross-stich available, thanks to Judy Clough.

Don showed a metal cut-out of an A30, which he had purchased for \$45-00, delivered from Mildura.

Ted Jones: Has purchased a Morris Marshall Traveller 1959 which had been in a shed in Towoomba since 1969. Only know of 2 in the world.

Tom Bacon: Norm Whittington is not well, We wish Norm all the best for a speedy recovery.

Roger MacMillan: A30 for sale. 31371 miles. Details into Magazine.

Ho Ho Ho, Father Christmas arrived with presents for all the big kids.

The date of the next meeting was confirmed as

WEDNESDAY THE 21st February 2007

At the Camberwell Uniting Church, 314 Camberwell Road, Camberwell at 8-00pm

The meeting was closed at 9:02pm

Bob Dickson

Hon. Secretary



**ARCHIVE BINDERS
FOR YOUR 'A30 MINUTES'**

**PRICE
\$10.00 EACH**
plus postage, if applicable



Graeme McIntosh's 1956 A30 van

After successfully completing two shakedown trips to Cobram and Glenrowan it was time to take MYA30 for a real trip carrying all my camping gear. I had spent a couple of weeks figuring out how to fit everything in the van and have enough room to also sleep inside.

For such a tiny car on the outside there is a lot of use full space on the inside, everything fitted in and is easy to get at. (Camera equipment, 12

volt refrigerator, table, chair, bedding, a weeks supply of food, drinks and water).

Fifty year old cars are much better being driven on fifty year old roads, so I avoided the Hume Freeway and headed to Barmah via Whittlesea, Broadford and Murchison. Perfect weather and very little other traffic made a very pleasant trip to the campsite on the Murray River. Five minutes to set up the camp and all worked, even the bed was comfortable (I thought it may have been a bit cramped).

Next camp was at Beechworth but the weather had warmed up a bit. It was 43 degrees at my lunch stop at Lake Mokoan, but with the hatch and windows open and plenty of cool drinks in the fridge it was hot but still pleasant. Zooming downs the mountains around Beechworth with the 30 degree temperatures was much better and the drive down the Maroondah Hwy late on the balmy Sunday night was an excellent way to finish the four day trip.

Graeme McIntosh

Mandatory RWC,s

The RACV position is still as previously advised to AOMC:

RACV's position on periodic mandatory vehicle inspections (PMVIs) has in the past and continues to be that we do not support such a scheme. This position is formed on the basis that such a scheme has been shown not to be cost -effective in improving either road safety or overall roadworthiness levels of the vehicle fleet.

RACV favours alternative methods of achieving these objectives, including the strengthening of targeted and random vehicle inspections.

The VACC has recently advised us (Via Colin Jordan) that they will cease to push for compulsory periodic vehicles inspections and instead work with RACV, Vic Roads, TAC and others on more cost effective ways of improving vehicle roadworthiness. We are all now working together on the 'Auto Safety Week' program which is currently focusing on improving tyre condition through an information and education program.

Cheers,
Michael Case RACV

Members Wanted - Dianne Davies Bike Club

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Finally, an exercise program that could motivate me to stick to it. I have decided to be more physically active in 2007. Beginning this weekend I will ride 5 miles every day!

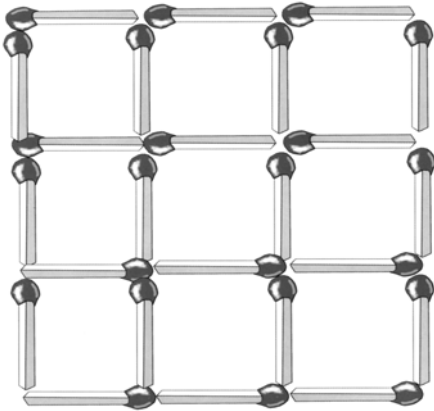
If any of you would like to join my bike club, please let me know and we can make arrangements. I think it would be appropriate to ride somewhere between 4:00 and 7:00PM. (We can call it happy hour, if it will make you say yes.)

