



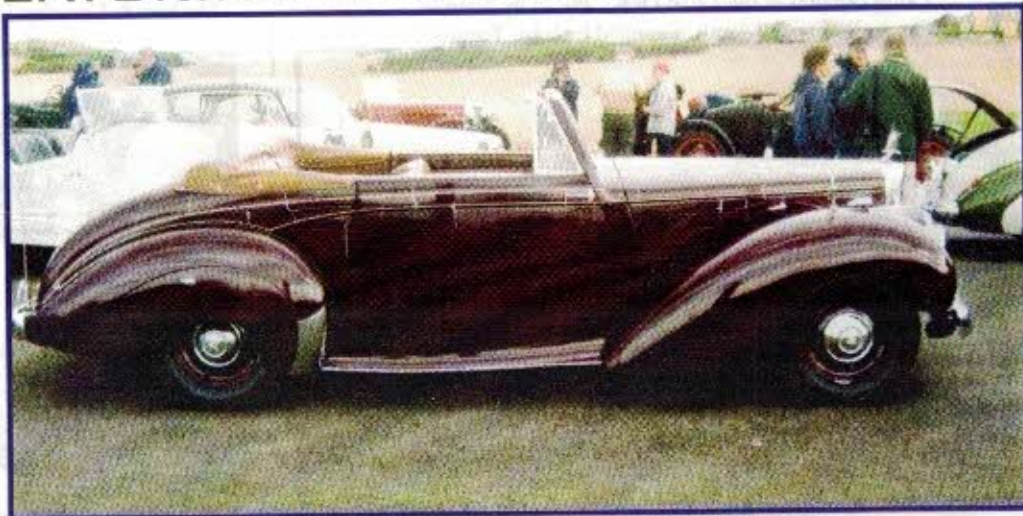
NEWSLETTER

MAY 1997 SPECIAL COLOUR EDITION FEATURING THE NATIONAL RALLY



VOLUME 36
ISSUE No 5

© Lennox-Barnes



TA 21 DHC of Richard Tonkin. Photo by Richard Williams



TA 14 DHC with June & Dale Hanley



Kendal & Joyce McSkimming with their 12/50 Tourer



Rob & Loretta Simpson with their 12/50



Roland & Juliet Comfort and their Speed 20 SB

Photos not otherwise attributed are by Pauline Tonkin - who took a picture of just about everyone and their car.

Thank-you Pauline.

Print Post. Add. No. 3271771000



Doug Gallpen in the 12/70 DHC. Photo by Narelle Cook (Riverside Motel). Supplied by John Twomey



Graham & Dorothy Singer's newly restored 12/50 Ducksback



Another vintage car - this one is an early six cylinder car. A 14.75 belonging to Eric & Barbara Nicholl



Alan & Margaret Russell completed their long and thorough restoration of this beautiful TA 21 in time for the rally



Duncan & Clova Scott in their Speed 20 about to overtake Dale & Maritta Parsell in their Firefly, en route to Port Fairy. Photo by Richard Williams



The Youngest car on the rally. The Series I TD 21 of John & Roma Mitchell



Pauline Tonkin says
 "Here's Cheers" to South
 Australia in 1999.
 See you all and some new
 faces in the Clare Valley.
 Photo by Richard Tonkin



COMING EVENTS



- MAY. FRIDAY 16th** Club General Meeting with Guest Speaker. His/her identity remains a secret known only to very few.
- MAY. SUNDAY 18th** Club Run to Arthur's Seat and Car Museum. Full details were in the last issue but if you go to the Branch **POSTPONED UNTIL JUNE** am, bearing pencil paper, curiosity. ant day. Richard Tonkin needs to know numbers by 11th May. 03 9710 1465 a/h.
- MAY. SATURDAY & SUNDAY 24th & 25th** Historic Racing at Winton. (Not a ACCV Event, but well worth a visit even if you are not competing.)
- MAY. FRIDAY & SATURDAY 30th & 31st.** Annual Swap Meet at Showgrounds. Vintage Drivers Club. Details in April Newsletter
- JUNE. SUNDAY 8TH** Shannon's Albert Park Classic. Details from Shannons. 03 9584 7266.
- JUNE. FRIDAY 20TH** Club General Meeting
- JUNE. SUNDAY 29th** Tour the Dandenong Ranges with the Fiat Club. Details inside.
- AUGUST.** REMINDER: VSCC TEAM TRIAL 23-24th RALLY DIRECTOR: STEPHEN HANDS DALE PARSELL SUGGESTS THAT WE FIELD "TEAM ALVIS".



