

The Alvis Car Club of Victoria (Inc)



Merry  
Christmas

& a Happy New  
Year

SUMMER

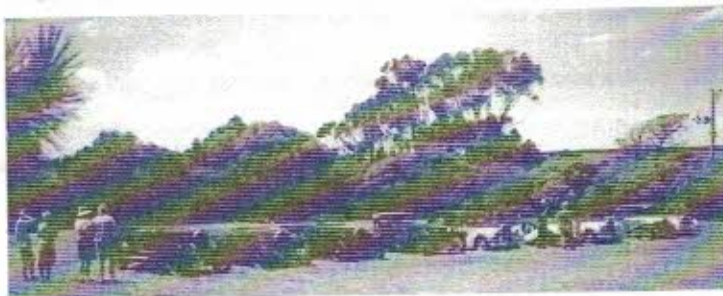
Volume 39

2000

Issue No 11



CHRISTMAS AT THE HEAD'S



# T O R Q U E

Greetings. The presentation of trophies took place at the Annual Luncheon, held at **Ian and Pat Parkinson's Camelot Castle** at Yellingbo on Sunday, 19<sup>th</sup> November. The **Andy Hannam Trophy**, for the member who brings their Alvis to the most meetings and events during the year, was awarded to **John Hetherington**, who also proposed the new judging system for the trophy, which is much fairer to country members.

The **David Muirden Clubperson Award** went to **Maritta Parsell**, for her most successful campaigning of the Firefly during the year. The **Simon Ramsay Alvis Perpetual Trophy**, for the fastest Alvis at the Mt. Tarrengower Hillclimb, went to **Geoff Hood** (yet again – we need to clone Geoff's Special to give somebody else a chance!). The **Bob Morrow Perpetual Trophy** was presented to **David Head** at the Annual Barbeque at the Head's home at Batesford on Sunday, 3<sup>rd</sup> December. David won the trophy this year for his magnificent restoration of the Silver Eagle.

There was also a special event at the lunch at Camelot. **John Hetherington** was awarded a Life Membership for his significant contribution to the Club, especially his fine editorship of the Newsletter over some twelve years.

Congratulations to all of the above. Now, how about some of you other members dipping your oar in and having a go at an award next year?

At the first meeting of the new committee on 19<sup>th</sup> November, **John Ball**, who for some reason was not included in the nominations at the AGM, was re-elected to the Committee. The Committee then mapped out the plans for the Club for 2001. These include a pub run with a difference in March and a weekend away in April, following the highly successful Merrijig weekend in October, to which we will again be inviting the NSW Club. We are also looking at a weekend run to Point Lonsdale in early June, a garage crawl, and other interesting activities. And, of course, there is the National Rally in August. Our new Club Captain, **John Link**, is brimful of ideas, including starting some of the monthly meetings at 7pm, with a special event taking place between then and the regular meeting at 8. See elsewhere in this Alvic for details of the February meeting.

I believe the Club had a good year in 2000, and that next year will be even better, especially with your support in coming to the monthly meetings and events.

The next Newsletter is in February. Until then, have a very Merry Christmas and a Happy New Year – and don't forget the **Barbeque on the lawn at the Clubrooms, 7pm on Friday, 19<sup>th</sup> January.**

Richard Tonkin  
President.

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## BARBEQUE 2000

Sunday, 3<sup>rd</sup> December dawned (as the poets say), bright and sunny as the President and First Lady sallied south to join other members of the Alvisi at the home of **David and Carol Head** at Batesford, near Geelong, for the Annual Barbie.

Following the Head's excellent cartographic reproduction (map), which they had thoughtfully included in the Newsletter, it was observed that several Members became temporarily geographically dysfunctional (lost), no doubt due to domestically misplaced myopia correctors (she left her reading glasses at home).

Upon arrival we were delighted by the Head's lovely home and garden, which were looking a treat in the early Summer sunshine. While Carol categorically denied that she had been up at dawn with the eyebrow tweezers on the lawn, the result was quite magnificent.

Arrayed in a splendid line (in no particular order) were 12/50 tourer (**Andrew and Frances McDougall**), Firefly (**Dale and Maritta Parsell**), TA 21 saloon (**Ian and Pat Parkinson**), Front Wheel Drive (**John and Marg Lang**), TA 21 Drophead (**John and Kay Ball**), Speed 20 (**John and Margaret Hetherington**, who are anxiously awaiting a letter from the RSPCA after a wallaby undertook some panel work on the car on the way down), (TA 21 Special (**John and Annie Link**), TA 14 (**David and Margaret Caldwell**) and, of course, Silver Eagle (**David and Carol Head**). Also with us in moderns were **Rex and Sue Roberts**, **Simon Ramsay** and **Bob and Lesley Northey**.

