



VICTORIA
(INC.)

NEWSLETTER

VOLUME 33

ISSUE NO. 4

APRIL 1994.

CLUB ROOMS:- at the rear of "ALVISTA", EDGAR ST., MALVERN. Near Harold Holt Memorial Swimming Pool.

MEETINGS:- THIRD FRIDAY OF EACH MONTH (EXCEPT DEC./JAN.) AT 8 pm.

****EVENTS****EVENTS****EVENTS****

APRIL. 6TH-17TH. TASMANIAN RALLY.

APRIL. FRIDAY 22ND. CLUB GENERAL MEETING. Note change of date, due to Tasmanian Rally, Video/Photo night.

MAY. FRIDAY 20TH. CLUB GENERAL MEETING. G.N.O

MAY. SUNDAY 22ND. DAY RUN NEWPORT RAILWAY WORKSHOPS & SCIENCE WORKS. A combined Ron Wilson/Richard Tonkin extravaganza.

MAY. SATURDAY - SUNDAY 28TH & 29TH. WINTON HISTORIC RACING.

JUNE. FRIDAY 17TH. CLUB GENERAL MEETING. Guest Speaker.

JUNE. SUNDAY 19TH. CLUB MEETING AT ROB ROY HILLCLIMB.

JULY. FRIDAY 15TH. CLUB GENERAL MEETING. Video night.

JULY. SUNDAY 17TH. LUNCH RUN TO RACV CLUB, HEALESVILLE. This event will celebrate the 40th anniversary of the founding of the club.

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J. LEMAN - BATES



J. LEMAN - BATES

WHERE DOES OUR MONEY GO?

On the 10th March, I wrote a personal letter to Mr Robert Shannon of Shannons Corporation Pty Ltd pointing out that reports of attendances being down on the 1994 ALBERT PARK CLASSIC may have been due largely to disquiet among members of this Club and others, as to what monies actually were paid to the Charities named as beneficiaries, after that and similar events.

I pointed out that our entry fees were high and the success or otherwise of an event to bring the public along depended on us presenting our cars on which we had expended considerable time and money. I also stated that participants would feel far happier and more likely to become involved if they knew they were assisting the named charity by the actual sum gained being published.

I then asked if I could be advised of the amount donated to The Royal Children's Hospital by Shannons from The 1994 Albert Park Classic.

On the 18th March I received a reply from Robert Shannon as a Director of the Albert Park Expo Pty Ltd which stated that the Classic raised funds for 3 major community organisations:-Rotary, The Royal Children's Hospital and Odyssey House. With 500 Rotary volunteers carrying out crowd control duties on the day, participating Clubs received \$15,000 from the A.P.C. to go towards their effort to raise \$4 million to house the Bone Marrow Donor Institute. The Royal Children's Hospital and Odyssey House shared the sum of \$12,550 making a total of \$27,550 which is very commendable.

Shannons were assisted in running the A.P.C. by BMW, Telecom, Mobil, R.A.C.V, Herald Sun, Melbourne Parks and Waterways, C.A.M.S. and Melbourne Major Events.

So now that has been cleared up, perhaps greater support from Club members will be forthcoming in the future but I still maintain that these results from events that name charities must be published and that entry fees for owners that bring their cars to bring the public are far too high. As I have previously said - if you had a collection of very valuable paintings, you would hardly be expected to pay a large fee to exhibit them to the public in the name of Charity, and our collections are just as valuable, if not more so. So I rest my case.....for a while anyway!

RON WILSON.

Thank you, Ron, for your persistence in clearing up this question. It is surprising that in this day and age of "public accountability" such basic information can remain so well hidden. You would think that the organizers would be pleased to gain as much publicity as possible for the efforts of all involved as well as for the recipients.

ED.

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.

ALVIS AGNITIONS.

