

No. 289

September 2007

# A30 MINUTES

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A NEWSLETTER OF THE AUSTRALIAN AUSTIN A30 CAR CLUB INC.

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## IN THIS ISSUE:

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- 13 On The Road

Club Minutes, News, Photos and More



## *From the Front Seat*

A message from Club President, Don Jones

Welcome to September 2007

A letter was sent to Vic Roads with a new list of three members for the red plate system, Tom Bacon, Bob Talbot and Don Jones.

At the next meeting the Grand Raffle will be drawn, so it will be your last chance to purchase tickets. Winner to be notified on the night.

For those going to Euroa I hope you have been in contact with Ted Jones. This weekend is a very good weekend away as Ted and Mary always run a good one.

Yours in the 30

Don Jones



**AUSTRALIAN AUSTIN A30 CAR CLUB GRAND RAFFLE**

**Last Chance 19th September Club Night**

Details Page 15

**Australian Austin A30 Car Club Inc.**  
**(Ass. Inc. No A8084W)**

Minutes of the meeting held on the 1 August 2007  
at the Camberwell Uniting Church Hall 314 Camberwell Road Camberwell.

**Meeting opened** at 8:11 pm.

**Attendance.** 14 members were in attendance.

**Apologies.** Dot & Tom Bacon, Bob Talbot, John Freeman, Peter Mark, Angela Napoleone.

A welcome was extended to Louis & Gemma Zammit.

**Correspondence**

Letter re 4 doors & Bonnet available. Put in Newsletter.

Application for RACV Great Australian Rally.

2009 Western Australian Tour.

**Treasurers Report.**

Dianne gave an update report on the Club's finances.

Moved D Davie seconded B. Brooks

**Editors Report** The newsletter was issued on time.

Web site operating well.

Emails from Western Australia re Austin's over Australia in 2009

**Library.**

Graeme McIntosh has space to store Club archives.

A meeting was held to discuss a retention policy. The report was tabled and adopted.

Bruce Hall tabled sample catalogue sheets.

**Club Captain**

Fred Brauneis outlined events in each month.

**Membership**

72 members are paid up for this year.

**Regalia.**

Items are available for sale. Raffle is going well to date.

**General Business.**

The Secretaries address is now Unit 2. 12 Catherine Ave.

Mount Waverley 3149.

Registration applications signed by Tom Bacon have been refused by Vic Roads.

Tom Bacon, Bob Talbot, Russell Clough and Bob Dickson to be registered with Vic Roads to sign registration forms

The Annual Statements for 2006 / 2007 were presented and adopted.  
 Moved M. Napoleone.                      Seconded D. Linke

The Club had a surplus for the year. The surplus was achieved due to a reduction in expenses during the year.

Several people offered to get samples to help in manufacture.  
 Ted Jones has NOS maybe Austin.

The meeting closed at 9. 22 pm.

David Linke  
 Secretary

### **ISN'T THIS THE TRUTH?**

Bill started his day early having set his alarm clock (MADE IN JAPAN) for 6.00 am. While his coffee pot (MADE IN CHINA) was perking, he shaved with his electric razor (MADE IN HONG KONG). He put on underwear (MADE IN THE PHILIPPINES), a shirt (MADE IN SRI LANKA), designer jeans (MADE IN KOREA).

For breakfast he had orange juice (MADE IN USA) and cereal (MADE IN CANADA). With his cereal he had dried apricots (MADE IN TURKEY). His coffee cup sat on the table cloth (MADE IN INDIA).

After cooking his breakfast in his electric frypan (MADE IN MALAYSIA), he sat down with his calculator (MADE IN THAILAND) to see how much he could spend today. After setting his watch (MADE IN TAIWAN) to the radio (MADE IN INDIA), he got into his car (MADE IN KOREA) and continued his search for a good paying job.

At the end of yet another discouraging and fruitless day, Bill decided to relax for a while. He put on his slippers (MADE IN BRAZIL) and poured himself a glass of wine (MADE IN FRANCE) and turned on the television (MADE IN INDONESIA), and wondered why he could not find a good paying job ..... in Australia!

