

February 2015

Alvic

The Newsletter of the Alvis Car Club of Victoria



NEW MEMBER

A very warm welcome to Roger Bailey who became a resident of Tasmania during 2014. Roger is preparing to bring his SA Speed 20 into the country shortly and once recommissioned will be able to join the growing number of Alvis owners in the Apple Isle.

Roger's car is chassis 9809 and fitted with a VdP sports body.

We look forward to catching up with Roger at a Club meeting during the year.

WE WOULD REALLY LIKE TO MEET YOU!

In the last couple of years we have had 14 new members join our ranks.

Several we have met at events and meetings, others sadly we have not caught up with.

Certainly geographical location may preclude some from joining us, however on visits to Melbourne, you could be excused for not going to the cricket or the Grand Prix or AFL football (*real football that is!*), the soccer or the live show, or the King St night clubs, and on the third Friday of the month you could join us!

If you live close to or in Melbourne, there really is no excuse for non attendance! The entertainment is FREE!

The meetings are non threatening to all except the President, who needs to keep his wits about him and the ladies are most welcome and are an integral part of Club life.

Another option is to join us on a run.

If you need more event information, you could ring President Andrew McDougall although he spends the other half of his time choofing around in Veteran cars and probably won't hear his phone ringing! You could ring Richard Tonkin our Membership Secretary who would be happy to take your call, although if you hear shouting in the background he may be involved in family court matters. Or failing that you could give me a call.

For those whom we have already met, we would like to catch up with you again.

Andrew 03 9486 4221
Richard 03 9710 1465
John 03 5426 2256

COMPETITION REPORT Alex Bryce 2 Day Rally 2014 Alvis Results

1st outright	Rob Sands
1st Vintage	Rob Sands
3rd outright	Mark Burns

One of the all-time hard luck stories of the two-day came from Mark Burns who had been doing a stunning job in the Alvis 12/50 as driver/navigator after Anthea Burns phoned in unwell.

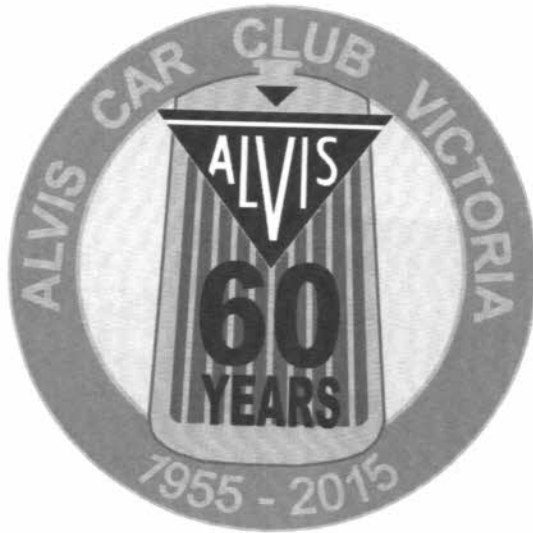
In the box seat, with time in hand and very few penalties on Saturday afternoon, Mark in a burst of filial loyalty called in to say hello to his mum as the rally route passed close to Barongarook. However, after a quick cuppa, Mark found that a large tree had fallen across the driveway and was thus detained, earning numerous time penalties, until rescued by the State Emergency Services.



Rob Sands

Information and photograph courtesy Vintage Sports Car Club

**Alvis Car Club of Victoria
60th Anniversary Dinner Invitation
Saturday 25th April 2015 (ANZAC Day)**



Members and friends who have been associated with Alvis Car Club of Victoria are cordially invited to join us for dinner, to celebrate the 60th Anniversary of the Club. We wish to have as many people as possible who have been associated with the Club and the Alvis movement attend the evening.

It is appreciated that it is on ANZAC Day, however it has been selected to coincide with the visit of the overseas Alvis members attending the Australian National Alvis Rally, and the evening falls between the return from the "Tasmanian Tour" and the "Rally to the Rally" via the Great Ocean Road, to the National Rally in South Australia.

Meal Format:

A three choice Spit Roast, with hot potatoes, salads, desert, fruit platter and tea/coffee biscuits and cheese. Some good wine, beer and non alcoholic drinks are included. If you wish, you can supplement the drinks by bringing your own.

Venue:

The Veteran Car Club Australia (Vic.) Clubrooms at Lynden Park, Wakefields Grove, Camberwell (off Through Street), Melways 60 F4. There is plenty of off street parking.

Time:

6.30pm for 7.00pm

Cost:

\$30.00 per head.

