



**VICTORIA**  
(INC.)

## NEWSLETTER

VOLUME 33

ISSUE NO. 7

JULY 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\*\*\*\***

**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 Club. Details inside.

**AUGUST. CLUB GENERAL MEETING AT NAGAMBIE ON SATURDAY 20th SEE INSIDE.**

**AUGUST.** Note there will be no meeting at the Club House. The Auction will not take place.

**AUGUST. SUNDAY 28TH. PUB RUN TO CARDY COUNTRY CLUB, BEACONSFIELD.**

**SEPTEMBER. FRIDAY 16TH. CLUB GENERAL MEETING.**

**SEPTEMBER. SUNDAY 25TH. CLUB RUN TO HISTORIC POINT NEPEAN QUARANTINE STATION.**

**ALLEZ TO THE RALLY. MELBOURNE TO MUDGEE. SEE INSIDE**

**PRESIDENT: REX ROBERTS.**

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**CLUB CAPTAIN: RICHARD TONKIN**

P.O. Box 280, Greensborough. Vic 3088  
Tel. 03 710 1465

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J. LEMAN-BATES



J. LEMAN-BATES

## VANDEN PLAS.

by JOHN NOTARY

What is it? Animal, vegetable or mineral?

The answer is simple, and yes, it's animal! How do you pronounce it? As you may have guessed it's a Dutch surname and the first part should rhyme with London therefore phonetically it should be Vundun and the second word Plas should be like Blus. The result being Vundun Blus similar to London Bus, and not the more gentele Van den Pla!

Vanden Plas were famous coach builders and had their factory at Shootup-Hill on the Edgeware Road at Cricklewood in N.W.London.

Before the 39-45 war no wealthy car purchaser bought the body coachwork and interior with the car. When you bought your Rolls Royce, Bentley, Daimler and many other marques including some Alvis models, you purchased only the engine and chassis. You then went into a huddle with your coach-builder, such names as Park Ward, Mulliners, Hoopers, or Vanden Plas, to decide on the coachwork specification for your chassis. How times have changed! Probably one of the best loved cars with a Vanden Plas body was the Alvis Speed Twenty Vanden Plas Tourer; remember it?

After the war even Rolls Royce, and its clone Bentley, offered the complete car and introduced standard coach built bodies on their engines and chassis. Royalty, film-stars, middle-eastern shieks and some surviving Indian princes did manage to keep some of these coach-builders solvent for some post-war years, but now they have all but disappeared or have merged with larger companies.

In the 1960's Vanden Plas were taken over by the British Motor Corporation. This made sense, as nearby was a division of Pressed Steel who produced many of the bodies. In Cricklewood and Neasden there were also S.Smith & Sons and their sybsidiary company Jaeger supplying instrumentation to the motor industry.

Alas, the flair and body design of Vanden Plas was ignored in the 1970's and only the name was used to denote the deluxe models in the BMC range and its successors and then only for the add-on goodies. This was a marketing ploy to counter Ford's use of the name "Ghia". The Jaguar Vanden Plas models continued till they became a separate public company and revived the name Daimler for the top of the line models. The name then returned to the Rover Group who have used it on all its deluxe models for the last few years.

As to the future, will BMW continue this famous old name or let it whither away like so many other famous motoring names. Who knows?

*Courtesy "Freewheeling". ..*

*Ed.*

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### THE ALVIS NATIONAL RALLY 1995

Would members intending to travel to MUDGEE (N.S.W.) for this Rally in March next year please contact me regarding a group stopover point on the way up. From Melbourne the shortest and most direct route appears to be up the Hume Highway to Albury then the Olympic Way through Wagga to Bathurst and Sofala to Mudgee. The most suitable overnight stop appears to be COOTAMUNDRA as South Australian members could join us there travelling via Mildura and Hay. COOTAMUNDRA is approximately 360 miles from Melbourne leaving a further 160 miles the next day into MUDGEE. As soon as I have numbers I will contact a suitable Motel and request they "pencil in" a group booking. I will then publish the name and phone numbers for the Motel and you will be able to confirm your booking direct.

RON WILSON.

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### WELCOME TO NEW MEMBER.