I have enclosed a photo of my new bike. Please consider joining me for the ride. I guarantee it will be fun.

For more detailed information please refer page 9

Matchstick Puzzle

This shape is made up of nine small squares. Take away eight matches to leave five small squares.



Doctors Orders

There was a dumb blonde who was terribly over weight, so her doctor put her on a diet. "I want you to eat regularly for two days , then skip the next day, and repeat this procedure for two weeks. The next time I see you, you'll have lost at least 5kg." When the blonde returned she shocked the doctor by having lost nearly 10 kg. "Why, that's amazing," the doctor said. "Did you follow my instructions?" The blonde nodded: I'll tell you though, I thought I was going to drop dead that third day." "From hunger you mean?" asked the doctor. "No, from skipping."

A Progressive Exercise Program

A progressive program for strengthening arm and shoulder muscles.

Begin by standing with a 2kg potato bag in each hand. Raise your arms to horizontal and hold them there for about a minute. Relax for the rest of the day and repeat the exercise daily. After a week, try the same routine with a 3kg potato bag. For the third week, use a 5kg bag. If you get that far, for the fourth week, go back to a 2kg bag and try putting a couple of potatoes in each bag, but be careful; don't over do it!

RACV Great Australian Rally - Melbourne to Mornington.

8

Leaving home at a reasonable time of 8.00am we arrived at the Docklands about 8.30 for the 9.15 start. There were quite a few vehicles already assembled, could have been the FREE breakfast at 7.00.

We had a browse around as more vehicles arrived, we were very pleased as our car was not far from the start and thought, beauty we will be one of the first off. But just dreaming, they did state that the lower number, (we were all given a number when we registered), and slower cars would be sent off first. It is amazing how many vehicles managed to slip up past on the left hand side and get ahead.

Of course while we still had time to spare we had a quick look around the Docklands, it is a very interesting place, certainly has changed, what with all the yachts and cafes. I think it would pretty pricey to have a meal there. It would certainly give Darling Harbor in Sydney a run for its money.

Well at long last we are heading off, it is about 9:45 and we are the only A30 in sight. We headed along St. Kilda Road and around the Nepean Highway to Frankston, along the way we had plenty of people waving. Coming into Frankston there were quite a few people waiting to see all the different vehicles.

After leaving Frankston we continued on until we arrived at Hastings. Here we parked the Austin, we could have walked over and grabbed a free cuppa but we decided to support the local Boy Scout Sausage Sizzle. Jenny & Lynal Dowell (members of our Club) were in charge, they were telling us how much they enjoyed the Jamboree and of course how busy they were. After filling ourselves we spotted Bruce & Glenys Hall arriving so we waited for them before heading off to Mornington Race Course.

We travelled along the Bittern-Dromana Road past Red Hill, then past the out skirts of Dromana, Safety Beach around the coast (great view) through the Mornington main shopping centre, here there were more people lined up waiting for the vehicles to come through. We eventually arrived at the Race Course where our President Don Jones met us. Don had been there since 8.30 parking cars, so we had a great spot under the trees. Stretching our legs we ambled around looking at all the cars and running into some of the A40 members, we then decided it was time for lunch.

There were more people and cars this year, last year it was very poor in attendance both cars and spectators.

The weather this year was far better or perhaps they need a change in venue.

We had a great day, it is a pity that some cars go straight to the Race Course instead of Hastings. It must be very disappointing to the Business people that go to all the trouble of advertising this event and the people who take the time to line the streets to see the different vehicles go past when only half of vehicles bother to travel the whole trip.

But congratulations to the organizers for a great.

Thank you to the members that came on the day, they were Glenys & Bruce Hall, Stanley & Peter Lovell, Don Jones, Robert Taylor & Peter Hannah and John Freeman plus Tom and myself.

Dot Bacon



Don Jones, Dot and Tom Bacon, Glenys and Bruce Hall resting in the shade at the Mornington Race Course before heading off for lunch

Continued from page 7 **Dianne Davies Bike Club**



"The Whistle Stop on Wheels"

(Note the location of the pedals)

Australia Day Historic Vehicle Display

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Well what a great day it was, made you proud to be an AUSSIE.

