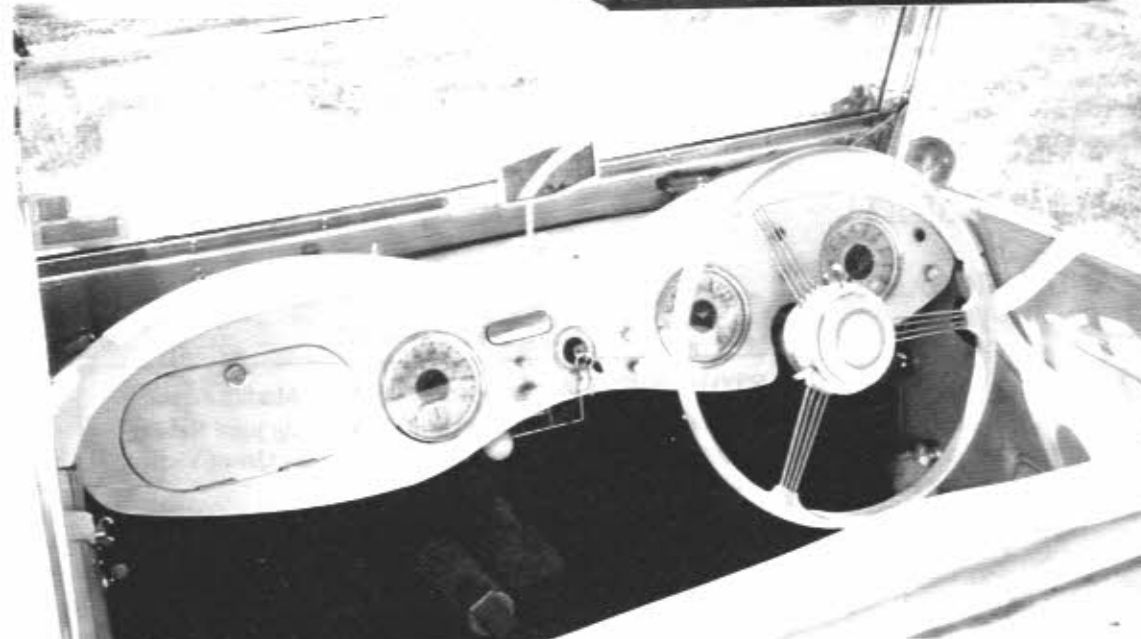
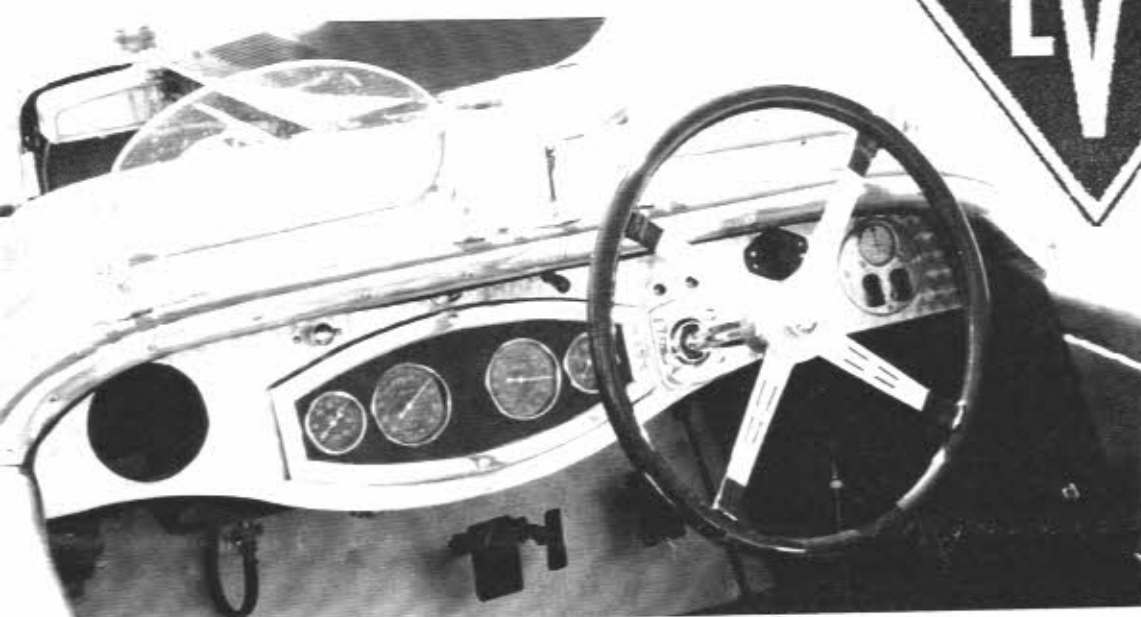




Incorporating the  
Newsletter Vol 38 Issue 11



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ALVIS DISPLAY

BASIL BOWES

NEW  
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ANNUAL BBQ  
LUNCH

DAVID  
MUIRDEN

PETANQUE,  
BOCCE et  
la BOULE

*DASHBOARDS.*  
*Top: FWD 1928 John*  
*Lang. Middle: 1932*  
*Speed 20 SA Barry*  
*Gough. Bottom: 1950*  
*TB 14 Janet Seath.*

*Photos in this issue by*  
*Ed., J & M Lang,*  
*Frances McDougall &*  
*J & K Ball.*

## THE BAS BOWES TROPHY

Dear John,

As I am sure both you and a number of other members are aware I have tried to resurrect the Bas Bowes trophy over the last few years, with little success.