Sadly this is a very true scenario.

*Source: Southern Peninsula CHCC via AOMC Newsletter*

Three hundred thousand Austin Sevens were made between January 1923 and March 1939. The model was also made under licence in France as the "Rosengart", in Germany as the "Dixi" (BMW) and in the United States by the American Austin Co. of Butler, Pennsylvania. The side valve Austin Seven engine had a far longer run than the car itself, being used in the 1953 Rosengart, while the Reliant Engineering Co. Ltd. took over the manufacturing rights after Austin abandoned manufacture, and fitted their version of the Seven Engine to Reliant three wheelers until 1962.

"Good judgment comes from bad experience, and a lot of that comes from bad judgment."

## AUSTINS OVER AUSTRALIA 2009 PERTH, WA

Perth Thursday April 9th to Monday April 13th. Newsletter #2, August 2007

Hello Fellow Austineers.

To the many enthusiasts who have responded with their Expression of Interest form, thank you.

### **Progress**

We have been busy over the past months investigating options for venues, food, regalia etcetera, with the aim of all of us having an enjoyable and unforgettable time, catching up with old, and meeting new, friends.

Also, we intend to show, once again, that Austins are able to bring together people from all walks of life, and areas of the world, in a happy, relaxed atmosphere.

### **Accommodation**

We have included, with this newsletter, a list of various types of accommodation, within a 15km radius of our proposed Headquarters, which, owing to the magnificent response we have received to our initial E of 1 form, has been moved slightly from our original location to Cannington, approximately 6km away, and is less than 15km East of Perth GPO.

Also included is a contact phone number and email address for the Perth Tourist Information Centre.

### **Pre and Post Easter activities**

We are planning some suggested self-organised runs to various places of interest, different to our AOA runs for anyone who is in Perth before and or after AOA 2009.

One of these destinations will, of course, be to our renowned Kings Park, a 400 hectare area which attracts interest from many parts of the world for its size, location and variety of floral and other attractions.

### **Displays**

Two display days are being organised for public and participant enjoyment.

One will be in Whiteman Park a large family park with trams and trains, plus a wildlife park within its boundary, approximately 15kms North of Perth GPO. The other will be hopefully (confirmation has at this time not been received) in a park in Fremantle city, approximately 15kms South West of Perth GPO.

### **Runs**

Three runs (Saturday, Sunday and Monday) are planned, the first two to our displays, and the third to a property North of Perth (approx 35km), so our intent is not to have any run in excess of 100km return.

### **Communication**

Electronic Mail to [atholfarmer@westnet.com.au](mailto:atholfarmer@westnet.com.au)

Postal Mail to Athol Gorn 10 Royson Place Dianella WA 6059

Telephone calls to Athol Gorn (08) 9276 9235  
Ken Devine (08) 9390 5310

Our next Newsletter (#3) will include an official Registration Form, together with an Options Form and, of course, further information. This will be for those people who have returned their Expression of Interest form.

For more information about AOA 2009 refer to the Australian Austin A30 Car Club web site Download page

## OILS FOR A CLASSIC CAR

This is a copy of an article on page 15 of the CHACA Journal for Jan. 2006.

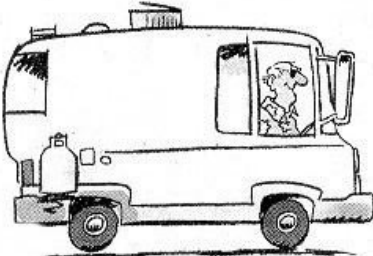
During my weekly fill at the local Caltex station I saw they had introduced 'Classic' motor oil for old car engines in good condition. As it was rated SG and not the current SK or SL and did not bear the words 'for older engines' or 'reduces oil consumption', I felt it was worth looking into it. A search of the Internet produced some interesting information, especially [www.earthlink.net](http://www.earthlink.net) which referred to the November 1999 issue of Car and Driver magazine and a column by Patrick Bedard that is of great interest to all of us with "old cars we want to keep alive as long as possible".

