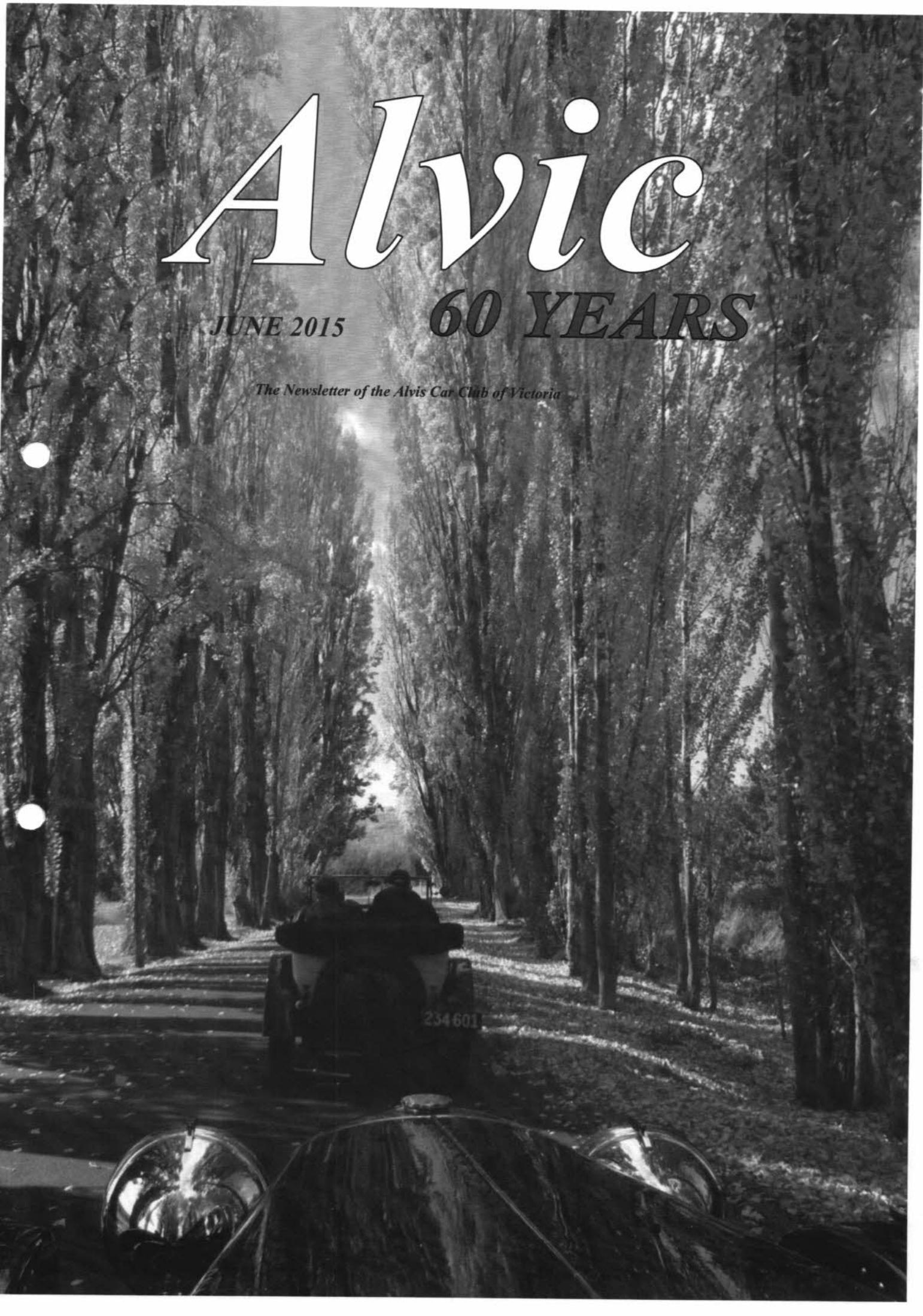


Alvic

JUNE 2015

60 YEARS

The Newsletter of the Alvis Car Club of Victoria





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 the month.

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
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June 2015 VOL 54 ISSUE 5

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SUPPER THE MCKINNONS

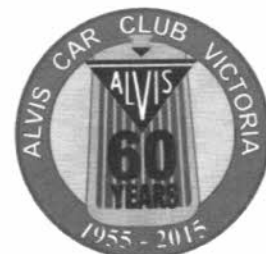
2015 COMING EVENTS

Club events are listed in BOLD and non-Club events are in Italics

- | | | |
|-----|-------|---|
| Jun | 19 | General Meeting |
| Jul | 17 | General Meeting |
| | 19 | Kyneton Pub Run |
| | 19 | DECCA Skid Pan event with RR Club |
| Aug | 16 | Rob Roy |
| | 21 | General Meeting |
| Sep | 11-13 | Metung Weekend Away - see info |
| | 18 | General Meeting |
| Oct | 16 | AGM & Awards Presentation |
| Nov | 8 | Combined outing with the Jowett Club to Maldon |
| | 20 | General Meeting |
| | 28-29 | Geelong Revival |

Dec 6 **Christmas Party - the Langs**

Front page: Tassie - the Hirsts leaving Salmon Ponds



PRESIDENT'S REPORT

Notwithstanding the busy time we all had on the National Rally and the associated runs plus the 60th Anniversary Dinner, we had a good roll up for the May monthly meeting. I initially booked a table for 14 at the Malvernvale Hotel, wondering if there would be sufficient people, however in the end we had over 20 for dinner. It was an entertaining meeting, even though our in house "Joker," Pauline Tonkin was missing due to a medical issue which thankfully, I understand is coming good. We wish her a full and speedy recovery. Mark Weller who had just flown in from Hobart gave us a power point presentation on Jaguar cars, from the earliest SS models through to the interesting cars of the 70s. This was well received and filled in the gaps from the visit to the Tanunda Jaguar collection, during the National Rally.

