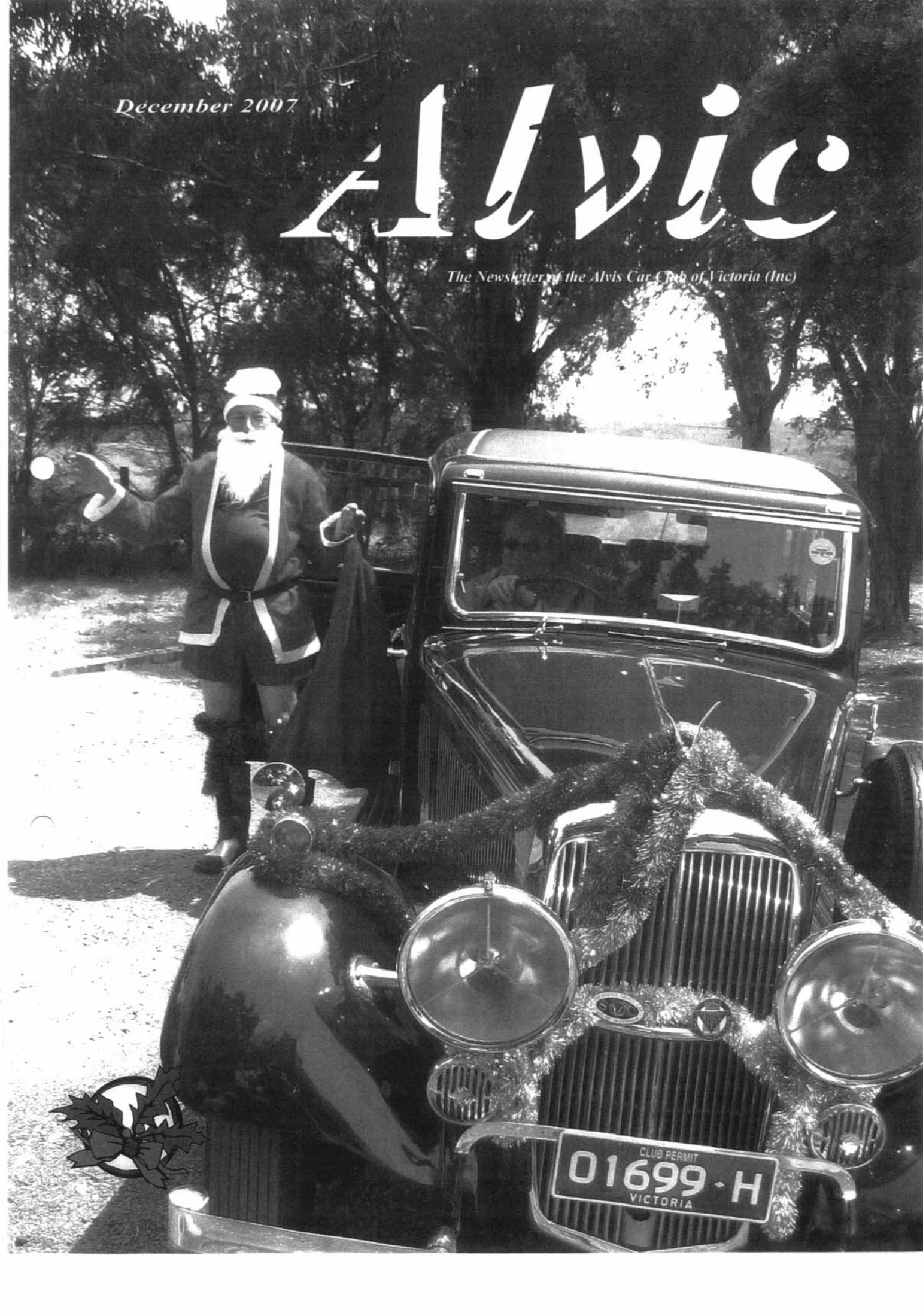


December 2007

Alvis

The Newsletter of the Alvis Car Club of Victoria (Inc)



Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au



DECEMBER 2007
VOL 46

ISSUE 11

PRESIDENT

Chester McKaige,
129 Tucker Rd, Bentleigh, Vic 3204
Tel (03) 9557 1134 mckaige1@bigpond.com.au

VICE PRESIDENT & Spares Registrar

John Hetherington, 71 Hawkins St, Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586 jfh@mcmedia.com.au

SECRETARY

Dale Parsell 14 Symons Rd, Avonsleigh, Vic 3782
Tel 03 5968 5170 dparsell@ozemail.com.au

TREASURER & PUBLIC OFFICER & 3 Litre Spares

Ian Parkinson, 13 Renouf Crt, Mt Evelyn Vic 3796
Tel 0409 590 884 parky21@bigpond.com

CLUB CAPTAIN

Alan McKinnon, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079
Tel 03 9497 3414 alan@antiquetyres.com.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O.Box 129, Gisborne, Vic 3437
Tel/fax 03 5426 2256 jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St, Clifton Hill, Vic 3068
Tel 03 9486 4221 amfi@dunollie.com.au

