

A30 MINUTES

A NEWSLETTER OF THE AUSTRALIAN AUSTIN A30 CAR CLUB INC.



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From the Front Seat

A message from Club President, Don Jones

Welcome to February 2008

Welcome to the New Year, lets hope that this year is the one for you. Hope you had a merry Xmas and a good new year, I know it went to quick for me.

With the first 2 rallies over and done with we look forward to the next few months as we have runs already in the pipeline. More in the Club Calendar.

The rally to the Mornington Race Course was better this year with most cars in by 10.30, which made it better for those, that travelled from the other side of the city.

The Australia day display in the city was again well attended by the A/30 car club with the highlight of the day being the arrival of "The Napoleon" A30 Van. Well-done Mario. On the subject of vans I hear our club captain has one also, are vans the flavour of the month?

It would be good to see all the vans together in one place, on the Sunday 13th April, I am sure we could get them together.

I hope Hanging Rock is again a great success.

Hear our Editor has been touring the mountains again in his van.

Hope to see you at the first meeting for the year or at our next run.

Yours in the 30

Don Jones

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

Minutes of the meeting held on the 12 December 2007
at the Camberwell Uniting Church Hall 314 Camberwell Road Camberwell.

Meeting opened at 8.08 pm.

Attendance. The President thanked all those present for their attendance.

Apologies. Dianne Davie, Glenys & Bruce Hall, Brian Brooks, Ian Warren, Angela Napoleone, John Freeman, Bronwyn & David Taylor.

Minutes of previous meeting.

Moved Harvey Overton. Seconded Mario Napoleone

Correspondence.

Austin 7 Journals S A.

A40 Newsflash.

Austin 7 Light Shaft.

Castlemaine Historic Vehicle Club.

Treasurers Report.

In the absence of the Treasurer the report was deferred

Membership

Tom Bacon reported that Andrew Hucker had rejoined taking our membership to 86.

Editors Report.

The Newsletter was out on time. More articles by members of their activities are required, also more photos of members cars.

Club Captain.

Christmas Lunch 2 December at Alfred's Homestead was well attended with about 39 people and seven A30 s attending. The food was exceedingly good.

`4 Feb 2008 Picnic at Hanging Rock.

General Business.

General business was interrupted by a stranger in a red suit appearing and distributing gifts.

The Chairman welcomed Bob Dickson after his late arrival

Next meeting to be on the 20 February at 8 P M

The meeting closed at 8.34 pm.

RAIL and SAIL

6 April 2008 (Sunday)

Voyage on Port Phillip Bay in stylish 'Art Deco' ambience on our chartered ship, the luxurious 'Victoria Star'. Weigh anchor and set sail from Victoria Harbour, located at the edge of the City. Cruising down the Yarra River, watch while our Captain skillfully guides our passage under Bolte and Westgate Bridge. See the fascinating activity of Melbourne's docks before we pass Williamstown's historic shipyards and timeball tower at Point Gellibrand. At a sedate 10 knots, Melbourne's skyline gradually recedes from our elegant waterborne vantage point as we glide close by shipping from around the globe, anchored awaiting entry to the Port of Melbourne.



We Sail past Point Cook, the Point Wilson explosives berth and Portarlington. Enjoy the gentle caress of the sea breeze, and perhaps a drink or light snack from the licensed bar, and ask yourself if this isn't the most relaxing journey you've ever experienced. 'Victoria Star' docks at Steampacket Quay on Corio Bay, in the heart of Geelong's delightful waterfront.

The 'Geelong Flyer', Australia's fastest train of the 1920's, steams out from Melbourne's Southern Cross Station. Our fully restored, 90 years young carriages reflect style and elegance of times past, before the days of vandalism and user pays, and will amaze you with their comfort, varnished timber and fine compartments. Victoria's oldest country rail line is that to Geelong, built in 1857.

Today, travel is at a leisurely pace and you may open the windows and relive nostalgia of the past. We pass the historic bluestone station of Little River, one of the oldest in Australia with the distinctive You Yangs as backdrop, and as we approach Geelong, glimpse the water on which we cruise later (or on the way down).

