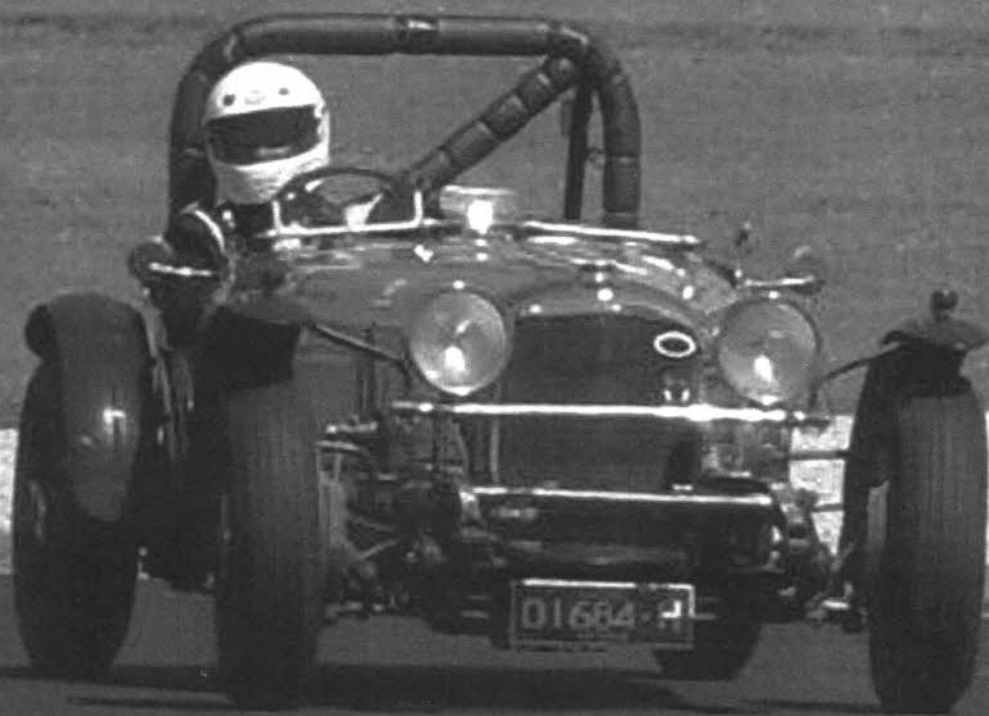


April 2008

Alvics

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



The Vanden Plas story

Also

Bob Graham's Motoring Moments

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



APRIL 2008
VOL 47

ISSUE 3

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*Front page: Paul Chaleyzer campaigning the SP20 Race Car
at the Phillip Island Historics*

PRESIDENT'S REPORT

President's Report April.

For those of you coming to the April meeting, you may notice a few subtle changes in the club rooms. Thanks to the good work of your committee, Good Friday was spent giving "Alvista" a much needed tidy up and a stock take was undertaken of our spare parts. A big thank you to those that appeared on the day, it was much appreciated.

On the 30th March, the ACCV made the annual pilgrimage to Kalorama where we lined up five cars which although disappointing seemed to be on par with other clubs attending. I'm afraid to say that gone are the days when the car park was just as interesting as the cars on the main oval and it maybe the case where we have to give some thought to future Kalorama events. Years ago, we were given the job of manning the gate whilst other clubs such as the Riley Club and the Bentley Club were given other duties; Riley Club looking after the toilet facilities and the Bentley Club organising the start from Forrest Hills. The Bentley Club is no longer involved, the Riley Club had about the same number of cars as us in attendance, their tasks are no longer and the local fire brigade looks after the gate so our role is defunct.

The gymkhana events are now a thing of the past. The drought, health and safety and probably a string of other excuses put paid to that so apart from a couple of non-car events, there wasn't really all that much to get one excited. I guess there will always be those that enjoy Kalorama and it would indeed be a shame to see its total demise. We will be discussing our role and the future of Kalorama at our next committee meeting.

Sally and I are off to Tasmania for ten days from the 5th April. We are participating in the VSCC Alpine Tour and although we are exercising Bentley, there are a number of Alvises also entered including Frank Mornane, Allan Allingham, Mark Burns and Rob Sands. Should be a lot of fun.
Look forward to catching up with you all at April meeting.

Happy motoring

Chester McKaige

Peter & Edie Miller have bought David Caldwell's SP25 rolling chassis
It is hoped to have them along to a club meeting very soon and to join the Alvis ranks

SUPPER THE McKAIGES

EVENT CALENDAR

| | | |
|-----|---------|---|
| APR | 18 | General Meeting |
| | 20 | Visit Como Gardens & Car Museum |
| | 27 | VDC 50th Anniversary Celebration - Vehicle Display at Ballarat. |
| MAY | 16 | General Meeting |
| | 17 & 18 | "Trains and Boats and Planes" - see enclosed flyer |
| JUN | 20 | General Meeting |
| | 22 | Visit to Science Works - Richard Tonkin organiser |
| JUL | 18 | General Meeting |
| | 20 | Outing with the Veteran Car Club - Hortons organising |
| AUG | 15 | General Meeting |

MORE MOTORING MOMENTS

I am quite sure that there cannot be any doubts regarding my adherence to the Alvis marque. I bought my first Alvis TA 14 saloon in 1959 and I have owned one or more Alvis ever since!

However, my confession is that I was brought up on Roesch Talbots. It was from them that I gained my appreciation of "Engineering". I will cite just two instances of the engineering of the first Talbot I owned, a 14/45 AD saloon (19??). The pushrods for the overhead valves are made from 5 mm diameter Vibrac 100 ton steel, just about the same size as a knitting needle. It is not possible to have a lighter pushrod! The rockers which operate the valves are not pivoted on a tube (also used to distribute the lubricating oil) but have a "Vee" in them and oscillate on an adjustable knife edge (the up and down adjustment is for tappet clearance). Could any other rocker have such friction-free movement? That is enough about Georges Roesch and his brilliant engineering. So on to my tales.

The two following episodes took place during the late 1940's or the early 1950's.

I was driving home one evening, where I had been or what the time was, I just don't remember, but dark in Clendon Road, Toorak,

I was driving merrily along when suddenly there was no drive, the engine revved freely but the car was slowing down. I stopped and alighted from the driving seat and found that the rear off-side wheel was sticking out from its proper position by about six inches or more. Obviously the spline on the end of the axle was no longer entered into the mating spline of the differential. I jacked up the rear of the car and pushed the wheel and axle into their correct position and so found that the two splines were engaged. I still had several miles to travel and obviously the wheel would not stay "home" all the that distance.

I looked around and a few yards away, a new home was being erected. I wandered over and managed to "souvenir" a building plank.

Going back to the Talbot, I lashed this 8 foot long plank to the running board (I always carried a tow rope in those days). With the plank in place the wheel couldn't move out more than half an inch, so I drove home successfully (but slowly). The large nut that secures the axle to the ball bearing in the wheel hub had worked its way loose and off the thread on the axle.

Two facts about the Talbot 14/45

1) The bonnet is centre-hinged and under the gap for the hinges, mounted on one of the bonnet centre portions, is a gutter which catches any rain and directs it to one end of the motor or the other.

2) The rocker cover is shaped like a gothic arch, so any water dripping on it, is splashed onto the distributor and the ignition wiring.

I was aware that my Talbot of the time, a model AG (1931), did not have this gutter under the bonnet, and as it was a rainy day, I found an old chaff bag in the store and threw it over the motor.