This year we were honored to drive Graeme's Van, it was certainly much better to carry all the bags.

Tom, Bob & myself were marshals at Highpoint Shopping Centre, of course there were a few hick ups, they decided to do Tram Line Work at two of the intersections where the cars were going.

The main worry was at Highpoint as they closed of Gordon & River Streets so that meant the cars could not get out of the Centre, but management of Highpoint were very good and opened the car park to allow the cars to go another way.

Tom sketched up a new plan so the cars could go out, but there were about 2 people that went the wrong way, one a member of the Federation, he has a jewel in his crown.

At 9:30 all the cars had left so we headed for the gardens and on arrival our President Don had saved us a parking spot plus enough for the A40 members. After getting our chairs set up we wondered off to look at the cars and the entertainment they had around the gardens.

About lunchtime the F 18's flew over and later the Roulettes did their fly over and stunts, it was terrific. But alas something was missing, the 21 gun salute, it did go off about 2.00pm only 2 hours late, apparently they forgot to pick up the ammo, and had to get it sent from Seymour.

It certainly made a noise when it did go off.

There were over 450 vehicles on display and plenty of entertainment for young and old. Comparing it with other years this was far the best, a lot more spectators. The only thing missing was the Media and VIPs. It happens every year they only seem to get as far as the Yarra River and stop.

There was no coverage of it on TV or in the newspapers.

Well we will certainly be coming back next year, we must congratulate the Federation and special thanks to Kevin Churchill and his team and the Marshals who were there from 7.30 parking all the vehicles and were still working well after 4:00, Well Done.

Members who attended the event were Bob Talbot, Don Jones, Angela, Glenys and Bruce Hall, Laraine & Ron Maddocks, Graeme Bacon, Graeme McIntosh, Mario and Cristina Napoloene, Judy & Russell Clough.

Dot Bacon





A30 Club members enjoying the shade under one of the trees in Kings Domain



The A30's all lined up



1937 Morris 8 Series 1

1930 Packard Coupe



1948 International KB1 Tray

1962 Trojan



RUST What is it?

13

We have all experienced problems with rust and the damage that it can cause to what was a short time back a perfectly sound car body. But what do you know about the actual process that occurs to do this damage? The following article may help to explain it to you. [Reproduced from Best of Old Cars volume 6, published by Krause Publications USA]

Rusting is an electrochemical corrosion process that occurs on unprotected steel, iron, and other ferrous metals when they are exposed to air and moisture. Aided by the presence of acids and other contaminants, the air/dampness duo turns the solid surfaces into ferric hydroxide - better known as rust.

The process is similar to that which occurs in a flashlight battery. The battery's positive pole is made of carbon, which is highly cathodic; its opposite number is zinc, a highly anodic substance. Interaction between two such dissimilar materials - in the presence of a moist electrolyte substance - produces corrosion of the anodic element. In a battery that's exactly what we want. Continual erosion of the zinc anode produces electricity, so the more the better. On a car body and chassis though, we want that process to be minimal. So think of rust formation as the reaction between opposites: cathode and anode, positive and negative. The greater the disparity between the two, the more opportunity for rust to emerge.

This galvanic corrosion may happen wherever two different metals meet. A copper rivet or stainless steel strip attached to an ordinary steel panel, for instance, creates a milieu for rust in the steel. Why? Because plain steel is anodic to both copper and stainless steel and the anodic material is the one that suffers. If a steel screw held copper pieces together, however, the screw itself would corrode. Complicating matters further, a chromed pot metal (largely zinc) insignia might be attached to a steel panel with a fastener made of yet another material. In that case, the most anodic material in the combination should be rewarded with the lion's share of corrosion. Headlight areas tend to be vulnerable especially, because their hardware may be made of metals cathodic to the adjoining body steel. The degree of corrosion depends upon the relative sizes of the opposing surfaces; but the potential is always present. Much of the deterioration is easily prevented, at least in theory, by applying paint or some other barrier between the dissimilar metals.