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YOUR EX-PREZ SEZ

As I announced at the April General Meeting of the Club: For reasons of health, I resign as President of the ACCV (Inc.) but will continue as Treasurer.

I have an inoperable tumour of the liver (so much for the Good Life!) which will require intensive chemotherapy for several months.

I was very pleased to hear that the recent rally continued to its successful end. That was thanks to my helpers, June, Richard Tonkin and David & Margaret Caldwell. I would also like to thank Dale & Maritta for typing and computer work, George Smith for design of the front page and Andrew & Fiona for assembling the Rally Book and preparation of the maps.

Some of you are due refunds. I apologise for the delay but will deal with those matters now that my brain has cleared a bit (I think!)

See you soon

EX-PREZ JOHN TWOMEY.

THE 1997 NATIONAL RALLY - Some Thoughts.

Well, it's all over for another 2 years (and 2 months). Those bright, shiny Alvises have gone back to their homes in Queensland, New South, Victoria and South Aus, as have their owners, together with our friends, old and new, from The West, New Zealand and the U.K., (thank you, Alan Firth, it was great meeting you).

Well, so what? you may ask. Another rally, a good excuse for a week off work (or whatever you retirees do in the daytime). But it's really more than that, isn't it? We are bound together by our appreciation (love?) of the marque but, more importantly, by the bond of friendship which unites us, despite our occasional, and unimportant, disagreements.

The existence of that bond was strongly reinforced as soon as we arrived at the Riverside Gardens Motel in Warrambool on Sunday, 16th of March. We were greeted by the shocking news that Shirley Jones, of Adelaide, wife of Fred, had been seriously injured in a dreadful accident on the way to the rally. Throughout the rest of the week, the South Australians were besieged with questions about how Shirley was getting on, we sent her flowers and a card from all of us and she was never far from our thoughts. Similarly, when rally director John Twomey took ill, there was a real outpouring of concern and good wishes from everybody. I recently visited John in hospital and the card that we sent him from the rally had pride of place in his room.



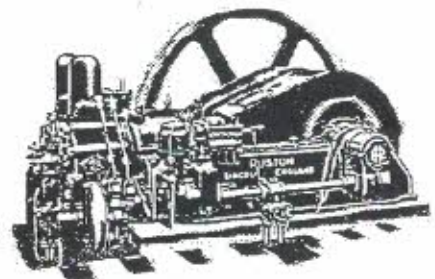
We had a great contingent of 11 from New Zealand - perhaps we should start calling it the Trans-Tasman Rally? Joe and Norma Marsden celebrated their 39th wedding anniversary on the last day of the rally. It was also great to see and swap photos and yarns with Graeme and Ethne Burns, Derek and Gaye Dixon, Alan Grierson, John and Shirley McCorquindale and Warwick and Frances Tweedy. John Twomey and I loaned the Kiwis our respective TA 21s (which, of course, like all 3 litres, performed flawlessly) and they also hired a Tarago van, so they had the best of both worlds.



In moderns from the various states were Eric Cunningham and Moira Buskin, Harold and Anna Lukies, Carl and Freda Whittaker and Richard and Jutta Williams, all from NSW. June Anderson, from W.A., navigated for me around the Great Ocean Road and we put the TA 21's hood up in record time when caught by a rainstorm at Port Campbell. Meanwhile, husband Bob was, in the best Alvis tradition, towing Andre Chaleyey's 3 1/2 litre along the same scenic route, but that's another story. Also from the West were new Alvis (Grey Lady saloon) owners Peter and Margaret Scotney. Peter had a drive of my 3 litre drophead on the way into Ballarat from Warrambool and he now knows how to negotiate city roundabouts in a 45 year old car (carefully!). It was also good to see Geoff and Helen Hood from Melbourne.