COMMITTEE PERSONS:

Lesley Northey, 2 Orrong Rd, Elsternwick, Vic 3185
Tel 03 9528 6767 northeys@westnet.com.au

Richard Tonkin, P.O.Box 280, Greensborough, Vic 3088
Tel 03 9710 1465 rtokin@tonkinlaw.com

Andrew McDougall, 424 Wellington St, Clifton Hill, Vic 3068
Tel 03 9486 4221 amfi@dunollie.com.au

Darrell Horton, 24 Johnson St, Balnarring, Vic 3926
Tel 03 5983 2016 jocelyndarrell@bigpond.com

SPARES PERSONS:

VINTAGE

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

TA14 & 3 Litre

John White 30 Lyndhurst Cres, Box Hill, Vic 3129
Tel 03 9890 7066

PVT

Eric Nicholl 17 Ternes Rd, Upwey, Vic 3158
Tel 03 9754 5412

Front page: Over the years "Mrs Simpson" has been called on to carry out any number of tasks above and beyond the call of duty of any self respecting Alvis Crested Eagle. Freed from the burdens of being the school bus or the Block of Flats (with cooking facilities) again she is called on to transport Father Christmas (aka Richard Tonkin). Santa's little helper, Chester McKaige had to summon help to master the middle pedal.

PRESIDENTS REPORT

I would firstly like to wish you all a very Merry Christmas, a great New Year and look forward to seeing you all during the very busy year of 2008.

Please drive carefully over this period as we want you all fit and well for next year's activities.

The JNBC is coming upon us quickly. It is now over a year since the idea was mooted and in that time we have turned that initial concept into reality thanks mainly to my committee and subcommittee.

I would like to thank John and Marg Lang in particular for the colossal amount of work that has gone into the various budgets and I can report that by the time you read this, all costing will have been submitted to our International friends. When this is completed, the rest of us will also receive event costing and we can then set about allocating accommodation etc.

There are many of you, who like me have travelled on superb vintage roads throughout Victoria over the years and wondered if there are any more yet to explore. The answer is yes and we have found some of them, so if you think we are just re-inventing the wheel, you are in for a rather pleasant surprise.

One of the highlights of the "Tour" will be the dinner at Ballarat to celebrate the 80th anniversary of the Front Wheel Drive. John Lang has taken it upon himself to contact all FWD owners and have as many cars as we can get on display and under floodlight at a superb restaurant adjacent to the Ballarat Botanical Gardens. This is a not to be missed occasion.

On a more sombre note, those of you who are thinking about selling your car or have a car already on the market, please be aware that there are some people around at the moment who don't share the same view as us that our motoring heritage should be left in Australia and are quite content to buy up cars and ship them overseas never to be seen again. International auction houses fall into a different category but unfortunately this year alone has seen a number of important cars leave our shores auctioned for extremely high prices but still regarded as cheap cars by European standards.

Please be careful and if you feel uncertain about any offers on your vehicle, please contact a fellow member who may be able to give you further advice. The last thing we want is our Alvises heading overseas and I don't think Pauline Tonkin would be adverse to the idea of Richard bringing more cars into Australia to replace those that have already left.

The end of year Christmas party was a great success at the home of the Tonkins and it was good to catch up with our country members, the Fitches, Williams and the Peels from NSW.

I was asked to drive Santa to the proceedings in Mrs. Simpson (Richard Tonkin's Crested Eagle) and forgot that she possessed a central accelerator. On explaining to Santa that Mrs. Simpson wouldn't proceed I was politely told to extract foot from brake and insert on centre pedal and all would be well. Low and behold, Mrs Simpson lifted her skirts and away we went, Santa nearly falling off the back seat with the increase in velocity. I think my days as a Santa driver are now over.

Finally to our UK friends coming over here in October, a Very Merry Christmas, a great New Year and roll on October.

Chester McKaige

JANUARY BBQ

Friday 11 January 2008 from 6.00pm
(Please note this is not the 3rd Friday)

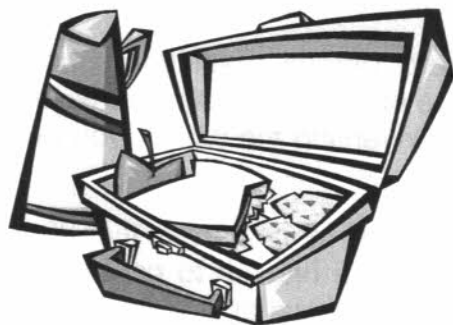


Surrey Park in Box Hill.

2 BBQ's and a shelter with tables.

There is also a lake in the old brickworks pit.

Directions: Melway 47 B11. Surrey Park is in Standard Ave off Elgar Road, between Canterbury and Mont Albert Rds. There is plenty of parking.



Note that if heading north up Elgar Rd it is difficult to turn right into Standard Ave and there is no right turn at the Mont Albert Rd lights. If heading south down Elgar Rd no problems to turn left onto either Mont Albert Rd or Standard Ave.

