



VICTORIA
(INC.)

NEWSLETTER

VOLUME 33

ISSUE NO. 6

JUNE 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****

JUNE, FRIDAY 17TH

CLUB GENERAL MEETING
Surprise Guest Speaker on the riveting topic of soldering.

JUNE, SUNDAY 19TH

CLUB MEETING AT ROB ROY HILL CLIMB WITH VSCC.

JULY, FRIDAY 15TH

CLUB GENERAL MEETING
Video Night

JULY, SUNDAY, 31ST

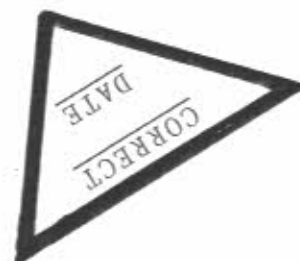
LUNCH RUN TO RACV CLUB HEALESVILLE
This event will celebrate the 40th anniversary of the founding of the Club.
Details Inside

AUGUST, SATURDAY, 20TH
AND SUNDAY 21ST

COUNTRY MEETING - NAGAMBIE

SEPTEMBER, FRIDAY 16TH

CLUB GENERAL MEETING



PRESIDENT: REX ROBERTS.
7 Joan Ave., Ferntree Gully. Vic.3156.
Tel. 03 758 5365

CLUB CAPTAIN: RICHARD TONKIN
P.O. Box 280, Greensborough. Vic 3088
Tel. 03 710 1465

SECRETARY: DALE PARSELL.
14 Symons Rd., Avonsleigh. Vic 3782
Tel. 059 68 5170

TREASURER: JOHN TWOMEY.
53 Park St., Pascoe Vale. Vic 3044
Tel. 03 386 0439

EDITOR: JOHN HETHERINGTON.
102 Balaclava Rd., Shepparton. Vic 3630
Tel. 058 21 9339. FAX. 058 31 1586

NEWSLETTER DISTRIBUTION:
GEOFF HOOD.
37 Thomas St., East Doncaster. Vic 3109
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J. Lohan-Bates



J. Lohan-Bates

"ALVIS DAY" AT ROB ROY HILL CLIMB - SUNDAY 19TH JUNE, 1994.

The VSOC is holding a special day at the Rob Roy Hill Climb on Sunday the 19th of June, to which Alvises are being invited. This is in place of the Alvis Day that we have run for the last 2 years at the carpark at the Waverley Football Ground.

The VSOC is setting aside a special, roped-off area where our Alvises will be on display. There will be a trophy for the fastest vintage Alvis and the fastest post vintage Alvis. In addition, there will be a special run up the hill climb for Pre-War Alvis' at lunch time. Post-war Alvis' are very welcome to come, but they can't participate in the runs, because of the terms of the VSOC use of the hill climb that day.

Non-cams licence holders are welcome and they will be able to buy a licence for the day at the hill climb.

Scrutineering starts at 9.30am and the events commence at 12.30pm.

We are particularly anxious to have a good turn up of 12/40's and 12/50's, as well as other pre-war cars for the events and post-war cars for the display.

Please telephone me on 434 1677 (w) or 710 1465 (h), to let me know whether you are coming, as we need to advise the VSOC about the size of the roped-off display area.

RICHARD TONKIN,
CLUB CAPTAIN

THE TASSIE RALLY

One of the delights of the Tassie Rally was the response of the locals to any request. It invariably was "Not a problem".

From a purely personal point of view, the highlights were -

- Wed. The beautiful oysters for dinner on the ferry to Tassie.
- Thur. The Longford pub and the memorabilia therein.
- Fri. The Tin Mine Centre and the size of the trout in the pool at Derby.
- Sat. The road past the bridge at Orford with the Jutting-out stones painted white.
- Sun. The Royal Tasmanian Botanic Gardens and the begonias in the Conservatory.
- Mon. The freezing fingers on arrival at Port Arthur.
- Tues. The Esperance Heritage and Timber Centre at Geeveston.
- Wed. The hills at Queenstown - spooky!
- Thur. The Gordon River cruise.
- Fri. The Zeehan Mining Museum.
- Sat. Sisters Beach (near Boatharbour)
- Sun. Home!!!