There was a great contingent of 12/50's on the rally. Bill and Rosemary Chapple, Doug and Margaret Gallpen, Kendall and Joyce McSkimming and Rob, Loretta and young Lachlan Simpson all journeyed from New South Wales, using their vintage Alvises in the way Tom John intended. From Queensland, Warwick and Jan Barnett, Bruce Jorss and Greg Berkman and Graham and Dorothy Singer all arrived safely - a remarkable trip in 70 year old cars. Graham had a spot of engine trouble on the way down, but with the assistance of a good country workshop at Warrambool and yours truly (I held the torch at 10 pm while Graham pulled half the engine apart), the magnificent "Silver Hare" was soon back on the road. Vic Elliot and Stuart and Claire Macdonald made the trip from S.A., and John and Margaret Hetherington and Alan and Noeline McKinnon came from Victoria. Not forgetting the oldest entrant (the car, not the owners), Rex and Sue Roberts' 12/40. The old girl (again, the car) had some problems on the rally, but she just kept going, despite a leaking radiator (Rex, I told you not to make jokes about Tarzan's Grip) and engine problems, not only returning home safely, but competing at Kalorama the next day.

After John Twomey was laid low, I held the reins for a few days. We were going off in the cars one night to a social evening in our honour, put on by the Western District Historic Vehicle Club. John had been concerned that people drank in moderation during dinner, so as to not run foul of the law on the drive. I had just finished saying all this at dinner and was feeling pleased with myself that I had covered everything, when Bruce Jorss got up and asked how long it would take to walk to the venue, because he and Greg Berkman wanted to have a few more drinks. "About 45 minutes - don't bother," I replied. I obviously didn't allow for intrepid Queenslanders - Bruce and Greg eventually arrived at the meeting - they had walked along the main Western District rail line so they wouldn't get lost! There are one (or two) at every rally!



3 litres were also well represented, with Richard and Anne Budd's beautifully restored example, Lou and Jeanette Moore and Alan and Margaret Russell, all from NSW. John and Kay Ball and Richard and Pauline Tonkin represented Victoria. John and Roma Mitchell, in their lovely TD 21, came over from Adelaide.

There were other Alvis models aplenty. Roland and Juliet Comfort brought their lovely Speed 20 down from NSW, Duncan and Clova Scott came from S.A., in their very smart BRG Speed 20 drophead and John and June Twomey were in the Speed 25. One of the stars of the show was the Speed 20 of Bob and Beverley Graham, from Victoria. The car was making its debut after a 10 year restoration and Bob and Bev are to be congratulated on a magnificent job.

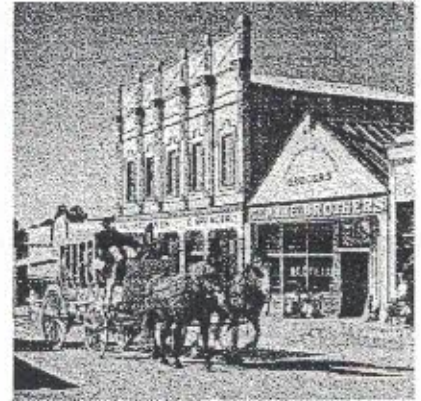
The TA 14s were well represented by **Dale and June Handley's** drophead all the way from (Queensland, **John Murray's** lovely saloon from Adelaide, **David and Margaret Caldwell** and **John White** from Melbourne.

The 3 1/2 litre brought **Andre and Dorothy Chaley** from Metung, in Victoria. Unfortunately, it did not take them home again, but that's



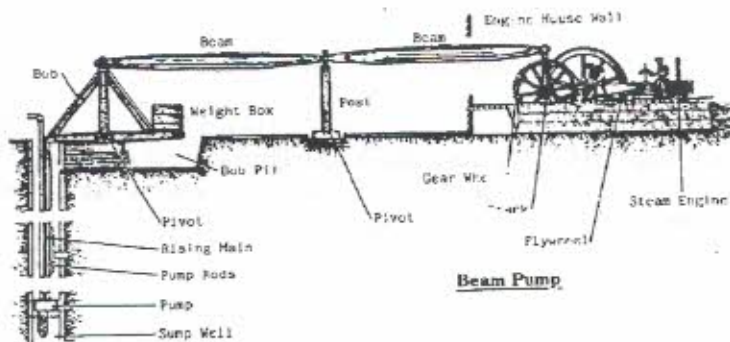
one of the little eccentricities of motoring in old cars. Andre's been around Alvises long enough to know that the joys overcome the pitfalls (right, Andre?Andre?). **Frank and Pam Mornane** brought the 4.3 from Melbourne. Frank took me for a great ride - when I have had the Crested Eagle for 5 years, he will let me have a drive of the 4.3! **Eric and Barbara Nicholl** came from Melbourne in the beautifully restored 14.75 and last, but certainly not least, **Dale and Marita Parsell**, also from Melbourne, in the Firefly. Those of you who think the old car movement is only for blokes should navigate for Marita some day - when are we going to see her at Rob Roy Hillclimb?