Later, I received an urgent call to go to the factory, forgot about the chaff bag and drove off in my usual vigorous style. After only a mile or so, the motor started missing and clouds of smoke came out of the bonnet sides. I did an emergency stop, remembered the chaff bag which was now well and truly burning, having been set alight by the heat of the exhaust manifold. I lifted the bonnet and pulled out the remnants of the bag without burning myself - lucky eh. The insulation on the spark plug leads had disappeared the remaining wires were shorting out to each other and any metal causing the missing. I carefully adjusted the ignition wires to be as far from each other and any metal as possible. The engine fired up but wouldn't rev at all, which meant I idled to the factory at 5 miles an hour, only half a mile so it didn't take long. There I fitted a spare distributor cap and plug leads, so drama over!

These are two of my Motoring Moments which didn't occur in an Alvis

Bob Graham



Above: Andrew McDougall was driving around looking for all the other De Dions, but had to settle for Alvis company instead.



Above & below: Chris Higgins' 12/50, the Tonkins Crested Eagle, Chester McKaige's Speed 25 & Peter McCauley's Crested Eagle



Photography by Francis McDougall

KALORAMA



Above: John Hetherington's TE21, ever immaculate

Below: Tonkins at the bar.



Below: Mac Job, Chester McKaige, Andrew McDougall



History of Vanden Plas

CHESTER McKAIGE

To the armchair motoring enthusiast, the coachbuilder Vanden Plas will always be associated with the name Bentley, which is rather sad as Bentley Motors were only one of many firms who used the services of this Belgium born company.

Why then all the hype surrounding Bentley? The answer is simple. Bentley Motors was situated a stone's throw from the Vanden Plas Works for logistical reasons it proved ideal.

Bentley Motors had enjoyed numerous racing successes (including winning Le Mans five times between the years 1921-1930) all the Bentley Team cars fitted with Vanden Plas bodies became a great marketing tool for Vanden Plas.

The Bentley racing department for a number of years was housed within the Vanden Plas factory precinct and Bentley motor cars attracted a wealthy clientele base which had the means to spend money on larger more exotic saloon bodies for 6 and 8 litre models.

The company Vanden Plas, had been around long before W.O. Bentley put pen to paper to design his first car. In fact the company was first established in Brussels in 1870 by a gentleman named Guillaume Van Den Plas. In fact it was his uncle who initially owned the business, Guillaume serving his time as a blacksmith and later inheriting the company. Employing 19 people, the mainstay of the company was in producing wheels and axles (front and rear) for the carriage trade and by 1884 the company in need of larger premises moved to Antwerp where they undertook complete carriage manufacture.

Guillaume was a wise fellow and made sure his three sons had the necessary training to develop the company even further.

Antoine the oldest son was sent to America where he studied blacksmithing for two years, Henri the middle son went to Paris and Berlin to study design and Willy the youngest son went to the U.K. to learn about body finishing and trimming.

In 1898, Carrosserie Van Den Plas was formed in Antwerp and run by Henri whilst father and his other two sons returned to Brussels and opened a new factory where they were immediately besieged

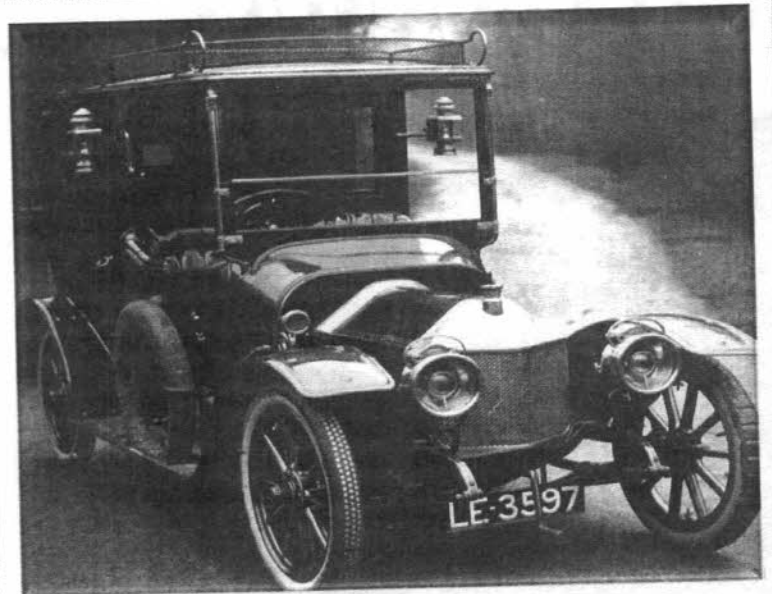
with building bodies for new fangled motorcars

They were so successful that they started to win a number of awards at various European trade fairs their customers including the likes of De Dion Bouton, Berliet, Metallurgique and Panhard Levassor.

So good was business that in 1903, the company looked for bigger premises and in 1908 were churning out 300 bodies per annum increasing to 845 bodies by 1908.

Agents were appointed throughout Europe and it was through one of these that Van Den Plas ended up in the U.K.

A German by the name of Oscar Cupper had contacts with the Belgium firm Metallurgique for whom Van Den Plas had been building bodies.



Metallurgique fitted with a Belgium built Van Den Plas body. This car would appear to be a 26 h.p model which was regarded as the best model within the range. Unusual for Belgium built cars, Metallurgique cars were fitted with four speed gear boxes.

Cupper had imported a number of cars and since 1906 had a stand at the London Motor Show where he exhibited Van Den Plas bodied Metallurgiques. This caused a bit of a sensation and in 1908, Cupper joined forces with a Warrick Wright who had the agency for Minerva cars and also a large factory with its own coach building facility. Wright soon found out that a Metallurgique could out sell a Minerva so he quickly dropped Minerva and became the main agent for Metallurgique fitted with Van Den Plas bodies. At this stage

Metallurgique were making chassis in Belgium and Germany although most of the cars coming into the U.K. were Belgian.

Also operating not far away was another company who had the rights to the other Belgium manufacturer Germain. These cars were also fitted with Van Den Plas bodies although the company did build its own bodies for much lesser known vehicles. It was run by a chap called Theo Masui.

In 1912, Masui got together with Wright and another gentleman who was a councillor to the Belgium Legation in London and formed Theo Masui Ltd. Twelve months later it became Vanden Plas (England) Limited incorporating Theo Masui Limited and because that was a mouthful became Vanden Plas (England) Ltd. two months later.

The mission statement of the new company was to build bodies under license from Van Den Plas in Belgium and to act as their exclusive agents for bodies imported from the Continent.

Prior to WW1, a catalogue appeared illustrating 20 body designs, ten ascribed to Theo Masui and 10 attributed to Vanden Plas. They varied in price from £180.00 to £400.00.

With the Germans running riot in Belgium during WW1, body building ceased and the U.K. concern became a subsidiary of The Aircraft Manufacturing Company - (Airco) who were based at Hendon making aircraft components. The chief designer at Airco was Geoffrey De Havilland and after the war, it would take on a new guise as The de Havilland Aircraft Company.

When the war ended, the body building side of Airco was reformed as Vanden Plas (England) 1917 Ltd. however it wasn't until March 1919 that the new company could commence body building. It is interesting to note that the Belgium company S.A. Carrosseries Van Den Plas had exhibited a car at the 1920 London Motor Show but it would be 1922 when Vanden Plas would exhibit two cars, a Minerva Pullman saloon and the new 3 litre Bentley also fitted with saloon body.