For a number of reasons it has become increasingly difficult for the Alvis car club to conduct its own competition events due to falling participation, increasing insurance problems and other issues. Last year I organised with the Vintage Sports Car Club to allow our cars to compete at a selection of their speed events with a view to being able to award the trophy for the first time in many years. A few members (pre war owners) participated but the committee felt that numbers were not enough to justify presenting the trophy.

It is my opinion that it is time for us to make some decisions concerning the long term future of this award however as I was not fortunate to know Bas I would like to seek guidance from the members before formally presenting a suggestion for a members meeting to consider.

I believe we have two choices, we either put it in a cupboard and forget it existed (as it has been for a number of years), a very sad turn of events for the club and its history, or find some other way of promoting the competition history of the club.

My final suggestion (before I give up) is that we approach the VSCC with a view to them awarding it to an Alvis which they believe has performed well in competition (but not necessarily every year). This will probably mean the trophy will be restricted to pre war cars but I don't believe this is an issue as it is mainly the prewar cars which are being used competitively and most of the pre war car owners (and some post war car owners) are VSCC members.

I believe the VSCC would be amenable to this suggestion with the obvious proviso that the trophy would remain the property of the Alvis Car Club and would be returned if required.

I would ask the members to consider this suggestion seriously as I am saddened that an integral part of the clubs history may be allowed to just fade away and see this as the only way for it to continue. I would, of course, welcome suggestions from the rest of the club as to other ways we could resurrect this important award.

Yours,

DALE PARSELL

## THE MALAYSIAN AND SINGAPORE VINTAGE CAR REGISTER

members decided to use the occasion of the Geelong Sprint Meeting to have a reunion of members now in Australia. I don't think the roll-up was as large as was hoped for, but there was plenty of nattering going on in the Alvis tent.

2.

## NO TORQUE THIS MONTH

El prez gave a lengthy explanation which involved Canberra, Mars Bars and inner peace (or was that outer space?) but as this publication "goes to bed" I can't for the life of me remember how those words fit together. No doubt he will return in 2000.

## RESTORED CARS AUSTRALIA

The current edition contains an account of the Alvis National Rally held at Clare earlier this year. Would members whose cars were shown tell us how they did it? Surely the choice was not based on beauty or speed alone? Only joking! Gee, you can't be too careful these days.....

## CLUB DATA

We now have a data base showing name and address of every member of the Club. Obviously, that comes from the mailing list but for most members we have phone numbers, fax numbers and email addresses. We also have brief details of cars' dates, numbers, models and some numbers. The data is in hard copy form in the library, in the form of two volumes. It is also on the editor's computer, created on a spreadsheet in MS Works ver 4. When you get your subscription renewal (with your February N/L) it will contain a copy of the data we have. You will be invited to amend, alter or add to as necessary. You, the individual member, are the only source of info. so if you don't want anything recorded, just leave it off your form. If you do submit info., please remember that accuracy is all.



"You're Sandy who?"

**STOP PRESS** Alvis wins at VSCC: Maritta Parsell Atlanta Trophy. Bob Graham & Peter Fleming joint Nelson Trophy. Peter Fleming Dupont Plate. Andrew Green Vickery Trophy. Congratulations to all.

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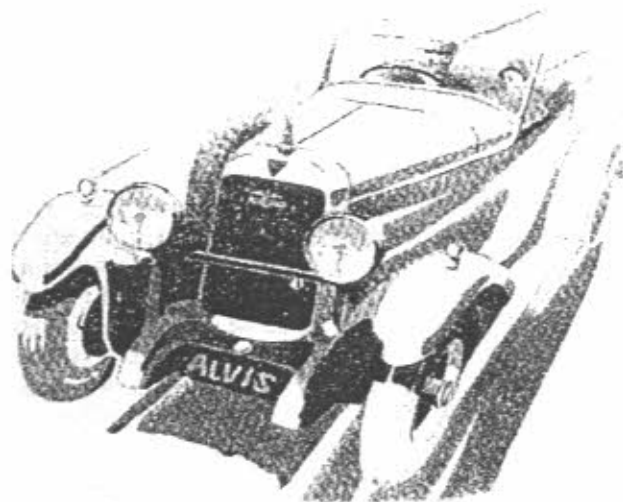
John & Kay Ball  
PO Box 26  
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Vic 3610  
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balljk@mcmedia.com.au



(INCORPORATED IN VICTORIA - No. A0017202F)

General Meetings are held at 8.00 pm on the third Friday of every month (except December & January).

Club Rooms:- Rear of "Alvista", 21 Edgar Street, Glen Iris. (Melway p 59 F 8)



## COMING ATTRACTIONS - YEAR 2000

January Friday 21st

**COMMITTEE MEETING  
AT 5.00 PM, TO PRECEED  
THE BBQ**

Informal BBQ on the lawn outside the Club Rooms. (7.00 pm to allow the benefit of daylight.) Come in your proper car if you can, but come anyway and bring everything you need except the flame. (Old flames are welcome, but the Club accepts no responsibility.)

Sunday 30th

**THE ROVER CAR CLUB OF AUSTRALIA** (Inc) has invited the ACCV (& other English Car Clubs) to a picnic breakfast in Bellbird Park. Details inside.