BOB GRAHAM

ALVIS AGNITIONS.

The advantage of the great yuppie toy, the mobile telephone, is that it allows you to be in places where you could not otherwise be at that time, if you are on call. The disadvantage is that it tends to ring! And so my visit to Winton Historic Racing last weekend was very brief. The only Alvis competitor was **GEOFF HOOD**. His car was running well but I don't know his times and he was looking forward to a run on a track which had by then dried out. I met **VIC ELLIOTT** who is still deciding whether or not to go to the French Alvis do in September. **JOHN KENT** was admirably attempting to persuade an engineer friend to forsake black iron for a proper car and he told me that **ALISTER CANNON** was there as well as **REX ROBERTS**. Rex must have been having a last look at motoring down under before departing for Europe. Who would have believed that **FRANK CORBETT** would send advertising material that resorts to calling the Alvis hare "Bunny"? But he did and it is visible on the back page. **BILL EWING** from Queensland has yet to get his Speed 25 put back together. The top end of the engine continues to be a problem. It was a pleasure to hear recently from **DEAN PRANGLEY**. See elsewhere in this Newsletter for his account of the New Zealand Alvis scene. From further afield I have heard from **HUGH CLARKSON** and hope soon to be publishing some information about Alvises from the land of Liberty Bell. **ROY HENDERSON** has lent me a collection of Alvis and A.C.C.V. memorabilia into which I will be dipping for publication. Thanks Roy. As winter approaches the motoring calendar thins itself out a little so people have a chance, though a cold chance, to get under and get it all fixed up for next spring. Don't let the spanner slip!

ED.

25 TH ANNIVERSARY OF THE ALVIS CAR CLUB OF NZ.

New Zealand is stiff with Alvises - current estimates are around 200 of them. There must have been one hell of a distributor for the cars. Local experts claim that up to 600 of them went to the land of the Long White Cloud. Unfortunately, only twenty of them could be lured out into the very pleasant environs of Auckland for the celebrations.

The events consisted of a Concours, a Navigation rally from Auckland to Orewa, a pleasant seaside town 35km away and a gymkhana. Your only Australian representative was regally cared for and was delighted to be given the care and driving of a 1961 Graber TD21 automatic saloon - the first automatic Alvis I have ever driven.

The Concours attracted eighteen cars and was held on the top floor of one of the major carparking stations in Auckland. Most admired were a recently restored TC21 saloon which had a previous racing history, a very attractive five speed Graber 2 door TD21, three beautiful 12/50's, all in first class working order and two drop heads, a TC21 and a Grey Lady which looked gorgeous with its chrome wire wheels. Best of all was a recently restored 1934 Firebird Saloon which took out the trophy. The quality of the restorations rank with the best I have seen in Australia.

The Kiwis are extremely short of prewar cars, many of which have left their shores. Their only 4.3 has now arrived in Queensland with Ross Walker, a couple of Speed 20's, a few 12/50's, a Crested Eagle, a couple of Silver Crests, two 3.5 litre cars and the Firebird are about the population. Postwar cars are plentiful - it was the first time I have seen 4 Grey Ladies in one place and there were another 8 or so 3 litre cars. Many are original and complete and in very good condition, a legacy of the days when no new cars could be bought in the country for years without great expense.

A TA 14 Shooting Brake or "Woody" was the only representative of that model. A 1947 car, it has the reputation of being indestructible and was used to carry all the grog and provisions for the Rally as well as tearing around in the Gymkhana. Relentless trips around the South Island filled with kids and camping gear have failed to stop the beast and it remains forever docile and easy to drive.

The Gymkhana was held at a pleasant bay a short drive from Orewa, the main event being a wiggle woggle at the end of which the passenger had to match 6 nuts to 6 equal diameter and length bolts. That sorted out the sheep from the goats.

The celebration dinner on the Sunday night was a great gathering and saw the cutting of a special Alvis cake, a slab of which we are still eating. The rally was a great success and many Kiwis expressed a desire to attend the Aussie National Rally at Mudgee. I have sent them an entry form to be copied.