Helping out a friend led to **JOHN KENT** injuring his hand. Hopefully recovery is progressing and he will soon be back to improving the gene pool of Bedfords. I bumped into **DAVID ELDER** on the top of a mountain recently. He is well and he and **MARY** are looking forward to the Tasmanian holiday. **GEOFF HOOD** told us recently about some unpleasant crashes at the Phillip Island Historic Race Meeting. Just a reminder that motor sport is dangerous. **ROY HENDERSON** has recently returned from a trip up north. He says that **JOAN** caught some of the biggest flathead ever seen. One had to have its head chopped off before it would go through the caravan door! Because he tells such dreadful fisherman's tales Roy has been sentenced to collecting, collating and mailing this issue of the Newsletter. *Thank you Roy. **REX ROBERTS** is off overseas later in the year. It sounds as though most of his time will be spent on the continent but he may be able to visit something Alvis. Likewise, **VIC ELLIOTT** is contemplating a trip to Europe and is wondering whether he can tie it in with **PETER BLACK'S** Alvis-fest Provencale. **JOHN MURRAY** was welcome at the recent club general meeting. On this occasion he had forgone the comfort of the Morris Minor and entrusted himself to the railways. **BOB ANDERSON** writes from the west to say that Mudgee is already in his sights! They do come from far and wideED.

** Change of plan. This Newsletter will be distributed after we return from Tasmania. Thank you for offering to help Roy. ED.*

V.S.C.C. ALPINE RALLY 19-20TH MARCH.

Why should the V.S.C.C. event be reported in this Newsletter? Quite simply because seven Alvis cars were there and in addition another six Alvisti. It was one of the best weekends of vintage motoring of all times. The weather was superb and the route interesting. There was a very impressive collection of motor cars. For a change Bentleys and Vauxhalls were scarce but there were nine Delages and six Lanciers.

In Alvises were :- Steve and Margaret Denner (12/50). Rob Sands (12/50). Alister Cannon (12/50). George and Denise Luk (12/70 Special). Frank Mornane and family (4.3 litre). Angela and Bill Drever (Speed 25). Editor (12/50). John Kent was in a Sunbeam and Si Ramsay in a Delage. Dale and Marita Parsell were marshalling and John Kent and David Elder came up to the top of Buffalo to say g'day. Presumably a winner will be published at some stage but it doesn't really matter. We were all winners. The navigation was easy and the results will be decided according to a complicated formula of regularity and fuel used per ton passenger mile.

ED.

<p>MAY NEWSLETTER COPY DEADLINE WEDNESDAY 27TH APRIL 1994</p>

IS IT NOT A FACT _____ ?

The Australian government has decided that owners of cars which do not have hardened valve seats must pay a penalty to purchase leaded petrol. And the penalty will increase over the next few years'

The publicity regarding the use of lead in petrol has been based on emotion rather than scientifically proved data. This poses several questions and each of the succeeding paragraphs should be prefixed with "Is it not a fact that -?"

- + over 90% of the lead level in the human body is derived from the food we eat and the liquids we drink?
- + drinkers of spring water have higher blood lead levels than drinkers of melted snow water?
- + the lead level of inhabitants of Sark where there are no cars, New Guinea highlanders and the people in Frankfurt where there is a smog problem, is identical?
- + the use of leaded petrol has declined to about 50% of the total in Australia today?
- + Australia is the only country in the world to use children's health and IQ level as the reason to penalise users of leaded petrol?
- + lead levels taken alongside freeways are higher but taken 30- 50 metres away (where people live) are no higher than normal?
- + it is more expensive to produce unleaded petrol of the same RON?
- + to raise the RON of unleaded fuel, the most common practice is to add as much as 30 - 40% benzene?
- + benzene is a carcinogen?
- + catalytic converters do not become effective until their temperature reaches 400 degrees C (after about 5 minutes driving)?
- + all motors require a rich mixture for starting and the first few minutes running? Where does the benzene go?
- + motors designed for leaded petrol but running on unleaded still produce the same exhaust gases?

The responses to the above make it appear to me that logic eluded the government when making the decision to inhibit the use of leaded petrol.

Bob Graham.

THE LAST WORD ON PETROL.