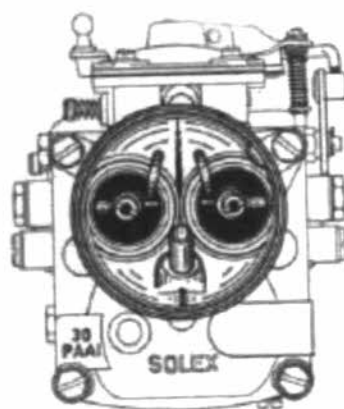
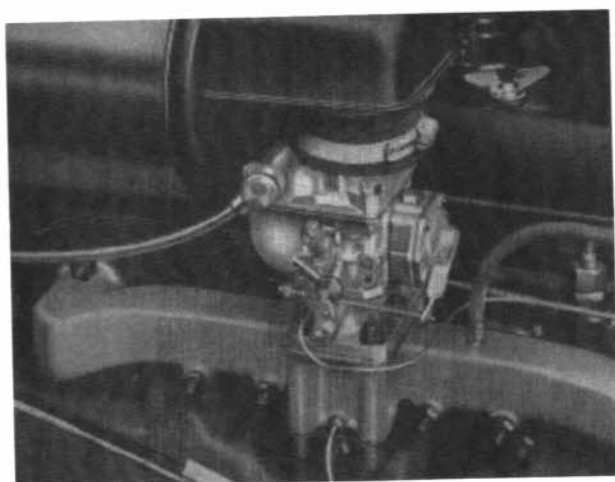
Reply:

Please return your INVITATION (see back page), with payment by 31st March 2015. Please note the earlier your response, the easier it will be for the organisers to ensure you have an enjoyable evening.

“For the sheer joy of driving I’d like to go there in an Alvis”

(Advertisement in The Motor 1952)

TA21 - Solex 30 PAAI Dual Choke Carburettor



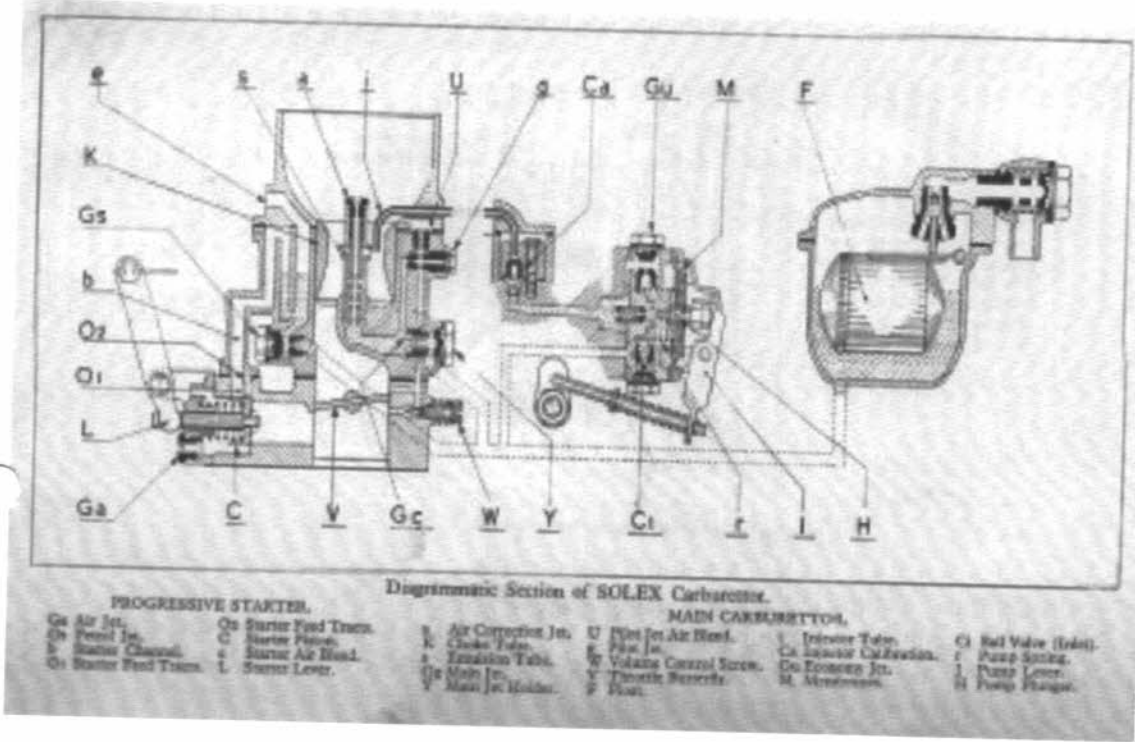
Author’s note:

The author does not expect that there would be any significant interest in this topic. It does however serve as a record of one person’s attempt to come to grips with an annoying issue of a carburettor flat spot that marred the enjoyment of a fine car. If it helps one person who experiences similar problems and reduces their level of frustration then it has served its purpose. At the outset a quote from David Culshaw’s book – Alvis Three Litre In Detail, sets the stage. “Instances of engine stalling were known to occur, and erratic acceleration in hot conditions was also evident. To paraphrase from the same page the Service Department “went so far as to list alternative jets and accelerator pump valves.”¹

The Alvis –Solex relationship goes back to the 1920’s. Post WWII the Works considered that the Solex dual choke carburettor was the most appropriate carburettor given the quality of the “pool” petrol that was available for its all-new 3 litre motor. It “interesting” that such a carburettor would be fitted to a six cylinder in-line motor. This configuration was more commonly fitted V8’s. Ford used such a carburettor in England for its 8 cylinder cars.