Richard Budd of Sydney has recently acquired a TC 21 from South Australia and is now embarking upon its restoration. Richard and Ann called into Murchison on their way to Melbourne over the Queen's Birthday weekend. It was good to meet such an enthusiastic new member and we look forward to seeing them at Mudgee, next year.

JOHN & KAY BALL.

## ALVIS AGNITIONS.

With **ROY HENDERSON** and **JOAN** taking time off to go to sunny Queensland during the depths of the Victorian winter **RON WILSON** has taken over temporary custody of the library. **REX ROBERTS**, according to phone calls from Europe seems to be enjoying himself. **CHRIS MAYNE** has a "booted mini" - i.e. a "Riley Elf" in Tasmania. It is an unusual car because it has a red triangular Alvis badge on the front suggesting that it was the only Alvis Mini to roll. Anyway, Chris took it on the recent Targa Tasmania and bumped an object harder than the mini, making it shorter than it was. An unbooted mini? The late **HORRIE MORGAN** told me that because he had an Alvis badge on his Renault 16 he would sometimes be confronted by knowledgeable persons who knew all about that model of Alvis! Somebody has removed from the Club Rooms a portrait of **BASIL BOWES**. Does anybody know anything about it? Please return it if you have it. In a plain wrapper or by dead of night will do quite well. **DAVID O'SULLIVAN** has written to the club from Kyneton inquiring about the value of the Speed 20. There is a difficult question to answer. They don't come on the market in Australia all that often. Maybe a package deal with the Bofor's gun is likely? **JOHN TWOMEY** gave us the benefit of his practical knowledge of soldering when he spoke at the last general meeting. Several of us were most impressed by the way in which metal stayed stuck together after he had stuck it! My soldering fails because I use one hand for the iron, one hand for the solder and don't seem to have a hand left over for the work! Funny, I'd never noticed John Twomey's third hand before. It was nice to hear of such old fashioned things as tallow being used. Thank you John. The Club was supposed to meet on the 19th of June as part of the V.S.C.C. Rob Roy Hillclimb. That event had to be postponed a week because of double booking. Apparently use of the track on the 19th had been granted to the Boy Scouts to run their billycart races in a downward direction. That seemed a poor excuse for postponing V.S.C.C. member upwards efforts. Surely the events could have been combined to the greater excitement of all competitors? The postponed meeting seems to have been a great success. See elsewhere in this Newsletter for Ron Wilson's report. There are still some vacancies for the country meeting and Rally to be held on the 20th and 21st of August. Sign on soon!

ED.

## VISIT TO RAILWAY MUSEUM AND SCIENCE WORKS

An impressive display of trains and train travel memorabilia at Williamstown was enjoyed by Alvis members and their families on Sunday 22nd May.

After lunch we travelled to the Scienceworks where the Alvis cars were placed on show in the arena while the owners and families had a look at the exhibits in the buildings. What a marvellous museum. The visit whetted the appetite and most resolved to return to see more another time. The highlight was a guided tour of the store where articles not on display are housed and the system of acquiring, cataloguing and storing were explained. Here we saw a most remarkable article - a prototype of a satellite which is still in orbit and which was built by 3 students at Melbourne University nearly 25 years ago.

Richard Tonkin, our own Club Captain was one of those students - VERY IMPRESSIVE! Seriously, it was quite exciting to hear details of this piece of scientific history and to know of Richard's involvement.

Once again a very pleasant day on the company of Alvis's, Alvis owners and families.

Kay and John Ball.

## ELECTRICAL FUEL PUMPS - WHY I HATE THEM!!!

Those of you who attended the Qld. Rally may remember Dr John Hetherington doing surgery on the SP20 fuel pumps at Boreen Point. Despite the good Doctor's attention the starvation continued and blow back through the carbies was evident at 55mph on the highway. The pumps having recently been renovated by a respected auto electrician, they were not suspected as being the culprits due to the ability of the car to roar up Mt Cootha in the cool of the morning with no loss of power.

An electrical breakdown under load was suspected so a major and thorough rehash of the electrical system was undertaken - new coil, condenser, points, distributor cap, pugs and finally the BTH magneto was re-magnetised - all to no avail. The SU's were then pulled apart and rebuilt and tuned to the finest degree but still the thing had no power! The fuel lines were blown, air leaks were sought along the fuel supply route, the reserve tank tap was rebuilt in case of air leakage and when all this was done the tappets were adjusted to the correct clearance. Still it faltered under power on a warm day.