The following Sunday saw a small contingent of ACCV members at the Pringles place at Somers for the interclub Boules Competition. We were represented by the Northeys, Chris Higgins, Mark Weller and ourselves, Andrew and Frances. There were 3 x 12/50s in attendance which attracted a fair amount of interest from the members of the other clubs. The Jowett contingent was very small, so their numbers were supplemented by experienced boules players who also were firm about how the competition was to be run, unlike previous years; Rafferty's rules. The competition was keenly fought but this time the Jowetts were victorious. The weather was great, the venue provided by the Pringles was terrific and with David Wischer in attendance to award the trophy, it was a most enjoyable day.

Except for the monthly meetings it will be a little quiet on the activities front until Sunday 19th July when John Hetherington is conducting a run, interesting visit and a meal in the Kyneton district. Please support this run as it will be a good one. Also Richard and Pauline Tonkin, with the assistance of energetic and knowledgeable "local" members, Dorothy Chaley and Rex Roberts are organising a long weekend away to Metung on the Gippsland Lakes, from Friday 11th to Sunday 13th September. Many years ago we had a weekend in Metung which proved to be a great run and most enjoyable. I am sure that this year it will be an equally enjoyable event, so please come along – the more the merrier.

Whilst there is a quieter time on the events front, it provides an opportunity to undertake some fettling on our cars so that we can have uninterrupted and enjoyable motoring in the warmer months. To this end I have stripped off all the brakes on the Speed 20 for relining and resetting so that we are not confronted with detaching linings in the future. Also I have been undertaking mechanical work on my IHC Buggy and veteran motorcycles, in preparation for National Rallies for these vehicles in October this year. There are always lots of things to do.

The other day I had an enthusiastic phone conversation with our most recent member, Allan Wettenhall, who

purchased the 1923 12/50 Ducksback from Chris Good in South Australia. Allan is really getting stuck into the restoration, with body having been removed for some refurbishment and full mechanical sorting as necessary. It is great to see another Alvis come back to life. Allan can't wait to get behind the wheel so that he can maintain station with the other 12/50s in the VSCC, instead of being left behind when he is driving his early MGs!

Back in 2007 John Hetherington produced what is known as the Alvis Census which was a listing of ACCV members and their cars as well as Alvis owners throughout Australia. This was a mammoth task and over the years has proved to be a most valuable source of information.

However with the elapsed time it is overdue that we produce an updated membership list. We will not be producing the Census as such but rather, producing a membership register for the ACCV and entering into discussions with the NSW Alvis Club to join with them to produce a combined register. The NSW Club produces an updated membership list every 2 years and is scheduled to produce a new one at the beginning of 2016. When you receive this month's ALVIC it will contain your subscription renewal form and as well you will be asked to provide contact and vehicle details for the new membership list, which is only made available to Alvis car clubs members and not to the wider public. There will be provision to opt out if you don't wish to be listed or to be listed in a broad sense, say residential address "Melbourne" etc, rather than including your full residential details. In the past the listing of members and their vehicles has proven most useful for other members, be they wishing to find out about other Alvis owners experience with a particular model, or providing a point of contact when travelling interstate. I commend the provision of contact details and vehicles owned so that we can provide the most useful information source.

I hope to see as many people as possible along at our June monthly meeting, even though on a cold night it is tempting to stay in a heated home in front of the TV. Please let me know by next Wednesday if you intend coming to the Malvernvale Hotel for a meal prior to the meeting.

Andrew McDougall

MEMBERSHIP RENEWALS

Please note that Membership Subscriptions are due for renewal, on the 1st July.

A renewal form is attached as a separate file for those who receive an e-ALVIC and a printed copy for those receiving a hardcopy ALVIC.

Also there is a Membership Details form asking you to provide up to date information on yourself and your cars. Please see details of the project in the President's report on page 3.

The membership booklet will be a printed copy and not available electronically.

Recent new members will be advised individually if they are financial through to 30 June 2016

International members will be contacted separately.

*Marg Lang
Treasurer*

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29th May 2015

Dear Barossa Tourers,

I hope that by the media of Alvic, Alvibatics and the Bulletin this letter will reach most if not all of you.

I write to thank you for your kind wishes and for looking after Margaret during the few days she was in Tanunda. Whilst I was in hospital it was very comforting to know that she was among friends and not on her own in a strange motel in suburban Adelaide.

We are well; Margaret's aches and pains and bruises have pretty well settled. My heart is "ticking along nicely" and I have an appointment with a cardiologist in mid June, after which I hope I will be permitted to resume driving. I think the cardiologist funk'd it when I left Flinders Medical Centre – he told me not to drive for about a month and then resume if you feel OK". But when the written word arrived it said "not for about six weeks and then after review by a cardiologist!"

The car is thought to be repairable but a firm decision cannot be made until sufficient stripping has been done to allow an adequate assessment of the mangled chassis. In any case it will be a long job. We were lucky to strike the pole with the left side of the car and not the right, with its spear-like steering column running all the way to the front. And the pole fell forwards, not backwards over the car.

Margaret is coping well as a taxi driver but she is not always available for hire when I need her. When I got a puncture in the rear wheel of my bike the other day I was truly exasperated and thought that maybe the time has come to buy a donkey. But you can't insure an ass for vet's bills.....

I'm sorry we missed the rally and I promise to "try harder next time". See y'all then.

Kind regards,

John Hetherington.

ACCV Tour of Tasmania

The Pre-Rally Rally organised by Noeline and Alan McKinnon



On Monday evening 13 April eight cars boarded the Spirit of Tasmania on the way to Devonport. After an excellent dinner, a prelude to all the eating that lay ahead, and a smooth crossing, our first call the following morning was for breakfast with a difference at Anvers Chocolate Factory.



At Anvers Chocolate Factory

We then drove to Deloraine to the Great Western Tiers Visitor Centre. We were all amazed by an exhibit *Yarns Artwork in Silk*, four large panels depicting the seasons in the district, followed by looking round the small folk museum.

Then on to Carrick, first to visit Hawthorn Villa owned by Innes and Nicole Pearce who had offered us a tour of their stunning garden and then to Chester and Sally's for lunch where we all admired Chester's new motor home. Next stop Launceston and the Grand Chancellor Hotel.