Alvis however quickly dispensed with this carburettor when petrol quality improved. The Solex was replaced by the SU, two being fitted to later TA’s and this remained the case until near the end of production of Alvis cars where the last cars were fitted with triple SU’s. Many UK TA21 owners had their earlier cars converted to SU’s by the Alvis Works. Twin SU’s are more in keeping with the sporty nature of the cars. There is no doubt that they look better too. It is reasonable to deduce that exported cars kept their original carburettor configuration as the conversion facility was not easily available. It is also reasonable to expect that when problems presented themselves and parts were needed, little accurate knowledge would be readily at hand given that there were not many of these cars on our roads. The fact that there was not a workshop manual did not help and direct communications with the Service Department in England unlikely. Solex accelerator pump designs and models varied according to car manufacturers requirements. Given the

variety of pump configurations it is not difficult to surmise that over time many pumps could be fitted to the Alvis in order to fix problems. This could be exacerbated by the fact that the carburettor diagramme in the Manual of Instructions is incorrect. The image from the Manual as printed below is a generic one supplied by Solex.



Whilst the text is correct the diagramme would certainly send the wrong message. In fact the diagramme is for a "rich" pump and it is to be noted that the pump injectors are low in the choke tube and are therefore influenced by choke tube vacuum thereby encouraging the flow of fuel as well as adding additional fuel under load. Such was not the case for Alvis cars. The "rich" pump incorporates a ball valve that holds the fuel within the pump until the throttle lever spigot opens it. The diagramme below shows a clearer picture of the ball valve in the direct line of fuel flow as well as the low injectors.

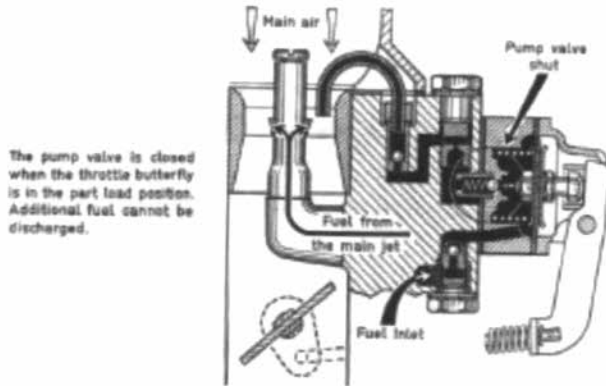


Fig. 24 "Rich" pump with ball valve (pump 7)

Alvis in fact employed "high" injectors that are not influenced by choke tube vacuum and a "neutral" pump. These injectors were more in line with the air correction jet at the top of the discharge tube. The author believes that the incorrect fitting of a "rich" pump can result in accelerator pump delay due to the fact that a valve is small and it needs to be opened before fuel can flow, hence the introduction of a time delay which manifests itself in a flat spot as the "high" injectors, lacking depression vacuum will not readily assist the flow

of fuel.

Solex later numbered their pumps according to whether they were rich, weak, or neutral. Neutral pumps as fitted to the TA21 ended with the casting number 2. To complicate the matter early pumps, as fitted to our cars, were not numbered. The diagram below shows what the author believes to be a neutral pump without the ball valve. Unfortunately the author cannot find an image with the correct sequence of both neutral pump

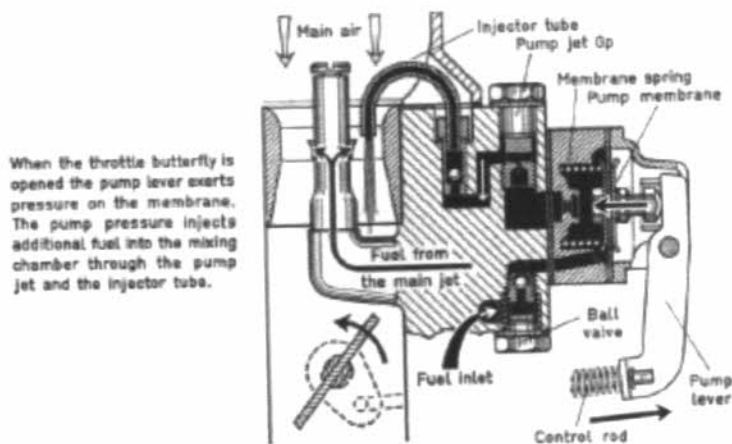


Fig. 29 Mechanically operated accelerator pump

and high injectors.

These were termed “neutral pumps” as they neither enrich nor weaken the fuel. Carburettors with these pumps are normally fitted with “high” injectors that are not influenced by choke tube vacuum. It appears that these pumps are fitted with a very large “economy” jet (Gu) in order to provide an added boost of fuel to aid acceleration. The text inserted below highlights other pump options and is reproduced from an article titled – Solex – Selecting and Tuning of the Carburettor, which is readily available on the internet.