Best way maybe to approach using Mont Albert Rd and cross over Elgar Rd at the lights and turn right into Standard Ave and left into the park. Anyway you can look at the map to see which is best for you.

Everyone very welcome!

JAN	11	Opening BBQ - SURREY PARK—Box Hill Melways 47 B11 (see above)
FEB	16	General Meeting
MAR	20	General Meeting (NOTE THURSDAY EVENING - due Easter)
	22	Lake Goldsmith Steam Rally - overnight Ballarat
	30	52nd Annual Kalorama Rally
APR	18	General Meeting
	19	Visit Como Gardens & Car Museum
	27	VDC 50th Anniversary Celebration - Vehicle Display at Ballarat.
MAY	16	General Meeting
	17	TABILK WINERY VISIT

Thank You for helping us celebrate Roy's life.

*While his funeral was a sad day as we said
goodbye to a wonderful man, it was also a beautiful
day as we were comforted by his dearest friends and
family.*

*We will miss him terribly, but we know he is
watching over us all.*

With much love from

*Jean, John, Sue and Peter and all the
Henderson family*

That's not an Alvis!



It's a dark day when the editor gets to hear about two prominent members of the ACCV forsaking the Alvis marque for some cheap American import.

These two dudes were photographed sneaking down one of Melbourne's back lanes in of all things a T model Ford!

It will be necessary to call an extraordinary meeting of the ACCV to determine what punishment is justified. Any reader with suitable ideas should make contact with the newsletter editor.

The JULIAN COLLINS MEMORIAL TOUR

7 Oct - 25 October 2008

Planning for the **JNBC Memorial Tour** is continuing and those of you who have submitted an Expression of Interest will receive an entry form with confirmed costings for the tour, individual stage costs and a deadline. You will be asked to confirm your participation and forward a deposit.

Full refunds will be available until the deadline date. Following that date, refunds would be dependant on individual accommodation suppliers refund policies and other commitments made.

There are 22 entries from the UK and varying numbers of Australian participants across the tour, peaking at Beechworth where it is expected that there will be more than 50 Alvis present.

The closing date for expressions of interest may have passed, however there is a degree of flexibility for new starters.

**JNBC Memorial Tour
is COMING!!!!!!**

in just **10** months

2007 in RETROSPECT People

Sadly we lost Roy
Roy was a very early member of the
member

Henderson.
ACCV and a life

Happily Pat Parkinson has beaten her medical issues and
back to her old self

We welcomed Richard Wallach, John Brown, and Doug
Stewart back in the fold.

Dale Parsell was made a life member following 18 years of
service as secretary.

Lesley Northey was elected to the committee. The first lady
in quite a few years.

At Bendigo, we caught up with Ron Allen, an early club
president in the 1950s.

Cars

Richard Tonkin introduced us
to his newly imported Graber at the
National Rally in South Australia and
to the club at "God's Own Country
Rally" in May.



Eric Nichol, well into his 80s
gets his 14.75 on the road and
with the Northeys, successfully
drives to South Australia and
back for the national Rally.
And took out the McDougall
Restoration trophy for 2007



Mike Willams returns his
TA14 to the road following
a several year absence



Stuart Paton returns his SP20 Charlesworth
saloon to the road just in time for the
National Rally in South Australia



Thorpe Remfrey purchased the
ex Norm Webster, Bob Blacket
et al 12/70 Special

Ray McKenzie received
many accolades for his
sympathetic and
conscientious Firefly
restoration

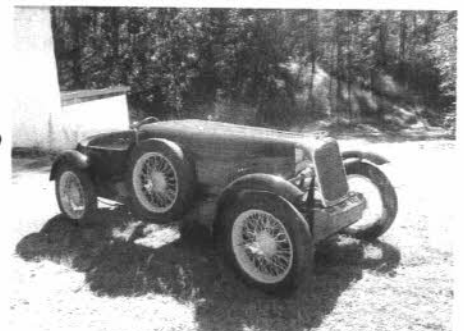


Frank Corbett suffered the misfortune of a major engine
catastrophe in his newly restored 12/50, while on the way to
South Australia.



Geoff Hood's race car became a
street car for the National Rally
and more.

Des Donnan's FWD
had its first engine
start in 50 odd
years.



Events



The Moorabbin Air Museum was the venue for the **January Get Together**



February's Gordon 'Hat & Lunch Run' presented a number of heads in need of a hat.

March saw Alvis at the 51st Annual Kalorama Rally



"Alvis in the Outback" brought together more than 50 cars for the National Rally in **April**



The **May** "Gods Own Country" run was our contribution to the National Motoring Heritage Day and saw the Tonkin Graber out on its first club run.