It stated: The column is about engine oils. **The technical information in the column came from one Ed Kollin**, who was a research chemist at Exxon for many years and who now is Director of R&D for Lubrication Science in Jersey-- in other words, a guy who almost certainly knows what he is talking about. Here are some of the relevant facts:

1. Remember the synthetic oil add that showed an engine running after it had first been filled and then drained of oil? Apparently the oil contains a 'miracle molecule' that allows the engine to run for a while after the oil has been drained. The 'miracle molecule' does this by clinging to the metal surfaces very tightly, so tightly that it displaces the anti-wear additives in the oil which were put there to protect those metal surfaces. This means that for long-term use, that oil actually wears your engine faster than conventional oil.
2. Today's motor oil meets SF specs. (now SL) --- the oil our older car engines were designed to meet something like SA or SB, or at most SC specs. (This is the SAE specification on the little circular label on every good motor oil sold in the USA). Usually we are told that the newer oil is better, but is it true? And if true, better in what way?
3. Engine oil contains many additives, and the primary anti-wear and anti-oxidation agent is a chemical by the jaw-breaking name of **zinc dialkyl Dithiophosphate (ZDDP for short)**. ZDDP, while good for engine wear and reducing corrosion rusting, it is bad for catalytic converters: as a result the modern SJ and later rated oils have about 25% less ZDDP than the old SA and SB oils.
4. New cars, to make the catalytic converters live, need lower levels of ZDDP. But this is a compromise, which results in more engine wear and corrosion. **Our older pre-catalytic cars want a big dose of ZDDP to keep engine wear down.**
5. New engine oil may be good for catalytic converters, but are not as good for your engine from the point of reducing corrosion as the old oil was.
6. Fuels today often have oxygenates - MTBE or Ethanol added to them in big cities in the USA. Traces of these oxygenates get into the engine oil, and apparently these chemicals are, to quote "tremendously corrosive", and they attack gaskets, seals and certain metals. No problem for automakers, they choose new polymers and alloys which are immune to these attacks. But what's to prevent the attacks and corrosion in older engines?
7. So what can we do? Well Ed Kollin says that for a seldom driven older car, such as show cars or in fact anything but a daily driver, "corrosion is a greater problem than wear, even the wear from starting an engine that has been sitting long enough to drain oil off most of its rubbing surfaces-- because only one little patch on that same rubbing surface is dooms day".

Continued page 12

# The Wheels of Life



With this in mind, I thought I had better buy myself a new scooter.

I wanted something that was easy on gas and could zip me to the store and around town.

This one seems to meet my EVERY need.

Refer page 12 for photograph.

1930 Model "A" Ford Fire Engine at  
the America Truck Historical Society  
display Echuca





## Terry Johnson's 1952 A30 from WA

Hi everyone over there in Vic my name is Terry Johnson from WA and I joined your club a year ago after putting in the highest bid on a 1952 A30 that Shannon's had up for auction.

The reason I put the bid in was a case of I saw the photo of it and in a moment of nostalgliagistic madness decided that I wanted that car. My Mom owned when I was a young kid and to be honest I hadn't even given a thought of an A30 since. Until I saw the photo of that little car as lot 1 on that Shannon's broacher and, much to the surprise of all my family and friends, I decided that that car was mine.

After some time waiting for the auction and then waiting for ever to finally get the car here I just couldn't get the smile off my face at how cute it was. I had it delivered to work and it brought a smile to everyone's face as well. They all loved it and over the week I used to go to work and back to get used to the car I took everyone from work for a spin. I don't do things by half and when I say take it for a spin I mean see what it can do on the main highway near work 70mph might not seem a lot these day's but the fact that a little 1952 803cc car could do that and be steady on the road with 4 people on board impressed the guy's from work I can say.