In mechanical pumps the full load enrichment and weakening devices are combined. The additional markings of the pump indicate immediately when such a device is incorporated with the pump and if so, of which type it is.

1. If the pump has neither of these devices (“neutral” pump), the number “2” is placed after the identification number (pump types 72, 82 and 92).
2. If the pump has a full load enrichment device (“rich” pump), the number “3” is added to the identifying number (pump types 73, 83, 93).
3. If the pump has a device for full load weakening (“weak” pump), the number “4” is placed after the identification number (pump types 74, 84, 94).

The following directions can be given for their use:

1. It is recommended that “high” injectors should be used with pumps with the final number “2” (“neutral” pumps).
2. When pumps with the final numbers “3” (“rich” pumps) or “4” (“weak” pumps) are used it is better to use “low” injectors.

Over the last 60 plus years I suspect that many options have been tried with varying degree of success in order to improve or simply repair a tired carburettor. This may explain why the author has seen cars fitted with a combination of the earlier depression pump as fitted to the 30AAPI as well as low jets fitted to the production 30PAAI. The author has also seen quite a mixture of casing components as threads have probably become stripped and bits and pieces have been married together. A plethora of jet size variations as well as choke tube sizes has also been noted.

To help improve drivability of his TA21 fitted with the 30PAAI the author removed the “rich” pump, disassembled it and with a pair of pliers carefully removed the brass ball valve retainer. The valve is a press fit into the pump casting. The spigot that opens the valve was also removed from the pump shaft. This change allows for a full flow of pump fuel to be ejected. Care must be taken when fitting the pump gasket in order to ensure that the gasket holes accurately align with both the carburettor body and pump body. A further minor

modification saw the removal of the two glass beads that sit below the injector tubes (i). I suspect that the purpose of these is to retard fuel flowing back into the pump. That said they also act as an impediment to the expulsion of fuel from the pump as they are in the direct line of flow. To the author any change that reduces the time accelerator pump fuel takes to enter the choke tubes the better, especially as the injectors are "high" mounted.

Over time it is also expected that the needle and seat valve will have had numerous replacements. It seemed strange to the author that when ordering a replacement the needle valve came with both a thin and fat washer. Even the supplier could not explain which one should be used other than stating that the fuel level in the float chamber will be affected. It was merely a matter of chance that the author came across an out of print publication titled – Tuning Solex Carburettors by Charles Wheeler. In it the Wheeler states that a thin needle valve washer increases the fuel level thus enriching the mixture and advancing the point in which the main circuit commences to spray. Likewise the fatter washer does the reverse. With this knowledge in mind a thin washer has been fitted. With these two changes there has been a significant overall improvement. At least I am getting closer to *"the sheer joy of driving"*.

Postscript

If one is keen there is the option to experiment to see if better performance can be gained from other modifications. Low injectors allow for a greater flow of fuel via the pump. This fuel will supplement the main jet and may result in better performance due to the additional fuel being sucked in by choke tube vacuum. By varying the economy jet (Gu) size more or less fuel can enter the choke tube. This may however be at the expense of fuel economy.

A list of the later specifications for the Solex 30PAAI carburettor appears below as Alvis originally specified a size 270 Air Correction Jet and a pair of size 70 Pump Jets in their initial Manual of Instructions for the TA21.

VEHICLE	Year	Horse Power or c.c.	No. of Cylinders	Bore and Stroke	Type of Solex	Choke Tube	Main Jet	Air Correction Jet	Pilot Jet	Pilot Jet Air-bleed	Emulsion Tube	Pump Jet	Economy Jet	Starter Air Jet	Starter Petrol Jet	Needle Valve	Injectors	Pump Type	Assembly
						K	G	a	m	s	s	Gp	Gu	Ga	Gs	Nv	i		
ALVIS 3 Litre Tickford DH Coupe & Saloon	1950-52	26-24	6	84 x 90	*30 PAAI	27	115	210	55	100	0	50	200	6	130	2.5	High	92	21

The author would be interested to hear of owners who have replaced their Solex with a non SU carburettor from another vehicle and how they adapted it to fit along with their overall impressions.

1. Culshaw page 27

Alvis Three Litre In Detail TA21 to TF 21 1050-67

David Culshaw

Published by – Herridge & Sons Ltd 2003

Richard Wallach

richardwallach@hotmail.com

"ARE YOU DRIVING THE CAR BACK TO AUSTRALIA?"

Peter Mackay

We travelled to Somerset in the S.E of England for the Charterhouse Motor Vehicle Auction to be held at the Shepton Malett Showgrounds on Sunday 15th June 2014.

Only on the Tuesday before had I made the arrangements to depart Melbourne on the Wednesday and fly to Heathrow. Arriving on the Thursday, I met Jen who was on holiday in France with friends from her French group.