February Sunday 13th

**MEETING AT DAVID & MOIRA WISCHER'S** home to play **BOCCE** aka la **BOULE** aka **PETANQUE** against the Bristol & Daimler/Lanchester Clubs. Details inside

Friday 18th Club General Meeting.

## SPARES REGISTRAR & THREE LITRE SPARES

John Ball  
Address as below L

## TA 14 SPARES

Bob Graham  
15 Clarke Avenue  
Caulfield  
Vic 3162  
Tel 03 9571 3886

## PVT SPARES

Austin Tope  
8 Wimba Avenue  
Kew  
Vic 3101  
Tel 03 9817 5163

## VINTAGE SPARES

Geoff Hood  
37 Thomas Street  
E. Doncaster  
Vic 3109  
Tel 03 9842 2181

## LIBRARIAN

Position Vacant

## COMMITTEE

Frances McDougall  
424 Wellington Street  
Clifton Hill  
Vic 3068  
Tel 03 9486 4221  
macity@tenex.com.au

Colin White  
29 Middleton Street  
Highett  
Vic 3190  
Tel 03 9555 8119

Eric Nicholl  
17 Ternes Road  
Upwey  
Vic 3158  
Tel 03 9754 5412

John Link  
82 The Strand  
Newport  
Vic 3015  
Tel 03 9391 2011  
Fax 03 9391 9600



**A MERRY CHRISTMAS  
AND A HAPPY NEW YEAR**

## GEELONG SPEED TRIALS 1.

Five Alvises competed. The weather was atrocious. In the morning the runs were suspended because of heavy rain so some competitors missed out on their first run. The rain looked as though it was set in and that drove many competitors to think that abandonment was likely, so they went home. But when the sun came out there were fewer competitors so those who did hang on each got two runs. Bob Graham won his class and got a trophy to prove it! Geoff Hood and Maritta Parsell each came second in their classes. Andrew Green 12/50. 0.00 / 24.88 / 24.0. Geoff Hood 12/50 s/ch. 0.00 / 17.03 / 17.8. Maritta Parsell Firefly. 0.00 / 24.28 / 24.6. Peter Briese (?driver) Speed 20 Special. 0.00 / 20.15 / 20.0. Bob Graham Speed 20. 0.00 / 22.35 / 22.8.

## ALVIS UMBRELLAS

Twelve, yes 12, douze, zwolf, on iki, dodici UMBRELLAS are missing from the 15 that were placed in the Spares Store-Room and no money has been received by Lungs or Hon. Tres. HELP!! Where are they? Where is the moula?

## GEELONG SPEED TRIALS 2

A chance to feature the Alvis marque and the ACCV was afforded by David Head and the Organising Committee. We were given the use of a small marquee and plenty of lawn space to display our cars. The rain started just as we arrived at 8.30 am but the marquee proved a popular meeting and keeping dry point. The following cars were on display all day, evoking interest despite the deluge. 12/50 [Stanisich] 12/50 [Cannon] 12/50 [Ball] Front Wheel Drive [Lang] Silver Eagle [Head] Speed 20 [Ed] TA 14 [Caldwell] TB 14 [Seath] TA 21 [Twomey] TD 21 [Thevathasan, driven on the day by John White]. John Lang had prepared suitable publicity material for display and to hand out and also potted "car-ographies" to hang on each car. As well as the five Alvises competing, three more attended Geelong but were unable to enter the display area. 12/40 [Roberts] 12/50 [McKinnon] and TA 21 Special [Link]. So your marquee was well represented. It would be nice to do it again in the sunshine!

## ALVIS AGNITIONS

### CALENDAR 2000

This lavish publication is now available. Twelve beautiful pictures of twelve beautiful cars. To be kept by Alvis lovers and to be given as gifts to those less fortunate. Order now from John Lang.

### DAVID HEAD

did the Club proud during the Geelong weekend. He got his very attractive Silver Eagle on the road and roadworthy in time. It looks great. Congratulations. He helped find and book accomodation and dinner on the Saturday night. He organised our "space". He gave us complimentary refreshments and lunch, which we were not expecting but for which we were very thankful. And he presented a trophy for our guest, Julian Collins, to present to the owner of the car that he, Julian, found to be his favourite. It was awarded to John Lang for the FWD. Well done, John and thank-you, David.

### KIND THOUGHTS

A recuperating Ron Wilson sent a letter to the President thanking the Club for good wishes and also extolling the President's achievements for the club. This was applauded by the meeting. In this atmosphere of goodwill members, at the instigation of John Lang, saw fit to express their appreciation of the Newsletter to the Editor. Thank you.

### SUPPER AT THE CLUBROOMS

Peter Fleming set new standards with his effort on 19<sup>th</sup> February. Seafood. Dips. Strawberries..... and all by candle-light. Keep your day-time job for the moment, Peter but you have an alternative available!

## NEW COMMITTEE

At the AGM some changes to your Committee occurred. **Margaret Caldwell** retired and was thanked by the **President** for all her work for the Club. **Andrew McDougall** also retired after only one year because he now spends a lot of his time at work in Gunpowder (go on, look it up!) and his timetable means that he is nearly always away when there is a Club activity. Thanks for trying, Andrew. His place has been taken by **Frances** who only very seldom visits Gunpowder. Also new on the Committee: **Eric Nicholl** and **John Link**. Welcome to the new members. The first Committee meeting will be on January 21<sup>st</sup> at 5.00 pm, before the BBQ. **John Lang** has taken on the position of Vice President following the retirement of **John Ball**, who will continue as Spares Registrar and with **Kay**, to distribute the Newsletter. We have not got a librarian, following the retirement of **Alister Cannon**. The prez. Thanked **Alister** for his efforts over the last year. All the committee members are listed on page three.