And then came my first run with the WA branch of The Austin Motor Vehicle Club. and on the way to the meeting spot the gear stick came out. It was all fixed in time to join the run thanks to some good friends of mine from the P76 club who ran me around to get some new bolts and some of the Austin guy's who helped get it unjammed between 1-2 that was my first run on a club outing and the only one that I've had a problem with in a year of having the car.

Since then I've been on many good run's with our club over here and apart from the fact that she didn't really enjoy the 2 summer run's when it was over 40 she is a joy to drive and to see other people on the road smiling as they pass me is a good thing to see as well, especially the kids.

About me, well I've been involved with cars well before I had a license having a R/C car at about 14 and getting my 1'st car at 16yo in 1978. It was my dads Leyland P76 which stated me on my way to buying many more during the 80's as well as a Morris 1100 to help a friend out but a fun car in my hand's witch swapped for a XP Falcon which I also had a lot of fun with, but I still had and still do have my P's and still love them but I also enjoy getting out in the old A30. Come to think of it I have never had a bad thought or comment about any car or truck's (even the army one's) that I have driven just enjoy them all and have fun.



Hope to see some of you guy's at the AOA here.

Terry

## **Federation Picnic Weekend at Marong**

Another great event, well over 600 vehicles, plus Motor Bikes, Tractors and Stationary Engines.

The weather was perfect they must have prayed a lot. I know we need the rain, but it was much better walking in the dust than mud.

We arranged to meet at Woodend with the Southern Peninsular Car Club. As we were waiting Fred Braunies drove up and no Annette in the car, at first we thought he had left her down the street, but no Fred explained that Annette was home in bed and not feeling the best. So we hope Annette is feeling much better. Probably a weekend without Fred would have been a good tonic. Sorry Fred only joking.



*A30 Club members having lunch at Woodend*

Sunday the Ladies went off to the Market in Bendigo on the free bus, we had the pleasure of the Ladies from the A40 Club. It was a very pleasant day. Once we got there we all went our separate ways and met up at 1.30pm for the trip back to Marong.

The weekend was a great success, only one hiccup was that Bob Laughton had a giddy turn and they had to call the Ambulance. But he is back to 99%. Many thanks to the Southern Peninsular Car Club for including us and inviting us also to the evening meals.



*Fred Brauneis and Paul Iiko's Austin's and the Bacon's EH Holden*

### **The Bacons trip to Sydney**

We were very fortunate to have a few days away in Sydney recently with Graeme who at present is stationed there on HMAS Darwin.

The weather was excellent, to think the week before it was pelting down rain. Of course the day we went home is started again.

There were plenty of interesting places to visit, one was the Naval Museum at Garden Island, it has only been opened a few months and it was great. The only way we could get there was by the Ferry. The rest of Garden Island was off limits.

Being close to the Fast Rail we were able to hop on and off at any place. If not we just walked. I think I came home about 2 inches shorter we did that much walking. Well at least you see a lot more just walking around.

One Saturday Graeme took us for a drive to the Blue Mountains, what a pretty sight it was. Even with all the rain they have had it looked pretty dry in the country.

We did walk up over Anzac Bridge a few times. On one side they have a bronze statue of an Australian Digger and later on they are going to put a bronze statue of a New Zealand soldier.

As we were close by Darling Harbour (just walking distance) we caught the Mona Rail one day. But if I had to choose between Darling Harbour and the Docklands, Docklands would win hands down.

Well I have warbled on enough but just thought you might like to know what we have been up to.

Dot Bacon.

## My new scooter (continued from page 8)



Continued from page 7

8. Ed goes on to say that while he can design a custom oil for this problem, **the best off the shelf oil is heavy oil designed for Diesel trucks**. Instead of SJ, look for combinations that begin with C (for compression ignition), CC-4 is the latest, preceded by CF-4, CF-2 and CF.A. Few oil blends meet both C and S requirements. While the oil part of these Diesel oils has the same lubricating qualities as passenger car oil, the most common heavy-duty viscosity is 15W040; more syrupy. But the Diesels get bigger doses of the additives---up to 50% more ZDDP (the anti-wear anti-corrosion additive) and 30 to 50% more detergent, dispersant and corrosion inhibitors.