For the past few months I had been gathering enthusiasm for a 1936 Silver Eagle advertised for auction on the Internet. I had spoken a few times to Mathew from Charterhouse Auctioneers who told me the Alvis belonged to a good friend of his; he described the car as reasonably sound, drives well, paintwork average, converted to a tourer in the 1960's (originally from a Holbrook Salon), would benefit from care and attention as it had not seen much use in recent years. The timing was right for me to take a short break from work, I could catch up with Jen who was away for 4 weeks. I only needed the encouragement of a good friend who said "Go on the adventure. Don't regret missing the opportunity." David Head and Dale Parsell kindly shared their Alvis knowledge and this was the final ingredient of persuasion that I needed to look positively at the UK Alvis and head off and go on the adventure.

Jen's and my inbound flights coordinated well into Heathrow, allowing us to pick up a rented car and head to Somerset. Arriving on Thursday evening we settled into our B&B at Shepton Malet after about a 3 hour drive. We woke rested on the Friday morning in beautiful Shepton Mallet. After enjoying a sumptuous cooked English breakfast before we headed off to enjoy the beautiful surrounding countryside and villages.



The Somerset countryside and villages with their stone building and winding, narrow hedged roads were a superb setting highlighted by perfect blue skies and comfortable 20 degree temperatures. A week earlier heavy rain and floods, so we were in luck.

Saturday was pre-auction inspection day at the Shepton Mallet Showground's venue for the Bristol Classic Car Show and Charterhouse Auction.

The Alvis was parked in prime position in front of the auctioneer's rostrum. Apart from a 1R4, a variety of MKII Jags a few Minis and a Triumph Stag the Alvis stood out amongst the assembled auction vehicles.

The appearance of the Alvis was accurate to the description given over the phone by Mathew from Charterhouse. This gave me a good level of reinforcement that I had not come on a complete wild goose chase. From the outset I had questioned the crazy idea to travel to the other side of the world to purchase an Alvis.

My attraction to the Silver Eagle was in the sporting lines of the car. The solid advanced engineering that Alvis is renowned for, the boldness of the P100 headlights and overall stance of the car are all a beautiful combination. For me the speed 20 that combined all these attributes with a high level of style was just out of my reach. If I was going to live my dream to own a pre-war tourer, it was going to be a Silver Eagle.



We spent Saturday evening in the nearby village of Crocombe and met a very interesting and friendly group of locals at the George Inn. People from a broad cross

section of life. Academics, farmers, artisans, authors and others who enjoyed the Inn as the hub of their village life. A special experience of hospitality we enjoyed for the next 3 evenings and will no doubt revisit at another time.

Auction day on Sunday 15th June 2014

By arrangement, we arrived early to start the Alvis and have a final check over, returning later when the auction was in



full swing. Item 152, the Alvis came around soon enough. I felt my pulse rate speed up as I listened and watched 3 bidders in the room. Jen and I were positioned well to observe. As these bids faded, a telephone bidder came on line to the auctioneer's assistant (A German bidder I later found out). As the room bids stopped I came into contest with the phone bidder. "You need to raise your bid" I could hear the auctioneer's assistant say to the phone bidder. We bounced back with a series of 5 or 6 fast bids. Noticeably the assistant was having difficulty hearing the phone bidder. "You need to raise your bid, I cannot hear you" he repeated two or three times raising his voice. Finally he stated "I cannot hear him" and hung up the phone.

My pulse was breaking through the sound barrier as the auctioneer asked if there were any further bids. "For a second time, the third time... SOLD." As the gavel came down on the bench, the auctioneer looked at me with a broad smile and asked, "are you driving the car back to Australia?"

What an amazing experience and unforgettable time we enjoyed with Charterhouse Auction staff. They were of great assistance, professional and friendly in all aspects before the auction and in finalising our purchase requirements.

That evening we returned to the friendly atmosphere of the George Inn.

Relieved and excited by the days result. Over the next few days we sorted out settlement monies and shipment. We arranged to meet the owner who explained he did not want to attend the auction. He had owned the Silver Eagle for about 8 years and seemed to have lost interest and was prompted incessantly by his wife to sell the Alvis. He later felt doubtful about selling the car and had considered taking it out of the auction saying that it was