Experiments were tried with the carbies screwed down to rich and the fuel tank filled to the brim. Some improvement was noted when the cold start mechanism was operated - obviously fuel starvation! One evening after an aborted run one of the fuel pumps was found to be too hot to touch so off it came and back to the repairer. There it was found that the diaphragm was not activating properly and was only travelling half of its pulse therefore overworking and getting hot as well as not pumping much juice.

Effectively the engine was being fed by one and a half fuel pumps which was fine for cool days and pottering around but when the underbonnet heat came up and the power came on, the pumps could not cope so the coughing and blowback was occurring.

Now all is fixed, the car goes like hell and is a joy to drive.

Most important of all, there is an easily purchased replacement for the BTH distributor cap. I recommend that those who have them go out and buy a spare all that is needed is a notch cut out of the base for the locating lug and an extension to the rotor. They are readily available at REPCO for around \$14.

Dr John gives the following specification: Echlin Type 421 or Repco GB/BH 82

DEAN PRANGLEY.

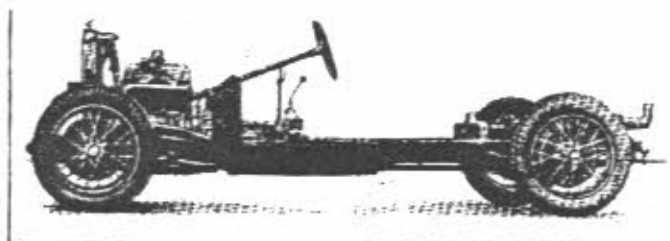
*(Specs. supplied by John Twomey .....ED)*

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### TWO TO GO.

In 1924 a Mr Grady circumnavigated Australia astride a 1924 2 1/2 hp. Douglas Motor Cycle. The conditions were horrific with terrible roads and bush tracks - no signposting and only aborigines to assist with his river crossings, many of which needed the motor bike being taken apart and carried across on his back. It took nearly 5 months to complete the journey! On the 20th May this year, 12/50 owner and motor bike fanatic KEVIN CASS from Woolongong, not content with the rigours of driving his 12/50, threw his leg over the saddle of a similar 1924 Douglas 2 1/2 h.p. Motor Cycle and set off to do the same journey. To date there is no news of how Kevin got on but with his 20 years of motor bike experience including G.P. events there is no doubt that he covered the many thousands of miles and achieved his goal. These are great exploits that make for lifetime memories and personal satisfaction.. Well Done Kevin.

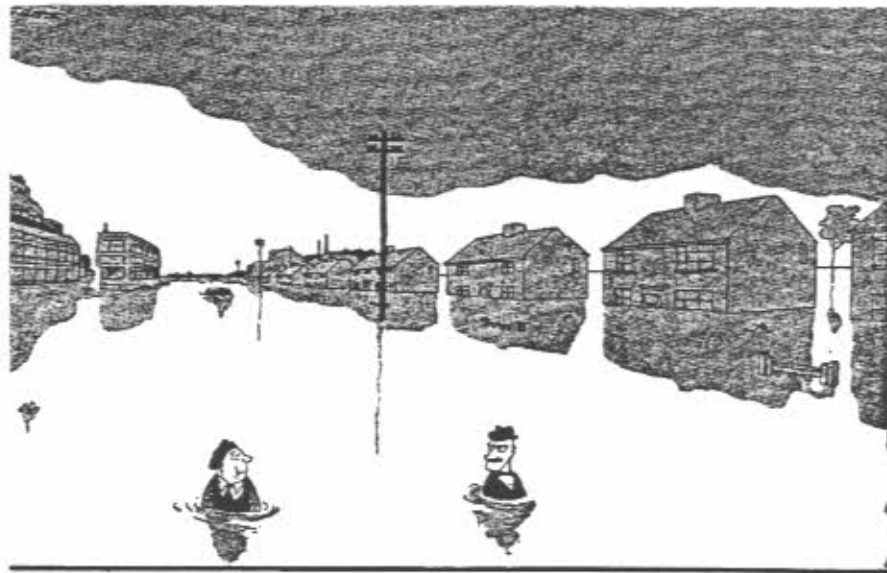
RON WILSON.