We were met by David and Carol, loaded with masses of delicious savouries and, after a good natter, we moved onto the barbie and to admire the beautiful garden. During lunch, we were visited by Geelong Member, **Leigh Dwyer**, who is restoring a TD 21.

After lunch, David Head was presented with the Bob Morrow Trophy for 2000, for his magnificent restoration of the Silver Eagle. He and Carol were then given a special award "For Firefighting Services to Alvis", being two pieces of aluminium, suitably encased in epoxy, which had melted off their Silver Eagle, as a permanent reminder of their heroic efforts in saving the car from the fire which engulfed it in the Snowy Mountains during the run to Jambaroo in March.

It was a splendid day and thank you so much, David and Carol, for all the time and effort you put in to make it so enjoyable for us.

Richard Tonkin.

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on the Front Page .....

photos from the "Christmas at Head's" show various activities at this delightful setting most importantly David Head receiving the Bob Morrow Trophy for best restoration of his Silver Eagle.

## Alvis Car Club of Victoria

### Club Rooms:

Rear of ALVISTA  
21 Edgar St GLEN IRIS  
(Melways P59 F8)

### Meetings:

3rd Friday of each Month  
(except December/January) at 8 pm.

### PRESIDENT:

Richard Tonkin  
(03) 9710 1465  
rtonkin@eisa.net.au

### VICE PRESIDENT:

John Hetherington  
(03) 5821 6422  
jfh@mcmedia.com.au

### SECRETARY:

Dale Parsell  
(03) 5968 5170  
dparsell@ozemail.com.au

### TREASURER & PUBLIC OFFICER:

Ian Parkinson  
(03) 5964 8307  
camcast@cyberspace.net.au

### NEWSLETTER EDITOR:

John Lang  
(03) 5426 2256  
jdmelang@netcon.net.au



## \* NEXT MEETING \*

Friday Jan 19th 2001

Barbeque at rear of clubrooms

7.00 pm

BYO everything (incl. table & chairs)

*See you there !!*

## February Meeting Friday 16th at 8.00 pm

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To better control the issue of parts from the parts room, members are requested to contact the relevant type spares person prior to entering the parts room.

Your co-operation in this matter would be greatly appreciated.

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### Letter from a prospective member:

I am the owner of three Alvis cars a 12/60 Tourer, a 3.5 litre racing special and a 3.5 litre SA 25 Arthur Mulliner sedan. The SA sedan is at an advanced stage of restoration and is due to go into the paint shop within weeks.

I have no starter motor for it and need to locate one Lucas M418A or sufficient bits to build or modify another motor to suit. Any help your members can offer would be greatly appreciated.

Trevor Eastwood  
10 Bellevue Terrace  
West Perth  
WA 6005 Tel. (08) 9322 1050 Fax (08) 9322 1037 Email treveast@iinet.net.au

## LUNCHEON LIMERICKS

Equal winners of the limerick competition at the Annual Luncheon at Camelot Castle.

There was a young larrikin from Coldstream  
Who drove a ramshackle Sunbeam  
His wife said "you lout"  
And then threw him out  
"Get an Alvis if you want my esteem."

Darien Cassidy,  
(former Club member)

There was a young larrikin from Coldstream  
Whose 12/50 Alvis gearbox did scream  
Without a care  
He followed that hare  
Which was better than any erotic dream.

Andrew and Frances McDougall.

## ' PENINSULA PERAMBULATIONS '

There are some advantages in living on the Mornington Peninsula, apart from the "town planning" aspect that the southern section of the area would appear to be alternating vineyards and golf courses!

A bloke named Howard Bull has collected a sufficient number of armoured fighting vehicles to start a small war (perhaps he should contact Yasser Arafat) and among these is a Saracen. He offers rides in this AFV at a reasonable cost perhaps the Club could consider this as a suitable "official visit" for the future. The Probus club to which the writer belongs, has a section called "Men's Secret Business" which is a group of SOB's interested in funny old cars, motorbikes, aeroplanes etc. and we had a field trip there.

"The Motor" in the issue dated December 21 1955 published a road test of this vehicle and readers are referred to this of a full report but a few subjective observations may well be made.

Firstly the ride is remarkably flat and smooth. This is only to be expected as even the Army must realise that there is no use delivering infantry troops to their start lines if they are sea sick. Secondly the interior is quite quiet. This is possibly a reflection on the engine supplier (Roll Royce.) The pre-selector gear box too is of interest.