Unfortunately, **David and Robyn Rodd**, from Melbourne, had to cancel and we did not get the opportunity to see the fantastic, supercharged 3 1/2 litre. **Aileen Ramsay**, from Victoria, was on the sick list and could not come - get well soon, Aileen, we missed you - but **Si Ramsay** was able to be with us for a while at Ballarat in his Triumph TR 3A



I counted 31 Alvises during the rally, a great turnout. On the last night, the South Australians gave us a presentation for the next National Rally, which they are organising in the Clare Valley, from 2nd to 9th May, 1999. Bookings are now open and a \$25 deposit will secure your place. Contact **John Mitchell**, 65 Narinna Avenue, Cumberland Park, South Australia, 5041, phone 08 829 36970.

Finally, (sorry about that, it was supposed to be a short article), congratulations to **John and June Twomey**, **David and Margaret Caldwell** and **Dale and Marita Parsell** for organising a great rally.



RICHARD TONKIN

A GOOD VINTAGE.

Imagine driving along the highway one afternoon in bright warm sunshine, in your open vintage Alvis. You come across a wayside pub and outside there are two Alvis 12/40s parked. It is, of course, compulsory to stop and inside you find **Sue and Rex Roberts** and the **Summers** family. **Gordon** is being taught how to play the Lagerphone while the landlord is playing an Irish drum. You know then it is going to be a good weekend - and indeed it was. About 70 cars met in Holbrook for a tour around the hills and villages of the upper Murray. Eight Alvises took part - the 12/40s already mentioned, the Editor's 12/50 and that of **Andrew Green's**. **Alf and Maaiia Wilson** worked hard to put on lunch for about 160 of us on the Saturday and then joined the tour in the 16.95 Silver Eagle on the Sunday. The 30's were represented by **Richard Tonkin's** Crested Eagle and **Frank Mornane's** 4.3. **Dale and Maritta Parsell** were able to join us in the Firefly on the Sunday evening. The autumn colours and seemingly perpetual warm sunshine were easy to enjoy in an open car and the sight of glorious vintage machinery "proceeding smartly" ahead and behind was wonderful. Such sights obviously touched the soul of Richard Tonkin for he was observed i) with a spanner in his hand and ii) causing his motor car to overtake that of Rex Roberts. There were enough vintage Vauxhalls to stretch from Luton to Bedford and enough Bentleys to surround Le Mans. There were an 'ell of a lot of Lamdas - one round every corner in fact. There was an AC, a Sunbeam, a buzz of Bugattis, several Delage and a Hispano. Several of these lesser makes were brought by Alvisiti. **Fred and Colleen Hemming** were there as were **Norm and Lynne Webster** from New South Wales. Norm has just bought from **George Luk**, the ex **David Wischer/Mike Creagh** 12/70 Special. He has promised to clothe it in an attractive 2 seater tourer body! The Alvis 3.5 litre of **Bill and Nola Alexander** was listed but did not attend. **John Kent** was there as was **David and Robyn Rodd**. **Peter and Beverley Briese** were in the Jaguar and **Si Ramsay** attended in a TR 3A. He is currently Alvis-less but asserts that the condition is temporary. There weren't any major break downs, there was no dust and as usual, a lot of lies were told. Vintage motoring does not come any better!

ED.

EDINGTON.

Thought I'd drop you a line in the form of a report on Edington.

There were three Alvis in attendance. Myself and Andrew Green competing (plus Maritta and Andrew's wife Robyn) and Peter Fleming in the Firebird spectating. Seems to think the Firebird isn't fast enough for some reason, letting the side down I reckon, but anyway.....

I'm told that Frank Mornane and David Rodd were there too (without cars) but I was busy helping Martin Uther start the "500" at the time so missed them.