But how can rust develop in a section of steel panel that directly touches no other metal? Because steel contains microscopic impurities, some of which include carbon particles or compounds, countless tiny corrosion units exist: pairings of carbon (cathode) and steel (anode). In fact, we speak of high and low carbon steel in auto bodies. Rusting won't begin however, unless moisture is present. Pure water allows negligible corrosion. Rainwater acts as a much better electrolyte. Add acids, salts and other impurities picked up as rain falls through polluted air - plus dirt and salt from the road - and the action speeds up fast. One additional factor boosts the corrosion rate immensely. When one portion of the panel is open to the surrounding air, but an adjoining section is covered or hidden (receiving little or no air circulation), the open area becomes a cathode while the hidden spots turn into anodes. This explains why a panel that's scratched or chipped, exposing bare metal, begins to rust.

The exposed steel becomes a cathode - but the surrounding portion, covered by paint, is now anodic. As the painted section rusts, the paint lifts away, creating an even larger cathodic area - which in turn permits even more rusting. And on and on, until an enormous field of rust has grown under the paint. Had the panel been left bare, oddly enough, the rusting would have been modest. (An article in the American magazine 'Skinned Knuckles' a few years ago reported on a test on this. Two car doors, one painted

but scratched through to bare metal in the centre of the panel, and the second completely bare steel, were left out in the weather for several months. The painted door suffered far more severe corrosion than the unpainted one.)

A similar speed-up occurs when a surface is dirty or water spotted. The portion covered by dirt becomes anodic, while the cleaner areas (accessible to air) turn cathodic. Anything that prevents air from reaching a part of the surface - even a gasket or nut accelerates rusting of the covered part. Uniformity, then, is a crucial goal. A painted panel must have no unpainted spots. R M E Diamant, a British expert on rust, has dubbed this the "Achilles Heel" effect, warning that any pinhole soon will become the centre for deep rusting.

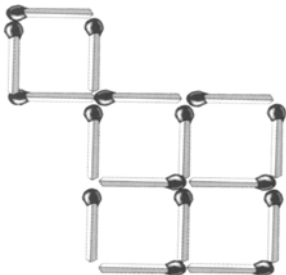
Serious auto rust, though, stems not from the exposed surfaces but from the underside. Rust that begins inside a panel inevitably spreads up to the outer surface, creating the dreaded rust outs. As we've seen, areas that are hidden, enjoying little air, act with adjoining open areas to form corrosion systems. Car undersides are full of such crevices, cavities and pockets. Since most of these vulnerable areas also attract a threatening mixture road salt, water and dirt - tightly packed and damp - it's no wonder that so much decay takes place. "Barrier" prevention techniques come in two forms: [1] Paint or other material to separate metal components and [2] Coatings to keep environmental substances from attacking.

The principles described here suggest a third route. When two dissimilar metals have to touch, it's possible to inject yet a third metal between them. That metal could then take the brunt of the electro chemical corrosion that develops. Zinc is a likely prospect, because it's one of the few metals more anodic than steel, thus more prone to corrosion. In fact it's an ingredient in many anti-rust materials. Diamant recommends mounting bits of perforated zinc sheet under the washer and nut that attach a handle or trim piece to a steel panel. When the corrosive environment matures, the zinc will corrode - but the panel and trim survive better. Aluminium might perform a similar trick, since it too is anodic to steel.

Restored vehicles won't enjoy little scraps of zinc or aluminium stuck around their hard ware, but it's worth thinking about for a daily driver. No miracles of course. Only small areas will benefit. Still, this crafty technique takes advantage of the electro chemical principles, rather than letting them rule unmolested; and it's nice to know that retaliation is possible.

For the most part, though, we'll continue to rely on the tried and tested "barrier" system materials. Some type of coating is essential to keep sensitive metals apart, and to keep the corrosive elements as far from the metal as possible. When two metals come into contact, the most anodic of the pair is vulnerable to corrosion. The further apart metals are on the cathodic-anodic scale, the greater amount of decay.

From Veteran Car Club of Tasmania Newsletter "Small Torque", April 2005.