Unfortunately next morning we had decided to get petrol in Launceston and lost our way in the one-way system out of town but, with help from Bernie and Pauline Nolan



Chester's Motor Home

in the MGB, we met up with the rest of the group in Scottsdale. Then on to see the wonderful memorial wood carvings in Legerwood. We visited Priscilla the beer drinking pig at the Pub in the Paddock. Here Alan came to Ian's rescue when the drive belt to the water pump broke. Fortunately a spare was found in the car which Alan fitted. On to Bicheno by the Bay for a two-night stop.



Alan at work on Speed 20 Special

On Thursday we had an early drive to Coles Bay for the Wineglass Bay Cruise. Another amazing lunch, individual picnics served beautifully in a box, and sightings of dolphins, pelicans, cormorants and seals.

We drove to Hobart on Friday and, while most of the party enjoyed breakfast at Kate's Berry Farm, one of the cars 'failed to proceed' and the stranded party and helpers all enjoyed Noeline's Mary Berry fruit cake. With help from Mike and Jan Baker and Norman and Claire Blundell, the luggage and driver were taken care of. Then, via Spiky Bridge and Richmond admiring the oldest bridge built by convicts in AD 1823, to The Old Woolstore Hotel for the next three nights.



Line up at Spiky Bridge

Dale was now having problems with his starter motor, having previously sorted out an electrical problem on Norman's car. However, all was sorted together with a new electrical problem on Norman's Silver Eagle. Thank goodness we had Dale and Alan with us.

Saturday was the day for the Salamanca Market where we were all able to shop for presents and souvenirs, before catching the Mona Roma ferry to the MONA Gallery.

Tonight dinner was at Mike and Liz Williams' home and the group were driven there in style in two Hudson Super Sixes and a Cadillac V8.

Next day we drove to Port Arthur for a tour of the historic site. An excellent guide showed us around this former penal colony. On the short harbour cruise we viewed Hell's Gates, the convicts' first view of the settlement. We enjoyed the guide's story of the convict who complained that his sentence was too long for stealing a piece of rope. When researched it transpired that a race horse had been attached to the other end of the rope! Back in Hobart the Poms were introduced to potato cakes on the way to Fish Frenzy for supper. Delicious.

We left Hobart on Monday via Salmon Ponds, another excellent morning tea stop with a viewing of a platypus in the ponds. Just a kangaroo needed now. Then to Strahan via The Wall of Wilderness.

By this time we were getting used to the early starts, this time for the Gordon River Cruise, when champagne for breakfast was enjoyed by all.

Next morning we were due in Queenstown for a ride on the ABT Railway, this time champagne at 8.45am. It could easily become a habit.



Billy Tea and finishing Mary Berry's fruit cake

Our last night was Stanley. The following morning Tudor walked up The Nut but most took the chair lift.

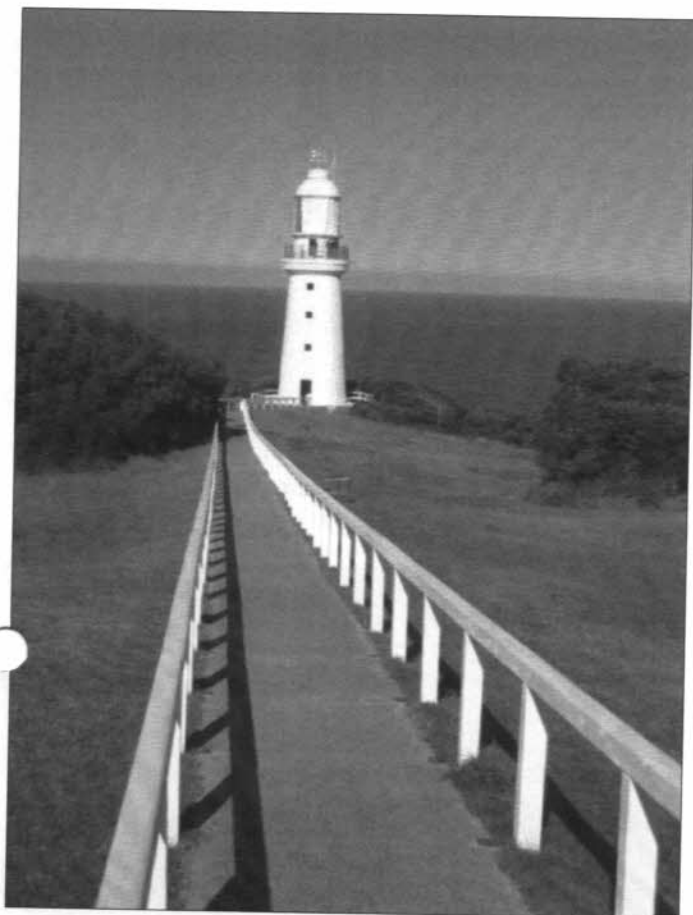


On top of The Nut: Todds, Blundells and Jan Baker

Sadly our last day had come but not without a stop at Hellyers Road Distillery for lunch, then on to Devonport for the return voyage

We had such a wonderful tour around Tasmania with good weather and so much to see and do, enjoying the brilliant quiet roads and wonderful autumn colours. All thanks to Noeline and Alan for organising this pre-rally rally.

Jo Todd



Again the McKinnons excelled in their preparations, route notes and organisation of the weather, which was superb. The participating Alvis were: 4 x 12/50s, 2 x Silver Eagle, 1 x Speed 20, 1 x Speed 25, 1 x TA 21 Graber, 1 x TC21 Saloon and 1 x TE 21 Saloon. The remainder were in modern vehicles.

The lucky ones who could spare the time and make the trip totalled 25 with 13 cars. We very much enjoyed having our UK friends along: Claire and Norman Blundell, Ian and Jo Todd, Mike and Jan Baker, Mike and Ruth Hirst, Tudor Francis and Malcolm and Jennie Kindell.

For the first day's run, we met at 9.30am at a park in Ivanhoe, near the McKinnon's place. Even though the written instructions were spot on, due to traffic conditions, some of us got a little lost.