With the war over, many thought things would get back to normal and indeed motor car production increased dramatically as new companies sprang up left right and centre but by 1923 an economic slump was brewing followed by depression. This depression hit Vanden Plas hard so much so that a lot of the plant equipment and

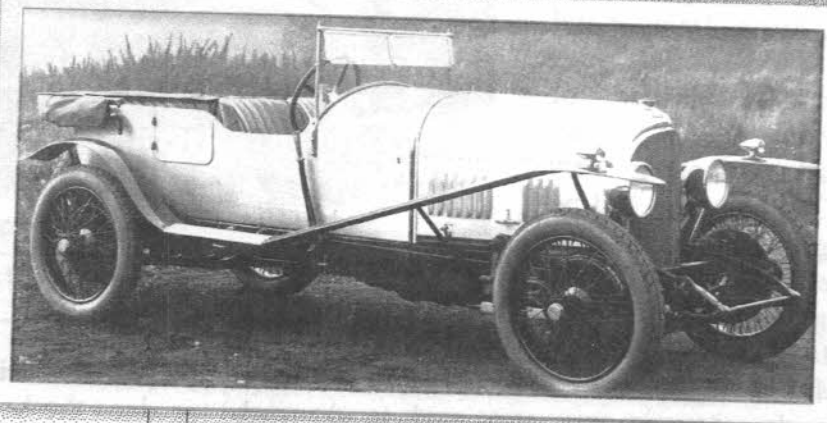
office furniture was sold to Windovers (another coachbuilder) in order to make ends meet. Staff were laid off and a receiver was appointed with the brief to wind up the company. By this stage 250 bodies had been built and fitted to the following makes. Crossley, Buick, Chevrolet, De Dion Bouton and Minerva with a few one offs going to Rolls-Royce and Vauxhall.

An olive branch had been sent to the company in the form of one Alfred Fox who had been tied up in the aircraft business and earlier in the coach building industry. He got together with his two brothers and offered the receivers the sum of £60,000 for the company which was rejected. As Vanden Plas went further down the gurgler a sum of £6,000 was offered that was finally accepted.

With the money he had left over from his original offer, Alfred and his brother Edwin found some factory space in the grounds of Kingsbury House situated in North West London. The parcel of land came with a number of aircraft hangers, airfield and additional buildings. It had also been the home of a small sized car manufacturing company manufacturing the Kingsbury 8-10 H.P. light car before being swallowed up in the post war slump.

Many workers from the old company soon joined up and before long the company was employing in excess of 100 tradesmen.

Then along came Bentley.



A typical Vanden Plas bodied 3 litre Bentley. This car dates around 1925 and is fitted with open guards somewhat along the lines of the factory bodied Le Mans cars. It is a short chassis speed model.

Depending on where the cars were destined, most bodies were made of either ash or teak. Scale drawings were made for the body whilst chassis drawings were supplied by the car manufacturer. From the full scale drawings, plywood patterns were made and then the teak or ash would be cut to

shape. Once built up as a timber frame, the body was then sent to the panel shop where the aluminium panelling was fitted and the mudguards fabricated. The blacksmiths shop would deal with all the fittings including mudguard stays, running board and light brackets. Templates were also made for the windscreen pillars and for the windscreen itself.

Once fully assembled and with the body now bolted to the chassis, the car was moved to the paint shop where the top coats were applied by brush and then varnished, one body taking three weeks to complete. At the same time, the trim shop did all the upholstery and veneering work and on completion, the car entered the finishing shop where it was all put together and the completed car made ready for final inspection.

By 1925, things became a lot easier when Vanden Plas became one of the first body builders to experiment with cellulose spray painting doing away with brush painting from 1926 onwards.

As mentioned previously it was Bentley that was the saviour for Vanden Plas from 1921 onwards. How much of a saviour? Well if you look at the production figures for the years 1923-1930, Vanden Plas churned out 300 bodies for the 3 litre alone and a further 350 bodies for 4½, Speed Six and eight litre cars. Other manufacturers that could squeeze in work included Armstrong Siddeley, Delage, Alfa Romeo, Austro Daimler and Invicta.

With the demise of Bentley in 1931, Vanden Plas had to look to new fields. The company had no drawing office as Bentley supplied most of the drawings for their cars and in order to keep things ticking over, plus having to find additional work to fill the void, a draughtsman was appointed to do such things.

His name was John Bradley who had worked as a finisher for the Albert Car Company and later in their drawing department. He was made redundant when Gwynne cars took over Albert but managed to find work with the Cadogan Motor Company that was building bodies for Delage, Delauney Belleville, Hispano Suiza, OM, Renault and Invicta.

The Invicta Car Company could see a good thing in Bradley and poached him to design bodies for

their cars with the contract for building the bodies going to Vanden Plas.

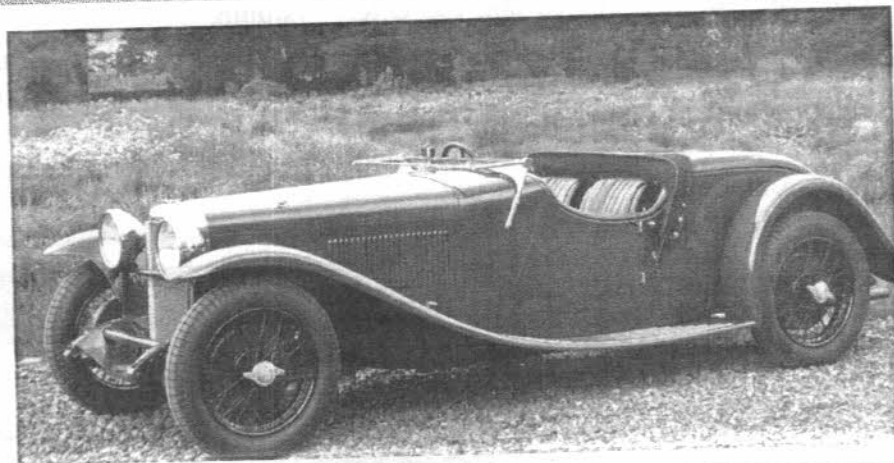
In November 1931, Bradley was offered the position of designer for Vanden Plas.

He didn't muck about, soon establishing his new drawing office and a small team of junior draughtsmen where they supplied full scale drawings with increased detail and all the information required. He also introduced a number of visual inspections during the building of bodies to make sure all was well, especially prior to painting. Bradley and Edwin Fox undertook the final testing of each vehicle prior to handing over the finished article back to the chassis manufacturer.

Sales went from strength to strength with Rolls-Royce now having Vanden Plas building bodies for the 3½ and 4¼ litre Bentleys and a host of other things in between.