There is no truth in the rumour that the Prince of Wales Own Light Horse, was trying to attract enthusiasts as recruits when the Australian Army bought a number of these vehicles. Alvis Chassis, Rolls Royce engines and Daimler gear boxes.

The Australian Tank Museum at Narre Warren has a Saracen on show as a static exhibit but the curator there has little time for this one as the lack of differentials between the axles means that it can not be driven on hard roads, however the sandy soil covered by grass of Boneo does not present any problem.

Bill Barber.

## SPEED 20 BRAKES

During the re-building of my car (which is a model SB) all the brake mechanism was dismantled, rebushed and new pivot pins were made, in fact, all was made "as new." Of course I didn't photograph or sketch the position of the actuating levers before dismantling. So when it came to re-assembly I didn't have a starting point at which to position the levers. According to theory, the position of the levers at "brake on" should be at 90 degrees in order to have maximum travel and thus maximum effect.

The brakes have been only "just alright" and after the recent VSCC rally, I adjusted them with the wing nut, as advertised in the Owner's Instruction Manual. They were terrible!

There is a diagram of the chassis layout in the manual, that shows the actuating levers at about 16 degrees. So I reset the mechanism to this sort of attitude (Geoff Hood made some cable shorteners for me) and the brakes are now much better. I think that after the cables take up (bed down) their new positions that they will be capable of adjustment to improve their performance even further.

Before I made the latest adjustments, I spoke to John Hetherington, at Merrijig, about my problems. John's car is a later model (SC) than mine, but showing true clubmanship, he photographed his mechanism and sent the prints to me.

In true Alvis fashion, his brake mechanism is totally different to mine. The photographs show a cruciform behind his gearbox whereas mine is in front of the gearbox. Also, in the edition of Ken Day's book "The Story of the Red Triangle" on page 208 is shown a SC chassis layout in which a cross member is shown behind the gearbox with the cruciform in front!

To confuse matters further, the actuating levers on both Austin Tope's cars (which are SB chassis) are setup at 90 degree attitude.

So there! I will press on adjusting, but have more confidence in my brakes now.

Bob Graham



# MERRIJIG CAPERS



The annual 'weekend away' has been and gone. By all accounts a most successful and enjoyable weekend it was.

Merrijig is situated on the eastern side of Eildon Weir and within half an hours drive of Mount Buller. It is within some of Victoria's most picturesque country, a staging point for the skiers in winter and a pleasant place to stay in summer', particularly if you have some fishing to do.

Seven cars from New South Wales drove down in some most atrocious weather, and I was glad that it wasn't only the Victorian weather that was crook that week. Word has it that the major purchases en route consisted of boxes of tissues to stem the drips that have a nasty habit of finding their way into old motor cars.

A planned meeting by Parkies and Langs at Mansfield became a real social occasion when the N.S.W. contingent planned lunch at the same stop along with the Chaleyers and the Fitches. A quick trip to Merrijig was required to set up the rooms and make sure things were in hand.

Our hosts Greg and Lyn, who had just seen out a ski season were more than able to cater for our requirements and the rooms were warm and the views fantastic.

Friday evening's dinner was all we could handle and Robert Purves provided the entertainment with a discourse on "the mating habits of the Mongolian trotting duck." Robert had to do battle with the clashing of saucepans from the kitchen and the interjections from the red wine drinkers who found that the complimentary drop was to their liking. Robert may have been short on the detail of the duck's habits but was not short on entertainment and the after dinner speech was well received.

Saturday morning saw the preparation of the cars for what was to be an easy and pleasant days driving, firstly to Delatite Station for morning tea and on to Jameson for a more than adequate lunch. The scenery and the hassle free driving made for a very pleasant day.

At dinner on Saturday night I gained the impression that people were a little on edge in regard to what pranks they may have been subject to. As the night progressed the anxiety level increased.

After dinner it was retire to the rec room. Retire was not the right word because the word suggests relaxation and rec should have been wreck.

The room was setup with flashing lights and revolving mirror ball, however Parky set out to burn the place down when two sets of the lights decided that they had met their use by date. The Merrijig Alvis Anthem started the night, followed by "Alvis Academics" from which channel 9 stole the idea for Sale of the Century. After 3 hard fought rounds during which Brian Hemmings beat Dale Parsell into a degree of submission, Noelene Mc Kinnon was crowned Queen of Alvis Academics. A Bingo game with the prize of a balloon flight for two went begging when one of those 'one in a million' chances occurred when everybody was waiting for the last number to be drawn. After the roar there was a stunned silence! The organisers were totally nonplussed about how it could possibly have happened.

