



VICTORIA

NEWSLETTER

VOL: 22 No: 3

Issue No: 242

MARCH 1984.

Registered by Australia Post. Publication No: VBJ0554

CLUB ROOMS: Edgar Street, Malvern (rear Harold Holt Memorial Pool)
President: Richard P. Creed, "Woomboona" Wallan Road, Whittlesea, 3757. 716-2193
Vice-President: David Wischer, "Woolway", Sutton Grange, 3448.
Secretary: Austin Tope, 8 Wimba Avenue, Kew, 3101. 80-5163.
Treasurer: John Twomey, 53 Park Street, Pascoe Vale, 3044. 306-9364.
Club Captain: Ron Wilson, 22 Park Close, Vermont, 3133. 874-2450.
Editor: Ian McLennan, 562 High Street, Thornbury, 3071. 480-1699.
Spares Reg.,
Co-ordinator,
& PVT Spares: Alan McKinnon, 134 McEwan Road, West Heidelberg, 3081. 458-4433.
Vintage Spares: Geoff Hopkins, 4 Thanet Court, Ringwood, 3134. 879-1403.
3 Ltr. Spares: Darren Cassidy, 15 Burton Avenue, Hawthorn, 3122. 818-1002.
TAL4 Spares: Bob Graham, 15 Clarke Avenue, Caulfield, 3162. 211-3886.
Librarian: Peter Shue, 53 Glen Iris Road, Glen Iris, 3146. 29-1598.
Committee: Horrie Morgan, 12 Dunsterville Street, Sandringham, 3191. 598-7360.
 David Muirden, 9 Sorrett Avenue, Malvern, 3144.
Soc. Secretary: John Stewart, 17 Fromer Street, Moorabbin, 3189.

EDITORIAL:

Hopefully your Newsletter has reached you on time this month, and I hope that I can now ensure that the Newsletter is in the post no later than the 10th day of each month so that all Members receive their copy prior to the Club Meeting which, of course, is held on the third Friday of each month. Accordingly, would you please note that any contributions for the Newsletter must reach me no later than the first day of the month in which they are to be published. I have engaged the services of a new duplicating service which I am sure will be satisfactory.

It was great to see so many ALVIS on the V.S.C.C. Rally last weekend, and I understand that all completed this rather gruelling event without incident. Those seen in attendance were as follows :-

ALISTAIR CANNON	12/50
JOHN KENT	(Navigator for Al)
SYLVIA & ANDRE CHALEYER	Blowfly
BILL & IAN BARBER	4.3 Lt.
RON WILSON	12/50
EDNA & DES DONNAN	12/50
FRED GRAY	Speed 25
TONY DONNAN	Sunbeam
MALJA & ALF WILSON	Silver Eagle

The Editor navigated for Graeme Steinfort in his 30/98 Vauxhall and thoroughly enjoyed himself. See full report later in this Newsletter.

Regards,

IAN McLENNAN

CHAIRMAN'S CHALLENGE:

Well, February saw two General Members Meetings. The first for a special visit from Dr. Adrian Padfield, the Registrar of the 12/50 Register in England. A well attended meeting and he showed a home movie of Alvis in England, so in return we "bored" him with our Grampians Rally Video. The second meeting was the normal Members meeting and the A.G.M. March promises to be a busy month for Members.

General Members Meeting	16th of March, 1984
Kalorama	18th of March, 1984
Wischers Woolway Weekend (More details in this Newsletter)	24th/25th of March, 1984
Day Trial (Due to Easter)	8th of April, 1984

As you can see there is plenty to keep us all on the go for the next six weeks. Unfortunately your President has agreed to organise the "Sporting" side to the Wischer Weekend. It is hoped that this time the weather will not have such a detrimental effect on this most pleasant event.