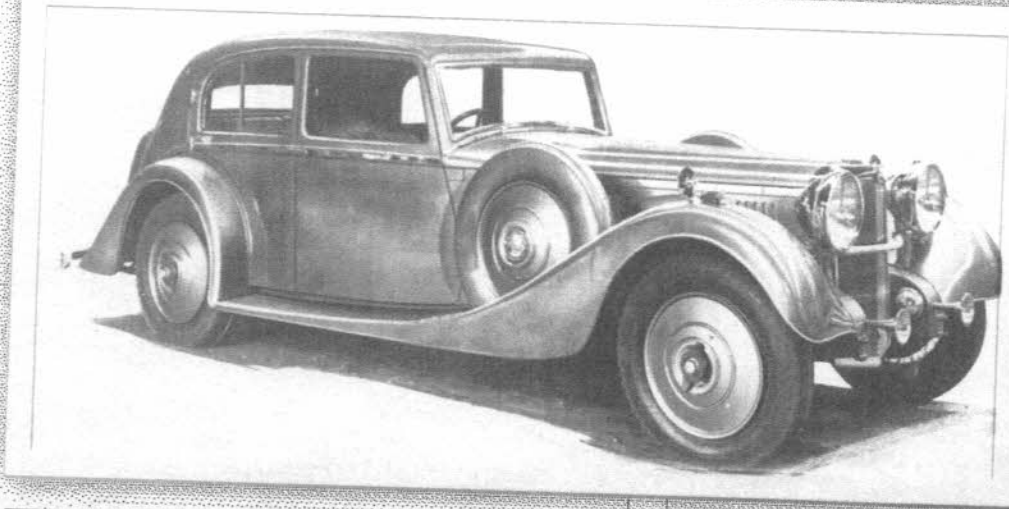
Then in 1932 along came Alvis followed by Lagonda.

In 1932 Alvis launched the Speed 20 and the London distributor Charles Follett asked Vanden Plas to build him a prototype body of luxurious



A typical Vanden Plas body gracing a 1932 Speed 20 Alvis attributed to Charles Follett.

proportions. He gave Vanden Plas two months to produce the body and Bradley produced drawings in a weekend and the fully built body in 7½ weeks. The results of this exercise had wide ramifications for the Alvis company. The Speed 20 was regarded as a well thought out car of advanced engineering and when fitted with elegant bodywork, it was put well and truly in a league of its own. With Follett calling the shots in terms of body styling, Alvis became what Bentley had been and Vanden Plas was on a roll once more. One of Follett's employees was a chap named Fuller who



1937 4.3 litre Pillarless Saloon. Note lack of front bumper bar. This car was painted in metalescent mistletoe green

joined up with another chap by the name of Oxborrow. They formed a company called Oxborrow and Fuller to sell Lagonda cars and also gave Vanden Plas their custom. Not to be outdone, our old friend Warwick Wright got into the picture once more this time supplying Vanden Plas with Talbot chassis.

From 1932 until 1939, Vanden Plas produced in excess of 405 bodies for the Alvis model range most of which were earmarked to Charles Follett. Most of the 4.3 range of Vanden Plas bodies was assigned directly to Alvis. Bentley kept Vanden Plas busy with 158 bodies, Talbot 121 and Lagonda 35. They also produced the odd body for Rolls-Royce, Armstrong Siddeley and Invicta.

In 1932, Roland Fox (son of Edwin Fox) landed a job with Alvis responsible for design, supply and final inspection of coachwork. This gave him the

opportunity to study other firms such as Charlesworth and Mulliner. Roland had spent some years studying coachbuilders overseas in particular Kellner and Vanvooren before taking a position in the drawing office of Gangloff. When Gangloff fell over as a result of the depression, he came home and found work in the family business where he was put in

charge of looking after the Alvis account. He immediately got on well with T.G. John who offered him a position at Alvis where he worked until 1940 before moving back to Vanden Plas.

With the outbreak of war, Vanden Plas went back into aircraft work once more associating itself with De Havillands. They manufactured wings for Tiger Moths and wing skins and other components for Mosquitos.

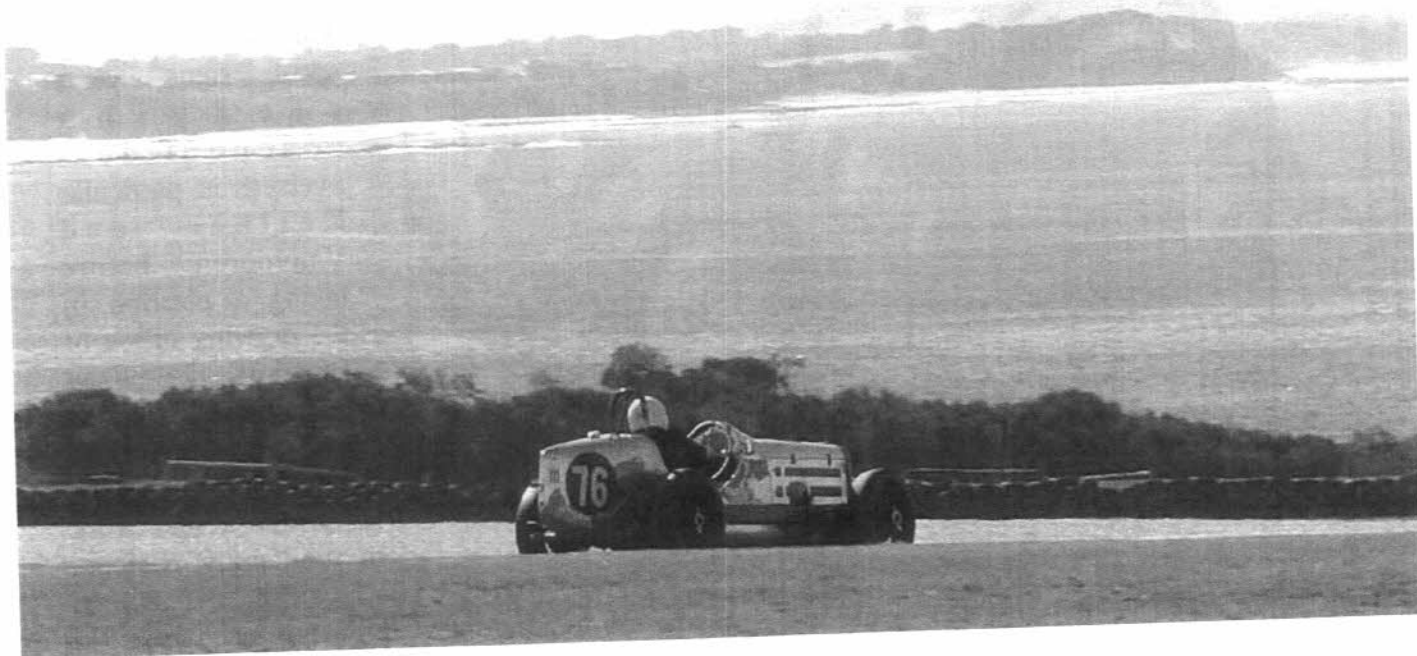
After the war the company settled back into body building once more, producing bodies for the MkVI Bentley and other cars, but it was with Austin that the company met its next major challenge followed by Jaguar and Daimler, the company finally being wound up at the end of 1979. The last model produced being the Series III Double Six Daimler and Jaguar variants.