## JULIAN COLLINS

Was our guest at the November general meeting. Poor man, he had to sit through our rather farcical version of an AGM but seemed to enjoy some of the jokes which filled the air. Julian is a life long Alvis lover and owns a Firefly in UK. He resides in Singapore where he edits that masterly publication "The Bulletin" of the Alvis Owner Club. It is of professional standard. He cut his editorial teeth upon "The Magazine" of the Malaysia & Singapore Vintage Car Register, so he has many years of experience with high quality motoring publications. When he was finally called upon to speak he told us of his restoration of the family Firefly after its many years of (ab)use by his father as the family hack in the early post war years and then he told us a little of how he uses modern technology to produce in Singapore the official publication of the UK Alvis Club. His enthusiasm for what he does was stated but need not have been, for his passion was obvious. Those who attended the meeting - and there was a good turn out - enjoyed an evening of fun and interest and were pleased to share it with Julian. We look forward to his next visit.





# THE ROVER CAR CLUB OF AUSTRALIA INC

5.

INVITE THE ALVIS CAR CLUB TO ATTEND THEIR FIRST OUTING OF THE NEW MILLENIUM

**DATE** SUNDAY JANUARY 30 2000

**TIME** BREAKFAST AT 9:00AM

**WHERE** BELLBIRD PARK WHICH IS PART OF THE YARRA BEND PARKS, OFF THE YARRA BOULEVARD AT KEW, 1.5km SOUTH OF THE EASTERN FREEWAY CROSSOVER

MELWAYS MAP REFERENCE 2DK6

BBQ FACILITIES, SOME PICNIC TABLES AND CHAIRS ARE AVAILABLE INCLUDING SHELTER

BRING YOUR OWN EGGS, BACON, KEDGEREE, MUSHROOMS, KIDNEYS, FRIED SLICE BUBBLE & SQUEEK AND HP SAUCE ETC.

MEMBERS MIGHT LIKE TO BRING THEIR OWN TABLE AND CHAIRS (DEPENDING ON NUMBERS).

**CONTACT PHONE** JANE PETRYSZYN RCCA PRESIDENT & EVENTS CO-ORDINATOR  
ph 9460 7825 after 7pm

Please contact Jane prior to the above date (or Richard or Dale) so that numbers can be estimated.

*The Alvis Car Club has decided to endorse this as a Club event, but to leave it to individual members to liase with Jane Petryszyn re their attendance and details. The ACCV does not agree that 30/01/2000 is in a new millenium, but even in the old one it could be a fun way to start a Sunday.*

## COMBINED MEETING OF THE ALVIS CAR CLUB, THE BRISTOL OWNERS CLUB & THE DAIMLER/LANCHESTER CLUB.

SUNDAY 13th FEBRUARY 2000 AT THE HOME OF DAVID & MOIRA WISCHER,  
"AVONLEA", 2 CRAIG AVON LANE MERRICKS NORTH. 3927.  
Tel. 03 5989 7235. MELWAY REF.p 161 J 11.

MEET AT NOON AND BRING WITH YOU A PROPER CAR AND ALL THE DRINKS, FOOD AND FURNITURE THAT YOU REQUIRE. OUR HOSTS WILL PROVIDE THE SUNSHINE (GUARANTEED), THE BARBY AND THE BATTLEGROUND.

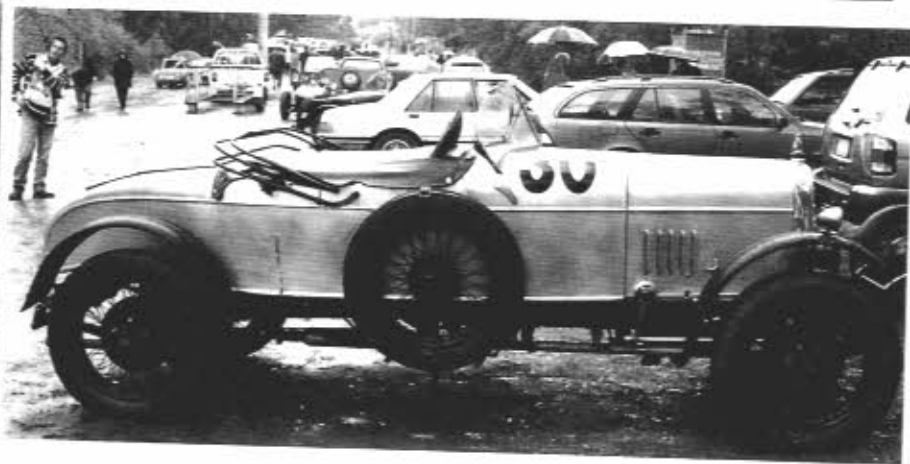
THE PURPOSE OF THE MEETING IS TO ALLOW THE ALVIS PEOPLE TO AVENGE THEIR LOSS AT PETANQUE, TO THE BRISTOL PEOPLE A FEW YEARS AGO. IT IS THOUGHT THAT THE BRISTOLIANS HAVE BEEN SO FRIGHTENED OF THIS THREAT TO THEIR CHAMPIONSHIP STATUS THAT THEY HAVE RECRUITED THE ASSISTANCE OF THE DAIMLERS AND LANCHESTERS. AS THE GAME IS ONE PLAYED BETWEEN TWO TEAMS IT SEEMS LIKELY THAT THIS IS THE EXPLANATION. IT IS UNCLER AT THIS STAGE HOW THE DAY WILL PROCEED. ONLY SOMEONE AS "WISE AS WISCHER" COULD POSSIBLY WORK THAT OUT. PERHAPS ONE TEAM WILL PLAY LA BOULE WHILE THE SECOND TEAM PLAYS PETANQUE AND THE THIRD ONE BOCCE. THEY ARE ALL NAMES FOR THE SAME GAME, SO DOES IT MATTER?