Regards,
RICHARD CREED

CALENDAR FOR 1984: (first half)

MARCH

5th	Committee Meeting
16th	General Meeting
18th	Kalorama
24/25th	Wischers Woolway Weekend

APRIL

2nd	Committee Meeting
8th	Day Trial
* 27th	General Meeting * (note 4th Friday due to Easter)

MAY

7th	Committee Meeting
18th	General Meeting

JUNE

4th	Committee Meeting
9/10/11th	Gippsland Gallop
15th	General Meeting

JULY

2nd	Committee Meeting
20th	General Meeting
27th	Film Night

AUGUST

6th	Committee Meeting
17th	Auction Night

SEPTEMBER

3rd	Committee Meeting
21st	General Meeting
23rd	Economy Run

(MORE TO FOLLOW LATER EDITION)

WISCHERS WOOLWAY WEEKEND:

SATURDAY 24th & SUNDAY 25th MARCH.

VENUE: David & Moira Wischer's
"Woolway",
SUTTON GRANGE (Melways Reference: 253 E 6)

HOW TO GET THERE

We will be running a Special Observation run from Melbourne to David's property. This will be the first Bas. Bowes event for 1984.

START Bundoora Park,
Plenty Road,
BUNDOORA (Just North of Kingsbury Drive)
(Melways Reference: 19 F 4)

TIME: 11.30 a.m.

Those who do not wish to enter the Bas Bowes event will be given a set of simple directions and those who wish to compete will be given the Rally directions.

ACCOMMODATION

David has the same shed available for Members to lay their sleeping bags down in or you may bring your tent or caravan if that suits.

SATURDAY NIGHT

We will have a spit roast of Lamb - Kindly per our good host David.

B.Y.O. GROG, FOOD FOR BREAKFAST AND ANY OTHER PERSONALS.

NOTE

For those who can't start at 11.30 a.m. and wish to compete in the Rally, special arrangements will be made.

Contact,
RICHARD CREED 716-2193

COMING EVENTS:

SUNDAY 18th MARCH-KALORAMA - This is the Annual show off for Vintage Cars. Always a good day and this year our Club has the task of doing the P.A. Commentary - So if you would like a burst of praise given to all and sundry about your Alvis, see the team in the R.A.C.V. Caravan. Broadcast fees will be accepted on the day.

SATURDAY 24th & SUNDAY 25th OF MARCH - THE WOOLWAY WISCHER WEEKEND - Well we won't be rained out or blown out this year as Richard Creed is Organiser and he has promised fine weather. He has also made a promise to have a spit barbecue on the Saturday night - hope David knows how many sheep he has - and a Bas Bowes event on the way up to Harcourt and Sutton Grange. You can camp out in your own tent on the property or doss down in the sheep sheds or join the Senior Citizen in the Harcourt Motel. But don't miss this weekend of fun.

SUNDAY 6th MAY - DAY TRIAL - Another Bas Bowes event organised this time by Geoff Hopkins. It's been a while since Geoff put on a Rally so he'll be fresh with ideas and novel directions and it's up to you to enter and pit your wits to unravel the clues.

SATURDAY 9th & SUNDAY 10th JUNE - THE GIPPSLAND GALLOP - Entries have been coming in at a great rate and almost all the accommodation is booked, so get your entry and your deposits in fast so that you don't miss out. This will be the last time the Thompson River Dam will be open to the public so come along to see your taxes at work as well as viewing a great construction achievement.

Ron Wilson,
CLUB CAPTAIN.

THE BASIL BOWES TROPHY: An issue and some observations.

This trophy was instituted in 1964 as a competitive, perpetual trophy. It was intended that the winner should excel in each of a variety of gazetted events. However, a hillclimb enthusiast could win the climb but as it was only one of a group of events he or she would still compete in a day trial, economy run, night trial, a driving test such as a gymkhana with a high driving standard as well.

There had to be competition. That's the heart of the matter. How well you handled your Alvis - yes, the trophy catered for Alvis cars and the "Moderns" or Non-Alvis section did not hold the status, nor the importance when compared to the Alvis Section which after all the trophy was instituted for.

To keep this issue in perspective Basil strongly believed in members driving their Alvis car daily and this is an underlying concept in the Bas Bowes award.