The evening concluded with several songs from the Alvis Song book.

The following pages provide a smorgasbord of photographs of the weekend and some of the personalities and the circumstances in which they were found. Their names have been withheld to reduce the likelihood of legal action.



# MERRIJIG



In Sun



But I want to ride  
my bike round the  
dining room

I just needed  
a cuddle



Queen

We want what they're having!



Is someone who wears a radiator cap on his head  
under pressure?



# CAPERS



BINGO!



al Gown



or a Day

Robert take those off they're not your size



They're going to do what to us tonight???



I couldn't eat another thing



Sorry M'Lud but I seem to have misplaced my wig



I'm sure it's a dirty plug



## Mini National Rally At Merrijig

John Link

Well not quite but it felt like it! Seven marvelous cars journeyed down from Sydney to join in our Victorian Alvis fun and games. No doubt others will write about the great scenery, food, fun and games and the companionship throughout the weekend, so I am going to write about some of the participating cars.

As the newly elected Club Captain, I hope to bring some additional enjoyment to the club by facilitating an interchange of views on possible ways to improve our cars, something which I feel has been lacking in the two years I have been a member. During the rally a few of us had some revealing experiences as we drove each other's cars through the high country.

### Firefly

For me, one of the highlights of the Merrijig rally was to be able to swap cars and test drive others to see how they compared. Until this rally I had only driven two other Alvis's and that was slowly and in a straight line. To my pleasure I found out that Dale & Maritta's Firefly has the most delightful steering and behaves superbly both on corners and the highway. It is like a modern car in that it basically can be left to its self and adjusted only when necessary. Being a small engine it is low in power. The seating position generally suits a tall person.



### "Mrs. Simpson"

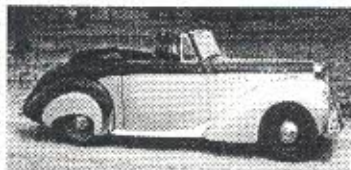


I next drove the regal Mrs. Simpson. I was very surprised [like the Prince of Wales] that when she lifted her skirts she was quite a "goer." With the big speed 20 engine she has lots of low down torque, superb pulling power and good acceleration. Again I had a slight difficulty with the seating position. To me the steering was very "thirties," in that it would proceed in any direction that it was pointed and keep going in that direction independent of camber or bend in the road. Consequently, one was constantly having to re-direct the car - driving it constantly. A car that does not have good self centering is tiring to drive and requires constant vigilance. The big surprise to me was how well it proceeded at 60mph which seemed in comparison to my car

to feel slower than that and safer. I think a combination of a light car, close to the ground and open, gives passengers and illusion of speed.

### Drophead

Finally, I drove the Ball's superb drophead. The performance was good and the steering gave a great feeling of security on the bends. On the straight sections the steering was what I now recognize as a typical TA21, in that it tends to wander and needs constant attention. However, the greater weight compared to my car allows it to sit well on the road. Dale and Richard both drove my special car and commented on its acceleration—due to its lightweight. Both said that it went in a straight line like an old car and around corners like a 50's car. On the way home I felt a lot better about the general handling and acceleration of my car....why you may ask?



### Comparisons

I have always been self-critical of my efforts with my car to improve the basic restoration that were designed into it, and I know that it will never be a "perfect Alvis." I never knew whether I had been successful in my work or not. I now know that I have a



car that has above average acceleration, with steering that is slightly better than average [but has not had the compensation done that needs to lighten the front suspension and to recognize the much lighter body.] The power brakes on my car spoil one but I feel they are essential in an emergency. Briefly, I put power brakes on my special several years ago. Recently I got sick of the huge brake travel - to the floor and back - when I really wanted to stop. A chat with "Race-Brakes" in Footscray initially produced a twin master cylinder system which was too hard, this was then altered to a larger

diameter single master cylinder which has been very satisfactory. Other modifications have been a plastic fan which pumps less air at speed, a 5 speed all synchro gearbox with overdrive, and pointless ignition which has saved a lot of frustration compared to the early days of ownership.

### Summing Up

On the rally we saw some lovely speed 20 and 25's. David Heads car was looking as good as ever. John and Margaret Hetherington's 12/50 looked terrific, the Parkinson's car always looks wonderful from a distance in the moonlight - Ian admits it does need some work.

### Suggestion

At the next committee meeting I am going to suggest that we contemplate an earlier start to our meetings and that we introduce guest speakers perhaps from other car clubs. The technical part of the meeting could start at an earlier time giving an opportunity for questions and answers. Thank you to all those who made the effort to participate in the fun weekend rally. Finally, thank you to Richard and a **BIG THANK YOU** to the Parkinsons and the Langs for their excellent organisation of a superb weekend in the high country. Warmth, camaraderie and cars are the essential ingredients of our club.