**YOU BET IT DOES. THE HONOUR OF ALVIS IS AT STAKE.  
SHARPEN YOUR BALLS AND BE THERE!!!!!!**



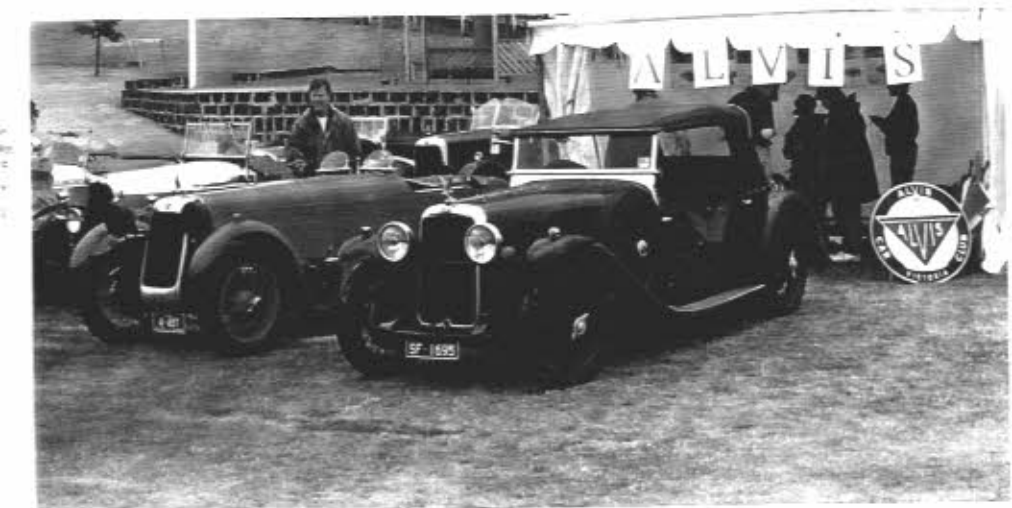
*Above L. The Malaysian and Singapore Vintage Car Register held a meeting of its ex-patriot members in Australia. Pictured here are Julian Collins, [Singapore] L, Mike Evans [now of Brisbane], centre and Ian Anderson [now of Victoria] nattering in the Alvis tent at Geelong. Above R. The splendid TD 21 of Chris Thevathasan at Geelong.*

**ALVIS ACTIVITIES IN THE WET**



*L. John Link and his TA 21 Special at Ravenswood. Above. Andrew Green's 12/50 at Mt Tarrengower. Below L, John Lang's FWD. Note the Magneto Drier held by Annie Link. Below the ED's Speed 20 SC in front of Janet Seath's TB 14 & Andrew Twomey's TA 21.*





## GEELONG SPRINT MEETING IN THE WET

Top L: Bob Graham (Speed 20 SB). Top R: Peter Briese's Speed 20 Special. (? Driver). Above: David Head's Silver Eagle on its second outing. L of it: Geoff Hood (12/50 Special). Below that is Maritta Parsell (Firefly). L: Silver Eagle with FWD (John Lang) and beside it Alister Cannon's 12/50, behind it Kay Ball's 12/50 outside the Alvis marquee.

In the November issue of "Alvibatics", Bill Boldiston wrote regarding a proposal to publish a book to commemorate 75 years of the 12/50 Alvis. Now does this in any way refer to "THE BOOK...ALVIS IN AUSTRALASIA" that fired the imagination and enthusiasm of so many back in 1976 and which died in 1978? All the information and records and photographs gained from many sources and from all over Australia during those years are still there and there are heaps of them. In fact Bob Graham has been our custodian for all the years since and is now looking for someone else to take over.

But if anyone reading this comes up now with the bright idea of pooling all the available information to try again to publish "ALVIS IN AUSTRALASIA" then think again! It was an exercise in the 70's that saw our Club form a sub-committee that held regular meetings - appeal after appeal made for submissions and lots of time and money spent to finally arrive with a host of material that appeared at the time to be suitable as a basis for publication. We also found a publisher in 1977 who was willing to sift through it all to divide it into 5 sections and to edit out all unsuitable material for a fee of \$750.00. With the total fluid assets of the Club in that year standing at \$1290.00 it was enough to sink that suggestion without trace. Then the N.S.W. Club who had also gathered a lot of material through the efforts of their sub-committee and were just as keen for THE BOOK to become a reality produced a likely publisher and a plan. So on behalf of our Club I made 2 trips to Sydney, once with Richard Creed and then with Bob Graham to confer with their sub-committee over 2 weekends to push things along as a joint Club exercise.

