



VICTORIA
(INC.)

NEWSLETTER

VOLUME 33

ISSUE NO. 8

AUGUST 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****

AUGUST. CLUB GENERAL MEETING AT NAGAMBIE ON SATURDAY 20th One Motel vacancy remained on 31st July. Apply to Ron Wilson.

SEPTEMBER. SATURDAY & SUNDAY 10th & 11th VSCC Two Day Rally.

SEPTEMBER. FRIDAY 16TH. CLUB GENERAL MEETING.

OCTOBER or NOVEMBER. CLUB RUN TO HISTORIC POINT NEPEAN QUARANTINE STATION.
Date to be decided. Watch this space.

ALLEZ TO THE RALLY. MUDGEE. 19th - 25th MARCH 1995.

ALVISTACITY

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Tel. 03 758 5365

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J. LEHMAN-BATES



J. LEHMAN-BATES

MANY HAPPY RETURNS

When Club Captain RICHARD TONKIN greeted the dawn on Sunday 31st July it was 3°C and heavily overcast. The radio promised "Gale Force winds - a top of 11°C with rain and hail plus snow on the lower slopes" Not exactly what had been fervently asked for - or tempting for members to come to Ringwood for the start of the drive to the R.A.C.V. Country Club at Healesville to celebrate the 40th Birthday of our Club. Richard had put in many hours organising the day and phoning around to remind members that this was a special event that should not be missed which is an exercise that all Club Captains have to go through but should never have to happen. But it all paid off for 12 ALVIS CARS were lined up ready to go as well as a Bristol 400 - a Lagonda LG45 - an MG B and a Borgward Isabella plus Moderns, all manned by shivering, foot stamping bulky clothed crews. Amazingly the rain held off for the drive through Warrandyte and Kangaroo Grounds to Christmas Hills for a coffee stop and then to Healesville. But it was biting COLD particularly in the open cars which at 40 mph produced a wind chill factor of minus some thing! How REX ROBERTS and CAMERON survived in the hoodless 12/40 was remarkable and it was rumoured they came equipped with snorkels and flippers! JOHN and MARGARET HETHERINGTON in the Speed 20 with new CW & P froze most of the way down from Shepparton while JOHN WHITE had tacked a length of canvas to the hood bows for token protection. And who could blame BILL and ANGELA DREVER for coming along in a Modern car with heater to drive from Ballarat when that area was snow covered. ANDRE CHALEYER had planned to drive up from Metung in the 3½ litre but sadly was forced out by the dreaded flu. On arrival at the Country Club we were directed into reserved parking by KAREN - another part of the TONKIN organisation. It was good to get into the warmth of the Club -be welcomed by the staff and enter the Dining Room reserved for our Luncheon and Celebrations. The food was excellent - the drinks welcome - the company was great and the speeches short. PRESIDENT REX extended a welcome and spoke about our Club followed by RICHARD TONKIN who devastated JOHN HETHERINGTON by advising him that his Speed 20 in the car park which was then almost totally obscured by rain and sleet had a flat tyre bearing out my oft quoted belief that problems with ALVIS cars always occur within sight of help! BOB GRAHAM had organised a silver balloon adorned with red triangles which floated above the rostrum and when a huge birthday cake baked by the resident chef was produced there was a real birthday atmosphere. Some members went down to play the Pokies- most sat around and talked and it was great to see a couple of our Club Originals in GRAEME and JANE QUINN and DAVID and MARY ELDER who with the late BAS BOWES and others laid the foundation for our Club back in 1954. No doubt they were gratified to see the results of their early efforts. By 4 p.m. the steady rain had gone to heavy showers and in between the downpours people started for home. It was a great day and superbly organised by RICHARD TONKIN. So.... the weather wasn't the best..in fact it was the WORST but it added spice and variety to a most enjoyable and memorable Club event. WELL DONE RICHARD - and well done by all who came along to honour 40 years of Club participation.

RON WILSON..

AT THE 40TH BIRTHDAY CELEBRATIONS.

DRIVING ALVIS CARS

Richard, Pauline & Karen Tonkin	TA21
Frank & Pam Mornane	4.3L
John & June Twomey	Sp25
Ron & Gwen Wilson	Ffly
Bob and Beverly Graham	TB14
Austin & Margaret Tope	3½L
Maureen Adnam & Richard	TA14
Bill & Stuart Barber	S.E.
Tom & Pam Chapman	TD21
John & Margaret Hetherington	Sp20
Rex & Cameron Roberts	12/40
John White	TA 14

IN MODERN CONVEYANCES.