All in all a great experience and well worth the trip and a good taste of N.Z. hospitality. My thanks to Warwick and Frances Tweedy, Derek and Gaye Dixon, Frank and Coral Langridge, Jo and Rob Edwards and Joe and Shirley McCorkindale who kindly lent me their TD21 and "Woody" the indestructible.

DEAN PRANGLEY.

REPORT FROM OUR CORRESPONDENT IN ENGLAND.

I have been in England now for five weeks - the weather for the first three weeks was dreadful. Rain, sleet, snow and a bitter North wind. The last two weeks have been more pleasant with temperatures rising and plenty of sunshine. Last weekend - Bank holiday weekend - they were actually sun baking in Richmond Park. I removed one of my pullovers!

On April 9th we headed off for Silverstone on a dry but bitterly cold day. Pit passes and V.I.P. parking compliments of V.S.C.C. was most appreciated, it had rained all previous week so all non tarmac areas were a bog. There were 15 Alvis entrants all going very hard in the post 1950's sports car race. There were 3 'D' type Jaguars on the front row and it started to snow. We were sitting in the Grand Stand freezing to death and could only just see the other side of the track. They raced with headlights on, snaking all the way up the straight. Dangerous, exciting and at least very different. The main joy of the day was the special car park with several hundred vintage and P.V.T. cars of all makes and models. A most enjoyable hour was spent wandering around the parked cars. A stop at the first pub for several large brandies arrested hypothermia.

The Alvis 75th Anniversary on 23rd/24th. April was a truly wonderful occasion. At the Saturday night dinner well over 300 sat down to an excellent meal. Alan Stote's 10/30 HP3080 was parked in the entrance vestibule of the Allesley Hotel. The Hotel car park even by late afternoon on 23rd had a large and varied selection of Alvis models. Red Triangle Auto Services had a trade tent near the main entrance. The drinking and line shooting went on until the early hours.

By breakfast time on Sunday the car park was rapidly filling to overflow and by start of Cavalcade at 11.00am they were still arriving. There must have been over 300 Alvis cars ready to leave including 10/30 (2) - 12/40 (2) - 12/50 (42) - 12/60 (6) - F.W.D.(3) - 14.75 16.95 (14) - Firefly (8) - Firebird (9) - 4.3 (7) - TC21/100 D.H.C (5) - TF21 (5) - Alvis Healy (1). On leaving the hotel car park we drove down Holyhead Road past the old works site - now called Alvis Retail Park (it is a supermarket complex) - through the centre of Coventry to the new Alvis works at Walsgrave which is on the North East side of Coventry. The cavalcade was confusing. The eighty odd Alvis 12/50 Register cars led off, followed by the Alvis Owner Club cars. I was a passenger in Barry Edgerton's 1930 S.E. 16/95 Beetleback with my daughter Meredith in the dicky seat. Only Alvis cars were allowed in the gates of the Alvis factory and all the road ways, grass verges, parking areas were full. It was a truly impressive sight. After lunch in the works canteen we were given a conducted tour of the factory. Production concentrates mainly on light armoured fighting vehicles such as the Scorpion Light Tank, The Stormer Starstreak Missile Carrier and Armoured Personnel Carriers, were all in various stages of production. Also modernisation, maintenance and up-grading of existing military vehicles was much in evidence.

A special division handles design and manufacture of advanced transmissions and driveline systems. In a special airconditioned section there was an order for special flight control gear boxes for airbus industries being assembled. Turnover for last year was nearly 100 million pounds sterling and 550 people are employed, down from 2500 in 1987. New products are being developed and there was an air of confidence about the complex. A nice touch was that all notices had a red band across the top which incorporated the Red Triangle. Photos of Alvis cars were everywhere and the works F.W.D. was in the main office foyer.

After a most interesting and instructional visit we took our leave and returned to the Hotel to collect luggage and cars. Driving up Holyhead Road Barry turned to me and said "You can almost hear Major Harvey testing the 1924 Rale cars at full revs in 3rd. gear up this hill" It had been a wonderful experience for me, to see so much of the Alvis car history and what is going on now, especially as in June it will be 50 years since I bought my first 12/50

Alan Griffin.