But it all came to nought with the hurdle "you show me yours and I'll show you mine" stuck fast and immovable.

With that disappointment set in and nothing more was done except to store all the material in a safe place. So could THE BOOK ever be resurrected? I think not because the history of ALVIS has been documented in at least 4 overseas publications and certainly you could have a large section devoted to who owns what and where it came from but what else? A write up a Bill Bloggs thrashing the pants off an Austin Healey up Fogarty's Hill in 1982?

Where's Fogarty's Hill now - it's been levelled and sub-divided so where's the interest for the buying public and would it ever sell at around the par price for a good book these days of \$100+? No way. Time killed it off so let's put it away again ... except there must be myriads of stories in there to make interesting reading and very worthy of printing in our current Newsletters. And if Bill Boldiston's plan is for a book just featuring 12/50s, then I reckon it's a great idea and certainly deserves full support.

But not THE BOOK ... let a sleeping dog lie.

RON WILSON



### A DIFFERENT TYPE OF QUIZ

This test does not measure intelligence, your fluency with words, creativity or mathematical ability. It will however, give you some gauge of your mental flexibility. Few people have been found who can solve more than half the questions at the first try. Many though, report getting answers long after the test has been set aside, often at unexpected moments when their minds are relaxed. It can and has been done with people getting all 26 correct answers.

Take the test as a personal challenge.

**INSTRUCTIONS**— Each equation below contains the initials of words that will make it correct. Furnish the missing words.

For example: 60 = M in an H would be 60 = Minutes in an Hour

- |                               |                              |
|-------------------------------|------------------------------|
| 1. 26 = L of the A.           | 14. 90 = D in a R A.         |
| 2. 7 = W of the A W.          | 15. 4 = Q in a G.            |
| 3. 1001 = A N.                | 16. 24 = H in a D.           |
| 4. 12 = S of the Z.           | 17. 1 = W on a U.            |
| 5. 54 = C in a D (with the J) | 18. 5 = D on a Z C.          |
| 6. 9 = P in the S S.          | 19. 57 = H V.                |
| 7. 88 = P K.                  | 20. 11 = P on a S T.         |
| 8. 13 = S on the A F.         | 21. 1000 = W that a P is W.  |
| 9. 18 = H on a G C.           | 22. 29 = D in F in a L Y.    |
| 10. 32 = D F at which W F.    | 23. 64 = S on a C.           |
| 11. 8 = S on a S S.           | 24. 40 = D and N of the G F. |
| 12. 200 = D for P G in M.     | 25. 80 = D to G A the W.     |
| 13. 3 = B M ( S H T R )       | 26. 2 = number it T to T.    |

*This quiz was sent in by Frances McDougall to challenge you over the festive season. The answers will appear in February's Newsletter. Do not be fooled by the feel nice reassurances that go with the questions. Frances and Andrew had to do the quiz during a day in an open Veteran car, on a rally. Not only that, but a 15 year old on the rally got a score of 100%! ED.*



Older Alvisists will have read this story before, and it has obviously been around the world a few times. Having been originally published in "The Motor" of June 1947. It appeared much later again in our March 1969 Newsletter. It is a classic in its way and I never tire of reading it, even if I find the altruism of the garage mechanic quite unbelievable. An abridged version follows.

ONCE I HAD AN ALVIS: By John Austin.

A 1925 Alvis 12/50 with big-port head, good running order, complete with four new road tyres - price £5. Today that sounds like a fairy story or a beautiful dream. Yet that was 1940. I bought it and reached third gear before I realised that there was a real motor under the bonnet. Realisation came in the form of a very charming policeman, who, although apologetic, was quite firm about the impropriety of 60 m.p.h. in a built-up area. That made the total cost of the car £5/10/0.

On the road she was superb - although terribly noisy - the only silencing being an eight-foot straight pipe from the end of which vicious jabs of blue flame could be seen. Top speed was fair enough - 76 m.p.h. over a timed mile, but the real joy came from cruising at 60 m.p.h. when she crackled evenly and contentedly.

She had a mind of her own. One day I parked outside a shop at the top of a hill. When I came out there was no Alvis. The invasion scare was on at the time and my first thought was that the police had impounded my motorcar because I had not immobilised it. Then, way down at the bottom of the hill, I saw a little knot of people. My heart sank - this looked like trouble in a big way. The small crowd was looking at my Alvis. She had taken off at the top of the hill, and being in gear, the motor had actually started. Straight as a die she went over a cross road and sedately onwards. A public-spirited type, seeing a riderless car under power, had boarded her but he was unable to comprehend either the pedals or the two bits of wire that temporarily served as an ignition switch, and he had baled out. Unfortunately, the road ended in a "T" junction, but Alvis went straight on, through some large and very ugly iron railings and finished up with the dumb-irons sticking into the brick bay of a house. Just as I arrived on the scene, the owner of the house appeared. She was not only very attractive, but seemed to take a very reasonable view of sappers who drove cars into her front garden. She smiled and said, "Won't you come right in and have a cup of tea?" I did. The police treated the whole thing as a rather oblique part of the war effort and as for the railings there was a salvage drive on wasn't there? My Alvis was absolutely unharmed - what a tribute to vintage sturdiness!