Historic Geelong railway station is a 15 minute stroll from Steampacket Gardens and is close to City attractions. Geelong, City by the Bay, is a truly wonderful place to visit. The beautiful foreshore around the magnificent Steampacket gardens features Eastern Beach and the Botanic Gardens. Enjoy fine dining at one of the many restaurants, cafes and pubs nearby. The renowned National Wool Museum recalls the era of Australia riding on the sheep's back, while the Ford Discovery Centre is a fascinating interactive display. The adjacent Geelong City area also features lots of great Shopping! All guests receive a guide and map to Geelong and attractions.

'Victoria Star' in a previous life was Sydney ferry 'Lady McKell'. In this guise she transported millions around the harbour and was a three times winner of the Great Sydney Ferry race. With no expense spared she has been transformed to a luxury pleasure cruiser to sail on Port Phillip Bay. She features large upper and lower decks, with areas of both indoor and outdoor seating, plus fully licensed bar with light refreshments.

The 'Geelong Flyer' is part of 'The Vintage Train', fully restored by Steamrail as an important part of Victoria's rail heritage. Our Steam locomotives are all coal fired and date from 1903 to 1952, while the carriages range from 1906 vintage. The train features, beautiful timberwork, walk through corridors, comfortable compartment style seating, licensed bar and kiosk, and toilets and washrooms. All rail seating is reserved.

FRED'S NEW BABY BOY!



I saw an Austin A35 Van 1959 advertised in the December 2007 issue of Just Cars. A few days later I had a call from Graeme McIntosh telling me about a car for sale in Port Adelaide and that I should buy it. Why Graeme? He said he would like to buy it but being just before Christmas money was in short supply. So we came to an agreement that I will buy it and if I didn't like it he could have it. A win, win situation for me!

My brother-in-law, Jim, who lives in Adelaide had a look at the car. He took some photos and e-mailed them to me. On Wednesday December 5 I sent a cheque to SA and on Friday the car was transported to Ceva Logistics depot in SA, and from there by transporter to Melbourne. It arrived the next Tuesday morning. On Wednesday December 12 I got an Unregistered Vehicle Permit for seven days and Annette gave me a lift to Brooklyn to pick up the car.

The lady at Ceva Logistics was terrific and had a real big smile and liked the little car. Her mother had had one, you have no doubt heard that before! The young man who delivered the car to the gate had a smile from ear to ear. He had problems to start the car and had to read the instructions on a note on the dash 'to start turn key pull S knob.'

I carried water, oil and a tools but everything was ship shape and was not required. I did lose Annette in the traffic but we eventually met up and had coffee. I used up the seven day permit with plenty of test runs with friends which was good fun and decided that it is an honest little car and I would keep it and spruce it up.

Sorry Graeme!

Fred Brauneis

(If you visit the Brauneis for a BBQ keep your Austin out in the street with the doors locked, otherwise it could end up on Fred's rotisserie) ed



An A30's big end

As a new member off the club-I recently bought John Freeman's pale green 4 door A30, I reflected back on the fun I had with my previous A30 some 16 years ago. It was a bit of a restorer that unfortunately due to circumstances never quite got restored. This was due to the fact that the car was rear ended by not one but 3 cars ,all state of the art and new.

My car was sitting at the lights one early morning on the Nepean Hwy / Chesterville Rd corner minding my own business rugged up from the cold. Without warning a new Honda Accord came around from Centre Dandenong Rd and run straight into the back of the Austin.

I suppose the 50c piece size tail lights didn't help! Then the car behind him and behind him again rear ended each other. End result 3 near new cars written off, in fact the Accord driver was trapped in his car. The police were called, they were charged with reckless driving all very serious. I on the other hand drove my car home-there's no substitute for solid metal! The net result financially - Paid \$300 for the car- Insurance Paid me \$800- Sold the wreck for \$200 . I was \$700 up but no Austin .

In fact it is the only car I have ever made a dollar on! The down side of course was the car (I assume) had been put to rest. This of course goes to show the strength of the little Austin and who knows what the result would have been if I was in a modern car! I just hope my new car doesn't end up with the same fate.