The Peninsular Run in **July** reintroduced Thorpe Remfrey's new toy, the 12/70 Special back to Victorian roads



Rob Roy in August gathered 15 Alvis at this popular Hill Climb and made for a very pleasant day

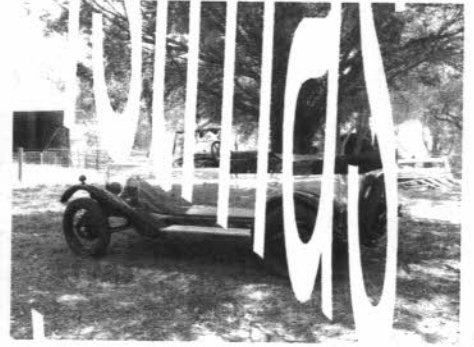
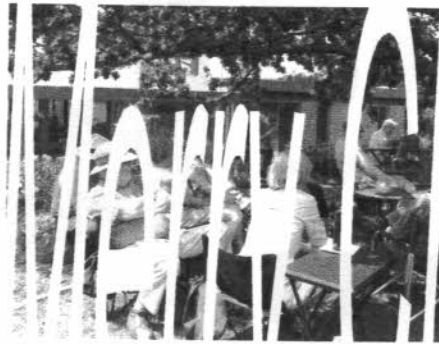
Bendigo overnight in September was most enjoyable and Saturday night's dinner was memorable



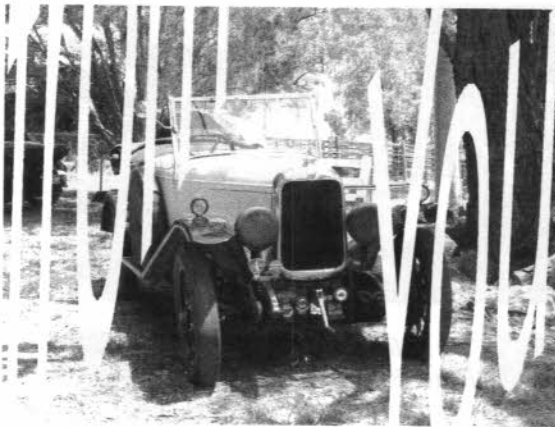
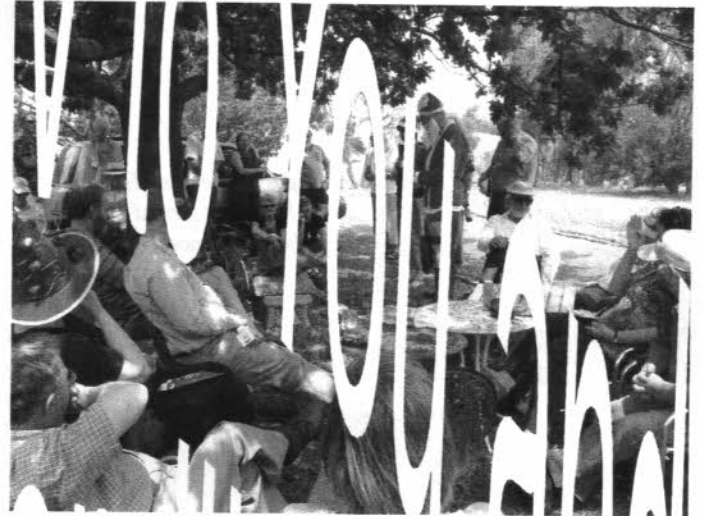
The Bellarine Better Ripper Fun Run in **October / November** provided lots of laughs, lots of

rain and lots of fun and had people doing some strange things!



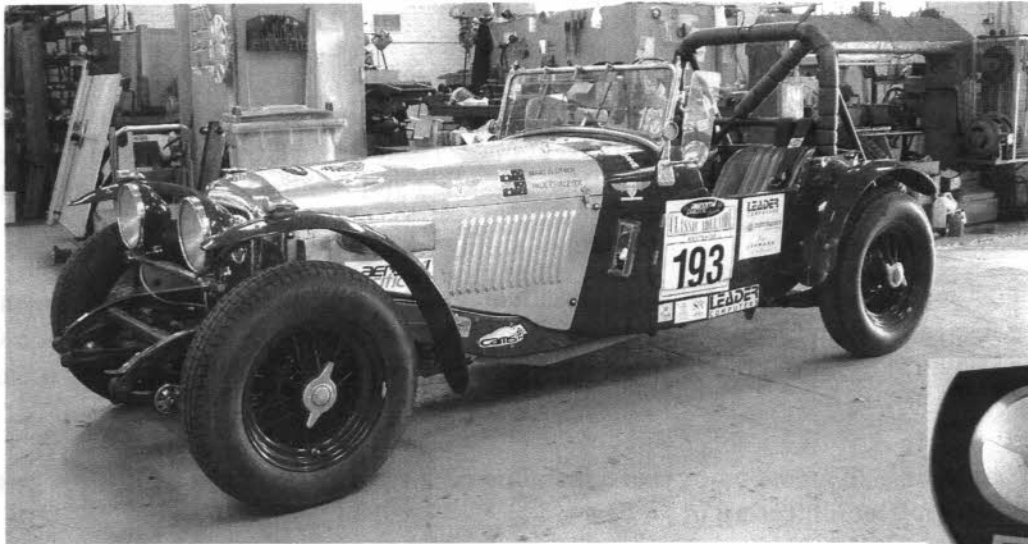


Photography by Frances McDougall



2007
Christmas Party at the
Tonkins

Classic Adelaide



Two Victorian Alvis and 5 club members competed in the recent Classic Adelaide Competition. Paul Chaley, 1933 Firefly/ Speed 25 special (navigated by Martin Utber), Mark Burns (driver) and Rob Sands (navigator) competed in Mark's 1924 12/50 and Steve Denner navigated for John Felder in John's 1930 V8 Oakland in a Historic field of six cars. The other cars in the field were a 1929 Le Mans Chrysler (eventual winner), 1920 Frontenac Indianapolis Special and 1926 AC Amilcar C8S. Paul Latham (TF21) also competed in the Regularity with his Brescia Bugatti.