The first involuntary stop was a hot Speed 20, being driven by the Todds, when it was held up by road works. I had neglected to tell Ian that there was a master switch for the electric fan which is always on, except when Ian knocked it off with his knee. Soon remedied and we were on our way. Eventually we all successfully cleared Melbourne and onto the road towards Geelong.

Bypassing Geelong we stopped at Winchelsea for lunch at a great little eatery which is currently being bypassed by road works – tenacity and good directions found it.

From Winchelsea we headed down to the coast road and at the archway which signifies the start of the Great Ocean Road we paused for a photo and for Chester McKaige and Alan McKinnon, the memory of changing a head gasket on a 12/50 on the JNBC Rally in the car park. Being mid week the traffic was fairly light and with the great weather, the scenery was spectacular. It provided great driving conditions for Alvises.

The first night was spent at Apollo Bay and next morning it was off to Portland, but not before visiting the Cape Otway Lighthouse and the many other spectacular sites along the way. Most stopped at Port Campbell for lunch before continuing on via Warrnambool and Port Fairy.

Great Ocean Road – Run to the 2015 National Alvis Rally 29th April to 3rd May

There had already been much Alvis activity. The tour of Tasmania, the 60th Anniversary celebratory dinner and the run to Cranbourne to visit the Botanical gardens; all before those, who were able to make the time to join the McKinnons on the run to the National Alvis Rally, on a trip via the Great Ocean Road.



Some got into Portland a bit late, which we found out was due the Todd (McDougall) Speed 20 having got a hot, binding, front right brake. This was backed off to allow the car to continue onto Portland. After dinner that evening an inspection revealed that the bonded lining on the bottom shoe was no longer bonded and was in chewed up pieces. Adjustment of the brakes allowed the car to continue for the entire rally on 3 effectively braked wheels without much detriment.

Next day we headed for Robe, stopping at Cape Bridgewater mid morning where some of us had a fantastic experience riding in a zodiac to see the spectacular sea caves, folded land formations and the New Zealand and the Australian fur seals which were frolicking in the water right up to the side of the boat and also sun basking on the rock shelves. It was truly a memorable experience with many megapixels consumed through lenses.



Again there were some stragglers getting into Robe. This time it was due to problems with Simon Ramsay's Speed 25 when it was approaching Mount Gambier. It gave the appearance of being SU fuel pump related, however that old misleading symptom turned out to be a faulty condenser in the distributor. Simon eventually made it safely through to Robe later in the evening. I believe he had no more problems after this.

Next morning turned out to be a rally organiser's nightmare, when the participants left before time with Alan and Noeline wondering where they had all gone. Fortunately there were no dramas and we all arrived at Meningie for lunch. Here we were met by Don Bosanquet who had organised the run into Adelaide via the Wellington ferry and Strathalbyn, where we stopped for afternoon tea and a browse of the antique shops. Getting into the accommodation in Adelaide was a breeze as it wasn't too far from the base of the descent into the city.

On Sunday morning, Don had arranged for us to visit the Historic Steam Railway Centre in Port Adelaide. It was easy to spend hours there looking at the collection and walking around the streets past the many historic warehouse buildings. It was here by phone we learned of John and Margaret Hetherington's accident near Tailem



Obviously both Ruth Hirst & Tudor Francis share the same hair dresser



Bend. Fortunately John and Margaret came out of the incident relatively well, which is a testament to the strength of the TE21. Don left us to render much appreciated assistance, leaving us all to continue to the National Rally venue at Tanunda, where we caught up with many more Alvisti.

Many thanks go to the untiring McKinnons for having organised a wonderful run to the National Rally.

Andrew McDougall



Alvis in the Barossa Valley

For many years in Australia, it has been traditional to hold a bi-annual National Rally and this year it was the turn of the South Australian owners.

The Barossa Valley is known, worldwide for its wines and picturesque countryside.

What better place for a car rally!

Advertising for the event began following the 2013 NatRally in Victoria and with two years notice, this allowed international owners, to plan ahead.

Thus we were graced with the company of Tudor Francis, Mike & Jan Baker, Malcolm & Jennie Kindell, Chris & Helen Storrar, Mike & Ruth Hirst, Ian & Jo Todd, Norman and Claire Blundell, .

With nearly 40 Alvis cars present and a total company of about 85 Alvisists, the scene was set for a great rally.

One of the pleasures of the NatRally is getting there and back with varying routes and stops along the way, from the most direct, to the most scenic.

Sadly the weather forecasters were right and the weather was not kind!

Sunday 3 May was registrations and welcoming dinner.

Monday

was a visit to the Seppeltsfield winery established in 1851 and a talk and visit to the original homestead and a walk through the 1878 Centennial Cellar. Lunch and wine tasting completed the visit and a trip to a well known chef's establishment was a further option.



Tuesday

This interesting day began with a drive to and over Mengler's Hill to visit to the historic Victorian period house, "Collingrove Homestead". Built of local stone with a slate roof, Collingrove is a fine example of how our pioneers created a new Australian architecture retaining



the Old Country atmosphere of their origin. It is set in attractively landscaped grounds.

Collingrove was commenced in 1856 as the Angas family



home and headquarters for their considerable pastoral interests. Most of the initial development of the property was carried out by the nineteen year old son of the Newcastle-upon-Tyne based coachbuilder George Angas who had acquired the property. One of his Newcastle-built coaches is on display and the house contains many artefacts from the various generations who had lived there. Various 'modernisations' of interior and exterior aspects of the building are evident. The Angas family made significant contributions to the growth and development of South Australia from its earliest days, through political involvement, pastoral endeavour and philanthropic gesture. Collingrove was bequeathed to the National Trust in 1976 by Ronald Angas.

We were provided with a sumptuous morning tea of scones with jam and cream, served to us all seated at tables scattered through the house, by National Trust volunteers.