Though I noticed it has been fitted with a window brake light so the odds are more in my favour!

Justin Meyers



Austin to rise again in the East?

Just when you thought that the well respected Austin name had been put to rest there appears to be a rebirth on the horizon. And not as you would think in British hands. As part of the demise/carve up of the Rover MG group the Austin name along with Morris and Wolseley have landed in the hands of the Nanjing MG company of China .They are already in the process of making MG cars based on the defunct TF but there is serious talk of launching the Austin brand as well. And guess where they are talking of making them, Longbridge in the UK.

The expected time line is May this year. Not sure if a new A30 is in the model line up, but one can only hope. Though I'm not sure the hydro-mechanical brakes will cut the mustard in 2008!

(A new slant on the A30)
Justin Meyers



RACV Great Australian Rally – Melbourne to Mornington

Once again we participated in this event with only a few members attending. It could be that in recent years the run was far to long. But this year it was a much shorter run.

Over the years we have traveled from Melbourne to Hastings then back around the coast which was quite pleasant then arriving at the Mornington Race Course. As we like to take our time we found that we were arriving at the race course about 2.00pm.

We decided to take the A30 today as Tom was most concern that she had not been out since Austin Over Australia in April. But she is so reliable she just coughed and started straight away.

Did not even splutter. They say the older they get the better they get. Bad luck Tom looks like you will have to put up with me another 44 years.

This year we left Fox's Car Museum. We arrived about 8.30am in drizzling rain, I think it was rain or it must have been a pretty big bird. It was quite funny to see some people trying to get out of this so called rain, brother it was very pleasant only thing was that the cars were getting slightly damp.

We checked out all the different makes of vehicles before wandering off over to Fox's Museum, what a collection of vehicles, they are just immaculate and certainly well looked after. If you are a car buff it is certainly a place to visit when in Melbourne. After a nice hot cuppa we then ambled back to our car ready for take off.



It was a bit low keyed as we had no send off perhaps the rain upset things, the cars just went along down through the City into Kings way then along the Nepean Highway through Frankston then onto Mornington Race Course. Here Don Jones, who had reserved a parking spot for all our cars 4 in all, met us. It was much appreciated as we were under the shade of a very large tree. Many thanks to Don he never fails to look after the members.

We were quite amazed that we were able to walk around and look at the other entire vehicles etc. before lunch. We ran into some of the A40 members and had a chat. Bruce & Glenys were there earlier than us and they spotted a Green A30 with AA30 rego. After talking to the owners they found out that is was owned by one of our member Keith Mayhew. So Keith your car looks great and the upholstery looks fantastic. The day was very pleasant once we left the city and the rain?

Good to see Thelma Lovell again and also Cedric Morgan. It was quite a good turn up of vehicles most of them seem to be parked on the grassed lawn.

About 2.30 we headed back home. It was good to see some members attending.

Many thanks to Bruce & Glenys Hall, Thelma & Stan Lovely, Cedric Morgan and company, Don Jones for making the day a pleasant one. Even though Don left his mobile at home,



lucky he only lives local he was able to go home and get it. Poor Sue she must just shake her head every time Don goes out.
It was an enjoyable day and great to meet up with other people.

Dot Bacon

Australia Day Historic Vehicle Display in the King's Domain

Story next page



Mario Napoleone's Countryman

Bruce Hall's 4 door sedan



Australia Day Historic Vehicle Display in the King's Domain



Today a very important day for every Australian and what better way to celebrate AUSTRALIAN DAY is by attending the Historic Vehicle Display, they had just about 500 entrants from all over Victoria and Interstate.

Of course this was an Australian Day we cannot forget as Mario Napoleone had his A30 Van on show for the very first time and it looked terrific. Of course we have to thank David & Cristina his two children for getting onto Mario's back to get it finished.

As usual Tom, Bob Talbot and myself were the Marshall's at Highpoint again, we thoroughly enjoy it, as you meet up with so many nice and friendly people year after year.

We took Graeme's van as you can pack all the Regalia into the back and still have plenty of room.