TOP OF THE TRIANGLE.

There were 44 official entries at ALVIS DAY AT ROB ROY HILL CLIMB on Sunday 19th June and of that number, 5 were Alvis that charged up the Hill in competition. GEOFF HOOD (12/50 SC Racer) ROB SANDS (12/50) STEPHEN DENNER (12/50) AUSTIN TOPE (Speed 20) and FRANK MORNANE (4.3 lt). They were supported by RON WILSON (FF) ROB GRAHAM (TB14) and SIMON RAMSAY (TE21) spectating. RICHARD TONKIN who organised the Alvis involvement-in the event and did an excellent job also arranged the Alvis Parade of Cars in the early afternoon. DALE PARSELL and CAMERON ROBERTS spent the entire day on the timing of the runs and the results. ERIC NICHOLL was also spectating and wishing his 14/75, now very nearly ready to roll, was there to have a go as well. At some events "Noise Pollution Regulations" are in force and Rob Roy is one of these. Normally in a vain effort to comply GEOFF HOOD stuffs a roll of fly wire up the straight through pipe of the 12/50 Racer but alas he had left this officially effective device at home. Bringing his engineering talents to the fore, he cut a length of discarded barbed wire, rolled it up and this did the trick! Well...if he didn't achieve fastest time of the day at least he was well ahead on points! AUSTIN TOPE wrestled the heavy Speed 20 up the climb and would have won the Concours if there was one which there wasn't but the car looked superb. STEPHEN DENNER, an old hand at this form of sport was hanging the tail of the 12/50 out on the wet track while ROB SANDS in his 12/50 was enjoying every yard ( or metre) of the climb judging by the broad smile under the helmet. The most surprising ALVIS competitor was FRANK MORNANE in the big 4.3 lt Tourer. He may have been a "Nervous Nellie" before his first drive up the Hill but then changed to "Fearless Frank" on his 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> - every time one looked the car was either waiting in the queue for another try or could be seen charging up the Hill. Rumour has it he is now planning an Alvis light weight special for the future. The weather was COLD - around 10°C but the rain held off to a drizzle and the sun appeared briefly for the Alvis Parade of Cars. It was a relaxing day - not too many spectators present to become a nuisance and officialdom was only evident with regard to safety. To those who organised and worked hard to put the show on and then spent all day keeping it rolling...Thanks a lot...you did a great job.

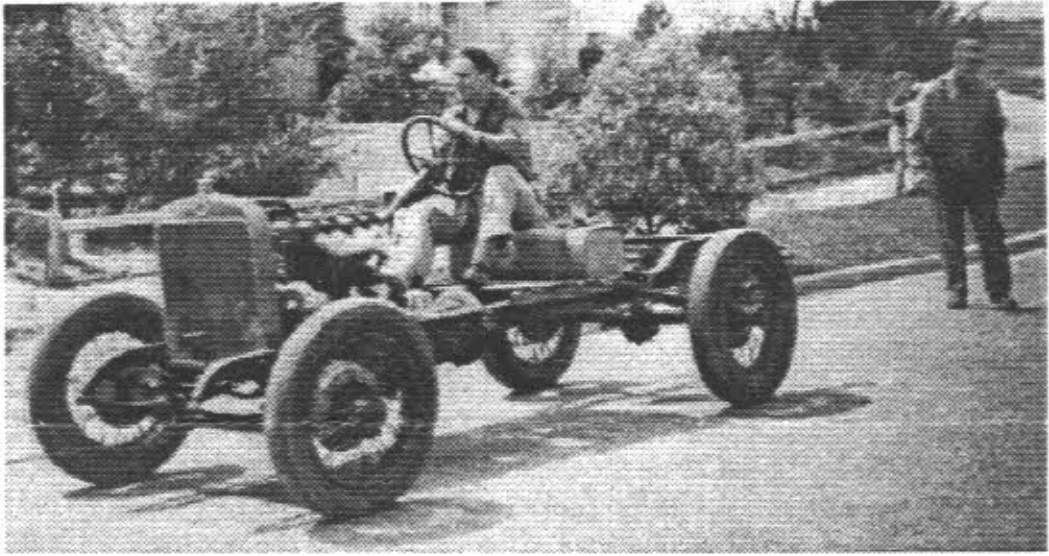
RON WILSON.