From Shell Nuncio Junta came to talk to the last General Meeting about unleaded petrol for old cars. The meeting was well attended and the discussion lively.

Whatever agenda Governments may be setting themselves with regards to lead - the fuel companies do not want it because it is toxic and causes them Occupational Health and Safety problems. It is technically possible to maintain high octane levels (certainly as high as any vintage car needs) with the use of hydrocarbon fractions other than petrol as additives. However some of them (e.g. Benzene) are toxic. There is no point in using fuel with a higher octane rating than the minimum one which prevents pre ignition in your engine.

Currently lead is the only known way of preventing valve seat and valve guide recession. The only alternative additives which may work are in themselves heavy metals and therefore their use would have similar drawbacks to lead. Fifty parts per million of lead is sufficient to protect the vital innards. Currently Victoria uses 250 ppm. It is likely that 150 ppm will remain until the year 2003 and then all lead will disappear.

So what happens after the year 2003? All is not as bad as it sounds. Modern metallurgy has created wafer thin valve seat inserts which require only minimal cutting away of parent metal before they are shrink fitted. Bronze inserts for valve guides are already available and are effective.

That seems to be a layman's guide to the problems and their solutions. Lets leave the matter lie for the moment.

ED.

HISTORY OF THE ALVIS CAR CLUB OF VICTORIA(Cont.)

PART TWO

by Roy Henderson

1958 also saw the first 'Interstate Rally' at Gundagai, and the near demolition of the Troika Cabaret by a horde of Red Triangles.

1959 was not our best year. Apart from a pleasant picnic run to Long Island, Frankston, -- the Naracan Trial produced only four Victorian cars. The Albury Interstate Rally was attended by only six Vic.s in three cars and five NSWelshmen in four cars.

Only eighteen out of forty-three members were financial, and to cap it off, Mr. Morrow was seen drinking water lightly coloured with Sherry. "Not feeding my ulcer" he said, "drowning it!"

1960 was another mixed bag. In the U.K., the Alvis Owners Club booked the Crystal Palace for the 1960 National Alvis Day, and the death of Captain G. T. Smith-Clarke, chief designer for Alvis Ltd., 1922-50, occurred on February 28th.

In Victoria, 24,000 km. away, the financial membership stood at twelve out of fifty.

The Wagga Interstate Rally attracted eleven Vic.s in six cars, and fourteen Interstaters in five cars.

Alvis Ltd. gave approval to a club badge design and K.G. Luke's Quote of £34 (\$68) for the die, and 18/6d (\$1.85) per badge was accepted.

The Annual Dinner was held at the Savoy Plaza, Spencer Street, at a cost of £2.10 (\$5.) per head. Also in 1960 the Council of Combined Vintage Car Clubs (CCVCC) was formed, and Kalorama came of age.

Prior to 1960 the Kalorama Floral Festival Committee would invite Vintage Car Clubs to participate as an added attraction. After its demise in 1959, the six major Vintage and One-make clubs in Melbourne, ---- Alvis, Bentley, Lancia, Rolls-Royce, Vintage Drivers, and Vintage Sports Car Club sent delegates to the home of Ian Parfitt, where the CCVCC was born, its initial duty to organise the first Kalorama Vintage Car Rally on Easter Monday, April 18th 1960.

The Programme of that historic meeting shows an entry of seventy Vintage and P.V.T. cars, including sixteen Alvises, ranging from B. Donellen's 1924 12/50 to a 1939 4.3 entered by A. Flere. The oldest car at the meeting - I. Parfitt's '21 Isotta Fraschini Tipo 8, the youngest - the 4.3 Alvis.

1960 also saw the advent of the Newsletter in a new format, Edited by David Muirden, and bearing the somewhat unwieldily title - The Austral Alvist's Aid. It appeared as a compact magazine, complete with sketches, technical data, and the usual jottings, calendar and classified adverts.

The new format proved very popular, so in February 1963 David changed the name to 'Alvic', and produced the magazine in a glossy cover.