George & Shirley Smith
David & Moira Wischer
Graeme & Jane Quinn
John & Kay Ball
David & Margaret Caldwell
David & Mary Elder
Bill & Angela Drever

IN OTHER PROPER CARS

Dale & Maritta Parsell	MGB
Lloyd & Pam Hughes	Borgward
David & Robyn Rodd	Lagonda
Ray & Michelle Delaney)	
Bill & Noela Alexander)	Bristol

ALVIS AGNITIONS.

The Club General Meeting held on the 15th of July was well attended. The meeting itself was short and was followed by videos. Thanks to **RICHARD TONKIN** who provided the hardware and most of the software for the entertainment. The 40th Anniversary of the Club was celebrated by a drive to the Healesville Country Club for lunch on Sunday the 31st of July. **RON WILSON** has provided a full report of this excellent event and it is published elsewhere in this Newsletter. It was great to see so many old faces. No, that's not the right word to use - faces long associated with the Club. Messages of good wishes have been received from **BRUCE JORSS** and also from **VIC ELLIOTT** whom the Ed. believes to be overseas. **REX ROBERTS** has returned from Continental Europe and U.K. He wasn't able to visit anything particularly Alvis but seems to have enjoyed his trip. Richard Tonkin is about to lead another group of stargazers to witness a space rocket launch in China. It is good to hear that **ALAN McCLINTOCK'S** Silver Crest has found an enthusiastic new owner in the person of **PETER RAU**. **FRANK MORNANE** enjoyed the recent Rob Roy Hillclimb in the wet. His 4.3 was photographed and appeared in "Australian Classic Car" Magazine. **BOB GRAHAM** sent me a letter last week and then realised he could have handed it to me at the lunch on Sunday. The waste of a 45 cent stamp deeply hurt his canny nature. But I will return it to him. He must need every cent he can get at the moment. Apparently the Speed 20 now stands upon resplendently reworked wheels and new tyres. There has been no response yet to the plea for the return to the club rooms of the **BASIL BOWES** portrait. In this anniversary year that portrait should be in it's proper place. The Editorial Speed 20 took us safely to Healesville and back again through an almost impenetrable hailstorm. As a point of principle it had to dirty my hands. The puncture was the third one in the same wheel. I cannot find a problem with the spokes and the last one looked like a split on the side of the tube. I wonder why some wheels pinch and other don't? What is the solution? Thanks to **JOHN TWOMEY** for the loan of his copper hammer. Mine had been left at home - another lesson learned. But then John has become the club expert on punctures!

ED.

NOW, HOW'S THIS FOR A TWIST OF FATE?

JOHN WHITE on arrival at the R.A.C.V. Country Club on Sunday found he was missing a hub cap from his TA 14, Understandably concerned he back tracked all the way to the start at Ringwood searching high and low without result. He then back tracked right to his home but still no hub cap was to be seen. Now on Monday morning, **GEOFF HOOD** who due to other commitments couldn't get to the 40th Celebrations and did not know anything about the hub cap loss, called in to Richard Stanleys Body Works in Blackburn where one of the staff told Geoff that he had been walking with his girl friend through a park in Elgar Rd., Box Hill and he had found a large hub cap with a phone number painted inside. Geoff recognised the phone number as John White's and John got his hub cap back!

Now there's a lesson there to be learned for those who own Alvis cars with hub caps.

RON WILSON.

This article was supplied by Roy Henderson. It is a guide to the Brooklands Track supplied to those entering "Alvis Day" a day apparently shared with Members of the "Brooklands Society" who had their annual reunion on that day in 1974. (Ed.)

ALVIS DAY & BROOKLANDS SOCIETY ANNUAL REUNION

SUNDAY, JUNE 30th, 1974

A SIMPLE GUIDE TO BROOKLANDS

From the days when just a few dedicated enthusiasts, all with wide Brooklands experience, gathered annually at the Track, this Reunion has grown to a remarkable extent. Membership of the Society has been largely responsible for this, increasing numbers of members have brought more and more guests each year and not unnaturally the days when everybody was fully conversant with the Track and its features have long passed. Many people attending the Reunion will have been born years after the Track finally closed and it is primarily to them that this short discourse is addressed. It will enable you to locate famous features and to try and get some conception of what Brooklands was like in its heyday - and then you too may come under the spell of this, the first true centre of motor-racing which has been revered by generations for nearly seventy years.