## OBSERVATIONS!



**PARKIES GET LOST!** A fellow traveller noticed a 3 litre Alvis driving frantically around north Geelong recently, with two bewildered occupants trying to discover the whereabouts of a Christmas party. Fortunately the fellow traveller who, with his wife were purely resting on the roadside, were able to provide comfort to the hapless **Parkies**, offering them safe guidance to their destination.

### LADIES ARE ACCIDENT PRONE!

At the Christmas barbeque, a defenceless bull ant was trying protect it's babies, when **Marg Lang** happened by. The resulting scuffle saw ice being applied to a swollen finger.

**Francis McDougall** discovered that you hold the tea pot by the handle not the spout.

Isn't it great that **Marg Hetherington** married a doctor? Just the right thing when you've got a splinter in your finger.

**What a great three legged combination** the **Northeys** are. Absolutely routed the opposition at the Xmas Party.

It was a marvel that no one fell into Heads swimming pool!

Great to meet **Leigh Dwyer** from Geelong, who came to say giddy at the Christmas party. He has spent some years working on a 3 litre. Still a way to go.

Lovely to meet the **Cassidys** at the annual luncheon. They used to own **Parkies** 3 litre.

By unanimous vote, **Parky** has been persuaded that his latest acquisition is too good to use for parts!

Who got the fresh egg in the egg & spoon race?

After **David Seath's** comment of an addition to his Alvis family, **Tonkin & Lang** decided that it was probably red and had been sighted at Clare. Ten out of ten for their deductions!!! (see David's letter in this issue)

Many thanks to **Claire Fitch** for her efforts in obtaining several copies of the Mansfield Courier with a report and photograph of the Merrijig Weekend.

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The Annual Presentation Dinner of the VSCC was attended by 80 people including 8 Alvis.

Although the Delage group scooped the pool by gaining a large percentage of the awards (including Felix Cappy once again winning the coveted Vickery Trophy), the Alvis people also received a number of pots.

**Mark Burns** (12/50) was awarded the Crossley Trophy for the "Best Performance in Touring Events." **Geoff Hood** was awarded the Manton Trophy for "Outstanding Performance in Racing." I was presented with a Tankard as the retiring Editor, (after 3 years), as well as the Max Dupont Plate for "Best Performance in a Small Capacity Touring Car." These efforts were topped by **Peter Fleming** who was presented with Life Membership for his outstanding efforts over a long period. This included organising events, helping behind the scenes and 10 years as Secretary which meant, among other things, in the words of this years President, Neill Murdoch "of keeping a long line of recalcitrant Presidents and other committee people on the straight and narrow."

**Dale Parsell**

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## CLUB CAPTAIN'S CORNER

**John Link**

Dates of Non Alvis club events:

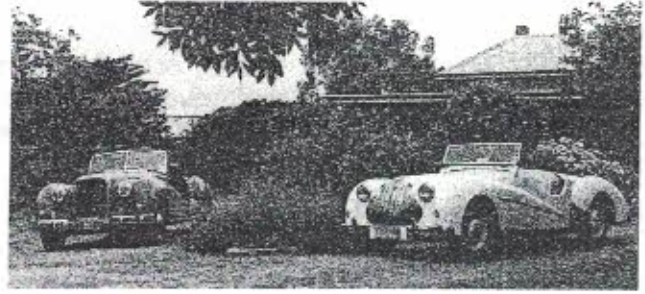
December	American Le Mans at Adelaide
January 21	RACV Great Australian Rally. Frank Douglas 03 9739 4829
February 11	14th Annual Picnic at Hanging Rock
February 23-25	Super Southern Swap Meet at Ballarat Airfield
March 9-10	National Rally—Harry Ferguson Tractor Club Tasmania. John Gaunt 03 6391 1815
March 10-11	Oz Kosh Down Under Wings—Wheels and Keels at Ballarat Airfield. Terry 03 9587 9704
April 8	Amoc present the British & European Motoring Show. Members Car Park—Flemington Racecourse. 03 9808 4117
April 8	Morwell Swap Meet. Somers Lane. 7.00am. Alan Treadwell 03 5127 4397
April 21-25	Shannons 2001. National Motoring Tour to Canberra. 03 9808 4117
April 26-29	Shannons 2001. National Motoring Tour of Canberra
July	75th Anniversary of the AOC in the UK.