The event took place in and around Adelaide (South Australia) over 4 days with the competing cars covering approximately 1000km including 36 closed road stages of approx 350km. The closed road stages included a variety of terrain and ranged from 3km to the longest section of 25km.

Both cars and teams acquitted themselves very well with Paul finishing in second place (15 minutes behind the winner) and Mark in 4th (56 minutes) (full results, photo's and route maps are available at www.classicadelaide.com.au). It is interesting to note that the Historic cars completed the course in times that were comparable to those set by much younger cars, one competitor in a Lotus Cortina, after passing Paul on an uphill section of a stage and finding himself unable to pull away, later asked Paul what he was hiding under the bonnet. Both teams completed all competitive sections inside Targa time so were also awarded Targa plates for the event.

Congratulations to Paul, Mark, Rob and Steve for once again showing what an Alvis can do at a very high profile competitive event.

Dale Parsell

Right: Mark Burns at a previous event.



OF COMMITTEE PEOPLE

The recent awarding of Life Membership for amongst other things, my long term role as Secretary, prompted me to look at some statistics concerning the executive positions of the ACCV. Whilst reading this, keep in mind that the positions of Vice President, Editor and Club Captain have been committee positions for only half of the clubs life whereas President, Secretary and Treasurer have been recognised since the clubs beginning.

Since its inception in 1952 (as a sub branch of the NSW club) the ACCV has had 49 members hold office. Of these more than half held office for less than 2 years, some for as little as 3 months. On at least three occasions members have held two executive positions at once, Basil Bowes; Secretary and Treasurer, John Twomey; President and Treasurer and John Lang; Vice President and Editor. Sadly, only two women have held executive positions, both as Secretary.

The most popular position has been that of President with an average term of 2.5 years. Once again the shortest term was a few months and the longest single stretch 5 years by John Hetherington. Bob Graham has actually held the post for 6.5 years but this was in three parts (either a brave or foolhardy member depending on your view).

The least popular (or possibly the most enjoyable depending on how you look at it) appears to be that of Treasurer with only 5 people volunteering in 54 years.

Next least popular is Secretary and although 18 have held the position, more than a third have lasted a term or less.

Four members have given more than 15 years of service to the club and two of these have been in a single position, myself (in my 18th year as secretary) and Andy Hannam (20.5 as treasurer). The second longest standing member was John Twomey at 19 years, holding the positions of President; Vice President and Treasurer and third, John Hetherington at 18.5, 12.5 as Editor, 6 as President and currently as Vice President (the intervening year John stood as an ordinary (possibly extraordinary) committee person.

I hope you have enjoyed this small insight into the members who have lead this club for 54 years, and I think it reflects well on the overall membership that volunteers for the committee are rarely hard to find and are willing to continue to serve.

Dale Parsell
Your very thankful Secretary.

Note, the above information was collated from the clubs minutes, there is a chart listing Officers of the club available on the web site.

The Victorian Club Plate Scheme

It has been reported that there have been instances when Permit renewal papers have not been sent out.

It is your responsibility to make sure that you are a financial Club Member and your Vic Roads permit is current.

The ramifications are that you may otherwise be charged with driving an unregistered vehicle.

SPEED 20 - car # 15261 (?)

-Mike Williams

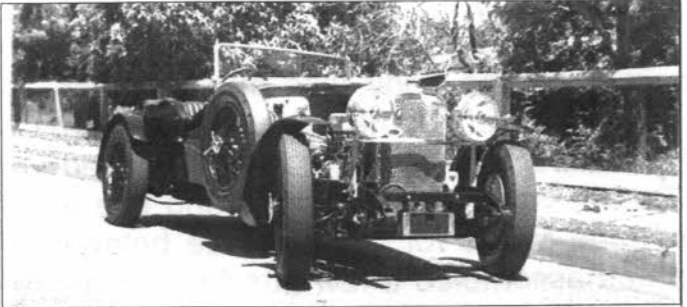
Back in the late '60s and '70's I co-owned a 1932 SA Speed 20 that my friend and I finally had to sell in about 1980 to someone in WA. The deal was done by my co-owner (Ion "Chippy" Menadue of Adelaide) and he can't recall the details of the purchaser. I'm interested to find out what happened to the car.