After the last car had departed Highpoint we proceeded into King's Domain ourselves. People walking along would stop and stare at the 2 Austin's going along. Anyway we arrived at the Check in point and we were ushered through to park our cars and here was our Official Parking Officer – Don Jones waiting for us. Thanks again Don. If you did not see Don you could see his little Yellow Peril parked.

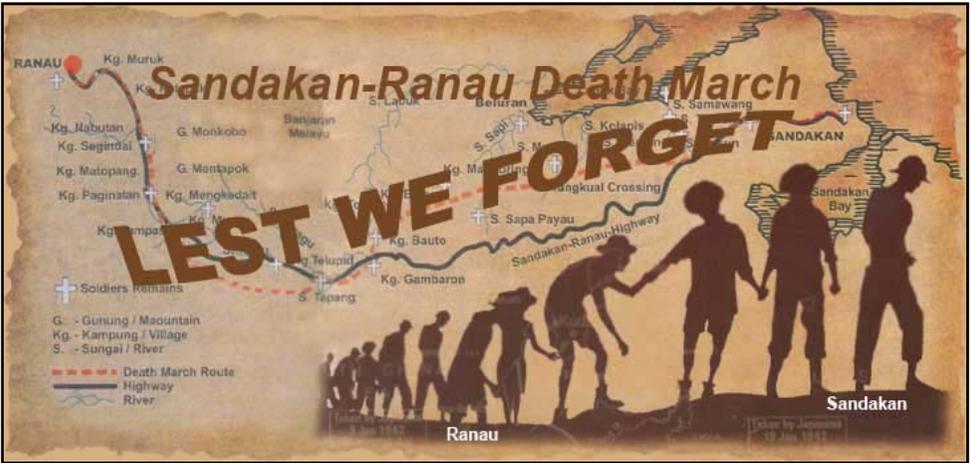
After checking in with the left over Regalia etc., we proceeded to a large big shady tree that the A40 members had secured.

Thanks to all the A40 members it was greatly appreciated.

Dot Bacon



SANDAKAN DEATH MARCH *Dianne Davie*



On 23 August 2007 I arrived at Sandakan Airport (Sabah – Malaysia) to join a group of 32 others consisting of 8 civilians, 19 naval personnel stationed in Darwin and 4 Duke of Edinburgh Award students and their leader to retrace the steps of the 2343 POW's (1787 Australian and 641 English) who perished on the infamous Sandakan Death Marches. The sole survivors were 6 Australians who managed to escape.



The story of Sandakan and the death marches is one of the most tragic of World War II. It also is one of the most heroic –to think that these men survived under such appalling conditions and yet never gave up is testament to their determination and spirit.



For those who are not familiar with the Death Marches this is a brief summary.

The POW's consisted of a 2700 Allied contingent transferred to Sandakan by the Japanese in 1942-43 following Singapore's fall. Their task was to build a military airfield, using not much more than their bare hands. (There is still a section visible at the Sandakan airport today).

For the first 12 months conditions were tolerable, however after the Japanese discovered that the POW's not only had a radio, but were in league with the local resistance organization, the kempei-tai (secret police) swooped, arrests were made, security tightened and life became much more difficult for the prisoners.

Conditions deteriorated and in late January 1945 the Japanese decided to move 455 of the fittest prisoners to Jesselton (Kota Kinabalu) to act as coolie labourers. At the end of May there was a second march from Sandakan and in mid-June a third – comprising of only 75 men. The remaining 200 prisoners at Sandakan who were unable to march were left to die.

Owing to Allied air activity on the west coast the marches were halted at Ranau. Ranau is a small village on the flanks of Mt Kinabalu, south East Asia's highest peak, situated 250 kms away to the west in the rugged Borneo jungle interior. The track they were taken along was cut through the mountains linking existing bridle trails. Thinking the track was to be used by the Japanese the local headmen who were given the task of creating the track deliberately routed it away from any habitation, across the most rugged and difficult terrain possible.