Back to important matters. I was holding off Graeme Steinfort in the Lancia Aprilia after the second run with me on 22.34 and Graeme on 22.37 when he pulled off a scorcher at 21.39 (tells me he really had to give it heaps). But anyway it was good while it lasted. The really frightening thing is that Maritta started off doing about 24.5 but managed a 22.52 on her third run. she's only driven the car 3 times and apart from the National Rally had only done about 10 miles in it. Must be the expert coaching!

I'm not sure of the times but Andrew only beat Robyn by 0.1 of a second and Robyn was only on her third drive as well. The run I witnessed the gear changes were magnificent so Andrew's coaching has been pretty good as well.

Cheers.

DALE PARSELL.

PUT ANOTHER NICKLE IN.

There was a picture in last month's Newsletter showing Eric Nicholl sitting beside Kay Ball. Unfortunately, the word Nicholl got lost so we had Eric and Kay Ball sitting together. I am happy to report that all parties have agreed on their status amicably so an apology is the only action needed! Another case of mistaken identity concerned the injured Shirley Jones who for some unfathomable reason was given a different surname. Hopefully, as she lies in her hospital bed she will realise that she does not need to suffer an identity crisis as well! I can report good news towards her recovery. The gremlins also gave us various spellings of the word "car" - gar and cat. Hopefully, there were not too many more and there will only be a small crop for you to find in this issue!

ODEON.

GEELONG SPRINTS

Class 16 (Group K Road Registered Specials) contained three Alvises. Greg Smith, Peter Brieese and Austin Tope each driving a Speed 20. Greg Smith won that class with 16.73 seconds. Andrew Green ran his 12/50 in Class 4 - Group J and Dale Parsell ran the Firefly in Class 12 - Group K. Frank Mornane ran the 4.3 in Group K over 2500cc and won his class. 18.1 seconds. Congratulations to all entrants. Fastest time of the day was 12.23 seconds - Ray Gibbs in a Cooper Climax. Fastest time of the day for a pre-war car went to Lou Molina's MG TB Special. 15.25 seconds.

ED.

SHANNONS.

In previous correspondence with our Club, incorrect addresses/phone numbers were quoted for Shannons Corporation Pty Ltd. Many of our members will have their cars insured with Shannons and use other services, so here are the correct details:-

Head Office: VICTORIA	NEW SOUTH WALES	SOUTH AUSTRALIA	WESTERN AUSTRALIA	QUEENSLAND	NORTHERN TERRITORY	TASMANIA
321 Warrigal Road, Cheltenham, Vic., 3192 Phone (03) 9584 7266 Fax (03) 9583 9475	48 Sailors Bay Road, Northbridge, N.S.W., 2063 Phone (02) 9958 7666 Fax (02) 9958 7841	6/212 Brighton Road, Somerton Park, S.A., 5044 Phone (08) 8294 9000 Fax (08) 8294 9995	135 Great Eastern Highway, Belmont, W.A., 6104 Phone (09) 479 3555 Fax (09) 479 3566	Shop 6, 202 Beaudesert Road, Moorooka, Qld., 4105 Phone (07) 3892 2776 Fax (07) 3892 4319	3 Doly Street, Darwin, N.T., 0800 Phone (08) 8981 3000 Fax (08) 8981 3400	296 Sandy Bay Road, Sandy Bay, Tas., 7005 Phone (03) 6223 8333 Fax (03) 6224 1180

"YOU'LL LOVE EVERY BIT OF VICTORIA"

By Richard Williams, NSW

It's not often that I can wholeheartedly endorse an advertising claim - hell, light years ago I was working in the business, so I'm extra cynical. But the publicity blurb rings true when I look back on the great time Jutta and I had at the National Rally, first at Warrnambool and later at Ballarat.

For any kid who grew up dreaming of cutlasses, pirate gold, seaboots, square riggers and other symbols of Treasure Island, the Shipwreck Coast was a fascinating place to explore.

Delightful scenery, hidden coves, jagged rocks, forbidding cliffs, pounding surf, relics of marine disasters ... in such an atmosphere the mind readily conjures up pictures of heroism and disaster. I was on my guard for a weatherbeaten old man with one leg and a parrot ("purrut" to the New Zealanders) on his shoulder, answering to the name of Robert Newton, but I didn't see him. Perhaps he was on the Hispaniola Rally.

In the same vein, the Maritime Museum at Warrnambool provided an evocative experience with touching depictions of the tragedy and heartbreak of shipwreck, and the almost unrelieved misery of the long sea voyages of the period. Great stuff - and interesting that the Schomberg (wrecked nearby) disaster had much in common with the famous Titanic sinking, decades later - the latest vessel, an overconfident captain in a shakedown voyage on an untried ship, navigational errors ...