We then drove to the Collingrove Hillclimb, owned and operated by the Sporting Car Club of SA. First used in 1950, the hillclimb has an unusual layout, with a very steep, straight initial section, before curving around the

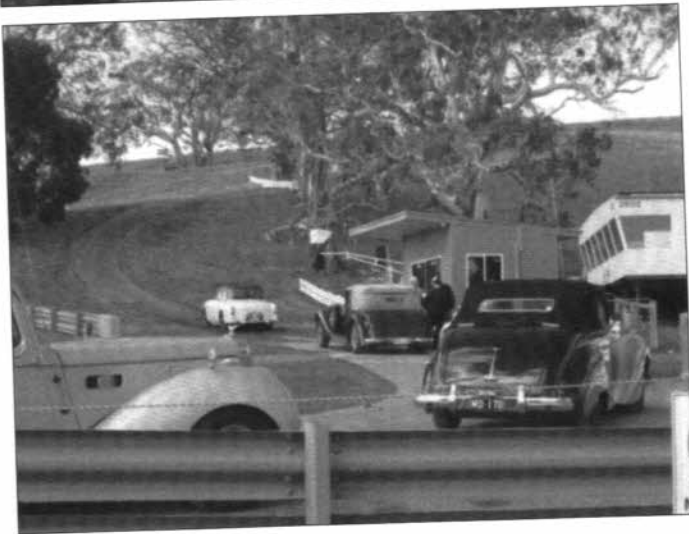
hillside in sundry bends, as seen in the photo of a Morgan on the bend known as "The Wall". The Alvises drove over the track (in convoy, not at



exhibits and listening and watching the audio visual displays.



Richard Harvey's FWD, the Australian AGP car of the thirties, was on display in between its various restoration periods.



speed!) before adjourning to the clubhouse for a sandwich lunch. Some of us spent the rest of the afternoon visiting a couple of fine vineyards.

Wednesday was a visit to a craftsman toy shop adjacent to a huge wooden rocking horse.

Further driving took us on what used to be the Lobethal road racing circuit which was the location of the 1939 Australian Grand Prix. The road was interesting to drive and would obviously been in poorer condition than we saw. No doubt some of the same trees close to the roadside would have been present during the thirties. Our experience gave us an insight into the fearless men and women who raced in those days.

On to the Birdwood Car Museum and lunch prior to inspecting the exhibits which provided an insight into much of Australia's motoring heritage.

We were parked on a reserved section of grass and the 40 Alvises certainly added to the atmosphere of the venue.

The car museum is a place where you could spend many hours studying the information available with each of the

Traditionally the NatRally has a theme night and this event's theme was "Vintage" which obviously left much to the imagination. A fun dinner resulted. You might recognise some of the faces.

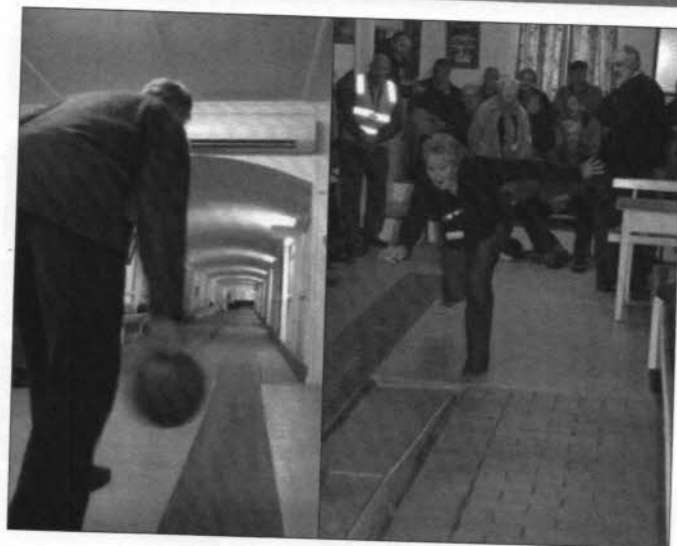




The Murray being a major route for transporting goods to Adelaide.

Looking at the smiles on the ladies' faces the visit obviously added to the finances of the town.

Friday morning took us to the Kegel Club in Tununda. Half the group drove to the Kegel Club while the others to the Lindner collection of Jaguars and other marques.



Kegel in the Barossa dates back to 1858, when the German settlers replicated the game of their homeland after church service. They lined up the skittles and competed in knocking them down with stones as a replacement for a wooden ball. Indeed, they were an inventive bunch.

Thursday's destination was Mannum, a town on the Murray River. Famous for its paddle steamers, ship building and repairs.

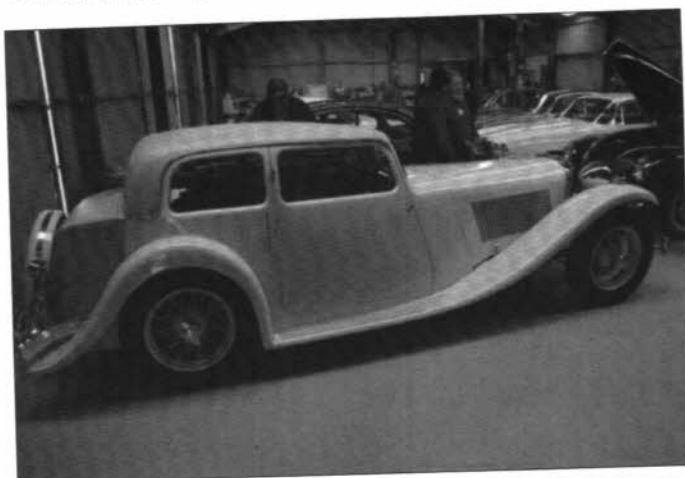
Morning tea was self catered and we sat by the banks of the Murray River in an idyllic setting. The town museum was interesting in that it reflected much of the farming and boating past of the area.

The skittles were hand-carved work tools, used as a hammer, or sometimes a weapon. The church-going settlers were also optimistic, having convinced themselves each skittle hit would absolve for a sin. This was the beginning of the Tanunda Kegel Club, which has run continuously since.



The Lindner Collection was housed in several sections of an industrial estate and consisted of a number of Jaguar cars, some of which were original and some that were replicas.

Two SS Jaguar cars were on display. Several E types lined one wall of their area. Replicas of both C type and D type were present along with Mark2s and others. In other sections there were cars awaiting restoration or sale.