How the men managed to walk the distance is incredible. The group I walked with were fit, the majority of them were young and we were quite pampered on the walk – going back to our accommodation for a shower, good meal and the real luxury of a beer! Every time I thought it was hot, the hill was too steep and wondered why on earth I had decided to do this walk I thought of the POW's and stopped whinging. The POW's were clad in ragged loin-cloths, resembling skeletons rather than the strapping, fit soldiers they'd been three years previous. They had been on starvation rations and had little or no medical attention. They were covered in sores and scabies, their filthy hair and beards were matted and lice-infested. Many suffered from tropical ulcers, some so large that shin bones were clearly visible. Others were bloated from beriberi,

To this day when I think about how these men were able to walk this track – some carrying bags of rice for the Japanese – I wonder at how much a human can take and their determination to keep going– it brings a tear to the eye – I just wish these men knew how proud I am of them and truly admire them.

On the marches there was no medical assistance and little food. Anyone who could not keep up was “disposed of”. Despite this, about half the prisoners completed the march, only to die at Ranau from illness, malnutrition and ill-treatment by their captors. Two Australians managed to escape in the early stages of the second march with the help of villagers and four more successfully escaped from Ranau into the jungle where they were cared for by the local people.

The track cut for the death marches had been completely overgrown and unable to be located for sixty years. It wasn't until August 2005 that Lynette Silver (historian and writer of the book, Sandakan – A Conspiracy of Silence) joined forces with Tham Yau Kong (a tourism operator and award winner in Malaysia). They combined their incredible knowledge and were able to identify the track. Their dedication to opening the track and preserving the memory of these men is to be greatly admired.

Lynette accompanied us on sections of the track and she is so informative and passionate about the POW's – it's as if she knows everyone of them individually.

Before starting our walk each of us was given the profile of a POW that Lynette had compiled. This made the walk especially moving, as along the track we stopped at the place our particular POW had perished and read out his story – I can tell you this was incredibly emotional and everyone shed a tear.

I was proud to dedicate my walk to Private James Stewart Smith Number NX50421, POW Number 1285 from Forbes NSW. His unit was 2/26 and 2/30 Infantry Battalions. (More about him later).

To be cont'd

LEST WE FORGET

Dianne Davie



On the Road

with Bob Laughton

G Day, happy New Year To All Members and Families. Before Christmas we had a good rain up here in The Goulburn Valley, almost 50mm, I guess some areas had more, but it was a nice soft rain and no run off. Most of the cherries being harvested by this time, most of the apricots had been harvested, the season running almost 12-14 early at that time. The rain doing more good than harm, but a bit out of season.

Christmas day and I had cooked up a nice chicken at 10am on Christmas morning. I was out with the ladder and bucket and up to the fence as my neighbour "owes" me a couple, and with his apricot tree loaded it was all go as Imee and I loaded up the bucket, it was chicken and apricot for lunch. It was yummy, we had visitors, they bought some prawns and ham. The time we finished it was quite warm and between Christmas and New Year it was damn hot.

If any of our members don't know where Tatura is I guess you got a good coverage on TV Wednesday 2nd January. I don't profess to be a crime reporter but here it goes.

On Wednesday the 2nd January police at Shepparton, 20km away responded to a triple "O" call at units in Maher St Tatura, two streets away. TIME WAS ABOUT 5.45AM, THE Tatura police only come on duty at 8am. A Senior Constable answered the inquiry to a "Domestic".

On arrival they were confronted with a male person with a knife, he was bleeding from the neck and throat area and other parts of the body. He rushed at the second policemen who are alleged to have used capsicum spray to calm him, he kept coming and several he was asked to "Drop". He did not respond and the two policemen were in danger of their life. The Senior Constable shot three times, hitting the man in the chest each shot. The time was now about 6:20am.

The man Jason Farrow 34 year old had only been back in Tatura with his partner for 2-3 months, he had been ridding "track work at Tatura" and had previously been working at the Tatura abattoir. He had lived in Albury-Wodonga area riding track work and spent some time as a jockey. Both Jason Farrow and his partner were not know to police. By 8am there were four helicopters on the oval, TV from Melbourne.

After police and ambulance took him to Goulburn Valley Hospital and the airlifted to Melbourne.