## Letters to the Editor

Brewery Farm  
Newbridge 3551

8th December 2000

The Honorable Editor  
Alvis Car Club, Victoria



Dear John & Club members

Having received large doses of Alvis, and other powerful stimulants at our recent "weekend away", followed by a week or so of mental derangement, brought on by same, my wife and I (heard that before?) have to advise all and sundry (not that anybody who has the care of an Alvis would be classed as a leg bye or no ball), that a secret trip was undertaken by the writer, assisted by a &99 Qantas flight and &8.10 seniors rail ticket, to a locked garage near Katoomba.

Having successfully negotiated the bottle of red and excellent steak, provided by one Barry Turner, I was able to severely damage my Sunbeam/Alvis/Vincent restoration account, and become the proud owner (this has already been disputed around the Seath dinner table) of a larger sister for Marilyn (previously known as the White Whale,) currently referred to as the Red Tomato, for the technically minded, in Alvis terminology a TB 21. For this serious act of folly, perhaps a unique ownership situation, we ask that all letters of condolence contain help and assistance with obtaining service manual, cream coloured steering wheels, perhaps even body parts (hens teeth?) for these waifs of the Alvis cause.

I have taken the liberty of enclosing a photograph (showing my total lack of photographic expertise) of the two cars grazing happily on the lavender in our front drive.

Kind regards

David Seath

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102 Balaclava Rd  
Shepparton  
Vic 3630

Dear John,

I was rendered speechless at last Sunday's Annual Lunch. Being awarded Life Membership of the Alvis Car Club of Victoria is indeed a signal honour. It came completely out of the blue and brought delight, confusion and as already stated, temporary speechlessness. Delight because being given a gift by one's friends whom one admires is just that—delightful. Confusion because really, anything I have done for our Club has brought its own pleasure at the time and was not in need of further reward. Only once before in my time on the committee have I been asked to consider a member for such an award and on Sunday I was immediately aware of how small has been my contribution to the well being of our Club compared to that of previous illustrious winners. But if that is the will of the members expressed through their committee, I accept gratefully and graciously.

I felt some concern when I realized that in the near fifty years of the Club's existence there have now been ten Life Members created but only five of us are still alive! However, fears for my immediate mortality were alleviated by the wise counsel of Roy-Boy—who pointed out that he has been a Life Member since 1969. I think I will follow his example!

Regards

John Hetherington

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From the Honourable (thank you David Seath) Editor's desk.

Many thanks for your support in the production of this my first Alvic, for your contribution of articles, photographs and other matters. It is my first taste of true editing and I look forward to your continued assistance.

John Lang

**ALVIS CAR CLUB OF VICTORIA INC.**  
**TREASURER'S REPORT FOR FINANCIAL**  
**PERIOD 1/7/1999 TO 30/6/2000.**

It is with pleasure that I submit this report to our club for the above financial period. Our financial situation is in good shape overall. We have shown a deficit on Spares of some \$1282.70, but we have purchased quite a number of spares in this period and made provision for the production of some. Purchase of head gaskets (\$1155.25) and 3 litre water castings (\$1665.00) have caused this deficit. The sale of these spares will off-set the deficit when they return a profit when sold. Our Investments will continue to grow and have been re-invested for a further 12 months, Australian Unity @5.75% and A.N.Z. Term Deposit @ 6.10%.

There is no need to increase subscriptions this year, but we do have 5 unfinancial members.

Our Club is registered with the A>T>O> our A.B.N. No 36 118 172 771. The Annual Financial Summary has been completed and forwarded to the Consumer and Business Affairs Office as required to be done by the Public Officer.

It has been a great year in our club and the friendship and fellowship has gone from strength to strength.

Ian PARKINSON  
TREASURER.

**ALVIS CAR CLUB OF VICTORIA INC.**  
**TREASURER'S REPORT FOR FINANCIAL**  
**PERIOD 1/7/1999 TO 30/6/2000.**  
**CASH BALANCES**

GENERAL ACCOUNT	\$7306.66
AUST.UNITY INVESTMENT	\$5485.48
A.N.Z. TERM DEPOSIT	\$10681.50

**SPARES ACCOUNT.**

INCOME	\$1954.10
EXPENDITURE	\$3236.80
	Deficit \$1282.70*

**ALVIS CAR CLUB OF VICTORIA INC.**  
**TREASURER'S REPORT FOR FINANCIAL**  
**PERIOD 1/7/1999 TO 30/6/2000.**  
**GENERAL ACCOUNT EXPENDITURE**