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A.C.C.V. 40TH ANNIVERSARY !! CLUB RUN TO THE R.A.C.V.
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COUNTRY CLUB, HEALESVILLE, ON SUNDAY, 31ST JULY.
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This year is the 40th anniversary of the foundation of our club. You remember 40 years ago, when TA21s were still under warranty, TA14s were liberally sprinkled through the used cars pages of The Age, Speed 25s were still being used for daily transport and 12/50s were not yet regarded as anything but funny old cars.

We have decided to celebrate this significant milestone in our clubs history with a run to the RACV Country Club at Healesville on Sunday, 31st July. For those of you who went on the run last year, the format will be similar, with a different, but equally scenic, route.

We will be meeting at the Eastland Shopping Centre car park, at Ringwood, at 9.30am on Sunday, 31st July and then proceeding to the RACV Country Club at Healesville, via a very picturesque route through Warrandyte and Kangaroo Ground, with a visit to the Sugarloaf Reservoir at Christmas Hills. Thence to Yarra Glen and Healesville.

At the RACV Country Club, there will be special parking areas set aside for Alvises, close to the Bistro, where we will enjoy lunch. The Bistro prices are \$3.50 for soup, \$4.50 to \$6.50 for entrees, main courses are \$8.00 to \$12.00 and desserts \$3.50 to \$4.50. The Bistro is fully licensed.

After lunch, a stroll around the delightful grounds or a flutter on the pokies downstairs. Domestic Treasurers will be pleased to learn that most of the "bandits" are 10 cent machines.

Last year, we had 13 Alvises and 43 people on this run. This year, our 40th anniversary, lets see if we can get 20 Alvises and 50+ people ! Even if you don't usually go to club events, make the effort, dust off the old girl (no. I'm not going to say, "and give the Alvis a polish"!) and come along to make it a really great day.

You don't have to be an RACV member to join in. If your Alvis is sick, or worse, bring your modern and your friends, lovers, rellies, etc, are most welcome.

I need to let the RACV know about numbers by Sunday, 24th July, so put it in your diary, NOW, and call me before then on (03) 710 1465. Further details in the July newsletter.

RICHARD TONKIN - CLUB CAPTAIN

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.

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Dear John,

I enclose a copy of an advertisement from "The Motor" for the 10th of August 1926. The advertisement is obviously for the 12/50 but the sketch of the car is stylised - note no headlights, inaccurate radiator and fixed starting handle; not fitted at this stage in the 12/50's development.

I look forward to your Newsletter each month. But how about a couple of photographs every now and then? Any photograph with good contrast will photocopy satisfactorily. Photographs help fill up space and each picture is worth a thousand words - or so they say. They give us distant members an indication of the members and cars extant in the club.

FRANK CORBETT.

(Thank you Frank. Welcome to an issue of at least ten thousand words! The trouble with pictures is that what you read is a photocopy of a photocopy and that's where the trouble lies. The other problem is that it is often the pictures that one wants to publish that have no contrast. With scanning just about every feature of the picture can be varied but neither my secretary, Ros, nor myself have yet learned to twiddle the knobs so that the photocopy of what we produce is optimal. You are privileged to watch the learning curve in action and we would welcome any hints from old hands. ED.)