It's hard to drive an old car daily in our city, in fact a near impossibility but some drivers of Alvis cars still seize the chance to travel out into the country, compete man and machine in speed events, and drive competitively in trials and driving tests and also use their vehicle socially with family and friends thus building up a respectable total of driving miles in a year. They are the "dyed in the wool" "vintagents" and enthusiasts to whom the Marque Alvis holds a proud history of motoring excellence. Yes I know model for model we could dispute that statement, but taken in the broad sense Alvis cars were for enthusiasts, and so too is the Bas Bowes Trophy. If dashing around in your Three Litre isn't your bag Navigation and Speed events are out. You would be well advised to run an event instead and allow one of the overworked organisers run his Alvis instead. If sensible, spirited motoring is not suited to your old Alvis, and after all they are all old, perhaps you could limit yourself to picnic and social runs that have not a Bas Bowes competitive bias.

But where does this leave the Trophy issue - Apparently the few will continue to compete in events for the Trophy, while a growing group of mainly socially orientated drivers will watch or read of their efforts from afar - not the concept originally expecting all Club Members to compete regularly, thus engendering some friendly competition and some extra time spent keeping the cars up to scratch mechanically.

It follows then that the Bas Bowes Trophy should remain, unchanged, to cater for those who wish to compete. The alternative is to cancel this series of events and I feel very strongly that this should not happen in a strong small one make club as ours. The rules call for three different events as the basis for the competition, so with a more positive outlook from 25% of our members, there should be healthy signs of competitive growth.

If not successful in our aim in keeping the Basil Bowes Trophy the way he wanted it to be, and the way it has to be, (no modifications please) perhaps we could charter a bus, go all social, travel comfortably, if inconspicuously, secure in the knowledge that it is us that have burned out the Bas Bowes lights and not Bas Bowes.

ALISTER CANNON

SUPPER ROSTERS FOR 1984:

<u>MARCH</u>	Horrie Morgan
<u>APRIL</u>	David Caldwell
<u>MAY</u>	John Stewart
<u>JUNE</u>	Ron Wilson
<u>JULY</u>	David Wischer
<u>AUGUST</u>	John Twomey (Claret & 'Sav' Night)
<u>SEPTEMBER</u>	Bob Graham
<u>OCTOBER</u>	Austin Tope
<u>NOVEMBER</u>	David Muirderi

ALPINE ALVIS ANTICS or the VSCC Alpine Rally.

Quite a few of the members of our Club entered for this bi-annual Event run by the 'other' Club. The organisers, Laurie Rofe and Bill Leech had arranged that the various Officials for the event were recruited from the Light Car Club of Australia, the promoters of similar events in Pre War time. The distance from Granbourne, where there was a 7 a.m. start to Bright, where most entrants finished at about 7 p.m. was about 350 miles. Thus there was some fast and furious motoring over a route that took us in turn via Leongatha, Fish Creek, Yarram, Sale, Maffra, Ensay North, Omeo, Mt. Hotham, Harrierville and down into Bright itself.

The Alvis contingent was large enough to enable both a Vintage and a PVT Team to be fielded, Ron Wilson acted as the Club's Le Patron for the event and cared for all those lost 'souls' like John Kent arranging for him to have the Navigator's seat in Alistar Cannon's 12/50. Nevertheless, they made the finish Ron drove his well known and reliable 12/50, as did Des and Edna Doonan. Alf and Maija Wilson were running in the Silver Eagle after its rebuild, and reported some fast speeds, and great dices with the solitary Austin 7 on the Rally! Tony Donnan took his Sunbeam, and at last reports was doing well in relation to the anticipated results - he had Gerald Swinnerton as a backseat navigator. The PVT Team had Bill and Ian Barber in the 4.3, and Sylvia and Andre Chalever in the Firefly with Fred Gray in the Speed 25. - there were other Club Alvis people along, such as Ian McLennan and the writer Graeme Steinfort.

The weather was great, apart from a damp start, and there were something to the order of 45 competing cars. The organisation was smooth and the camaraderie especially at the Bright Pub afterwards was high. The Victorian Alps at that time of the year are especially pleasant to tour, and when the event is run again in 2 years time you should make a point of being along.