NEWSLETTER	\$2175.44
SUPPER	\$ 22.95
RAVENSWOOD OCT. W/E	\$1957.00
MERRIJIG OCT. W/E	\$ 268.95
GEEBONG SPRINTS	\$ 66.75
CALANDERS	\$1662.45
RENT (Mrs BOWES)	\$ 500.00
AUSTRALIA POST	\$ 140.00
PRESIDENT'S EXPENSES	\$ 100.00
N.S.W. 50 <sup>TH</sup> BIRTHDAY	\$ 86.50
ANNUAL LUNCH PRESENTATIONS	72.35
COREBOX/PATTERNS	\$1300.00
ANTRAC CASTINGS	\$365.00
PHOTO COPYING	\$ 46.60
TROPHIES	\$ 227.55
LIBRARY CABINET	\$ 110.00
STATIONERY	\$ 58.45
ALVIS POSTERS	\$ 100.00
P.O. BOX RENTAL	\$ 58.50
BUSINESS AFFAIRS OFFICE	\$ 66.00
SUNDRY	\$ 39.00
G.S.T. SEMINAR	\$ 60.00
<b>TOTAL</b>	<b>\$9483.49</b>

**ALVIS CAR CLUB OF VICTORIA INC.**  
**TREASURER'S REPORT FOR FINANCIAL**  
**PERIOD 1/7/1999 TO 30/6/2000.**  
**GENERAL ACCOUNT INCOME**

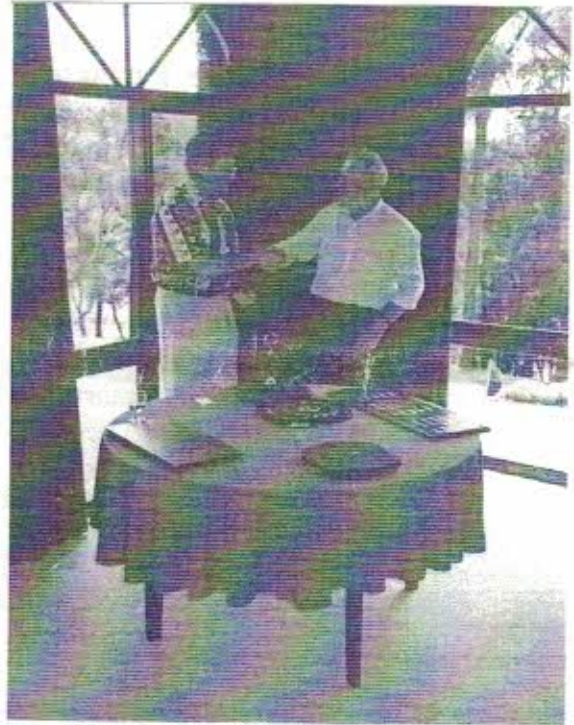
INTEREST ON AUST UNITY A/C	\$ 247.43
INTEREST ON A.N.Z. INVESTMENT	\$ 469.76
INTEREST ON GENERAL ACCOUNT	\$ 19.94
SUBSCRIPTIONS	\$4216.50
SUBSCRIPTIONS IN ADVANCE	\$ 120.00
SUPPERS	\$ 82.40
UMBRELLAS	\$ 120.00
CALANDERS	\$1710.00
DONATIONS	\$ 80.00
RAVENSWOOD OCT. WEEKEND	\$2630.00
MERRIJIG OCT. WEEKEND	\$ 800.00
SUNDRY (badge)	\$ 36.00
ADVANTAGE CREDIT UNION (Transfer from closed account)	\$ 470.56
<b>TOTAL</b>	<b>\$11062.59</b>



# Annual Luncheon At Camelot Castle



Andrew McDougall winner of the Limerick



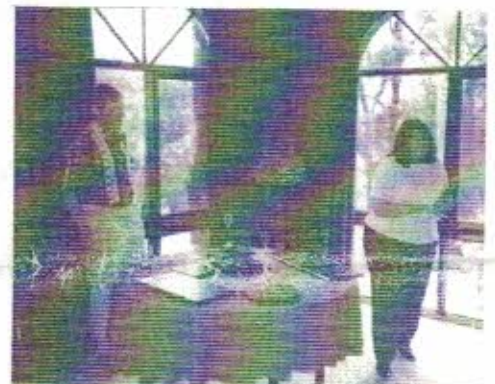
A speechless John Hetherington receives a well deserved Life Membership of the Albis Car Club of Victoria



Francis McDougall winner of the Kwazy Kwestions



Steven Mayer ascends from the dungeon to receive the Wooby Prize



Maritta Parsell winner of the David Muirden Trophy



Eric with Parky's new "Charger"



In the Mounting Pard

DECEMBER 2000



# News from the North

At last prices, inclusive of G.S.T, have been received from both O'Reilly's and the Byron Bay Beach Club and final costs of the 2001 Alvis National Rally can now be confirmed as:-

- Double or Twin room at both O'Reilly's and Byron Bay.....\$1590.00 per couple.
- Double or Twin room at O'Reilly's and two couples sharing a two  
Bed room cabin at Byron Bay.....\$1475.00 per couple.
- Two couples sharing at both O'Reilly's and Byron Bay.....\$1290.00 per couple.