ALVIS ON THE DOWNS

Saturday 2nd May to 9th May 2009

2009 National ALVIS Rally

See enclosed detail



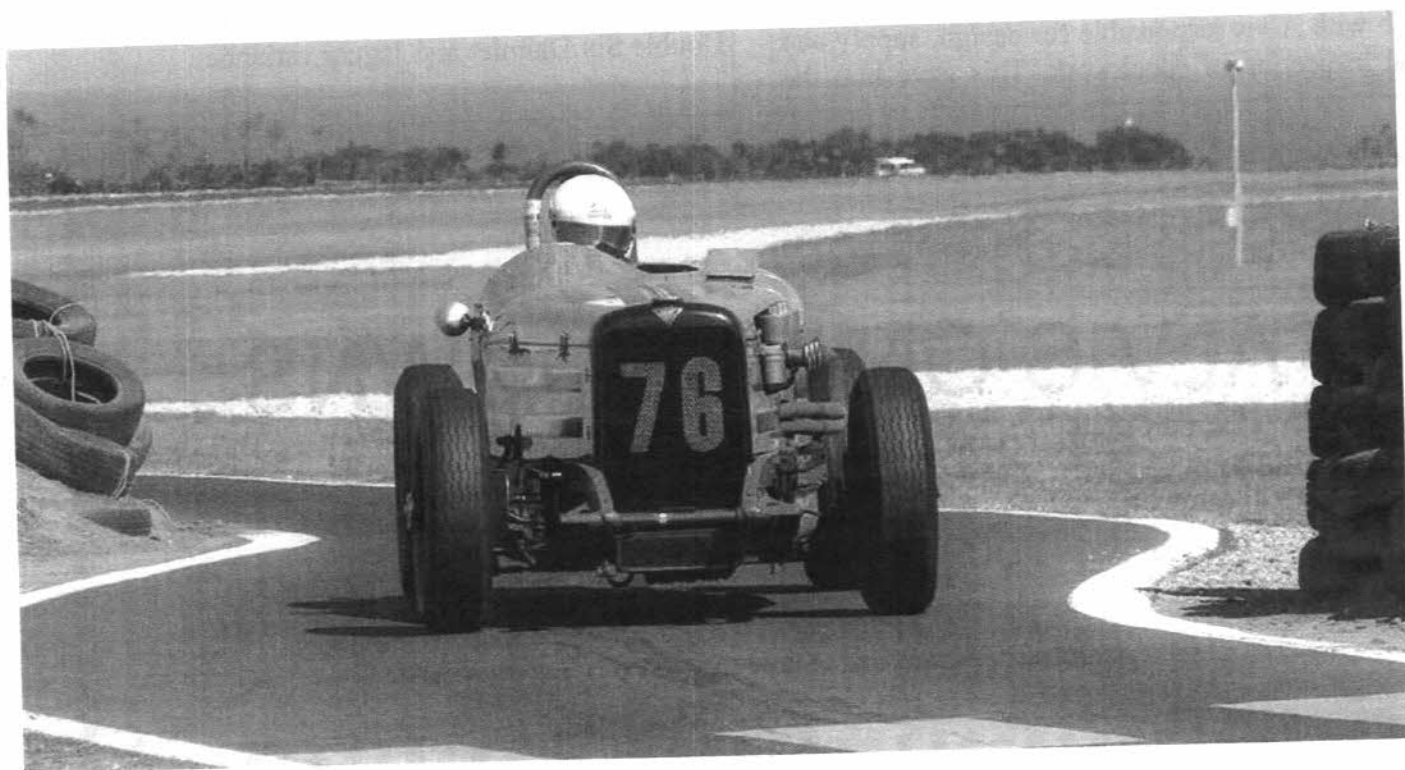
PHILLIP ISLAND HISTORICS

The April ALVIC is never complete without a photograph of Trevor Eastwood's 4.3 race car against the Phillip Island coast line, and slipping through the corners of this picturesque track.

The weekend also featured a re-enactment of the first Australian Grand Prix, held on public roads on the island. Many invited cars took part in the re-enactment and were then displayed in the Cowes township.

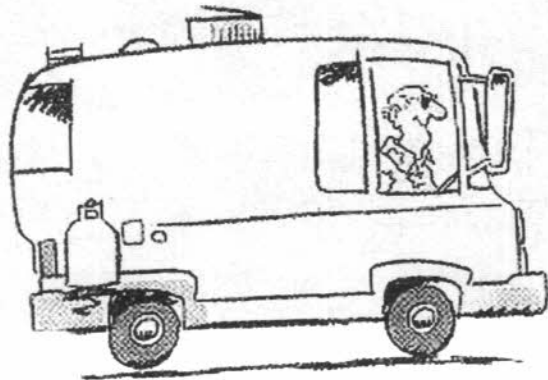
The next page features photographs of Mark Burns being pursued by a Bugatti and some of the display cars.

Photography by Francis McDougall





The Wheels of Life



Dear Alvis owners,

Enclosed in the magazine is the entry form for our next Alvis Tour to Queensland. We are based in the beautiful garden city of Toowoomba on the Darling Downs and have a very interesting range of events and drives to satisfy the most ardent Alvis owner.

We will be based in a four and a half star hotel apartment complex in the CBD of Toowoomba which has a high standard of accommodation as well as full security car parking under the building with key access and a security guard at night.

Most dinners, all breakfasts and some lunches will be included in the total cost which will be in line with previous events. Places we will visit include Jondaryan Woolshed, Bunya Mountains, Ipswich Railway Workshops Museum, Glengallan Homestead and Nobby Hotel in Steele Rudd country.

The dates will be from Saturday the 2nd of May 2009 to Saturday the 9th of May 2009.

Please fill out the form and return it to me with your deposit by the end of May 2008 so we can confirm bookings and pay deposits.

Studio apartments and one bed apartments are linked with a lockable door. If two couples wish to be adjoining and share the facilities please indicate on booking form with names of those sharing.

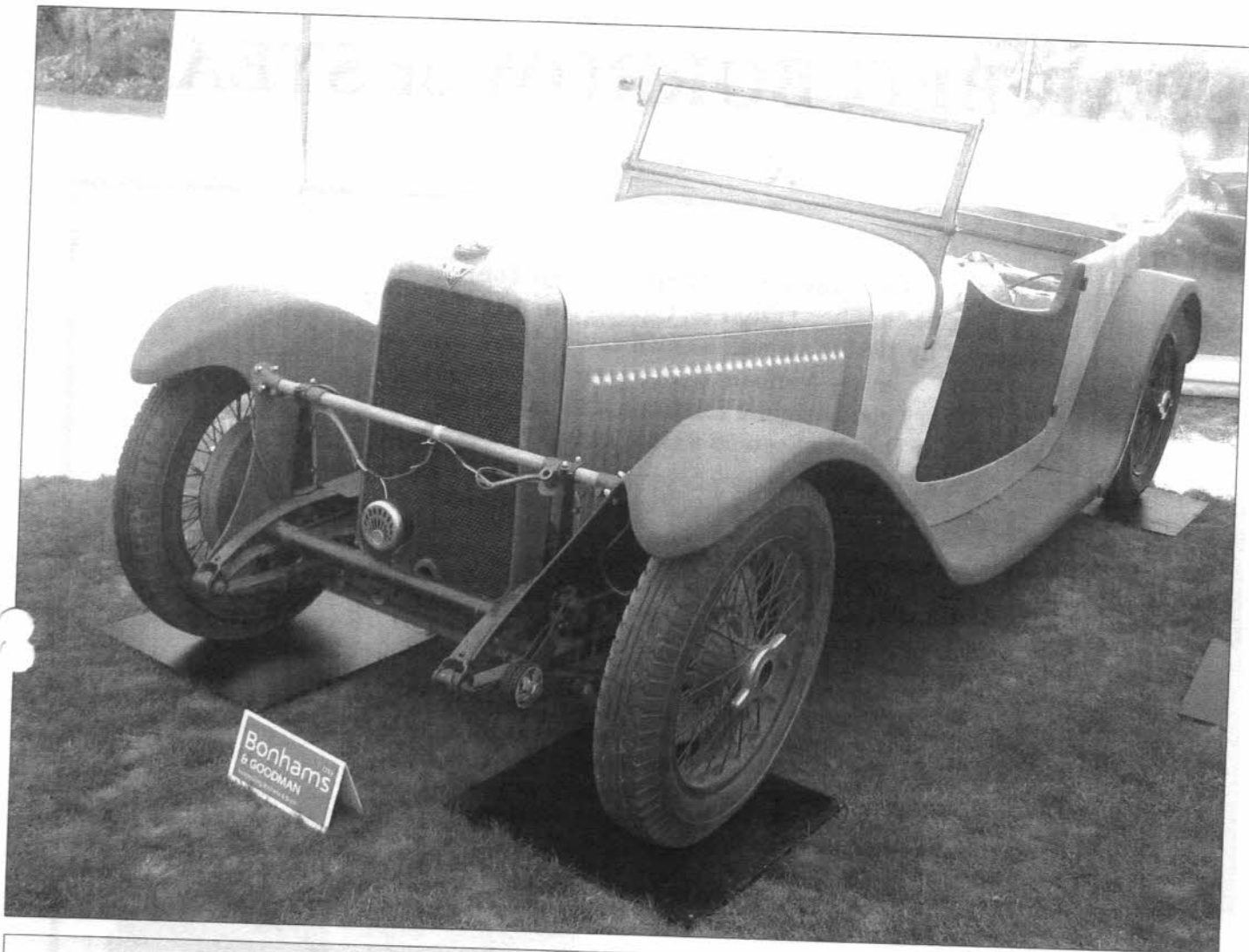
Let me know if you need more time to commit.