"I'm on a bike - what are you on!"



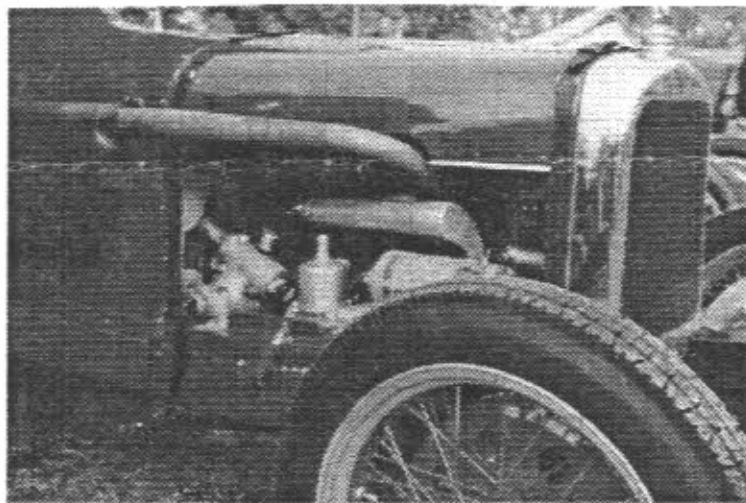
First, from the archives, courtesy Royboy:-



WHEN?      1956  
WHERE?  
WHO?  
WHAT?  
WHY?

Perhaps David Elder could answer this one?

Secondly, from the moment:-



WHEN?      1994  
WHERE?  
WHOSE?  
WHAT?  
WHY?

HOW TO GET TO HEALESVILLE ON SUNDAY 31st JULY 1994.

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 Club's 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, but with a different, but equally scenic, route

1. Meet at 9.30am at the Eastland Shopping Centre car park in Ringwood. Turn north into Ringwood Street from the Maroondah Highway, then right into Civic Place and look for the funny old cars near the corner of Ringwood Street and Civic Place - Melway 49, H8.
2. We will move off at around 10.00am, proceeding North along Warrandyte Road ( route 9) to Warrandyte - Melway maps 49, 35 and 23.
3. At Warrandyte, turn right in the middle of the town, and cross the Yarra. Immediately over the bridge, bear right and follow the Kangaroo Ground- Warrandyte Road. This is still route 9. Melway 23, F 11.
4. Follow the Kangaroo Ground - Warrandyte Road to its end, with the junction of the Kangaroo Ground - St. Andrews Road. Turn right at the roundabout there. This is still route 9. Melway 271, E 12.
5. Travel north for about 1 km, past the Kangaroo Ground store on your right, then turn right into the Eltham - Yarra Glen Road. That turnoff is at Melway 271, E 10.
6. Follow the Eltham - Yarra Glen Road through Watsons Creek. Turn right at Simpson Road and proceed up the hill to the Sugarloaf Reservoir. Drive across the dam wall, turn left and proceed to the last car park on the left, where we will stop and admire the view. If you want a cuppa, bring a thermos and a biscuit. The Sugarloaf turnoff is at Melway 265, A 11.
7. Go back down Simpson Road and turn right onto the Eltham -Yarra Glen Road. Proceed through Christmas Hills and admire the spectacular view of the Yarra Valley on your right, as-you descend to Yarra Glen. Drivers, of course, will not look at the view, but will be given a description by their navigators.
8. As you approach Yarra Glen, the road becomes Symond Street and ends at the Melba (yes, Our Dame Nellie) Highway. Turn left onto the Melba Highway. You are now at Melway 267, A 12.
9. Travel along the Melba Highway towards Yea, passing historic Gulf Station on your left. After about 1 km, you will cross Steels Creek. Immediately after, turn right onto the Old Healesville Road. You are now at Melway 267, F 10. Proceed along the Old Healesville Road, drinking in the bucolic charm of the district and wondering whether the drowsiness which is rapidly enveloping you is actually carbon monoxide seeping up through those floorboards you had been meaning to fix.
10. You have now run out of Melway, which is probably a good thing, as it means that you are really out in the country ! But panic not, fellow motorists, Mr. Melway picks up again at map 269, D 12 . Turn left at the end of the Old Healesville Road into the Healesville - Yarra Glen Road (really imaginative road names out this way), proceed about 1 km to the roundabout, turn right, a few hundred metres on your left is the RACV entrance. Proceed up the meandering driveway and one of the Tonkin flunkeys will show you where to park.
11. If you get lost after that lot, you forfeit your Alvis to the Richard Tonkin Caribbean Retirement Trust.
- 12 So, enjoy and help us celebrate 40 years of our great Club!