9. The bad news: There's a very small chance, he says, that nitrogen compounds in the high dose of dispersant may cause some seals to leak. Moreover, if you've never used detergent oil before, you may wash chunks of sludge loose that could block the hydraulic filter.

10. The good news: if you have sticky rings, erratic compression and blue exhaust smoke, this high detergent oil will quickly free them up. For corrosion, Ed says, heavy-duty oil is the silver bullet solution. It's blended to neutralize the sulphuric acid produced by the high sulphur Diesel fuel. Note that sulphuric acid is also produced in car engines burning gasoline. However, the Diesel fuels contain more sulphur and consequently create more acid when burned.

That's basically all the really important information in the column. To me it contains at least three surprises---

- (1) Some synthetic oils wear your engine out faster than conventional oils.
- (ii) Older conventional oils protect your engine better than the newer ones.
- (iii) The best oil to use in the older cars is an oil designed for Diesel trucks.

It's probably getting a bit difficult to get "pure Diesel oil" in Australia. So when you buy your next lot of oil, it is worth not only looking at the SAE rating, but also looking to see it has an SG classification. Quite plainly oils ain't oils.



# On the Road

with Bob Laughton

Spring has sprung, the grass has ris, Marong Showgrounds is where I is. What a good day, nice weather, plenty of cars, about 600, actually 599 and 3/4 as I spotted a 3 (legged) Morgan there. Vintage motorcycles, a few tractors and some vintage engines.

Three cars took my eye, one a Ford T Model, vintage about 1912-14, as it was a ute with a machine gun on the back, including tins of water to cool the gun, all done up in it's military clothes, it was a great display. I must mention the old 3 legged Morgan, not pristine, but great, and lastly a 1958 VW that had just competed in the Peugeot re run trial, it finished fourth outright, had a 1500 engine and was a great exhibit.

Next there was four A30's, a couple of A95's, an Austin Healey and a 1934 Austin 7. An Austin A30 belonging to Ian and Lyn Crannie was nicely done, a completel nut and bolt bare metal rebuild. Lyn had done the inside and it looked great. Ian had put in a 1098 engine, twin carbys, electric fuel pump, Morris Minor diff, complete respray, a lovely job Ian and Lyn, well done.

Uncle Henry is up to his tricks again, this time at Broadmeadows. But some good news, Ford has a Focus Diesel, only about ten years too late! and soon (three years) to be made at Broadmeadows. As all Damn ad's fail to mention at the moment, made in South Africa at this time. Plenty of Ford Focus ad's and Commonwealth ad's hitting the TV up here at the moment but some how no quarantine ad's this week? Funny that.

From Tatura to Marong the countryside looks nice, cereal crops, pea and canola around Colbinabbin look healthy, but are just hanging in there as they desperately want a drink. I noticed some canola crops already in full flower. I am not a religious man but I think we had all better start preying for rain.

Charizma is in the girls B B finals "B" grade playing The Aboriginal Girls Team on Thursday night and Locky "A" Grade Finals.  
P/S our's was the only BMW at Marong.

Keep ya Diesel tanks full

enjoy ya Austins

Bob



Three White trucks at the America Truck Historical Society display Echuca

# ***EUROA***



**JOINT A30 AND A40  
CAR CLUBS EVENT**

*VINTAGE, VETERAN, CLASSIC & SPECIAL INTEREST CARS*

## **SHOW & SHINE**

**Saturday 6th October & Sunday 7th October  
2007**

**at  
SEVEN CREEKS PARK  
KIRKLAND AVENUE  
EUROA. Vic.**

**SATURDAY:**

Depart Shell Service Station, Cnr Hume Highway & Donnybrook Road, Kalkallo.  
Meet 9.00 am for 9.30 am start.

Morning Tea on Northern side of Seymour, left hand side of Freeway at the  
Grasstree Rest Area.