VALE...THE AUCTION

Tradition went out the window on Monday 3rd May when our Committee ruled that the Annual Club Auction Night would be no more. The reason being that with the increasing rarity and value of Alvis Spares the proceedings had gradually developed into a magazine and bric-a-brac fair finally resolving its self into a cake exchange. But what precious memories have been left behind! Who can forget the nights when Richard Creed - exercising his late Fathers' genes, held up and waved some odd and mysterious object that defied recognition and demanded bids from an audience sitting in cowed silence with downcast eyes. On those occasions we learned what self control meant and how to put up with an itchy nose or other portion of anatomy, for the slightest body movement resulted in paying up money to take the wretched thing home. Of course you could take it back the following year and be excused from bidding on the grounds that you did your duty last time. But very occasionally there were some real bargains available. A Servex compressor which I bought for the princely sum of \$5 some 20 years ago has given me faithful service in inflating tyres and spray painting over that time. Then when Richard turned from horse power to horses, the auctioneering job was taken over by Rex Roberts who carried on the tradition by demanding in customary dulcet tones "Come on---what about a couple of bucks then !!!" But as the supply of parts automotive gradually dried up, the Ladies of our Club stepped in with pickles, sauces, fruit and enormous cakes bursting with cholesterol and cream. Remember the night (or was it two nights....it must have been over two years surely?) when the Club cornered the world market for Lemon Butter? And the time you bid eagerly for a bag of North East Victorian Citrus fruits, only to find out as the night wore on that there were 10 more bags available with the last being sold at a fraction of the price you paid? But the Auctions were good fun and raised quite a lot of money for the Club. I'm glad in some ways to see they'll be no more because at the last one I bought..well I didn't really buy it...Rex exchanged it for money...something of which I haven't the slightest notion of what it does or is. I have shown it to tradespeople from plumbers to parsons and they have given up. I reckon the Club should have a night to celebrate the Auctions with each member bringing along the most useless and mystifying article they purchased over the years.. Vintage Lemon Butter however is definitely barred!!!!

RON WILSON.

AROUND TASMANIA RALLY

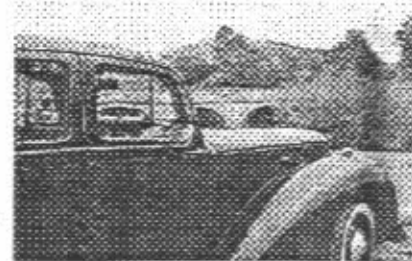
As we had never ventured over the water to Tasmania we were looking forward to the Tasmanian Rally in April and our expectations were not disappointed. Apart from the rockin' and rollin' of the first night on the "Spirit of Tasmania", all went pretty smoothly. The scenery, the amazing amount of history, friendly people and good weather were all terrific.



JOHN & KAY BALL.

We travelled from Devonport to Launceston on the first day via the National Motor Museum where we saw an excellent display of vehicles. From Launceston the next day we drove via Pyengana for an interesting stop and lunch at the "Pub in the Paddock" then on to Bicheno with its picturesque coastline where we stayed overnight. The following day we drove via Swansea and Triabunna to Richmond where we spent some hours wandering through the township which is a marvellous example of very early settlement. We stayed in Hobart for the next three days and had free time to explore local scenic areas, the shops in Salamanca Place and a trip to Port Arthur which were all thoroughly enjoyable. After Hobart we drove west through a variety of lovely scenery, had a look at New Norfolk on the way, then on through mountainous terrain to Zeehan. A cruise of the Gordon River the next morning was wonderful and a walk in the rainforest very special. A leisurely look around Strahan followed then another night in Zeehan where we all kicked up the heels on the dance floor!

Lunch the next day on our way to the North West coast, was at Waratah where the local ladies provided a great lunch, then a picturesque drive through rolling hills reminiscent of English countryside. The final dinner at our Motel in Somerset was lots of fun and the next morning we drove along the coast on our way to Devonport to catch the ferry home after 10 great days of enjoyment.



TA 14 at RICHMOND BRIDGE

The organisation and planning of the Rally by Ron Wilson was extra special. The production of the booklet which explained our daily activities and travel arrangements compiled by Ron was a work of art and should be included in the club archives.

All in all a marvellous 10 days of good company, car travel and picturesque countryside.

John and Kay Ball

**JULY NEWSLETTER
COPY DEADLINE
WEDNESDAY
22ND JUNE
1994**



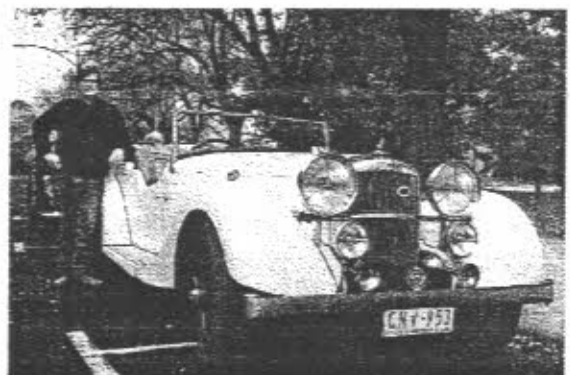
Roy Henderson, alias Royboy, Silver Eaglist, Historian, Librarian and Purveyor of hand-books.