Unfortunately, by April 1964, pressure of studies forced David to relinquish the post of Editor, and 'Alvic' was produced only occasionally as a strictly technical journal, until production ceased in December 1967.

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However, the standard devised by David Muirden has been maintained - and improved on - by successive Editors, each of whom has injected something of him or herself, - and if this 'something' occasionally shows through somewhat strongly, - who's to take umbrage? Certainly not this writer, who possesses an almost complete set of Newsletters from 1958, (prior to this, Club news was occasionally published in the N.S.W. Club's 'Alvibatics'), often leafing through them in nostalgic search for the 'The good old days' when cars were driven as though there was no 'tomorrow' and strong coffee was consumed from last month's dirty cups!

On May 8th, 1963 a sad single sheet went out to all members. Basil Bowes, ex bus driver, garage proprietor, trick-car driver, occasional 'odd-ball', founding member of the A.C.C.V., and lover of fine machinery, was dead.

For years, despite failing health, and in constant pain from spinal osteo-arthritis, he had worked tirelessly for the club. Many recreational hours were given up in the interests of members, seeking out and importing spare parts, and it was common practise for him to leave his Alvis out in the weather to make room for a member's Alvis under-going repairs in the safety of the big lock-up garage.

Basil was many things, - helpful, friendly, selfless; also garrulous, longwinded, sometimes cantankerous, occasionally just a voice in a smokescreen from an evil smelling but beloved 'corncob', but always 'Old Baz' when a friendly ear was required.

The man and his contributions to the Club have been commemorated by the annual presentation of the 'Basil Bowes Memorial Challenge Trophy' - awarded for a series of sporting events within the Club and only available to members driving Alvis cars.

Basil's death was a great shock to all members, many of whom were in the habit of just dropping in at any odd hour for a noggin-and-natter, and the cheery 'What-Ho' with which they were greeted.

The Club was now presented with a problem of great importance. The home of Basil Bowes had also become the 'home' of the Alvis Car Club, and the centre of its world - with no thought to the future.

Suddenly, tragically, the 'future' was now!

An extra ordinary meeting was called on May 17th, with five items on the Agenda.

1. Possible relocation of the Club.
2. Disposal and/or storage of Club spares.
3. Collection by members of cars and spares stored at Edgar St.
4. Handling of G.N.S. Davies' 3 cars enroute from the U.K., including the Lemans F.W.D. already at Victoria Dock.
5. Unravelling of members' accounts and spares being handled by Basil at the time of his death.

At the meeting, to the grateful surprise of members, it was announced that Mrs. Belle Bowes, knowing her late husband's love for the Club, had consented to Edgar Street remaining the home of the ACCV. Thus our No. 1 priority problem was solved before it even developed.

.....To be continued

National Alvis Spares offers:-

TA 14

Rear Spring Shackle Pin	\$14.00 each
Front and Rear Engine Mounts	\$30.00 each
Lock-nut - Tappet Adjusting.....	\$1.00 each
Gasket - Starter Motor Mounting	\$2.00 each
Speedo - Driving Pinion.....	\$20.00 each
Fan Belt.....	\$7.50 each

A NEW ALVIS BOOK. * * * * * SPECIAL OFFER

The Club has obtained several copies of a new book:-

ALVIS - The Post War Cars
(John Price Williams)

This book outlines the history of Alvis cars and production from 1945 right through until the last TF 3 litre in 1967. It has many new photographs and includes the Issigonis connection, keeping the car on the road, technical specifications and so on. It should be included on the library of all Alvis owners of post war cars.

The book is available to Club members at the discount price of \$59.00 plus postage & packing. Bob Graham 03 5713886 or Richard Tonkin 03 7101465.

*******MORE STOCK AVAILABLE*******

PRIVATEERS:

FOR SALE. Alvis F.W.D. Two cars for sale. Both have been in my possession for over 20 years and both are originally factory super charged. One is an original Martin & King roadster with only 62,000 miles from new and the other has been the subject of a long restoration but is still not finished. Further details from John Ham. Tel. 054 261476.