Book into the Castle Creek or Jolly Swagman Motels. Lunch then tour the  
Local District before returning for a BBQ at the Castle Creek motel.

**SUNDAY:**

Show & Shine.

10.00 am start at reserved parking on bank of Seven Creeks.  
Rocker Cover Races during the day.

(Details will be sent out to participants before the event.)

**FOR FURTHER DETAILS CONTACT:**

**Ted or Mary Jones on (03) 5772 1824**

**CLUB PERMIT VEHICLES OWNERS PLEASE NOTE:**

Due to the distance involved some participants may decide to travel to the  
event a day earlier and return a day later than the dates shown above.

The Australian Austin A30 Car Club inc. therefore authorize the use of its  
Club Permit Vehicles participating in this event for Friday 5th, Saturday 6th,  
Sunday 7th and Monday the 8th of October 2007.

# LAST CHANCE

## 19th SEPTEMBER CLUB NIGHT RAFFLE DRAW

Come along and support our club and the web site

### AUSTRALIAN AUSTIN A30 CAR CLUB GRAND RAFFLE

**PRIZE No 1: Two reconditioned A30 lower front wishbones.**

These wishbones have been stripped, crack tested, realigned ,rebushed and tapped after fitting and fitted with grease nipple adaptors both ends allowing proper greasing to both bushes to ensure longer life. Value over \$ 200 the pair

**PRIZE No 2: Tupperware to the value of \$ 200.**

Lots of containers useful around the house (and maybe the garage if you don't tell her you won ).Tupperware has a lifetime guarantee, so this is a really great prize. Thanks Tupperware for the generous donation.

**300 Tickets at \$2 each or 3 for \$5**

Send cheque / money order payable to the club to:  
 Brian Brooks - 55 Burnell St ,W Brunswick 3055  
 Ph 03 9619 7341 Work or 03 9386 9385 Home

Funds will go to the Club web site setup and ongoing maintenance cost.  
 Prizes will be drawn on Wed 19 Sept 2007 at the club meeting.  
First ticket drawn gets choice of Prize No1 or Prize No2.

### **MEMORABILIA STOCK CLEARANCE WHILE THEY LAST**

**CLUB KEY RINGS. Reduced to \$5 for birthday presents or Christmas presents**

**New item**

**Barbecue aprons. Heavy black cotton with Club emblem and pocket \$20**

**All items are plus postage if applicable**

**All orders to Bob Talbot (03) 9546 1347.**

Barbecue aprons are also good as WORKSHOP APRONS when working on A30's

## **FORTHCOMING EVENTS**

### **16 September 2007 (Sunday)**

Steamrail Victoria is running a suburban steam shuttle between Camberwell and Mitcham, so you can sit back and relax as the train climbs through steep grades in Melbourne's leafy eastern suburbs. Return fare is \$10 adults, \$5 children under 16 and \$25 for a family ticket. Tickets can be purchased on the day.

Meet at Camberwell Railway Station (Melway Map 45 J12) at 10.30am for 11.15am departure for Mitcham and return to Camberwell. Depending on the weather we could have a picnic or brunch in one of the cafes in Camberwell.

Contact Fred Brauneis 9457 4038 or 0412 100 144.

### **19 September 2007 (Wednesday)**

Club Meeting at the Camberwell Uniting Church at 8.00pm

### **6/7 October 2007 (Saturday & Sunday)**

Euroa Show 'n' Shine Weekend

### **17 October 2007 (Wednesday)**

Club Meeting at the Camberwell Uniting Church at 8.00pm

### **21 October 2007 (Sunday)**

Outing to see our old mate Joe Reilly on the Bellarine Peninsular. Meet at the Todd Road Shell Service Centre near the Westgate Bridge at 10.00am for 10.30am departure. We will then proceed to Geelong for brunch at the Corio Bay Roadhouse, then onto see Joe.

There is an option to go home via Queenscliff Ferry to Sorrento or the Princess Freeway to Melbourne.

Contact Fred Brauneis 9457 4038 or 0412 100 144.