The afternoon was spent preparing the cars for the trip home. Participants had come from Queensland, New South Wales, Victoria, Tasmania and South Australia.

Acknowledgement is made of the following photographers. And similarly the subjects many of whom may prefer not to be identified.

Andrew McDougall, Dale Parsell, Chris Storrar, Mark Weller, Jo Todd

Many thanks must go to the South Australian team who organised a great event:

Wendy & Frank Smith
Clare and Stuart Macdonald
Anne and Peter Mott.
Pamela and Richard Harvey
And any others of whom I might not be aware.

Flynn Silver

KYNETON

SUNDAY 19 JULY

John Hetherington has organised a visit to Dan Flynn's silver smithing business in Kyneton followed by a pub lunch.

Flynn's silversmiths make magnificent silverware for civic functions - trophies for grand prix etc.

There is a limit of 20 people of which 2 groups of 10 will be for a 45 minute tour.

FIRST IN FIRST SERVED

Details of the meeting place and the route to Kyneton will be forthcoming.

PLEASE KEEP THE DATE FREE

There will be a \$5 entry fee directed to a charity of our nomination

Summary of AOMC Delegates Meeting held at the Chevrolet Club Rooms on May 15th 2015

The guest speaker was Travis Osborne from The Mobile Tyre Shop. He and his people provide a service whereby they come to you with a fully equipped van and fit new tyres to your vehicle on site – be it at home, your work or other place by arrangement (currently greater Melbourne environment). He claims to be able to provide all the popular brands and sizes of tyre (probably not for your veteran and vintage) and at comparable prices to those at tyre service centres. Their pricing also includes on site wheel balancing and alignment. He is based in Oakleigh and can be contacted on 1300 687 000 or by email: www.mobiletyreshop.com.au

1. AOMC Financial Position: - strong but down about \$10,000 on last year due to the last minute postponement of the American Motor Show, due to poor weather. Also subscriptions are down a bit. Fees to member clubs are to rise 10% after having been static for some years and they will be adopting a new financial year from 1st July to 30th June, commencing this year.
2. The American Motor Show has been rescheduled for September 13th 2015.
3. Restoration Seminar – this is expected to provide much of interest for people restoring and maintaining old vehicles. It is to be held at the Chevrolet Clubrooms, 1/3 Edgecombe Court, Moorabbin on 8th August 2015, from 8.30am through to 1.00pm. Need to book attendance by phoning 9555 0133 or register on line: secretary@aomc.asn.au More details on specific topics to be covered are to follow.
4. Emerging issues: Currently the AOMC is seeking to have removed Stamp Duty on Transfer Fees for old cars. Another issue to be pursued is the removal of luxury car tax from imported classic cars. Also AOMC is seeking guidance from member clubs as to what issues need pursuing.
5. Club Permit Scheme:
 - Modified Vehicles – VicRoads (VR) are still establishing guidelines and working out how to transfer a vehicle from CH to M (modified plate)
 - The need for club representatives to declare that a vehicle is safe at the time of permit renewal has been dropped by VR.
 - VR is reluctant to delete the requirement that a vehicle be subjected to a safety check/roadworthy when there is a change of club whilst retaining the same owner.
 - There is discussion going on with VR about the removal of the need for a vehicle to be subject to a safety check/roadworthy when there is a transfer of ownership arising from a spouse inheriting a vehicle when the owner is deceased.
 - There has been quite a change in VR personnel with still some vacant positions, which are currently being filled. This helps explain why issues do not progress as quickly as they might.
 - Driving a CPS vehicle without having made a valid entry in the log book. There is currently discussion going on as to whether this constitutes driving an unregistered vehicle (with the attendant large fine and demerit points) versus a lesser offence of unlawful use of a key. Currently the former offence applies.
 - AOMC/VR are currently in discussion over the development of guidelines for commercial roadworthy testers that provide the testers with applicable standards for older vehicles. This work is progressing steadily.
 - A joint meeting is to be held between the Peak Motoring Organisations and VR in respect to what constitutes a legitimate club when joining the CPS.
 - VR CPS computer system still has some glitches in it and has sometimes not recorded a permit renewal. Owners must remain vigilant to ensure that they are receiving a CPS renewal when it is due. If renewal goes beyond 3 months from the due date then a new safety check/roadworthy will be required in order to get back onto the scheme.
 - Club Permit Scheme is still not on the VR main frame computer. When it will be is not known.
 - If an authorised club requires details from VR as to who is listed on the CPS database under the name of the club, then an application for this information can be made to VR, in writing and the information will be provided to the club. Whilst Victoria is out of step with other states in relation to the cut off age for vehicles entering the CPS, VR have no plans to change from the current 25 years.

Andrew McDougall
Delegate for VCCA (Vic) and ACCV

Steam Locomotion 2015



All members of the Alvis Car Club - Victoria, Armstrong Siddeley Car Club, Bristol Owners Club of Australia, and the Daimler & Lanchester Car Club of Victoria, are invited to join the members of the Jowett Car Club of Australia for a Steam Locomotion experience combined with lunch in historic Malden. We have organised a steam train trip from Castlemaine to Malden and back using a First Class Carriage with bar where the Stewards serve drinks to our seats.

- Date:** Sunday 8th November 2015
Start Location: Victorian Goldfields Railway, Platform 3, Kennedy Street, Castlemaine.
Start Time: Board our carriage at 11:30 am sharp
Car Parking: There is a suitable area for parking our cars adjacent to the Castlemaine station which will be watched from the station platform. The Victorian Goldfields Railway has had large groups of vintage cars park there without any problems in the past.
- Lunch Venue:** Kangaroo Hotel, 89 High St, Malden.
There is a short 10 minute walk from the Malden Station to the Hotel, although the Railway has a courtesy bus (10 seat capacity) available for any of us with mobility issues.
- Finish Location:** Back at Castlemaine Station at 3:15 pm
- Costs:**
- | | | |
|---------------------------|---------|--------------------|
| Steam Train: Adult | \$50.00 | (Normally \$65.00) |
| Concession (Seniors Card) | \$45.00 | (Normally \$60.00) |
| Children | \$25.00 | (Normally \$35.00) |
- Train tickets are to be purchased on the day individually at the ticket office; make sure you mention the car club to obtain these excellent group discount prices. Drinks at bar prices; pay the steward.
- Lunch:** \$27.00 for a 2-course menu with a choice of 2 options for both main & dessert (alternate drop) with tea or coffee.
Children \$15.00
- Payment required on the day at the bar prior to serving.
- Bookings:** Please contact your car club representative by 25th October 2015

Each car club should make their own arrangements so that you all arrive at the Castlemaine station in time to park then purchase your train tickets and board our carriage by 11:30 am.