Graeme Steinfort

ADVERTISING SECTION:

FOR SALE Alvis Books, Handbooks, sales literature, club magazines, etc., available - send for free list:-
AIR-SPEED BOOKS,
8 Mereil Street,
CAMPBELLTOWN N.S.W. Phone: (046) 25-1381. Post Code 2560.
(Eric Cunningham)

CARS AND PARTS FOR SALE: 12/50 Flange Frame Rolling Chassis with Engine
\$5,000.00 Geoff Hopkins: Bus: 879-1403

FOR SALE: 3 LITRE-Darrien Cassidy offers for sale
1951 3 Litre for \$6,000.00 Phone: 818-1002

FOR SALE: 1 only 5.00 x 19 Tyre almost new \$25.00
2 only 4.00 x 19 Tyres - good \$15.00 each
Ron Wilson: 874-2450

FOR SALE: 1947 TA Alvis saloon. ONE (1) OWNER since new, 90,000 miles. Has been maintained by an expert. Has chrome liners to engine. In generally good condition but upholstery has "used" look. Price is believed to be: \$9,000.00

Owner is: F.C. ('Eric') Saunders,
24 Sunnyside Road,
BEAUMONT. S.A. 5066 Phone: (08) 79-2648
(By Courtesy of Eric Cunningham)

FOR SALE:

Graeme Steinfort still has for sale his Silver Eagle Alvis. The vehicle features a fully rebuilt engine, and is in excellent condition. Trade-ins of interesting cars considered. The asking price is \$25,000.
Enquiries to Graeme on (H) 49-3827, (B) 480-1699.

IMPORTING ANTIQUE CARS & PARTS

The following information is passed on for the general information of all enthusiasts. It should be noted that rates quoted were correct as at May 1983, but are subject to alteration and intending importers are advised to check with Customs and Excise Department prior to any large scale dealings.

Generally speaking, an Importer's Licence is not required for vehicles or parts purchased for personal use of the importer.

Importation is split into the following age categories:-

1. Less than 5 years old
2. More than 5 years old
3. More than 30 years old.

As the first category involves very modern vehicles and is subject to full rates of Duty of various percentages, we will not cover that period here and suggest you check with Customs Department.

For vehicles less than 30 years old, there is no provision for hobby vehicles, although rates are a little less than the previous category. Again, check with Customs Department.

For Parts less than 30 years old, there could be variation in the Import Duty rate, depending on what type of part, but generally speaking duty would average 25% of purchase price. No discount applies to hobby vehicle parts.

Method of calculation = Value of Part in \$A + Duty + 20% Sales Tax.

All vehicles more than 30 years old are classified by the Customs Department under a general heading of 'Vintage Vehicle' regardless of year and are subject to Sales Tax of 20% only. No import duty is payable.

Method of calculation = Value of vehicle in \$A (or market value) + 20% Sales Tax.

All Parts for Vehicles more than 30 years old are also classified as 'Vintage' and are subject to a cheaper rate of Import Duty of 2% plus full Sales Tax Rate of 20%.

Method of calculation = Value of Parts in \$A + 2% + 20%.

When ordering parts for vehicles more than 30 years old, it is advisable to request the sender to mark the package 'Vintage Car Parts', preferably on the shipping sticker, otherwise the Customs Department will charge duty at the full rate of approximately 25% instead of the correct rate of 2%. If this does happen a refund can be applied for, but you will have to show reasonable proof that the Parts are in fact 'Vintage Parts'.

Shipping of parts can be either Air Mail, which can become expensive on bulky or heavy items, or by Surface Mail (by sea freight) which takes up to 3 months but is the cheapest method.

Payment for overseas goods must be made in the currency of the country concerned and there are a couple of methods of achieving this, including an International Bank Cheque or a Currency draft. Check with your bank for details. Do not send a personal cheque. It can't be cashed overseas.

In conclusion, a word to the wise. Be careful sending funds to strangers Overseas. It's a long way to go and knock on the door for a refund if goods are either not supplied or misrepresented, etc. When importing a vehicle, there can be many hidden costs, such as loading and unloading at docks, steam cleaning on arrival, storage charges if not picked up immediately on arrival, etc. etc. The costs can really add up and it may be well worth the extra expense of an agent to handle all aspects on your behalf.

From the Bristol Owners' Club and sent
in by ALVIS CAR CLUB (N.S.W.)