### **11 November 2007 (Sunday)**

Lunch at Bob Dickson's Restaurant Vilom Thai, 357 Smith Street, Fitzoy 12.30pm. Set menu \$18 per person. Contact Bob Talbot or Fred Brauneis

### **17/18 November 2007 (Saturday & Sunday)**

Bendigo Swap Meet

### **21 November 2007 (Wednesday)**

Club Meeting at the Camberwell Uniting Church at 8.00pm

### **2 December 2007 (Sunday)**

A30 Christmas Party at Alfred's Homestead, Warrandyte. Full carvery / smorgasbord \$33 per person, children half price. Beautiful surroundings, space to park cars.

Book early Bob Talbot 9546 1347 and Fred Brauneis 9457 4038

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

### **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

## WANTED

Any information on all pre World War One Austin vehicles, the information I need is model name, engine size and any other specifications, years built and body styles.

Also I have lost the screws that hold the front guards to the A pillar during my move. I had two sets in Sydney (16) but have looked everywhere and cannot find one. Can anyone in the club help me.

**Contact**     **Peter A Jones 0413 379 410**

(1/2)

## FOR SALE

1962 Austin A35 Van Good condition inside and out, no rust, restored in 2000. Van has a 1098cc motor, heavier gearbox, larger front brakes and a 4.2 rear axle ratio. Some spares are included. Car is located in Lithgow NSW . (Refer web site buy swap and sell for more information)

**Price \$6500**

**Contact**     **Stuart Jones 02 63524506**

(1/2)



## FOR SALE

Four Doors and one Boot lid to fit Austin A30

**Contact**     **Tom Dannatt 054 723628 1st Castlemain Scout group**

(1/2)

*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.*



# September

# 2007

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

# October

# 2007

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3 Copy Deadline	4	5	6 Euroa Show & Shine	7
8	9	10	11	12	13	14
15	16	17 <u>Club Meeting</u>	18	19	20	21 Joe Reilly's
22	23	24	25	26	27	28
29	30	31				

## **AUSTRALIAN AUSTIN A30 CAR CLUB INC.**

### **CLUB MEETINGS**

Club meetings are held on the **3<sup>rd</sup> 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	\$ 5.00
Club Grill Badge (Members)	\$20.00
Club Grill Badge (Non Members)	\$25.00
Tea & Coffee Mug with Club Badge	\$ 8.00
A30 50th Year Rally Cloth Badge	\$ 9.00
Barbecue aprons Heavy black cotton with Club emblem and pocket	\$20.00
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 – David Linke**

**Newsletter articles to the Editor – Graeme McIntosh**

**Membership enquiries to Membership Secretary – Tom Bacon**

(Contact details are shown inside front cover)

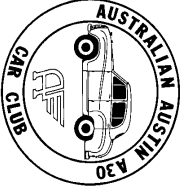
### **SPARE PARTS**

Contact Thorpe at

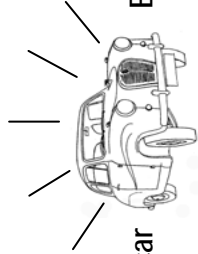
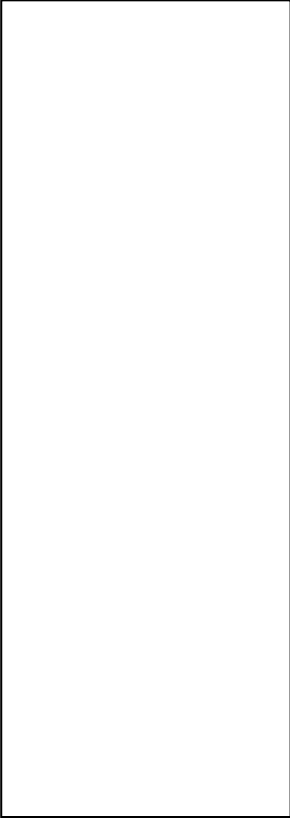
Morris Minor Australia, 56 Alex Avenue, Moorabbin. Victoria. 3189

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.**



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