We have planned this event to allow for plenty of touring in real Alvis country.

Updates and histories of the places we are going to will appear in future editions.

Look forward to receiving your entry form soon.

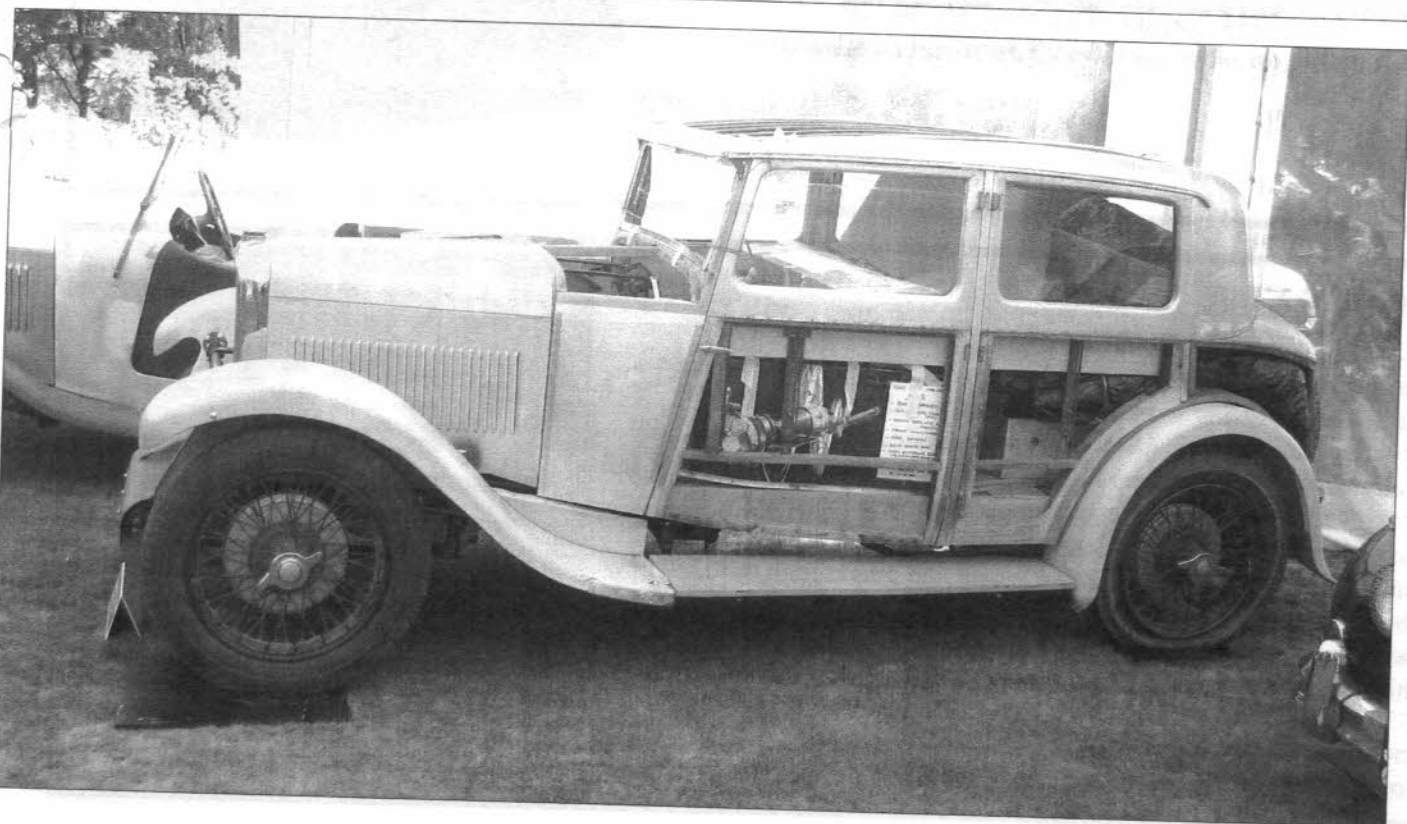
Dean Prangle and Graham Singer.



BONHAMS sold the two Alvis pictured on this page, at their March 13 Melbourne auction

Above: 1933 Alvis Firefly Sports Tourer, chassis # 10330, engine # 10780 (\$11,000)

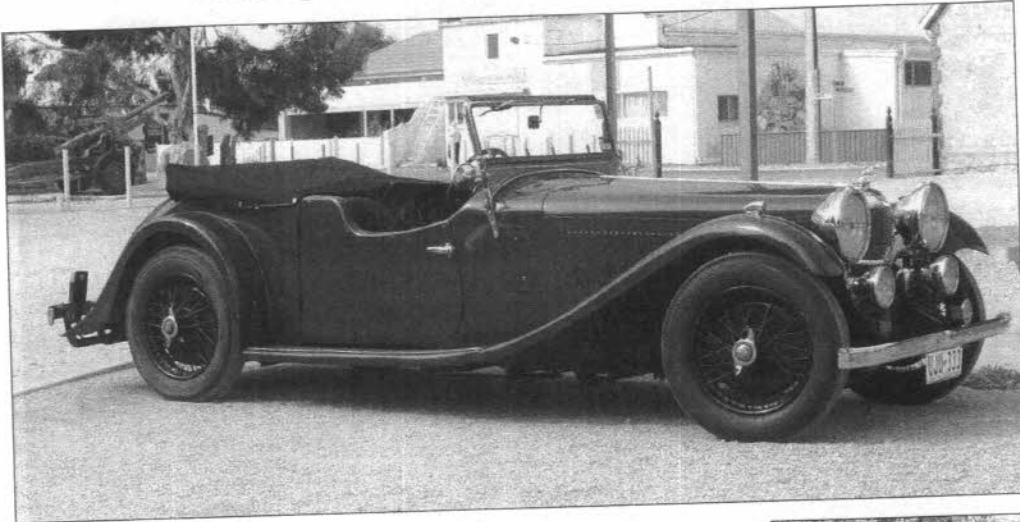
Below: 1932 Alvis 12/60 C & E Sports Saloon, chassis 9747, engine # 10197 (\$9,500)



SWAP, BEG, BORROW or STEAL

FOR SALE

Reluctant Sale 1934 Speed 20 SB Tourer.
Engine Number 11763198, Chassis Number SB 11317.
Restored by 1981 it's a well Known car, as it has been taken on
many National Tours over the years.
Very good original condition with many Spares.
Please 'phone Duncan Scott 08 83384129/0407732443 for all details.