JCCA Founded in Victoria in 1957 Associations Incorporation Registered No. A9664E



METUNG MERRYMAKING

WEEKEND AWAY

Friday 11 to Sunday 13 September



Where we are staying?

At the Moorings, superior accommodation in the heart of Metung Village. The Option A apartments have absolute waterfront views from the living room. They comprise 2 bedrooms, one with Queen bed and the other with King bed (or 2 singles). One bedroom has an ensuite and the other almost an ensuite (next door). We recommend Option A which requires share for 2 couples or 1 couple and 2 singles. See below for other options. We have personally inspected the site and are sure you will be most comfortable.

What are we doing?

Friday night

- Dinner at the nearby Metung Yacht Club, which has excellent fare.

Saturday

- Breakfast at the local bakery, Bancroft Bites, or BYO (the option A apartments are fully equipped for self catering)
- Scenic drive to Bruthen, with morning tea at the Bullant Brewery.
- On through Nowa Nowa to Lake Tyers for lunch at the Waterwheel Restaurant.

chartered

- Return to Metung for a 2 hour scenic cruise of the Metung waterways on a privately boat.

(or

- Dinner at the Metung Hotel (100 metres from The Moorings) - there is a "naughtical" theme something fishy?) - be as naughty or as nice as you like! Be imaginative - there are prizes.

Sunday

- after breakfast, motor to Paynesville to visit a private automotive collection. Lunch at the waterfront Boathouse Restaurant, then head home. Please contact me if you wish to another night at Metung.

stay

What will it cost?

The Moorings water

- Option A 2 bedroom Bancroft Bay Waterfront Apartments, \$160 per couple per night - front views.
- Option B 1 bedroom Lake King Apartments, \$180 per night.
- Option C Luxury Motel section, 2 people, \$155 per night.

The Cruise

\$30 per person

Meals at own Cost.

We had an amazing 83 people at the 60th Anniversary Dinner - please join us for this excellent weekend.

****See separate booking form****

LETTERS TO THE EDITOR

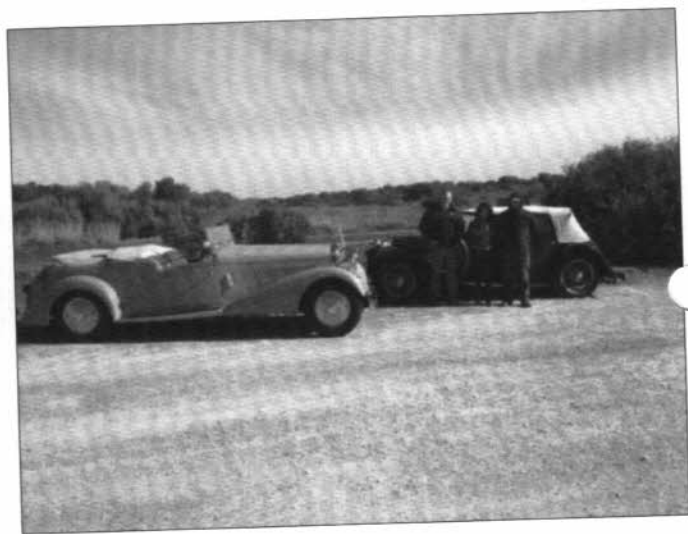
Hello John and Marg,

Beni and I finally got back to Magnetic Island only last Tuesday 26th May after garaging the Firebird on the Sunshine Coast on Friday 15 May with an appreciative pat on the bonnet (no, not Mum!) We had an epic journey, probably the longest and definitely the most event-filled in the 80 year life of the car with around 6000 klms covered in the drive via Wagga (45th Anniversary of my joining RAAF 79 Pilot's Course) to Melbourne for the 60th Anniversary Dinner of the ACCV and the next day's run to the Cranbourne Botanic Gardens through the area I grew up in around Hallam and Berwick - I even played golf at the Cranbourne Golf Course back in the late 60's! I would guess that it would be around 50 years since the Firebird participated in a ACCV run so you can imagine my joy at Beni and I representing Mum and Dad and having the Alvis return to her spiritual roots as it were, to celebrate the 60th Anniversary in such an appropriate weekend!

After a night at Chris Higgins place where the radiator emptied itself out of the water pump housing as we watched, (blocked overflow pipe ball and spring) onwards across the Heads to Queenscliff and the Great Ocean Road, a chance encounter with Doug Young at a stop along the Coorong at Salt Creek hinted at the fun to come as we made our way to the Barossa Valley and the brilliant week ahead. These Alvis Rallies are without doubt in a class of their own and what a pleasure it was to catch up with so many friends and have such a wonderful time of all things Alvis! It was sad when we left the Weintal and it was all over, but the return journey was a joy as we meandered up the Murray - after a break on a friend's houseboat at Mannum - to Mildura and on across the Hay Plains to West Wyalong and the Newell to Toowoomba and the Sunshine Coast. A handful of ground black pepper (\$1.79 at Coles, Murray Bridge) fixed the radiator leak of 2-3 litres a day that had become a feature of the Barossa drives and the Firebird performed beautifully. We had a wonderful time and look forward to the next one with great anticipation.

Our very best wishes to everyone and particularly to the Hetheringtons after their frightening and unpleasant experience. Take care all.

Tony and Beni Hannam



John

Recently having been accepted into your club with a very warm welcome, I have been asked if I could relate how I have arrived at this destination.