The details I have are:

- Engine # 10612
- Car # (I think) 15261
- Original Martin & King 4 door fabric roofed body

We bought the car for \$120 on 1/5/69 from Bill Potts (keen vintage racer) in Adelaide who had been planning to shorten the chassis and turn it into a hill-climb car as I recall (or to drop the motor into a Silver Eagle chassis for the same purpose, memory's a bit vague). The previous history is not known. The car was brought home on a trailer in boxes of parts, only the rear axle was assembled and attached to an otherwise bare chassis that had been straightened at some point - the wheels were in the right place but the centre of the chassis jiggled a bit to one side and then back again so we didn't try and straighten it again.

Of the original body only the bonnet, 'guards, doors, radiator surround and some scuttle and boot cladding remained although luckily it was mechanically complete including all the instrumentation and in reasonable nick. It being the '60s and we being in our early 20s, we decided that a two door touring body was the go. Among other things, we were inspired by Andre Chaley's Sp 20 special (photographed outside Bill Pott's place in Adelaide - I think it was over for Collingrove Easter



Andre Chaley's Speed 20 Special

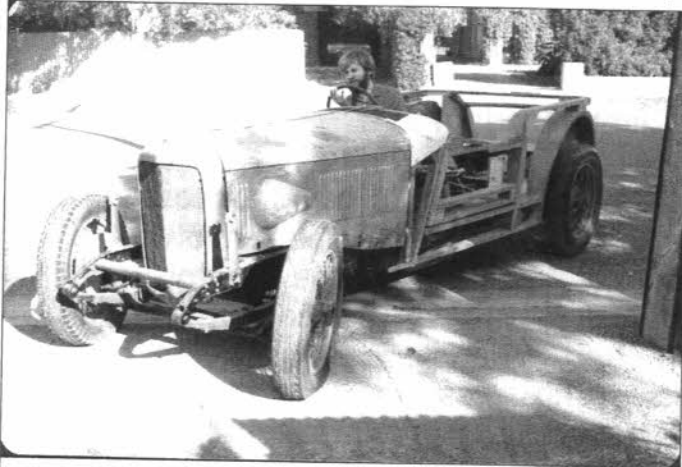
Hill Climb Meeting.

First off though was to get the beast into rolling chassis form. This involved a complete rebuild of the motor and accessories with very cheap new parts from Red Triangle (pistons, steering joints, king pins, driving plates and pegs, water pump components, cost a total of \$140 including postage and 50% import duty). The trickiest bit as I recall was replacing the rotten core plugs, some of which were of a size that was no longer produced. We stripped the gearbox and rear axle and put them back together again as they seemed in sound condition. New linings were fitted to the clutch. We had the faces of the main instruments redone by a bloke at the Weapons Research Establishment and some other repairs included that of the broken cut-out box with appropriately coloured Araldite casting resin and the construction of a new front brake backing plate (Chippy made up a pattern which we had cast and machined by one of our Uni engineering mates whose father owned a machine shop.

By late 1970 the car was at rolling chassis stage so we held an "engine starting party" to celebrate. The engine started first time and we drove it around the hotel car-park next door. This didn't last long as we had omitted to fit the alloy caps inside the rear knock-offs so when turning a sharp corner, one of the

half shafts slid out - much to our embarrassment. One side benefit of the exercise was that a lady turned up to the event as a friend of a friend and she subsequently became my wife!

Progress on the body was much slower as we'd both left home, got married etc. By the start of '74 when Liz and I moved to Tassie, we'd created something like a hardwood frame for the car (see below) and had assembled a few bits for a body



(a pair of re-silvered P100s - \$15, a Ford Anglia folding windscreen - \$2), etc, etc. Lack of skills and experience was a significant contributor to the rate of progress as well I dare say.

With my move to Tassie, wives, children, mortgages, etc ("the whole catastrophe" to quote Zorba), things came to a halt and, when I got a call from Chippy in mid 1980 I think saying that he needed to sell his share, I wasn't in a position to buy it. He ended up selling it to someone in WA and shipping it off to him by train.

I'd love to know what became of the car



as it doesn't appear in John Hetherington's recent inventory. I have no details of the purchaser save the location (Perth) and the belief that he was well off and had people available to work on rebuilding the car.

Since my last note I've learned that the SA Speed 20 was sold to a Richard Harvey in WA. Chippy Menadue had advised Eric Cunningham of this back in 1988 apparently, and subsequently forgot the details.

ALVIS

Maintains Supremacy

"FIREFLY"
"SPEED TWENTY"
"SILVER EAGLE"

THREE 1933 MODELS

Each one the Leader of its Class

MASTERS OF THE KING'S HIGHWAY

SWAP, BEG, BORROW or STEAL

12/50 SUMP PROJECT

Several 12/50 owners here and overseas have expressed interest in new cast aluminium sumps for these cars to complete restorations and to replace cracked and damaged items, which have proved difficult to repair. Accordingly we have looked at the possibility of making them locally, and Keith Dodge has obtained quotes for pattern making, casting and machining from specialist sub contractors, and we are now able to give an all up selling price.