As if the days were not sufficient joy, the evenings brought an extra dimension that was not to be missed. Good food, good fellowship, and a wine list that was all too reasonably priced!

Then there were the cars. By gee, they looked good - and for Jutta and I, the experience of riding in Duncan and Clova Scott's Speed 20 and John and Roma Mitchell's TD21 saloon was unforgettable.

Such cars seem to magnetise onlookers. Jutta can relate with considerable mirth the time when Scott's Speed 20 tourer and Roland Comfort's Speed 20 saloon were parked side by side in one of Warrnambool's main streets. Within 30 seconds the cars had four or five admirers and in the next few minutes the footpath was crowded as onlookers gathered for a chat and a stickybeak!

Regrettably Jutta and I had to miss the final dinner in Ballarat (which I trust was marked more for its mirth and merriment than for ceremony) to return to Sydney. That evening, over dinner in Gundagai we toasted you rallyists with a glass or two of red. We also toasted the organisers - John and June Twomey and David and Margaret Caldwell. Incidentally, I hope that John is on the mend - it's doubly sad to be

carted off to hospital in the middle of your own rally when everything's going so well!

So, our plaudits to all those who "did the business" so capably, including Richard Tonkin, who took over at short notice. Praise, too, for the Queenslanders and New Zealanders for travelling so far in the name of friendship, to Graham and Dorothy Singer for a mind-blowing 12/50 ducksback restoration, to the Tonkins for their gorgeous-looking TA 21 drophead, and to Alan and Margaret Russell, whose superb, newly restored (and self restored) TA 21 motored reliably, I understand, to Victoria and back to Sydney on virtually its first outing.

More applause for those practical drivers who got themselves mobile again despite the electrifying absence of Lord Lucas or in the presence of mechanical disaster - among them Duncan Scott (voltage regulator), Graham Singer (dropped valve insert), Bill Chapple (three punctures at my last count), Stuart McDonald (for trying valiantly) and Rex Robinson (split radiator - by golly, was it split!). If I have missed your name, honoured reader, my humble apologies; I only accepted this writing task in a weak moment on my day of departure, when John Hetherington brought his persuasive professional manner to breakfast!

Finally, my congratulations to you all - Jutta and I had a great time because you were all such bloody good company. So rest assured, we'll be boring the lot of you once again when we all meet in South Australia in 1999!

WHOOPS - I NEARLY FELL AMONG KATAMITES!

While Jutta and I were enjoying a very pleasant drive home, following the National Rally, and appreciating the period atmosphere of Creswick and Daylesford, my attention was caught by the township of "Katamite", some 40 km north-east of Shepparton.

I was sorely tempted to push north in order to drive into, and speak with, a citizen of the town, but we were heading for Murchison and Violet Town at that point and Katamite was a little off our track.

I must therefore deny myself the dubious privilege of being able to bring a noisy Sydney dinner party to stunned silence with the authentic claim that "I spent some time in 1997 with a catamite!" Conversation would presumably resume with a debate as to just how the worthy citizens of that particular locale adopted the name.

Richard Williams

PS Mind you, Jutta says I wouldn't dare!

PPS No, you won't find a catamite in a 12/50 gearbox.

IMPRESSIONS OF A SPEED 25 ALVIS compared to the Firefly

Whilst enjoying the recent Alvis National Rally, the opportunity arose for me to drive John Twomey's Speed 25 Saloon from Warrnambool to Ballarat and then back to Melbourne, enabling Maritta to take over the Firefly.

The first thing I noticed was that although the car is huge compared to the Firefly, it isn't much easier to get into and there isn't a lot more room in the front seats. The seating position is a lot more upright and you have a huge expanse of bonnet/mudguard area to gaze at (about all I see of the Firefly is the top of the radiator cap).

The four speed all synchro gearbox is a bit slow and notchy (but not much worse than our 1990 4 wheel drive so its not bad for 1936). The gear lever is a little awkward to reach due to the huge steering wheel, but after your moving and in top gear you don't need it much anyway.