I can add something further saying Jason and his partner, a Japanese student , 19 year old, had only been married over the festive season, I guess like politics sometimes a week in a marriage can be a long time, his wife it pregnant, Jason had a young daughter from a previous relationship in Wodonga, but no one was talking, same for the horse trainer in Tatura, or management from the abattoirs.

Jason was described as a loner, and his brother had committed suicide here it Tatura about five years ago, he certainly is a troubled soul. My last report is he is doing ok in hospital.

Locky's under 16 B division boys won the Tournament at Wangaratta beating Wodonga (again). Locky had a good tournament and handled the games better although not 100% fit. The big test was Shepparton Tournament, some games played at Tatura (one court only). Teams here were from Melbourne Tigers, Mildura, Swan Hill, Bendigo, Westernport, and Warrnambool to name a few. From 8am till 8pm Saturday and till 12

midday Sunday the Tatura Boys played Friday night "Special" against Shepparton with the "Tatura boys getting the Chocolates". But we went down to a very strong and disciplined Kerang team.

Australians have bought over one million vehicles in a calendar year, and sales have grown in six of the last seven years. Driven by rising assets, strong labour market and improved vehicle affordability. The Holden Commodore being the best seller. The same day this announcement Holden recalled all its 'Billion Dollar Baby' Commodores for a check up.

Ford Australia has a new President—Bill Osborne 47, A Chief Executive from Ford Canada, who will replace Tom Gorman next month, February. On Mr Gorman's watch the Falcon and Ford Territory has had dramatic sales drop along with slow sales of Focus and Fiesta. He is leaving the industry.

Hay this week, 5x4 round bales about \$250 a tonne, canola hay \$220 (Lockhart area) NSW. Straw round bales about \$140—\$150 a tonne, small bales Lucerne \$14 each, Lucerne 5x4 bales \$65 a tonne.

Keep the diesel bowser rolling and stick to the "Straight" LPG.

Enjoy ya Austin's

Bob

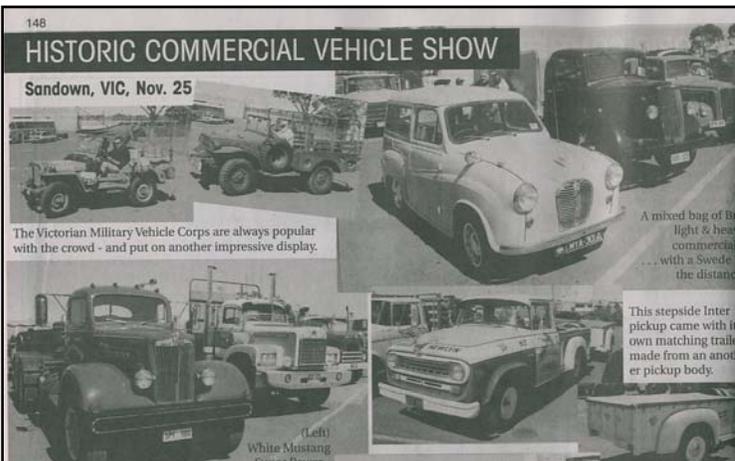
Alfred's Homestead Xmas

The raffle for the Picnic carry bag with cutlery etc and screwdriver set went well with exactly \$100 raised for the club.

- * The picnic bag was won by Graeme Blair
- * The screwdriver set by Tom Bacon.

Special thanks to Percy May for the Picnic bag and Don Talbot for the screwdriver set

Thanks Brian Brooks



You never know what commercials 'Just Trucks & Heavy Equipment' magazine find to include in their feature articles. (MYA30 Sandown Display Day)

FORTHCOMING EVENTS

16/17 February 2008 (Saturday and Sunday)

Ballarat Swap Meet (Event Contact: Don Jones 0427 392 219)

20 February 2008 (Wednesday)

Club Meeting at the Camberwell Uniting Church at 8.00pm

2 March 2008 (Sunday)

British and European Motoring Show at Flemington Racecourse

Entry fee for display cars with occupants - \$15

Meet at 8.30am in the Racecourse driveway (on the left) about 100m through the main Epsom Road Gate.