The price is volume dependent, because the one off pattern cost would be amortized over the number in the production run, and there is a high initial set up cost on machining the first sump but after this subsequent sumps can be processed more cheaply. For a run of **5 sumps**, the ex store Auckland selling price will be **\$1554.00** each, for **7 sumps** selling price will be **\$1320.00** each, but for **10 sumps**, this will reduce to **\$1142.00** each. It would obviously be best for all if we can obtain sufficient orders to produce 10.

We must emphasise that this will be a **one off** bulk production run, which is the only way to undertake the project economically. It is not feasible to produce these in dribs and drabs, as any subsequent one off cost, even with the pattern cost written off, would be in excess of \$2800, should we be able to interest the foundry and machinist to make one only. We will not be making any for stock on the off chance of orders, as we cannot afford to have funds tied up in stocks which may remain unsold for years. Therefore production run size will be based only on firm orders received. If you don't get in with this run, you will miss out.

The Club cannot afford to finance the entire production run. A few sums will show that a run of 10 would more than clean out our spares account. Therefore we will be asking for a 50% deposit with order, remainder to be paid on delivery. We see the sequence as being :-

All interested in ordering a sump contact Keith Dodge in writing or by e mail - no airy fairy verbal "I might be interested" stuff.

Once we know the production run size, we will advise the deposit value

Once all deposits have been received we will go. We will only order as many as we have deposits for.

Sump fits the second generation 12/50 models (1926 - 29) and the third generation 12/50 models (1930 - 33) only.

If you are interested, contact Keith Dodge now on glenidle@free.net.nz or write to PO Box 12 271, Penrose 1642 Auckland NZ

FOR SALE

FOR SALE

1951 ALVIS TA21 partly restored.

Original 3 litre engine. Body newly sprayed silver. Red seats and interior lining. Gearbox, radiator etc.

Car located in Maiden Gully, engine in Queanbeyan awaiting head gasket for completion of total rebuild.

\$12500 or offer

Clive Buckland, 9 Patricia Court, MAIDEN GULLY 3551 Victoria, Australia.

Ph: +61 (0) 354496127 Mobile: 0421344527

WANTED

Wanted, Tall 12/50 or Silver Eagle radiator, core condition not important. Shell (measured at the back), 425mm wide x 675 high (core 370 x 548mm). Can swap for a standard 12/50 radiator if required (~25mm shorter).

Contact Dale on 03 5968 5170 or 0428 832 126

FOR SALE

1925 TE 12/50 ALVIS DUCKSBACK.

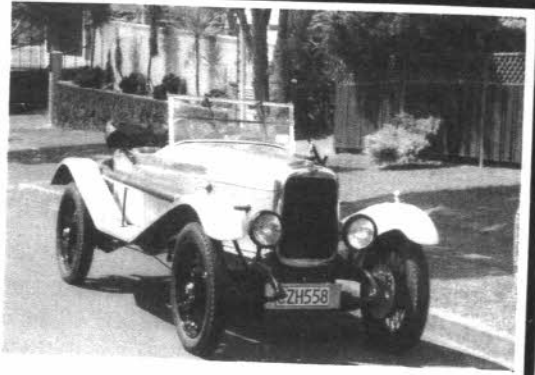
The car has been built from a ground up restoration over the past 4 years. The following work has been completed.

New Radiator core, all Alloy pipes and housings are new, mag. overhauled, motor has been fully reconditioned including the head. full flow oil filter. new clutch components flexible joints all new bearings and close ratio gears in the gearbox, fully balanced driveshaft new bearing in the diff and new crown wheel and pinion high ratio, all new wheel bearings and new wheels (centres and rims) new wooden body and skin. New upholstery. and windscreen.

This car was on the ALVIS NATIONAL RALLY IN APRIL in Sth. Australia and went well. the car has travelled 1350 miles since being restored. I am selling the car as I have bought another 12/50

Price: \$70,000

Contact Derek Dixon on (07) 5443-4320 or on email d_g_dixon@bigpond.com



WANTED

For SP20 SC

2 plates for the gearbox sump, each with 10 stud holes

Transmission shaft flexible coupling x 2

Stub axle (Near side) or LHS, including the associated part that the king pin bushes are pressed into and with top yoke for suspension spring, and with bottom yoke for the outside of the wishbone or radius arm

Stuart Paton phone (07) 5441 5437 or fax (07) 5441 4292

FOR SALE

1938 Alvis 12/70 SB - engine #15694, chassis #15208, body Mulliner A42591 Down to chassis and awaiting restoration. All parts except exhaust & muffler. Engine was reconditioned and has done only 100 miles. New upholstery. Body off due rust & needs some re-wooding. Unable to continue due ill health. Needs good home, have owned since 1964.

Make an offer to PETER HARVEY, BURRA SA (08) 8892 2766

FOR SALE

2 SILVER EAGLES

1928 Silver Eagle, rough fabric tourer body, part mechanically restored, complete car. Engine # 7940

Silver Eagle Beetleback. Has travelled 9,300 miles since restoration. Registered VN0973. Engine # 7409, chassis # 7046. Both cars \$70,000 including some spares.