Matchstick Puzzle Solution, from page 7

Remove the four matches from the top right and the four from the bottom left and you will be left with this shape, which is made up of five small squares.



On the Road

15

with Bob Laughton

Happy New Year to Members and Family, the festive season has come and gone, all to quick, but the good news is it will be with us again - soon!

SPC - Ardmona - Coca Cola, Phew, started the canneries a bit earlier this season. Weather conditions, hail, frost, less irrigation, all contributed to the like. In a good season SPC (for short), has handled up to 12,000 ton of apricots, most years 5,000 to 10,000 tons, but this year 2,500 tons of which 2,000 tons were processed, the rest as pulp. The season is running 10 - 14 days early. Pears are a bit smaller this year but the sugar content is up, they are beautiful and sweet. Oranges are a bit ordinary, in fact a lot you would not feed to the cows.

The "International Dairy Week", despite the drought, had plenty to offer, although cattle numbers were down there were 27 new exhibitors, and this year were featuring "Italian Genetics", not sure if "European Genetics" are good, ie foot and mouth disease, but I guess they must have stringent examinations. Visitors came from 25 countries making it still the "Biggest Cow Show" in the Southern Hemisphere.

Had to take Locky to the basket ball in Bendigo, a one and a half hour drive south west of Tatura. Leaving at 6am for an 8am start down through the Iron Bark forest at Rushworth, driving slowly because of the amount of kangaroos, you would not believe. Through Colbinabbin I was surprised at the amount of sheep, all looking in great condition. A few small irrigation paddocks, and a few beef cattle also in good condition. Past "Johnnie Farnhams horse stud, (well just opposite nearby) is one of the best stands of corn you could see, probably about 25 hectares, (60 acres). It is still green, but will be harvested for seed in a few months time.

Back to the basket ball, well the under 14 year old "Gators" were bundled out of the comp on the second day as Ballarat gave us a thumping. Locky had a good tournament, but you need a good team to "Stay in it". If any of our members can come and see "The Boys from the Bush" at Bulleen on March 10,11,12 it would be appreciated, I guess there will be an entry fee.

I am angry at these oil companies, and we all know why, Graeme Samuel can not touch them and the Government does not want to know about the situation, so we all end up paying through the nose. Holden's "Billion Dollar Baby" has been crying already!
On that note, Enjoy Ya Austins.

Bob Laughton

See the quality and you'll say

AUSTIN

-that's my car!



FORTHCOMING EVENTS

16

21st February 2007 (Wednesday)

Club Meeting at the Camberwell Uniting Church at 8:00 pm.

25th February 2007 (Sunday)

Club barbeque at Westerfolds Park Templestowe starting 11:00

Entry from Fitzsimons Lane Melway 33 F2 Plenty of barbeques and shelter available

4th March 2007 (Sunday)

British and European Motoring Show at Flemington Racecourse.

Display cars with occupants \$15

21st March 2007 (Wednesday)

Club Meeting at the Camberwell Uniting Church at 8:00 pm.

6th to 9th April 2007 (Friday to Monday)

Austins over Australia Australian Capital Territory Easter 2007

Fred Brauneis - Club Captain. Tel: (03) 9457 4038

CLUB PERMIT VEHICLES ARE AUTHORISED TO ATTEND THESE EVENTS.

Note: Owners of vehicles operating with Club Permits should carry a current copy of this Newsletter & a copy of the AOMC Club Permit Handbook in their car at all times.



Buy, Swap & Sell

17

FOR SALE

I am selling my Austin A30; not enough time available to restore it. Body has rust, engine not going .Original condition with no modifications.
Austin A30 4 Door Sedan, 1956 AS4, 61005 miles, red, car located in Mentone, body has rust. Good for spares. Offers (1/2)

Contact: Robert Ponsford 0407 093 967.