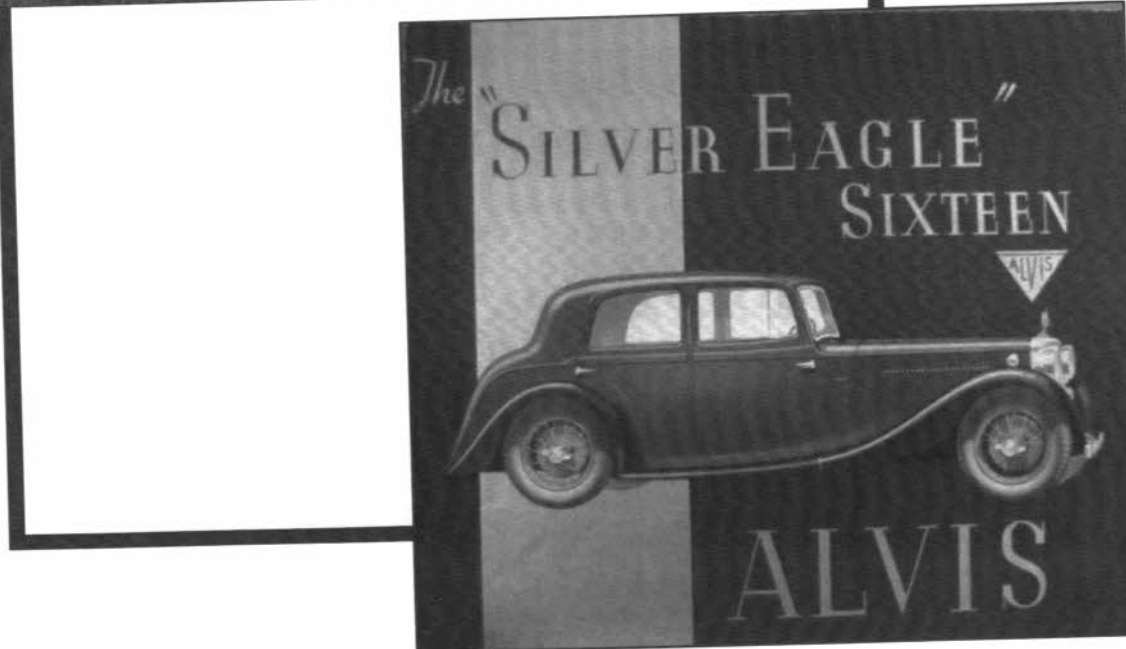


only because he knew I was travelling from Australia he changed his mind.

By Wednesday a week after leaving Melbourne I was back on my Qantas flight heading for home. Jen was back in France to resume her holiday.

My thanks and appreciation go to David Head for the various bits and pieces he has given me from his supplies and his expertise in overhauling my S.U. carburettors. To Dale, John and everyone who have made Jen and I feel so welcome in the Alvis club and assisted greatly in my bringing the Silver Eagle back to life.

We look forward to the Barossa Rally and many more adventures.





THE OPENING BBQ

The traditional Opening BBQ was again held at the Kevin Bartlett Reserve at Burnley and there were 20 or so people at the event.

The weather had been threatening during the day and the Alvis turn up was limited to 5 cars. As it turned out it was an ideal evening and the company was most enjoyable.

Chris Higgins in his own inimitable way thumbed his nose at the weather and drove the 12/50 for more than an hour and a half to the event and faced a similar drive home again.

Photography by Frances McDougall



BIG RED & LITTLE RED ON AUSTRALIA DAY DUTIES

Each Australia Day in Gisborne, several hundred people gather in the town to celebrate the event, in which we are reminded of the formative years of our country. The birth of our flag. The make up of our people and the original land owners.

The GREAT association and civic authorities lead the celebration and as an acknowledgement of the country's motoring heritage, the Macedon Ranges Grand Tour committee are invited to present some cars.

There was quite a bit of interest in both of the cars and another opportunity to promote the marque.

..... *John Lang*

FROM THE PAGES OF THE AOMC FEBRUARY NEWSLETTER

Welcome to the first newsletter of the year.

All clubs will have recently received information relating to changes to the Club Permit Scheme. These changes have been discussed and debated by our members and with ongoing discussions with this organisation have been finally released in a form that seeks to protect our members rights and ensures that vehicles entering the scheme are suitably tested and classified either as a classic historic vehicle or as a modified.

Clearly club's responsibilities will increase with these changes, but I believe most of our clubs already take their responsibilities seriously.

I am aware that the logbook scheme has affected our member clubs in different ways, but I hope these changes will see an improvement in management of entry to the scheme.

Of course there is still much to be done and Vic Roads have indicated a willingness to look at issues such as procedures relating to new clubs participating in the scheme.

I urge clubs to complete the necessary paperwork and of course if required raise any concerns with us.

I have been receiving calls concerning relocation of our shows to Mornington Racecourse. I should assure our members that it was not a decision that we wanted to make but we were advised that Flemington Racecourse would not be available to us due to Circus Soleil being granted rights to perform over the summer period at the racecourse. Having looked at many possible venues it was decided if we were to conduct our shows Mornington was probably the only feasible venue.

We are aware of the shortcomings of this venue, logistics are difficult, location is not perfect and it is popular hence available dates are limited.

We will be working to get the shows back to Flemington as I believe the agreement with Circus Soleil is for performance every second year, so there may be some possibility.

As I write arrangements for the forthcoming Australian Motoring Festival to be held at Melbourne Showgrounds are under way. A joint venture between RACV and VACC I urge all clubs to support this event, either by assisting with vehicles for display, attending the event or encouraging your friends who may only be a little interested in cars to come along. There will be something for everyone. It should be a great showcase for our movement.

Certainly there is much for this organisation to achieve in the future.

I believe the club scene is changing. Will there be a new generation to maintain the existing clubs? Will club structures and events change to meet the needs of a new time poor community that perhaps has a different perception of what constitutes a club. Will events change, we are already seeing the popularity of events run of an evening??