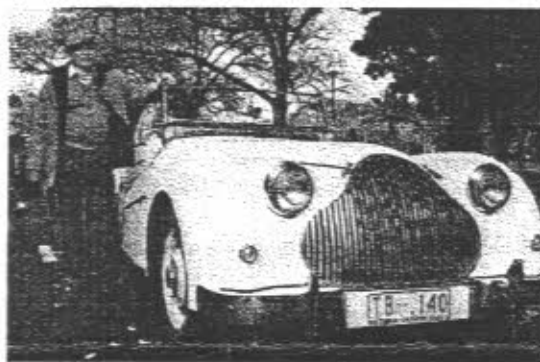
*Hear no evil, see no evil, speak no evil.
- or Valda, Joan and Merryl.*



Richard Tonkin and black steed.



Frank Mornane & the ex-Stapleton 4.3.



Bob Graham and IT.



Robert Sands and the very fast 12/50.



Ron Wilson about to Fly Fire.



What is David Caldwell about to produce from under the bonnet?

SPAREPERSONS .

FOR SALE & WANTED.

National Alvis Spares offers:-

Vintage
Geoff Hood,
37, Thomas St.,
E. Doncaster.
Vic 3108.
Tel.03 842 2181.

TA 14

P.V.T
Austin Taps,
8, Wimba Ave.,
Kew, Vic. 3044.
Tel. 03 817 5163.

Manifold Gasket Set	\$12.00 each
Driven Gear - Speedo	\$10.00 each
Rear Cover - Gearbox.....	\$20.00 each
Brake Rollers 3/8 dia x 5/16 long.....	\$1.00 each
Head Gasket.....	\$35.00 each
Tie-Rod Ends R.H. & L.H.....	\$30.00 each

TA 14
Bob Graham,
15, Clarke Ave.,
Caulfield.
Vic. 3162.
Tel 03 571 3886.

THREE LITRE
John Ball,
P.O.Box 26,
Murchison.
Vic. 3610.
Tel 058 282 518.

NEW ALVIS BOOK. * * * * SPECIAL OFFER ALVIS - The Post War Cars (John Price Williams)
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.

PUBLICATIONS:-

Adjustments to Marles Steering. Double Roller Type 462. \$1.00 plus P & P.
(Adamant Engineering, Luton. England. - Pamphlet).

Lockheed Hydraulic Brakes. Design, Operation, Servicing. \$5.00 plus P & P.
(Booklet) Roy Henderson 03 704 7549.

PRIVATEERS:

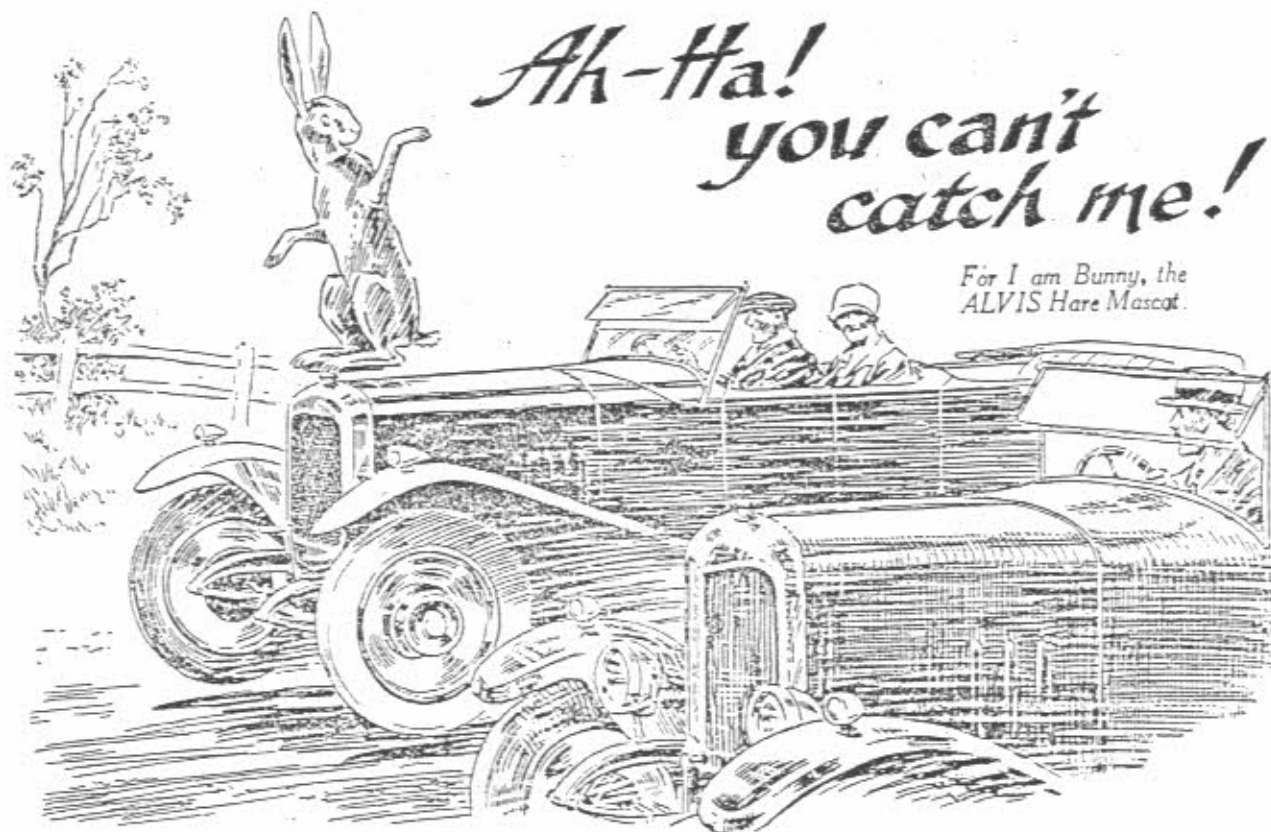
FOR SALE. Alvis TA 21. 1950. This vehicle has been garaged since 1967, awaiting restoration. It is now offered for sale. The vehicle is complete and has some spares. The motor, engine compartment and front guards have been disassembled but the car is towable. Garaged in Melbourne.
Tel. Len Cousins. 059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

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.

WANTED. For 4.3 litre. 19 inch Jelly Mould wheel. Spoke pattern: 20 outer/40 inner.
Tel Frank Mornane 03 592 8320





Ah-Ha!
you can't
catch me!

For I am Bunny, the
ALVIS Hare Mascot.

HURRAH!!! At last my great opportunity has arrived. For now my lips have been unsealed so that I may tell of my vast and varied experiences on the Radiator Cap of the ALVIS Car.

As I ride—or, more correctly, glide—along the highways and byways I see much that I dare not tell: but this I can say—"You can't catch me." Certainly, when my driver puts down his foot, there is not one car in ten thousand which can say him nay.

For although the Alvis engine is taxed at only £12, it gives no less than 50 h.p., or 60 to 70 m.p.h. with ease. And more, every 1926 ALVIS is guaranteed for three years.

A fine range of coachwork is provided, and at Henlys you will get a price for your old car that will make the new one easy to buy, and, for those who wish, the finest deferred payment terms yet introduced are at their disposal.

Why not come for a run with me some day—Henlys will arrange it all, without charge or obligation.

HENLYS

SOLE ALVIS DISTRIBUTORS FOR LONDON.

91, 155, 157, GREAT PORTLAND STREET, W.1

Phone: Langham 3341 (7 lines).

ALVIS SERVICE DEPOT: Henlys Garage, 7/13, Upper Gloucester Place, N.W.1