Some time later there came the expensive noises. We were doing 70 m.p.h. while trying out the car after fitting duralumin con-rods. With a roar and a clatter we came to a standstill. Coily peeping through a hole in the sump was a piece of con-rod, whilst a sad stream of hot oil ran on to the road and flowed towards the gutter. This was the end.

There was a garage within a hundred yards. We pushed her there, and in outrageous betrayal I asked the proprietor, "How much for scrap?" But I had picked a garage man of high calibre. "You can't scrap a 12/50! he said. "Can you get another engine?" Yes, I could. "Alright then, take my car and get it", he said. Two hours later, I was back again having bought a 1925 12/50 motor in unknown condition for 35/-. "Now leave it to me" said the garage man. I was in camp nearby and could not do any work myself, so I left him to it.

He worked for five weeks. Those two motors were stripped and gradually a new hybrid motor was born. New pistons, rings and rebore, followed by tuning, completed the job. "Come for a trial run", said the dream garage proprietor. She went like a gun, pushing our backs into the seats as she got away. Down the Brighton Road the indicator went round the dial. The carburettor flat-spot was still there, but once past 50 acceleration was even and good. 70 - 75 and finally with my foot to the boards the needle quivered at 83.

Back again and I was very thrilled about the car, but very apprehensive about the bill. "How much?" I asked in a small voice. "Let me see", said the garage man. "Removing the head lamps, fitting new fuses and two new side-lamps - 22/6 altogether." "Yes, yes, but what about the big job on the motor I replied. "Oh, I've enjoyed doing that - it's on the house."

Then came the end of petrol rationing for private vehicles and a blonde. There comes a time when a 12/50 and a blonde are incompatible. A man must choose. Married readers will know just what I mean. Now I have a Blonde, no Alvis. and lots of nostalgic memories.

That 12/50 passed into good hands. It was bought by a well-known motoring journalist who gave it good care and some fame. DY 6819, where are you now?

On completing my first year as Treasurer of ACCV. Inc., it is with pleasure that I submit this report.

There was a power of material to sort through and as a result I have consolidated things to have one general account and three investment accounts. One of the investment accounts (Advance Credit Union \$469.40 will be closed when a copy of the death certificate for John Twomey is obtained. I have arranged with June for a copy to be forwarded and then will transfer the balance to the general account. Our other investment accounts have returned \$785.22 interest and have been re-invested for another 12 months.

You will notice that our expenditure has exceeded our income by \$1423.79. This does not cause a problem as we have purchases of \$2320.25, being pattern and core box, library books and calendars for 2000. The calendars will return a profit when sold and we still have the umbrellas to sell as well.

We will not have to increase subscriptions this year but we still have three unfinancial members.

Spares have returned a surplus of \$872.30 which is a good result.

Pat and I have enjoyed the past year with the ACCV through my position as Treasurer getting to know people through the membership and those functions we have been able to attend. Thanks for the great friendship and fellowship.

IAN PARKINSON, TREASURER

TREASURER'S REPORT 1998-99

General Account Income

Subscriptions	4130.00
Interest	785.22
Supper	91.00
Rough Red & Pie Night	91.15
Oct. W/E Away	2630.00
Calendars 1999	1683.00
Calendars 2000	380.00
Umbrellas	930.00
Donations	14.10
Federation Refund	20.00
Subs in advance	40.00
<b>TOTAL</b>	<b>\$10,794.47</b>

General Account Expenditure

Newsletter	2576.59
Oct. W/E Accom	2350.00
Oct. W/E lunch	207.00
Calendars 1999	1625.56
Umbrellas	953.50
Calendars 2000	1625.65
Repairs to Club rooms	71.70
Library Purchases	394.60
Pattern & Core Box 3Lt	1300.00
Annual Luncheon Exp	72.35
Trophies	148.55
Club Envelopes	345.10
Public Liability Ins	275.00
Australia Post	135.00
Death Notices	118.66
Photocopying	37.00
Federation Membership	25.00
President's Expenses	100.00
Miscellaneous	30.00
<b>TOTAL</b>	<b>\$12,218.26</b>

Spares Account

Income	899.40
Expenditure	27.10
<b>Surplus</b>	<b>\$872.30</b>

Cash Balances

General Account	4326.03
Austr. Unity Inv.	5485.48
Advance Cr. Union	469.40
ANZ Term Dep	10,681.50

STATEMENT FROM BOB GRAHAM

At the last meeting the President presented a Statement of Account about which I made some remarks. I totally withdraw those remarks and wholeheartedly apologise. Further, there was never any intention to impugn the integrity, probity or capability of our Treasurer.

BOB GRAHAM.



"Goodbye, Miss Murdoch and try to cut down on the hay".

# CARS & PARTS FOR SALE AND WANTED

11.

FEBRUARY NEWSLETTER

COPY DEADLINE

WEDNESDAY

26th JANUARY 2000

PLEASE NOTE - NO N/L IN  
JANUARY

THE CLUB CARRIES A 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.

Enquire about spares to the appropriate SPAREPERSON listed on p.3.

## CLUB

FOR THREE LITRE CARS. E39 C6129 Water outlet pipe ( to radiator) & C94 C5934 Water inlet pipe (from Radiator. Full details on request to :- John Ball. 03 5826 2518

## PRIVATEERS

(Ads. for cars For Sale must include the price and Reg. or Engine No.)