The next most noticeable difference is the power available from the 3.5 litre 6 cylinder engine. The Firefly's 1.5 litre engine is reasonably lively given the size of the car but you still have to anticipate and plan for hills etc. In the Speed 25 you just push your foot down a little and it climbs anything there is. Not bad for a car that weighs in the vicinity of 37 cwt.

The Speed 25 cruises beautifully and fuss free at around 55-60 MPH and in spite of its size compared to the Firefly, its improved turning circle makes it a little easier to drive in confined spaces (not much though).

You do know that you are driving a big car. It has presence on the road and is usually quite stable compared to the nimble response the Firefly provides, but its combination of size, weight and power does require concentration and can catch you by surprise if you relax too much.

All together I found it a most enjoyable car to drive and would certainly enjoy a repeat performance.

I thank John & June Twomey for entrusting me with their precious Speed 25. I am sure John would have preferred to continue the Rally rather than spend a few days in Warrnambool Hospital. Maritta and I wish him a speedy recovery.

DALE PARSELL



THE CLUB MEMBERS SEND
THEIR CONDOLENCES TO
ALISTER CANNON WHOSE
MOTHER DIED ON 2nd MAY

CHANGE OF OFFICE BEARERS.

With the resignation of John Twomey as President, Richard Tonkin takes over as acting President. The position of Vice President will be left vacant until the AGM (which is only five months away!). Richard has been thrust suddenly from the realm of Vice to a *POSITION OF GREAT POWER*. We wish him well and ask him to call for any help that he needs.

ED.



COME TOUR THE DANDENONG RANGES 29th June 1997. (FANTASIES IN THE DANDIES)

The Fiat Car Club is organising a light navigation rally (not too taxing, and you know where the end is) around the Dandenong Ranges and finishing for lunch at Gembrook. The finish is also close to a new Australian Motoring Museum, presently being set up, but usually housing the well known "Chamberlain 8".

The start will be at Brandon Park Secondary College, Collegium Ave Brandon Park (behind Brandon Park Shopping Centre).

Come in your Fiat, your modern, by bicycle, or anything else you can muster. We have invited the Southern Peninsula Classic & Historic Car Club to share the day and may be able to entice a few others along.

Please contact either myself or George Parsell if you can attend at least by 12/6 so we can let the Hotel know numbers and get the instructions copied.

DALE PARSELL.



APPRECIATION.

You will see elsewhere in this issue a letter from John Twomey concerning his resignation as President of our Club. The last general meeting had no alternative but to accept John's resignation. It did so with great regret because of the factors bringing it about.

In appreciation of his efforts for and on behalf of the
Alvis Car Club of Victoria (Inc.)
over very many years John Twomey was made an
Honorary Life Member of the Club.

The membership was proposed by Ron Wilson and seconded by Roy Henderson. It was passed by universal acclaim.

Congratulations, John and thank you. We are pleased that you will continue to keep your steady and guiding hand on our finances, as our Treasurer. ED.



(The following salutary tale was told in the March 1997 edition of the magazine of the Victorian Chapter of the Morgan Owner's Club of Australia. Be careful)

QUEENSCLIFF ENCOUNTER.

I knew it had to happen sooner or later. Spend a dirty weekend away with a group of red blooded, married couples and "yes" it's inevitable. My sheltered upbringing had not prepared me well at all for this type of situation. Reserved and shy - those were the words usually used to describe me as an adolescent, and not much changed as I matured. I'm now a reserved and shy wife and mother. I wish that I had been worldly and adventurous, perhaps even a little reckless at times, for with that past education and experience I may have handled better this terrible situation.

The idea of a meeting away with Morganeers was exciting, as past events had been full of fun, fine food and drink and well chosen accommodation, and convivial company. I'd grown to love this bunch of people, so I had no reason to believe this weekend would fall short of my expectations.

A quick car packing job, goodbye to the kids and we were on our way. Dodging rain clouds we morganed towards Queenscliff. An uneventful two and a half hours later, there we were at the Hotel, arriving at the same time as the other Morgan couples. The next 15 mins. saw us excitedly scurrying up and down convoluted corridors inspecting each others rooms and crowing about whose was the best appointed. It was about then that I heard those unforgettable words "Okay everyone, now we are here, who's for key swapping?" My mum had explained things like this to me - you know, keys in the middle parties and all that swapping stuff.