Is there any way the movement can encourage renewal of vehicle ownership?

Clearly at the moment many examples of our motoring history are moving off shore, due to the limited market here.

As well modern vehicles are becoming so removed from our classic and historic vehicles, the supply of suitably trained 'mechanics' is drying up.

The movement must address this shortage of trained people locally as is happening currently in Britain.

The Association must be at the forefront of changing conditions that will affect our chosen interest.

See you at an event somewhere.

Iain Ross
AOMC President

VICROADS NEWS

The following announcement regarding driving licence provisions has been released by VicRoads and can be viewed on their website.

VicRoads is advising holders of interstate or overseas driver licence or learner permits of important changes.

VicRoads is advising holders of interstate or overseas driver licence or learner permits to make themselves aware of important changes to licensing legislation in Victoria.

VicRoads Director of Vehicle and Road Use Policy, James Holgate said, from 1 March 2015, a driver who has been issued with a Victorian driver licence or learner permit, will not be authorised to drive in Victoria using their interstate or overseas driver licence or learner permit.

"If you are issued with a Victorian driver licence or learner permit, this is the licence or permit you must drive on and it will be an offence to produce your interstate or overseas licence or permit to a law enforcement officer when driving in Victoria," said Mr Holgate.

"This change is aimed at preventing drivers from trying to avoid sanctions by producing another licence. This policy also fits with the agreed national policy of one person, one licence."

"It prevents suspended or cancelled Victorian licence holders from continuing to drive, by producing another interstate or overseas licence."

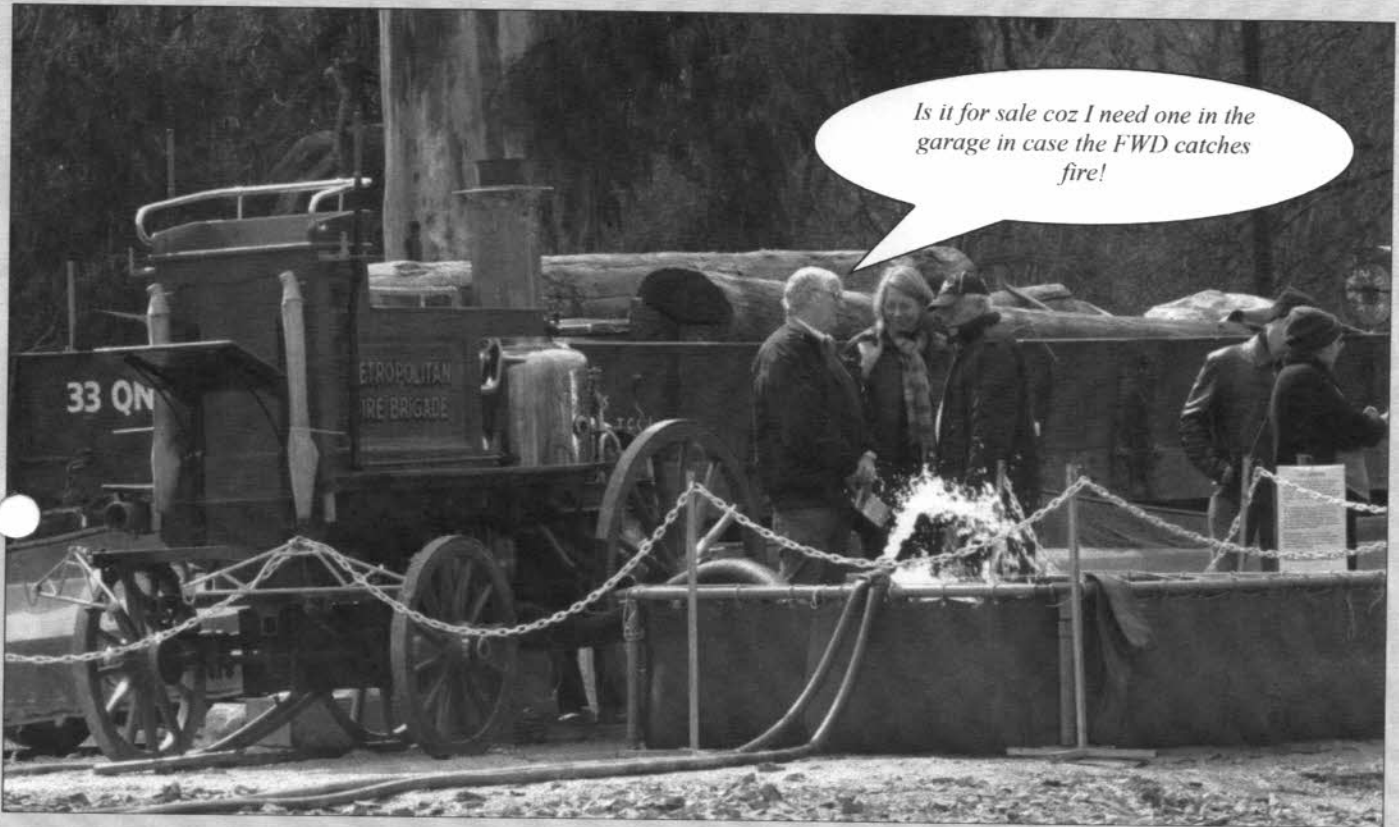
If a person does not have a Victorian licence or permit, they will be able to drive in Victoria providing they are the holder of:

1. an interstate licence or permit and have not resided in Victoria for more than 3 months,
2. an overseas licence or permit and hold a non-permanent visa, or
3. an overseas licence or permit and hold a permanent visa but have not resided in Australia for more than 6 months.