RICHARD TONKIN.

**DON'T MISS THIS ONE!**

There were thirteen Alvises last year and 43 Alvisi. Lets do better if we can. You do not have to be a member of the R.A.C.V., nor do you have to turn up in an Alvis. We would rather have you and your near ones and dear ones in a Toyota than not at all.

**SO COME ALONG!**

Please let Richard Tonkin know numbers by Sunday 24 th July. 03 710 1465.

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SPAREPERSONS .

**FOR SALE & WANTED.****National Alvis Spares offers:-****Vintage**

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

**P.V.T.**

Austin Tope,  
8, Wimba Ave.,  
Kew, Vic. 3044.  
Tel. 03 817 5183.

**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 058 262 518

**TA 14 & 3 Litre**

Tie Rod Ends - L & RH..... \$30.00 each  
Universal Joints ..... \$30.00 each

**General**

Vernier Couplings..... \$27.50 each  
Wing Nuts - Rocker Cover ..... \$5.00 each  
Isolating Switches..... \$18.00 each  
Head Lamp Globes 36/35 watt..... \$6.50 each  
Wiper Blades - straight ..... \$3.00 each

**RULES ABOUT SPARES.**

SPARES ARE AVAILABLE TO FINANCIAL MEMBERS OF THE ALVIS CAR CLUB VICTORIA  
AND THE ALVIS CAR CLUB OF N.S.W.  
NON MEMBERS CAN BE SUPPLIED WITH ONLY REPRODUCTION SPARES AND A  
SURCHARGE WILL BE APPLIED.

**FOR SALE FROM CLUB SPARES.** Brake drum castings to fit all P.V.T. cars. 12/60 - 4.3.

Engine mounting rubbers soon. Geoff Hood.

**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.

**FOR SALE.** Alvis 12/50 Tourer. 1927. \$30,000. Subject of an older restoration, this a reliable car with nothing to be done. Mechanically O.K. Good hood and side curtains. Rear tub section believed unoriginal. Tyres reasonable.  
David Bailie, 184 Hargraves Street, Castlemaine 3450. Tel. 054 721 019 BH 054 723 117 AH.

**WANTED.** TA 21. Rear Axle Shaft and Radiator Cap. 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

**WANTED.** Details/pictures of rear armrests for TA 14 DHC. John White. Tel. 03 890 7066.



**AUGUST NEWSLETTER  
COPY DEADLINE  
WEDNESDAY  
27TH JULY  
1994**

MISSING HORSES

The Ed. apologizes to the Balls for robbing their TA21 of seven of its horsepower as it viewed the bridge at Richmond in the last N/L. He will keep those valuable horses in safe storage until the Ball's 12/50 takes to the road. Then they will need every little extra erg that they can get for climbing hills. A 12/57 should be quite a nice car!

ED.

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COUNTRY MEMBERS MEETING & RALLY.

**SATURDAY & SUNDAY 20th & 21st AUGUST.**

There are still a few vacancies remaining for what sounds like a very interesting weekend in pleasant countryside, with friendly natives, a winery to visit and the Royal Armoured Corps Museum at Puckapunyal to view. See the May 1994 N/L for details and **BOOK NOW.**

\$65.00 per person, twin share, including entry fee.

Ron Wilson  
22 Park Close  
VERMONT VIC 3133

Please book us in for THE COUNTRY MEMBERS MEETING AND RALLY in NAGAMBIE

NAME.....  
ADDRESS .....  
.....PHONE.....  
NUMBER IN PARTY.....TYPE OF ACCOMMODATION.DOUBLE.....TWIN.....

No guarantee of your preference can be made but we will do our best.

As the ENTRY FEE is in the package just send part or all and make cheques payable to THE ALVIS CAR CLUB RALLY ACCOUNT.

July 4, 1951.

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the Motor

# INDIVIDUALITY