A chorus of male voices deafened me with "I am", "Me too", "Neat idea", "When?", etc. etc. Eyes transfixed on my husband's face, too stunned to hear his lips read, "I'm in too." How could he? Twelve years of marriage, commitment, honesty, faithfulness and all the rest of it. As blatant as that, he didn't even pause for breath, nor did any of the others come to think of it. A quick glance at the female parties revealed shock, fear and disbelief. Were they really going to play the key game?

We women put on brave faces behind our suffering and fear of the inevitable. All I could think of was, I hope I get one that's not too old and pretty good looking. For the women, the rest of the afternoon was spent in pretend play, all of us chatting, drinking smiling and hiding our real feelings. My ire was rising with each enthusiastic male's remark about swapping. They couldn't wait. Some unknown force held me back from protesting, but I refused to show any overt enthusiasm.

My patience and silent suffering persisted through a lovely dinner, and it was on the last mouthful of orange cardamom cake that I decided I had to speak up and become the voice of the Morgan women. I had to say "NO, we won't do it. Key swapping is not on! ! !"

I did it, loud and clear amidst cheering female voices, a sweet symphony to my ears with a response of loud male protest. As the air cleared I heard the plaintiff whimper from my husband " Here John, have your keys back. I'll drive your V8 next time."

I'll never hear the end of it. How did I know they meant car keys!"

ANNETTE BATE.

CARS & PARTS FOR SALE AND WANTED

JUNE NEWSLETTER

COPY DEADLINE

WEDNESDAY
28th MAY 1997

THE CLUB CARRIES A LARGE SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

To enquire about spares please contact the appropriate SPAREPERSON listed below:-

VINTAGE

Geoff Hood
37 Thomas St.,
E. Doncaster
Vic 3109
03 9842 2181

PVT

Austin Tope
8 Wimba Ave.,
Kew
Vic 3101
03 9817 5163

TA14

Bob Graham
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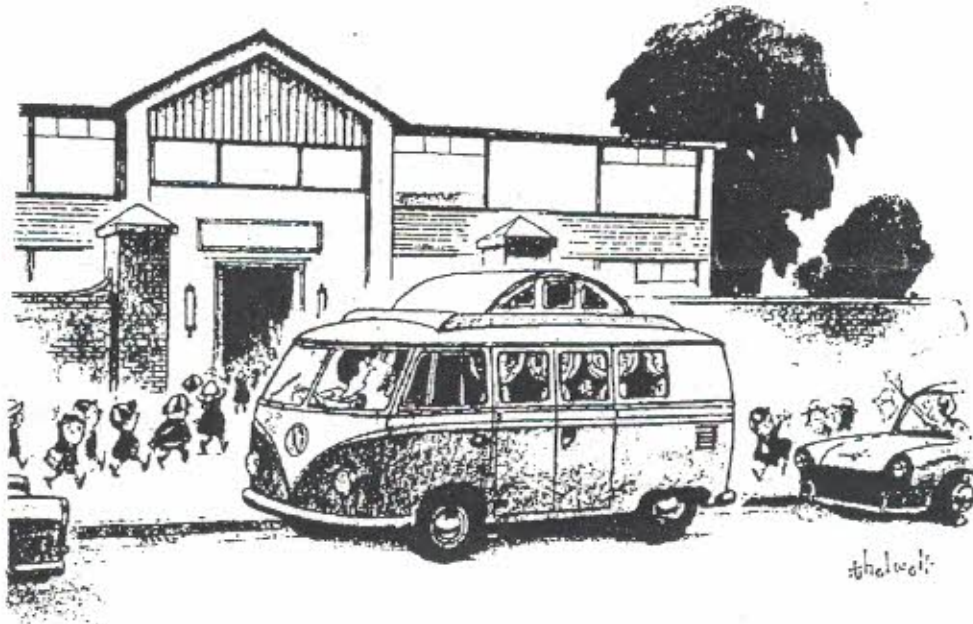
TA 14 Head Gaskets in stock. \$50.00 each. Bob Graham.

Head Gaskets for early six cylinder engines. At least three engines known to the Club have unusual stud pattern. Gaskets are available.

12/50 cylinder head gaskets for engines with o/s bores. Geoff Hood.

TA 14 wiring loom available for a pattern. David Caldwell. 03 9729 5821.

Bumper bars for 3 litre cars. What is the need? The Club will investigate remanufacture. Contact John Ball.



'Aren't you out of bed yet?'

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