FOR SALE. Alvis TA 21. Older restoration. Looks and goes well. Replaced leather looks good. Books. Receipts for major expenditure on brakes. Ex Geoff Ross (Albury) for many years and has had another three owners recently. 1951 model. \$15,000.
Kevin Field or Darren at Vintage Auto Parts. Tel. 08 2975197 or FAX 08 2970283.

FOR SALE. Lucas points. L9A. Lucas distributor caps. BD 26A. Suit 1935 - 37 Silver Eagle among others. Lucas R 67B headlight. Good order with vacuum dipping reflector. Not restored. Suit late 12/50, 14.75 or early 16.95 Alvis. \$65.00.
Kevin Field or Darren. Tel. 08 2975197 or FAX 08 2970283.

Vintage

Geoff Hood,
37, Thomas St.,
E. Doncaster.
Vic 3109.
Tel.03 842 2181.

P.V.T.

Austin Topp,
8, Wimba Ave.,
Kew. Vic. 3044.
Tel. 03 917 5183.

TA 14

Bob Graham,
15, Clarke Ave.,
Caulfield.
Vic. 3182.
Tel 03 571 3886.

THREE LITRE

John Ball,
P.O.Box 26,
Marthon.
Vic. 3610.
Tel 058 262 518.

FOR SALE. Lucas generators. C 5A-2. Type BU-0 12 volt. 2 off. 1 water pump to suit with drive between. These may suit Speed 25 or 3.5 litre cars. They do not suit 4.3 litre cars nor Speed 20's but they are definitely Alvis as the system is the same as my Speed 20, but bigger. I would like to swap them for a Speed 20 generator and water pump or will sell. Offers invited. Des Donnan. Tel. 074 459981.

FOR SALE. Alvis TA 21. 1950. This vehicle has been garaged since 1967, awaiting restoration. It is now offered for sale. The vehicle is complete and has some spares. The motor, engine compartment and front guards have been disassembled but the car is towable. Garaged in Melbourne. Tel. Len Cousins. 059 862305.

FOR SALE. Alvis TA 14 Saloon. Needs restoration. Can be seen at Mac Mechanics, Main St., Corryong. \$4,000. Tel. David Caldwell 03 729 5821. (Re-advertized).

WANTED. TA 21. Rear Axle Shaft. Gary Penny. Tel. 02 361 4399 or Fax 02 361 4067.

WANTED. Alvis Grey Lady (TC/100). Peter Scotney Tel. 09 385 2737.

KALORAMA.

The 39th Kalorama Car Rally was a great Kalorama - and that says it all.

The weather started out a bit foggy and chilly but turned out to be a sun-lock and shirt-sleeve day.

The cars were beautiful. Three Stutz(es), 4 Rolls Royce (2 newcomers), a flock of Rileys from not quite to very pretty, 4 Lagonda Rapiers (one piloted by Austin Tope) plus some other interesting cars and also the more pedestrian ones. The eligible Alvis cars were 12/40 - Rex Roberts, Firefly - Ron Wilson, Silver Eagle - Bill Barber, Crested Eagle - Peter McAuley while the others were TA 14 - Maureen Adnam and TB 14 Bob Graham. Richard Tonkin was seen in a fiat, John Murray arrived in a Toyota and David Caldwell officiated as Chairman of the K.R.C.

It was a great day really living up to the spirit of past Kaloramas, the company was very friendly, the stories were tall and I enjoyed another Kalorama very much!

BOB GRAHAM.



Our intrepid Treasurer, John Twomey, fending off coins being hurled at him by eager members keen to pay their subscriptions.

SUBS ARE OVERDUE

\$45.00 Metropolitan members. \$40.00 others.
Fling your money at John. 53 Park Street,
Pascoe Vale 3044.