Also
1911 Napier Tourer T36 30 HP
Viewable on www.members@optusnet.com.au/dcscott

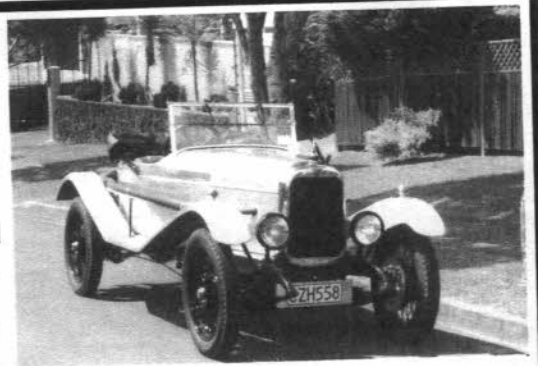


FOR SALE

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

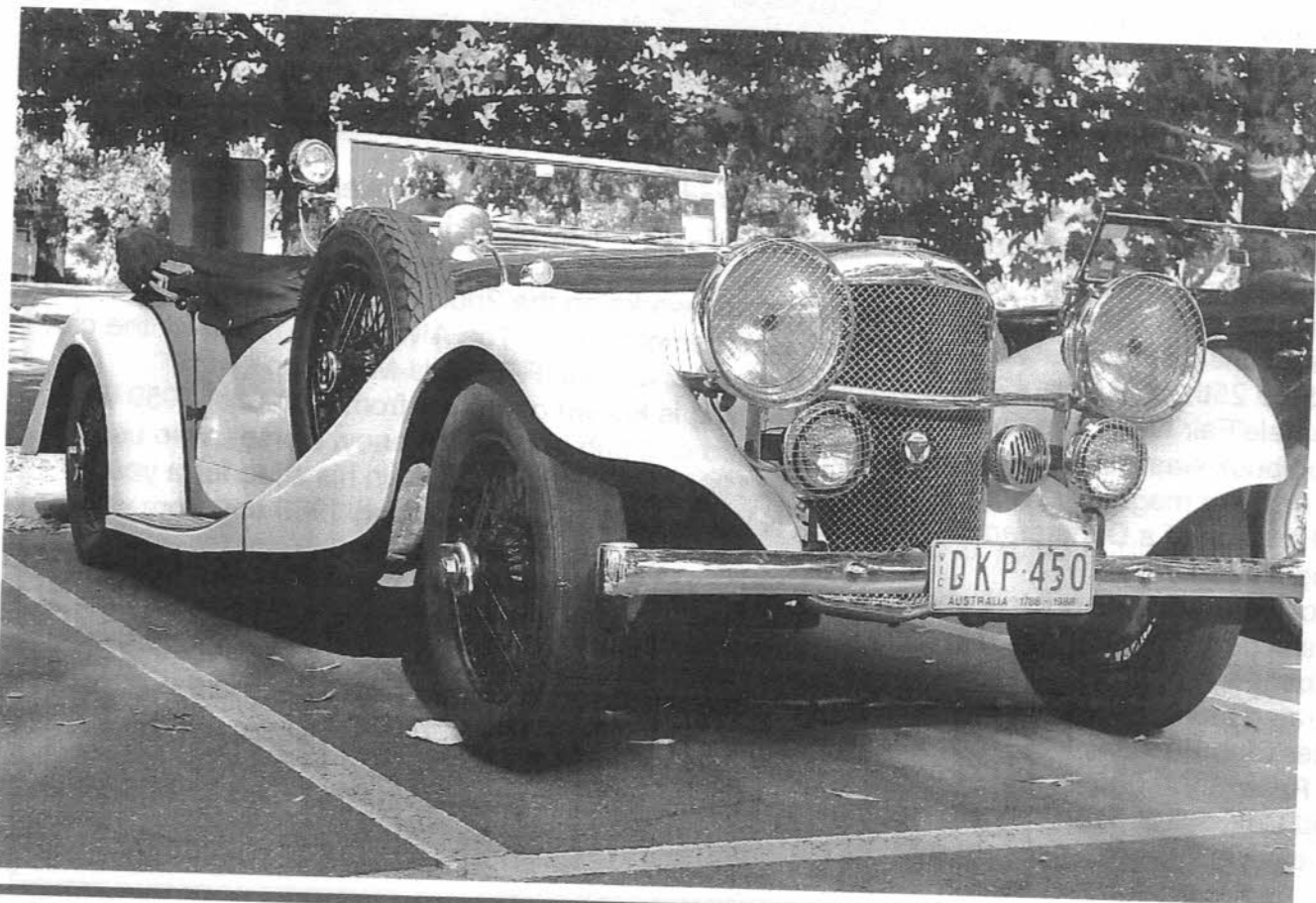
Price: \$70,000

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

FOR SALE

Alvis Speed 20 Tourer. 1935 SC. Originally a Charlesworth saloon. Rebodyed in the early 1970s by David and Moira Wischer, as a very stylish two door four seater tourer which says "if you've got it, flaunt it". In the style of VDP. Major component nos. match. I have owned it for 20 years. Well known in Australian Alvis circles. Well travelled. Well used. Well rallied. Well loved. Certainly not concours but it's all there and it all works and it goes very well. Lots of spares. Full Victorian Reg. \$100K.

John Hetherington. 03 5821 6422 or
0419319339. jfh@mcmmedia.com.au



FOR SALE

TA14 PARTS

1 Bonnet, 4 rough mudguards, dashboard, engine sump, gear box, several distributors, water pump, oil pump, cutout, pulley, tail light & box, water connections, valves & followers, block & crankshaft, road springs, wheels, brake bits, front axle & hubs—trailer set.

Also TA21 gearbox cover, 2 Rover gearboxes with overdrive, 2 headlamps approx 9½" diameter

Ring John White 9890 7066

WANTED

A one piece, 4 branch, cast iron exhaust manifold to suit a Silver Crest engine. It is believed that an SC and SD Speed 20 manifold is the same.

A Marles steering box to suit a Speed 25 Alvis. It is believed that the same steering box is used in SC and SD Speed 20s, 31/2 Litre and 4.3 Litre cars.

Andrew McDougall, Phone: 03 9486 4221, Mobile: 0427 220 249, Email: amfi@dunollie.com.au

FOR SALE,

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.

Chassis and engine particulars all as the factory 1936 build sheet.

Body by Bertelli Ltd., Feltham, Middlesex, Sussex, England.