The fine for producing a non-Victorian licence or learner permit to law enforcement when driving from 1 March 2015 will be \$296.

For further information about the changes, visit VicRoads website.

ALVIS PEOPLE BEHAVING BADLY



FOR SALE



FOR SALE it is noted that Stuart Paton's Speed 20 is for auction at Shannons Sydney March 2nd Autumn Sale

FOR SALE

1965 Alvis TE21 series 111 saloon

Features:

- All wheel power assisted disc brakes
- Chrome wire wheels
- Power steering
- 5 speed manual gearbox
- Original colour - mid grey
- Sound condition throughout
- Registered in Victoria TE-021

Car located in Bendigo

Price: \$65,000 negotiable

Contact: Ron Allen 03 5449 6321

Mobile : 0427 843554



FOR SALE 1932 TJ12/50 Doctor's Coupe. Engine 3884 chassis 9367 body 14223. Engine & body rebuilt 1997-8. Runs well. Last 12/50 to come to Australia through an agent. \$45,000 or best offer. CHRIS HIGGINS (03) 5986 1510

FOR SALE

FOR SALE:- ALVIS 12/50 2 seater fabric bodied tourer. 1926.

The 84 year old car is in very fine going condition but its younger owner has broken down so reluctantly must sell after more than 30 years of great vintage motoring. The car is well known in Australian Alvis circles having attended many rallies and covered many more miles of roads in eastern Australia. Many miles indeed: about 90,000 of them in my care. Victorian "Red Plate" permitted 4.026.
John Hetherington. 0419 319 319 or 03 5821 6422. jfh@mcmmedia.com.au

\$50,000 ONO



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

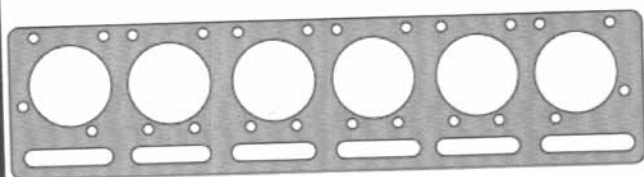
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SG Silver Eagle Sports Tourer
 12,000 miles since complete restoration including new body & full weather equipment
 & tonneau. Chassis No. 12684 Original books & full history available
 Restoration details available on request.
 \$95,000 O.N.O.
 Murray Fitch Telephone: 03 5766 2529

FOR SALE

ALVIS 3 1/2 Litre Engine
 COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

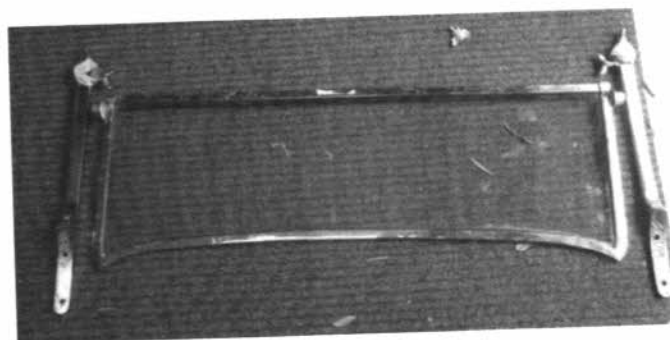
\$168.00 + postage

Contact Peter Miller
 Email - moulén@tpg.com.au

For Sale

12/50 windscreen, one piece glass,
 with separate cast pillars. Never
 been used. Plating good. Can be
 pivoted on the uprights. Screen
 is 3'4 1/2" long, and 12 1/4" high at
 the centre, 14 1/4" at the ends. Can
 send photo. \$250

Mike Menzies 02 4997 -2994, or
 0408 239 842





Alvic

**Alvis Car Club of Victoria
60th Anniversary Dinner Invitation
Saturday 25th April 2015 (ANZAC Day)**

DINNER ACCEPTANCE

Name:

Accompanied By:

Total in your Party @ \$30.00 per Head

Total \$

Contact Details: Phone:

Address:

..... Postcode

Phone No

Email:

Payment:

By Cheque made out to the Alvis Car Club Victoria (Inc) and sent to the Treasurer,
Margaret Lang
P.O. Box 129, Gisborne, Victoria, 3437

OR

By EFT into the following Club Bank Account:

National Australia Bank, Gisborne, Alvis Car Club of Victoria (Inc), BSB 083 657 account 943538818
Please ensure that your "name" and "dinner" are included on the Bank transfer