16 March 2008 (Sunday)

BBQ at Westerfolds Park, Templestowe 11am

(Event Contact: Fred Brauneis 0412 100 144)

Entry from Fitzsimons Lane Melway Map 33 F2

BBQ and shelter available BYO everything

19 March 2008 (Wednesday)

Club Meeting at the Camberwell Uniting Church at 8.00pm

6 April 2008 (Sunday)

Rail & Sail (Event Contact: Fred Brauneis 0412 100 144)

Sail from Victoria Harbour at 9.30am on luxurious 'Victoria Star' and arrive at Steampacket Quay on Corio Bay, Geelong 1.20pm

Depart Geelong Railway Station on the 'Geelong Flyer' in fully restored 90 year old carriages at 4.40pm arrive Southern Cross Station 6.00pm

See Page 5 for details

6 April 2008 (Sunday)

Gisborne Steam Rally (Sunday)

16 April 2008 (Wednesday)

Club Meeting at the Camberwell Uniting Church at 8.00pm

4 May 2008 (Sunday)

'Woop Woop' A sculpture garden/gallery/tea room based on Aussie lingo

Keep this date free for a fun day out. We plan to use back roads to Harcourt should be fun for our little cars too.

Admission \$5 including guided tour. More details later

Contact Fred Brauneis 9457 4038 or 0412 100 144.

21 May 2008 (Wednesday)

Club Meeting at the Camberwell Uniting Church at 8.00pm

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

FOR SALE

1955 Austin A30 Four Door Sedan, Maroon coloured. Registration number PUN320.

Contact Harvey 03 9859 4375 \$3000



FOR SALE

2 x MUFFLERS - ONE NEW
 2 x TRAFFICATORS - EXC. WORKING ORDER
 4 x SIDELIGHTS - 2 EXC. CONDITION
 4 x WHEELCAPS - ALL REAS. CHROME & COND
 1 x DIE CAST GRILLE - AS-3 - GOOD COND
 1 x GEAR BOX - IN PIECES - ALL THERE - REAS CONDITION
 4 x A.S.- 3 - DOORS - AVERAGE
 ELECTRICAL PARTS
 MANIFOLDS AND CARBIES
 FRONT SUSPENSION PARTS
 COROLLA DISCS - NEED TO BE SET UP AND FITTED.
 803 - CC- BLOCK AND C/SHAFT
 SUNDRY BITS AND PIECES
 \$250.00 O.N.O. - LOT -WILL NOT SEPERATE.

Contact IAN - 03 5449 6977

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.



February

2008

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

March

2008

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1	2
						British & European
3	4	5	6	7	8	9
10	11	12	13	14	15	16
						BBQ
17	18	19	20	21	22	23
		<u>Club Meeting</u>				Westerfolds
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	\$ 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 Brian Brooks
Telephone: (03) 9386 9385**

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

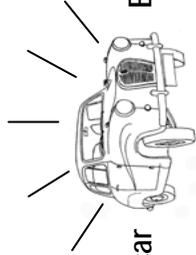
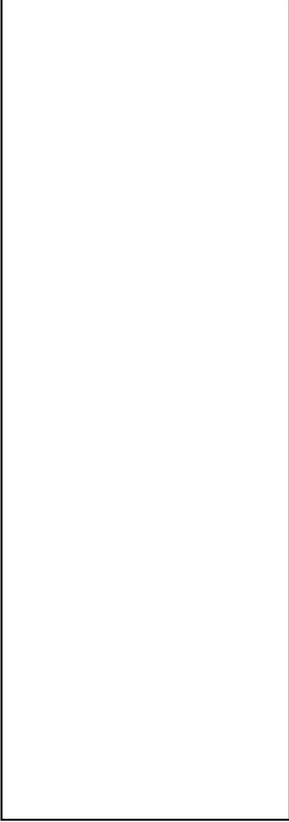
Morris Minor Australia, 56 Alex Avenue, Moorabbin. Victoria. 3189

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.



IF UNDELIVERED PLEASE RETURN TO: THE SECRETARY, AUSTRALIAN AUSTIN A30 CAR CLUB,
Unit 2 12 Catherine Ave MT WAVERLEY VIC 3149



Austin A30 - small car

BIG personality!