FOR SALE

Austin A30 4 Door AS4, Body No 9382, Car No 9400, Engine No 2A 221737.
First registered in 1957, GPZ206 and has covered 31371 miles.
Extra's include sun visor, heater and radio.
New carpets, tyres, wiring, mechanical overhaul and respray was done in 1982.
New battery and the brakes redone in Oct 2006. Car has some very minor garage scars .
Car has not been registered since reconditioning, Asking around \$3000. (1/2)

Contact Roger Macmillan 98900133

FOR SALE

New A30 windscreens. Price \$60 each.

New Hinge Pivot Balls (These are the small brass balls that fit into the door hinges.)
Two balls are required per door). Price \$20 per set of two balls.
(A percentage from the sales of these items is donated to the club.)

Contact: Dianne Davies Phone 0421 666203 for more details

An item in the May Newsletter had an error.

Austin A30/A35 Grille Badges

(May Newsletter - page 17)

Correct Telephone Number and Fax

02 380873478

Mobile

07931102367

Prefix for UK required

Advertisements in this section will be inserted, free of charge, in two issues unless I am advised otherwise. The notation at the end of the advertisement indicates how many times it has been displayed. ie: (1/2) - first insertion , (2/2) - second insertion. Ed.

My mother's menu consisted of two choices: take it or leave it - BUDDY HACKETT



February 2007

Camel Wagon Western Queensland

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	3	4
5	6	7	8	9	10	11 Hanging Rock
12	13	14	15	16	17	18
19	20	21 <u>Club Meeting</u>	22	23	24	25 Club BBQ Westerfolds
26	27	28				

March 2007

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1	2	3	4 Flemington Racecourse
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21 <u>Club Meeting</u>	22	23	24	25
26	27	28	29	30	31	

AUSTRALIAN AUSTIN A30 CAR CLUB INC.

CLUB MEETINGS

Club meetings are held on the **3rd Wednesday** of each month from **February to December**. Commencing at **8.00 pm**.

VENUE

CAMBERWELL UNITING CHURCH
314 Camberwell Road, CAMBERWELL. VICTORIA.
(Near Camberwell Junction)
Melways 45 J1

Parking available at front and rear of the building.

CLUB MERCHANDISE

Club Lapel badge	\$ 5.50
Club Cloth Badge	\$ 5.00
Club Window Sticker Badge (internal)	\$ 3.00
Club Key Ring	\$ 8.00
Club Grill Badge (Members)	\$20.00
Club Grill Badge (Non Members)	\$25.00
Tea & Coffee Mug with Club Badge	\$ 6.50
A30 50th Year Rally Grill Badge	\$20.00
A30 50th Year Rally Cloth Badge	\$ 9.00
Club Umbrella (Dark Green with Flying 'A' logo)	\$30.00
A5 Binder for copies of 'A30 Minutes' inc. 25 pockets	\$10.00

All items are plus postage, if applicable

**All Club Merchandise enquiries to Bob Talbot
Telephone: (03) 9546 1347**

CLUB CONTACTS

Please direct information & enquiries as follows:

Correspondence to the Secretary – Bob Dickson

Newsletter articles to the Editor – Graeme McIntosh

Membership enquiries to Membership Secretary – Tom Bacon

(Contact details are shown inside front cover)

SPARE PARTS

Contact Thorpe at

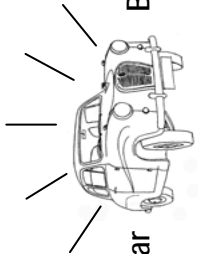
Morris Minor Australia, 56 Alex Avenue, Moorabbin. Victoria. 3189

Telephone: (03) 9555 1793 Fax: (03) 9532 2241

Note: The current membership card is now laminated and has the Club stamp on the reverse side. Members wishing to purchase items from Thorpe of Morris Minor Australia, Moorabbin, Vic. should present the card to obtain a discount. Country & Interstate members must quote their name and membership number. Thorpe has been provided with a current membership list to identify members.



IF UNDELIVERED PLEASE RETURN TO:
THE SECRETARY, AUSTRALIAN AUSTIN A30 CAR CLUB, 6A DUMOSSA AVE, BULLEEN, VIC. 3105.



Austin A30 - small car

BIG personality!