Couples who wish to share must arrange their own sharing. However please note that the number of two couple rooms is limited, especially at O'Reilly's. Further notification requesting payment will be sent to all Rally entrants in February 2001. Response to the Rally has been excellent with forty-six entries received to date. A limited number of places are still available.

The Byron Bay Beach Club fronts the Pacific Ocean - the self contained cabins are set in 230 acres of landscaped grounds which offer a 9 hole golf course, tennis courts, swimming pools, an excellent dining room and a well stocked bar. And for the more adventurous there is a flying trapeze and circus school (not obligatory).

O'Reilly's remains superb - there is something for every one - rain forest walks, relaxing around the fireplace, admiring the magnificent views and 4WD bus excursions into the forest.

*Bruce Jorss*

The 2001 Alvis National Rally, 26<sup>th</sup> Aug - 1<sup>st</sup> Sept, will be staged under the auspices of the Vintage Car Club of Queensland Inc.



## 2001 ALVIS NATIONAL RALLY ENTRY FORM



Name of Entrant: .....

Address .....

Phone No .....

Entry Fee \$30.00

Please make cheques payable to "Alvis National Rally" and forward to:  
Bruce Jorss, 19 Cawmore Road, Galloways Hill, Qld. 4171. Phone (07) 3399 2928.

Place and Date COVENTRY 23rd OCTOBER, 1956

\*State here general nature or class of goods.

\*INVOICE of MOTOR CAR SPARES. supplied  
 by ALVIS LIMITED. of JOBS LANE, COVENTRY, ENGLAND.  
 to REYNALD S. BOYS ESC. of 401, HERRIES, P.O. BOX 135, TOOWOOMBA, AUSTRALIA  
 to be shipped per SURFACE MAIL PARCEL POST.  
 Order No. X.72657.

Country of Origin Classify goods 'A' 'B' or 'C' See para. 5, 7 & 7 of Certificate	Marks and numbers on packages	QUANTITY AND DESCRIPTION OF GOODS	Current Domestic values in currency of exporting country. (See para. 3 and 4 of certificate)			†Selling Price to Purchaser					
			@	Amount		@	Amount				
United Kingdom	T.50283.	174.89. 80 19.82. (4.1bs) 2 off Ft.S/Absorber Expanders.	23/4d	2.	6.	8.	23/4d	2.	6.	8.	
		1 off Expander only for regulator telecontrol. (3.ozs.) Car No. 25697. TC 21.				10.	6.			10.	6.
		24 off Rubber button shaped grommets on rear mudguard where the mud flap is abutting. (1.oz.)	2d.		4.	0.	2d.		4.	0.	
		1 off Pivot Screw for Pickfords coupe ventilator. (1/2 oz.)			1.	9.			1.	9.	
		1 off Teleflex 11th window winder cable. (6.ozs.)			10.	9.			10.	0.	
					3.	12.	11.		3.	12.	11.
			+ 2 1/2%			5.				5.	
					3.	13.	4.		63.	13.	4d.
	Parcel Post No.1889.										
									8.	0.	
									64.	1.	4.



†When goods are shipped "on consignment" that fact should be indicated in the column headed "Selling Price to Purchaser," and the Current Domestic Values inserted in the column provided for that purpose, as in the case of ordinary sales.

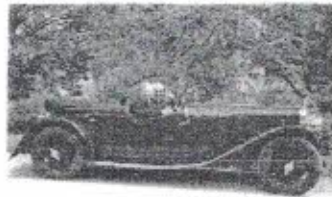


# CALENDAR 2001

There are still a few Year 2001 Alvis Calendars available.

Great Christmas present for that special person!

Here is a thumbnail selection of Photographs from the calendar.



January						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

July						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

November						
Su	Mo	Tu	We	Th	Fr	Sa
						1
						2
						3
						4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

.....tear here.....

NAME: .....

ADDRESS: .....

.....POST CODE: .....

I would like to order ..... Calendar/s @ AUD \$22.00 each. Find enclosed a cheque for \$.....  
Please make cheque payable to A.C.C.V. and send to:

J & M Lang  
P.O. Box 129  
GISBORNE  
VIC 3437