Stuart Paton (07) 5441 5437 Fax (07) 5441 4292



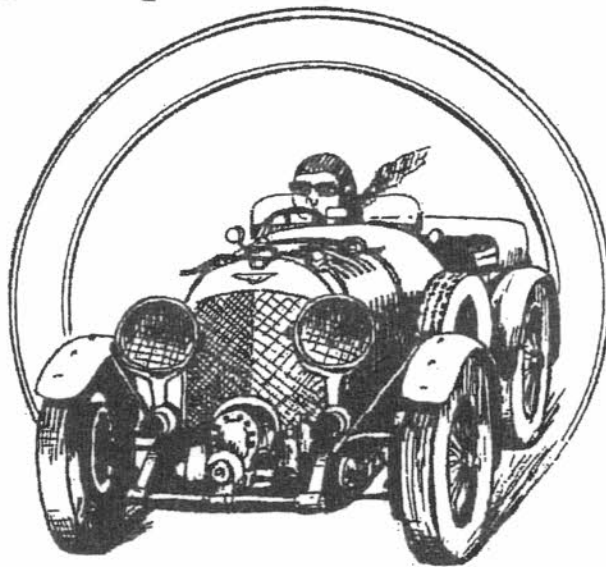
If your advertisement appears on this page and is no longer relevant, please notify the newsletter editor.

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), it's officers or it's editor. Whilst all care has been taken, neither the Club nor it's Officers accept responsibility for the availability, 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.

Kalorama Rally 1956 - 2008

Celebrating 52 years

Vintage & Classic Vehicle Display and Motorkhana Sunday 30th March 2008



Hosted by the VDC

All proceeds to assist the Kalorama Country Fire Brigade
in providing their services to the community.

Assemble at the Manhattan Hotel, corner of Canterbury Road
and Heatherdale Road Ringwood, at 9.00am for a 9.30am
"Mystery Scenic" route to Kalorama.

Competition events at the Kalorama Recreation Reserve
commence after lunch at 12.30pm sharp.

- ◆ Enjoy our NEW program and NEW format.
- ◆ All cars over 50 years old can now enter.
- ◆ Non competitors can win Popular Choice Awards and Prizes.
- ◆ All kids love the children's handicap because they all win a prize.
- ◆ KALORAMA is a great spot for a picnic, the events are fun and entertaining.
- ◆ The CFA kiosk can provide lunch, ice creams and drinks etc.
- ◆ Spectator admission is still only \$5.00 per adult, and includes a souvenir Events Program per car.
- ◆ Entry fee for entrants is \$10.00, also includes Events Program.
- ◆ Enter now to be listed in the Kalorama program.
- ◆ Entrant may compete or just display.
- ◆ Entry form on the reverse side.



Enquires: John Rhodes: (03) 9879 7460 ah (03) 9798 8636 bh
Bill Eldridge: (03) 9798 8636 bh (03) 9798 1995 ah

Kalorama Rally Committee Representatives from:

- Alvis Car Club ● Vintage Sports Car Club ● Vintage Drivers Club
- MG Car Club ● Riley Motor Club ● Rolls Royce Owners Club ● Kalorama CFA

ENTRANT

Name.....
Address.....
.....P/Code..... Telephone.....
Signature..... Entrants Club.....

Would you take part in a parade of selected vehicles (*tick one*) Yes No

Make: Model..... Details/History of Car.....
Year of Manufacture.....
Body Type.....
Body Colour.....
Registration or Permit No.....
Expiry Date.....

PLEASE NOTE THE FOLLOWING:

- You must complete the entry form in its entirety in **BLOCK LETTERS** for the commentators' information.
- An "eligible vehicle" for this event was manufactured prior to **30th December 1957**
- Only eligible vehicles may park inside the oval.
- Entries may only be accepted from members of organising or invited clubs.
- The Kalorama Rally Committee reserves the right to refuse any entry.
- Each driver can only compete in one vehicle for all events. Unregistered and un-permitted vehicles are not permitted.
- All drivers to be licenced.
- The road tour earns points towards the trophy and passengers can compete to earn points for the entered vehicle.
- You are covered by TAC at all times.

ENTRY CLOSING DATE: Entries close **MONDAY 10th MARCH 2008**

DETAILS/HISTORY OF CARS -It will greatly assist the announcers if you provide some brief information about your car. Sporting history of the vehicle, interesting features, previous owners, or restoration details that might be of interest. Remember that commentators cannot be familiar with every make of car.

DAMAGE DISCLAIMER: - The organising committee and club officials/agents shall not be liable for any damage or injury to any vehicle or person before, during or after this event.

Entry fee: \$10.00

Signature of entrant: _____

Return form, fee and a stamped self-addressed envelope to:

Bill Eldridge, 2 Wallarano Drive, Noble Park Vic 3174

Make cheque payable to Kalorama Rally Committee

ENTRY NO.	Office use only	
	<input type="checkbox"/>	Cheque
	<input type="checkbox"/>	Receipt
	<input type="checkbox"/>	SSAF
	<input type="checkbox"/>	Sticker
<input type="checkbox"/>	Letter	