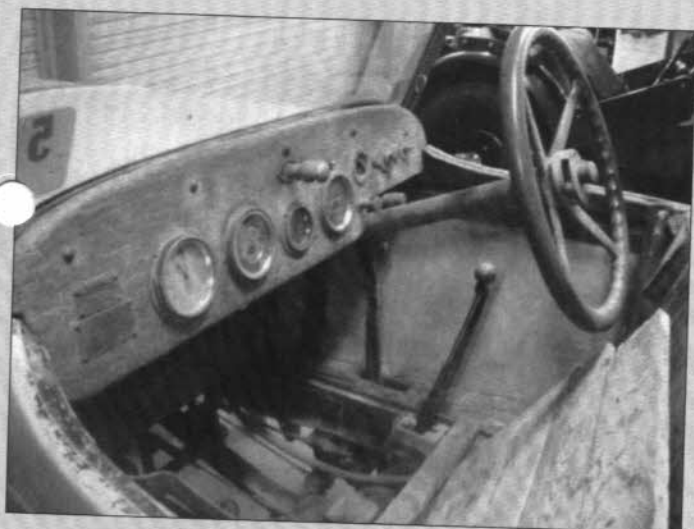
I suppose my first car was a "classic" although at the time TD MG was all I could afford as a poorly paid \$14 a fortnight Jackaroo up in New South. After this I guess I have always had an interesting car or two and recently been enjoying VSCC events in prewar MG's. A few years ago I volunteered to help with controls on a day rally. Heading off from the start to set up the first control I hardly had the car door open and a 12/50 came flying into the control. I couldn't believe the distance he had covered and nearly beat me to the control! I've been in awe of these machines ever since.

Just over the last month or so a series of events took place; John Hetherington's 12/50 came up for sale, I was very interested so I decided I had to get cashed up. Having sold my J2 MG and Triumph TR3a, I rang but alas it was gone! So now what do I do? Thanks to John Lang and Andrew McDougall, I went to look at this SA 12/50 over in Loxton,

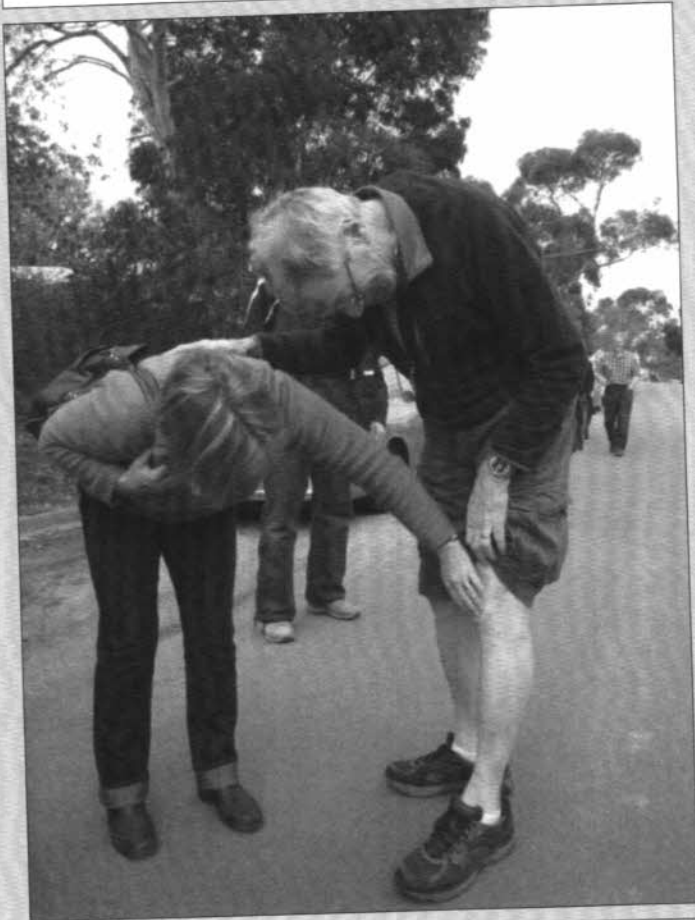
South Australia. I took the trailer (just in case) and I couldn't believe what a complete car this was, just amazing! But absolutely everything requiring restoration. Unfortunately the mudguards are incorrect and I have no rear shockers, but I've managed to get new Andre Hartfords before, so that shouldn't be a problem. I'll also have to try and relocate the dash to its correct position under the cowl instead of standing proud and above of its correct position. Any pictures would be appreciated. This restoration should be a lot of fun because I get to pull it apart to see where all the bits come from. Not like my last restoration an MG TC from South Africa that came in boxes of bits and having problems with other peoples mistakes and badly engineered restoration attempts. Sourcing the missing bits was a nightmare, not really knowing what the bit looked like. Anyway here is a picture of my dash .I'll keep you posted on progress. Allyalvis.

Allan Wettenhall

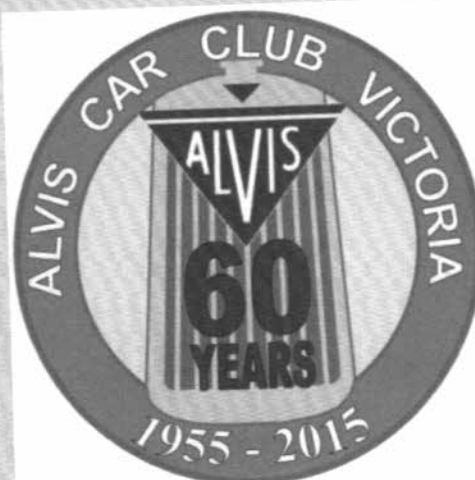
(allan.wettenhall@bigpond.com)



ALVIS PEOPLE BEHAVING BADLY



Father Christmas getting his fetlock checked out by the Vet.



A Special grill badge has been struck to commemorate the 60th Anniversary of the ACCV. Yellow and green were chosen as the predominant colours, as the original Club badge carried those colours.

\$30
each

Available at general meetings or
plus postage - contact the
Treasurer, details page 2



A Parsell photograph from the Cranbourne run which was squeezed between Tassie & the NatRally

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

Serious offers considered following inspection.

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



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



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