FOR SALE BUMPER BAR BOLTS. Chrome plated. 7/16 Whit. X 1" qty 8. 7/16 Fine Thread x 1 & 1/4" incl nut. qty 1. 5/16 Whit. X 1" qty 2. 5/16 Whit x 1 & 1/2" qty 2.  
TA 14 SHOCK ABSORBERS. Long Arm to left. qty 3. Short Arm to left. qty 1. Short Arm to Right qty. 1. No reasonable offer refused. Bob Graham. Tel 03 9571 3886

FOR SALE SILVER CREST Model T.H.19/82 Chassis # 14279 car #19873 Eng # 147401939 model Four Light Sedan Exported to Australia 31 August 1938. Restored. Good general condition. The upholstery is original. Rego is Q historic HS3718 Price for quick sale is \$35,000 firm. Peter Rau. Tel 07 5531 4185. E mail [peterrau@ozemail.com.au](mailto:peterrau@ozemail.com.au)

FOR SALE Alvis TA 14. Three position hood. Leather Trim. Good order. \$24,000 Dale Hanley 3219 1141 (Qld.) A/H.

FOR SALE Alvis 12/50 T F 1926 - *Edwina* - as pictured in Alvis Calender for November '99. Engine No. 5884 4 seater tourer. Recently completely restored, the car is in excellent condition throughout, black leather trim, duco deep blue. Now run in and running like a charm! Offers in excess of \$42,000. John and Kay Ball, 03 5826 2518.

FOR SALE Alvis 12/50 parts not longer needed. 4 hubs (front and back) engine block, narrow brake shoes (many), cast iron exhaust manifold (not ducksback type)- all for early 12/50s. Also late 12/50 generator, flange mounted. Offers requested on all of the above. Also 5 19 inch bolt-on wire wheels which had been modified to fit a 12/50 by drilling extra holes. The original hole arrangement is 6 holes at 150 mm dia between crs. Wheels in good condition. Maybe Riley.  
2 with excellent tyres \$200 each  
2 with fair tyres \$150 each  
1 with no tyre \$100.

WANTED Pair of 8 inch CAV Headlights to suit early/mid 20s Alvis 12/50. Happy to trade. Des Donnan 07-5445 9981 or email [donnan@m140.aone.net.au](mailto:donnan@m140.aone.net.au)

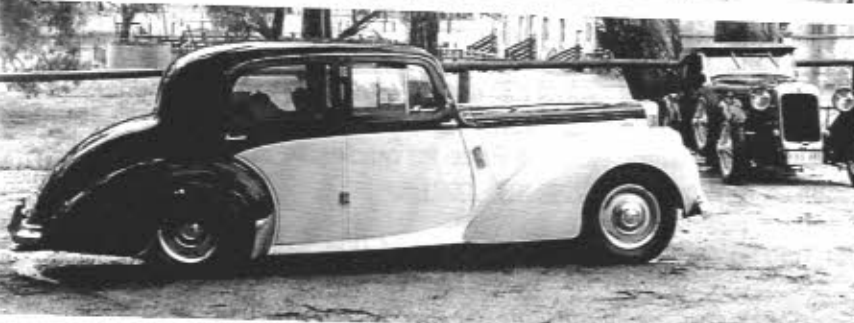
WANTED One only open hub wheel centre or complete 21" wheel (detachable split rim type) in good Condition or any size open hub wheel with good centre and u/s rim. Frank Corbett, PO Box 218, Kenmore. Qld. 4069. Tel. 07 3221 6249 (Bus) 07 3378 7280 (A/H) E mail [f.corbett@peddlethorp.com.au](mailto:f.corbett@peddlethorp.com.au)

WANTED For Alvis Firebird: One 20" x 500 Jelly mould wheel & one 20" x 500 Dunlop "Super 90" tyre. Peter Fleming 03 9729 3440

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.



Top L: John Lang not too sure about the trophy he is about to receive from the prez. Top R: happy David & Carol Head at the BBQ. L: Mrs Ed, Beverley Graham, Joan Henderson & Verna Gough at the BBQ. R: happy Frances McDougall at Ravenswood, where the Parky TA 21 was pictured near a Lang FWD. Below: Barry Gough with Speed 20 SA [R] & Murray Fitch's Silver Eagle.



L: happy Margaret Lang at Geelong. Bottom L: Sue Roberts gives us an eyeful.



Below: David Seath takes a broad view while Janet looks on. FINALE: The Blessing of the Alvis faithful by Cardinal Tonkin.





**ALVIS CAR CLUB OF VICTORIA**

**YEAR 2000 CALENDAR**

**HAVE YOU BOUGHT YOUR CALENDAR?**

**FOR YOUR OWN USE, OR FOR THAT HARD TO FIND  
PRESENT. THIS CALENDAR WITH QUALITY  
COLOUR PHOTOGRAPHS WILL GRACE ANY HOME  
OR OFFICE.**

**A SMALL PROFIT IS MADE FROM THE SALE OF  
EACH CALENDAR AND THIS IS YOUR CHANCE TO  
SUPPORT THE CLUB.**

.....DETACH AND RETURN .....

NAME:.....

ADDRESS:.....

..... POSTCODE: .....

PLEASE SEND ..... YEAR 2000 CALENDAR/S @ \$20.00 EACH (INCLUDING POSTAGE).  
TOTAL \$..... MAKE CHEQUES PAYABLE TO A.C.C.V. AND FORWARD TO:

M & J LANG.  
P.O. BOX 129  
GISBORNE  
VIC 3437