This car is very rare, being one of the only two SA.25.63 3.5 Litre Alvis cars to have been fitted with a Bertelli body. The other was purchased by the late Henk



Widengren, a Swedish racing driver

of the era, and is, I believe, currently being restored in that country. However, Widengren had his car upgraded to 4.3 Litre specification pre-W.W.II., so strictly speaking it is no longer a 3.5 Litre? History as far as is known:

The factory build sheet shows that the car left the works on the 2nd. of January, 1936 as a chassis consigned to Messrs. G. Hartwell, Bournemouth, U.K. The Alvis service card for the car, dated the 25th. of March, 1936, identified the owner as Mrs. F.E.Wells-Melbourne, 'Silverdale' Fair Oak Lane, Oxshot, Surrey. Nothing is known of the car from then until 1959 when the log book was issued to David Wood, landlord of a pub in Litton Cheney, Dorset, who used it daily until the magneto drive sheared around 1964, after which it stood in his shed for a year or so till the son of a Dorset farmer, Mr. Allan N.W.Percival, bought it around 1965 and from whom I bought it in 1971.

The car was shipped out to Penang, Malaysia in 1971, where I began its initial restoration. It was shipped to Australia in mid-72 and completed in 1978. Its second bare-metal restoration was begun in 1990 on my retirement and completed this year. The process is described in an illustrated article prompted by the late Julian Collins, editor, and serialised by him in the Alvis Owner Club Bulletins Nos. 491, 492, & 493.

The Price: \$100,000

David Caldwell 6, The Outlook, Heathmont, Victoria 3135, Australia. Ph.0011 61 3 9729 5821 e-mail caldwell8@optusnet.com.au

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 has had a total rebuild.

\$12500 or offer

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

Ph: +61 (0) 354496127 Mobile: 0421344527

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

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*Your voice may not be as sexy as Dionne Warwick's
and the lyrics may differ from those penned by Burt Bacharach
but even you can play*

TRAINS & BOATS & PLANES

(and wine and dine and dream)

If you come to the ACCV Country Week-end Away

Saturday 17th & Sunday 18th May 2008

TRAIN: Kerrisdale Narrow Gauge Mountain Railway on Saturday afternoon. After a 9.00 am start in Melbourne.

WINE, DINE & DREAM: At Lakeside Resort, Nagambie on Saturday evening & night.

PLANES: Watch them fly while sky-divers jump. Learn all about it and jump if you wish. Nagambie Sky Diving School. Sunday morning.

BOAT: Goulburn River Cruise with BBQ lunch on board. Sunday afternoon. Visiting Mitchelton and Tahbilk wineries.

It all ends soon after 3.00 pm on Sunday.
You will be about 1 hour and 20 or 30 min from
the Metropolitan ring Road.

All the events and functions are "pay as you go".
But before the day:

- 1) Book your accommodation. Now.
- 2) Confirm your visit to Kerrisdale to Andrew & Frances McDougall.
- 3) Confirm your river lunch/cruise to John Hetherington. Both by 10/05.

Please turn over for full details.

Saturday 17th May:

- Assemble at car park at Bulleen Park at 9.00am for a 9.30 departure (first left turn heading north up Bulleen Road after the Eastern Fwy., Melways Ref: 32 C9)
- **Run instructions will be issued.** Morning tea stop at **Kinglake** at approx. 10.30 am. Bring your Thermos for morning tea or buy from a cafe. We plan to stop for around ¼ hr.
- The run then continues to **Kerrisdale** on the Goulburn Valley Hwy. where we hope to arrive at 12.30 pm. (*Melways 35th edition 910 P7*).
- Kerrisdale is to be the lunch stop and also a visit to the **Scenic Mountain Railway** and train/steam museum. **BRING A PICNIC LUNCH. NO CAFE.**
- The cost is \$16 per head. **CASH ONLY - NO EFTPOS.** It's a wonderful scenic train ride on a 2 foot gauge railway through the Tallarook Ranges with magnificent views. There is a guided tour by the volunteers of the operating steam museum. Tea and biscuits provided. **The rolling stock is open/semi open so BRING WARM CLOTHES.**
- Following the Kerrisdale visit we will head to the motel in Nagambie via a wandering road to arrive between 4.00 and 5.00pm.

Numbers to Andrew and Frances McDougall, 9486 4221 or by email: amfi@dunollie.com.au by 10th May please.

NAGAMBIE LAKESIDE RESORT.

12 rooms reserved. Book your own. Tel 03 5794 1410. Asap. Mention ACCV. \$140 with lake view or \$110 without, per night. Pre-dinner drinks (BYO) in the President's or Vice President's room at 6.15pm. Dinner in the restaurant at 7.00 pm. 2 courses. Choose from 4 dishes per course. \$30.00 a head. Grog at bar prices. Breakfast – continental in the dining room. \$11 a head.

Sunday 18th May

10.00 am onwards. Skydiving demonstration at Nagambie Sky-diving School. Come along to the airfield and see how it all works. **FREE!** Basic instructions. Parachute packing etc, Watch the planes fly and the jumpers jump. Bring your binoculars. There is a food van. If you want to jump, let John Hetherington know asap for an intro. You MAY be able to indulge a spur-of-the-moment urge to jump on the day.

12.45 pm SHARP. Goulburn River Boat Cruise departs from Mitchelton Winery. That is about a 20 min drive from the airfield. But arrive in time to have a look at the winery etc. Good parking. BBQ lunch on board. **BYOG** Either steak or chicken and salads on the way to Tahbilk winery with commentary on the flora & fauna as we go. Half an hour or so at Tahbilk, the oldest winery in Victoria, then back on board for the return voyage with sweets and coffee and tea. Arrive back at Mitchelton approx 3.00pm. **COST OF CRUISE WITH LUNCH \$35.00 each. CASH ONLY. NO EFTPOS.**
Numbers and special dietary needs to John Hetherington 03 5821 6422 or email jfh@mcmedia.com.au by 10th May please.



ALVIS ON THE DOWNS



Saturday, 2nd May to Saturday, 9th May 2009
EXPRESSIONS OF INTEREST / ENTRY FORM

To the organisers of ALVIS ON THE DOWNS 2009 please accept my/our expressions of interest/booking for this tour.

I/we are interested in this event and enclose a \$100.00 per entry refundable deposit should I/we not attend. The deposit will eventually become part of the tour fee should I/we attend.

PLEASE PRINT IN CLEAR BLOCK LETTERS

DRIVERS NAME:

PASSENGER'S NAME:

NAMES OF ADDITIONAL PASSENGERS:

NUMBER IN PARTY:

TYPE OF ACCOMODATION PREFERRED:

Studio Apartment

One Bedroom Apartment

Ensuite, two hotplates, refrigerator, microwave

Ensuite, full kitchen, sitting/dining, separate bedroom

Please state whether single, double, twin or adjoining share required with names:

HOME ADDRESS:

TELEPHONE NO:

(Fixed) ()

Mobile

EMAIL ADDRESS:

CAR DETAILS:

eg model, year and registration number

PLEASE MAIL CHEQUES IN FAVOUR OF 'Alvis on The Downs' to P.O.BOX 279, PADDINGTON, QLD 4064

DIRECT DEBIT with your surname as a reference can be made to

NATIONAL AUSTRALIA BANK,

BSB: 084 100

ACCOUNT NUMBER: 81128 0763

Enquiries to: Dean Prangley (07) 3369 4247

Email : dcprangley@bigpond.com

Or Graham Singer: (07) 3378 5970

Email: gsinger@bigpond.com

PLEASE SUBMIT AT YOUR EARLIEST CONVENIENCE, BUT BEFORE 31st MAY, 2008