*****NEWS FLASH*****NEWS FLASH***** NEWS FLASH *****NEWS FLASH*****

"THE NEXT NATIONAL RALLY IS TO BE HELD AT MUDGEES,
NEW SOUTH WALES, AUSTRALIA..... 19TH MARCH TO 25TH MARCH 1995.
BOOK NOW!!
~~~~~

Mudgee, the land of wine and honey is to form the hub of our next National Rally. We have put together the following itinerary which we believe will provide a happy combination of relaxed driving, wining and dining, sightseeing and plenty of free time to do your own thing or exchange tall stories with other Alvis luminaries.

SUNDAY 19TH: Arrive at your leisure, register and then dinner at the motel carvery.

MONDAY 20TH: Free day to relax or join an optional picnic drive tour to Hillend, a fascinating remnant of one of the richest goldfields in the world. Dinner at the Mudgee Bowling club.

TUESDAY 21ST: Full day coach tour to the Western Plains Zoo at Dubbo including country lunch at the Zoo. Do your own thing (DYOT) for dinner back at Mudgee.

WEDNESDAY 22ND: Early start as we drive to Wellington Caves to see the largest stalagmite in the world. Then on to the Angora rabbit farm for lunch and a farm inspection. Return to Mudgee, freshen up for dinner at the superb Craigmoor winery.

THURSDAY 23RD: DYOT tour of the vineyards meeting back at the motel for a BBQ lunch. There will be an optional afternoon drive to the historic towns Ryalstone and Kandos to view aboriginal artifacts. Dinner DYOT.

FRIDAY 24TH: Morning drive down to Gulgong, DYOT for lunch and then make your own way back to Mudgee at leisure. Farewell dinner at the Paradise room at the Motel.

SATURDAY 25TH: Departure.

COST: ALL this can be yours for the very reasonable sum of :

\$1000 for 2 people

\$730 for one person .

\$360 surcharge applies if you require one of the four suites available. A suite contains the same sleeping facilities but has a separate lounge with fully stocked bar!!

We will be stopping at the the very pleasant Country Comfort Inn. Each room is very large and has two beds and a pull out sofa bed. Please note that there is a \$3.00 per night surcharge for children using the sofa bed. All costs for children are to be borne separately by the appropriate adult attendee.

DEPOSIT: Please send \$30 per attendee together with the completed entry form by the END MAY1994. For twin share, a further \$485 must be sent by END SEPTEMBER 1994 and a final \$485 is to be sent by END JANUARY 1995. Singles should send two lots of \$350 by the above dates. Suite surcharge may also be split into two payments.

\*\*SEND YOUR ENTRY FORM IN TO RECEIVE YOUR MUDGEES AREA, NEWELL HIGHWAY AND COUNTRY COMFORT INN PAMPHLETS.\*\* ALL FURTHER ENQUIRIES MAY BE MADE TO RALLY COMMITTEE CHAIRMAN, BARRY TURNER, TEL 045 712028.



ENTRY FORM

NATIONAL RALLY AT MUDGEEE, NSW, AUSTRALIA.

19TH MARCH - 25TH MARCH 1995

(A)NAME, ADDRESS AND TELEPHONE NUMBER OF EACH ATTENDEE:

- (1).....
(2).....
(3).....
(4).....

(B)MODEL AND REGISTRATION NUMBER OF VEHICLE:.....

(C)ACCOMMODATION REQUIRED: (1) Single use...(2)Twin share...(3)Suite...
(4) Sofa bed to be used: Yes...No...

(Please indicate, on dotted line above the number and type of rooms required and also whether the sofa bed will be used by any child attendee or not)

(D)RALLY POLO SHIRTS: Please advise number and size required:

- (1)Small.....(2)Medium.....(3)Large.....(4)Extra Large.....

(Each attendee will receive a complimentary, 100% cotton polo shirt, embroidered with the Alvis logo and "National Rally 1995" included in your Rally pack. Extra shirts may be ordered at the club discount price of \$20 each )

(E)DEPOSIT: Please send \$30 per head, non refundable deposit with this entry form to:

Mr. Barry Turner
PO Box 128
North Richmond 2754

Cheques should be made out to:

"Alvis Account No 2."

\*\*\* SEE YOU IN 1995 AT MUDGEEE,

THE LAND OF WINE AND HONEY \*\*\*