Brooklands is now owned by The British Aircraft Corporation to whom we are greatly indebted for allowing is the privilege of entering their property. You will enter the Track through the main Works Entrance on the Brookland Road and then, a little to the right of where the original Fork was situated you will turn right onto the finishing straight and head towards the Member's Hill which lies ahead of you. You will be directed to park in the original paddock, part of which is now covered with grass, though much remains of the original tarmac. Ahead of you will be the club house, which can be used as a locating feature and is well worthy of attention. It is hoped, incidentally, that temporary name boards will be in position on the day of the Reunion to help identify various buildings.

The Club House is perfectly original with the exception that the balcony has been closed in. The buildings to the right as you face the Club House are not part of the original. Ornamenting the front of the Club House, which was used during the war years by Sir Barnes Wallis as a drawing office, are two of the Tallboy bombs of 8 and 12,000 lbs. respectively which were carried by 617 Lancaster Squadron to destroy the 15 feet of concrete protecting the U-boat pens. Set in the grass in front on the Club House is a memorial to A.V. Roe whose aircraft was the first to fly from Brooklands within feet of where the memorial now stands.

Adjacent to the Club House are the Campbell Sheds, in which Sir Malcolm maintained his various cars, a row of lock-up sheds which were hired by many famous drivers, Dunlop Mac's little tyre fitting shop, Robin Jackson's famous Robinry where he and Sinbad Milledge worked for so long and in the Paddock itself one of the brick pagodas which were used by the petrol companies and the remains of one of the hand operated pumps can still be seen in front of it. Lying behind the Club House is the small brick B.P. Ethyl building. All these buildings are in a remarkable state of preservation.

The road by which you approach the Paddock passed on the left-hand side of the row of Pits. constructed in the mid-thirties, which are now used as a store.

Facing the Paddock is the Member's Hill with the famous Test Hill and you can drive up the Campbell Circuit, around the hill and on to the Members' Banking. Notice on the left-hand side the various sets of steps which used to lead up to the grandstands situated on the Hill. Arriving on the Members' Banking which, by the time of the reunion should be well cleared of debris, you can drive along in a clockwise direction and then bear left up onto the top of the Members Hill. The long building on the right-hand side was originally a restaurant and is in original condition with the exception of the roof which was replaced following war damage. Nearby in the trees and facing the banking will be seen one of the original observers' boxes. The Hill provides an exceptional view of the circuit and it should be borne in mind that with the exception of a few large trees, the Hill was originally kept as a lawn and was a favourite picnicking spot for members enabling them to follow the racing throughout most of the circuit.

Turning sharp right again at the bottom of the Test Hill the original track leads on again towards the Members' Banking which was cleared of debris last year. You will see looking to the right the foundations of the Members' Bridge which was regrettably removed several years ago, and driving along the track to the left you will see the gap over the River Wey which was once filled by the famous Hennebique Bridge carrying the bump.

5

Turning off the track to the left past what used to be the tennis courts and is now the dump, you join the original entrance route that was approached via the tunnel under the banking. This tunnel, now used as a paint store, is bricked up at both ends but is quite intact. The track winds round behind the Paddock and loops round in the direction of the Brooklands Memorial and the Railway Straight, and you can clearly see the line of the track forming the Railway Straight. Just to the right, about 75 yards along the Straight from the river was the point where the timing box was situated. Driving past the Memorial and across the main runway you can see the remains of the Campbell Circuit winding across towards the Fork.

The route continues parallel with the Railway Straight and eventually approaches the track again at the commencement of the Byfleet Banking. On the left-hand side, you will see the old Brooklands farmhouse, alleged to be haunted, and now used by the A.T.C.

Further along the Banking at the site of the Byfleet Bridge, also alas removed, a Works Entrance had been cut through the banking. The foundations and stepway to the Bridge are quite intact. The route now leads round through the buildings to an area which is virtually unchanged. The roadway has on the left-hand side Parry Thomas's famous Hermitage and adjoining workshop (the apple trees in his garden still bear fruit and can be seen by walking behind the Hermitage) Further along the road are the mortuary, Butts Lodge and the sheds which were used by W.B. Scott and R.J.G. 'Dick' Nash. Adjacent to this end shed the famous Lorraine Dietrich "Vieux Charles III" stood for many years. Behind these buildings will be seen the Martinsyde sheds and Thompson and Taylors's workshop.

The route now leads towards the Flying School with its control tower and in the vicinity of this members will park their cars during the tea interval. Continuing along the road past the West Side Restaurant is a very famous building, the worlds first flight ticket office which once used to bear a plaque proclaiming the same.

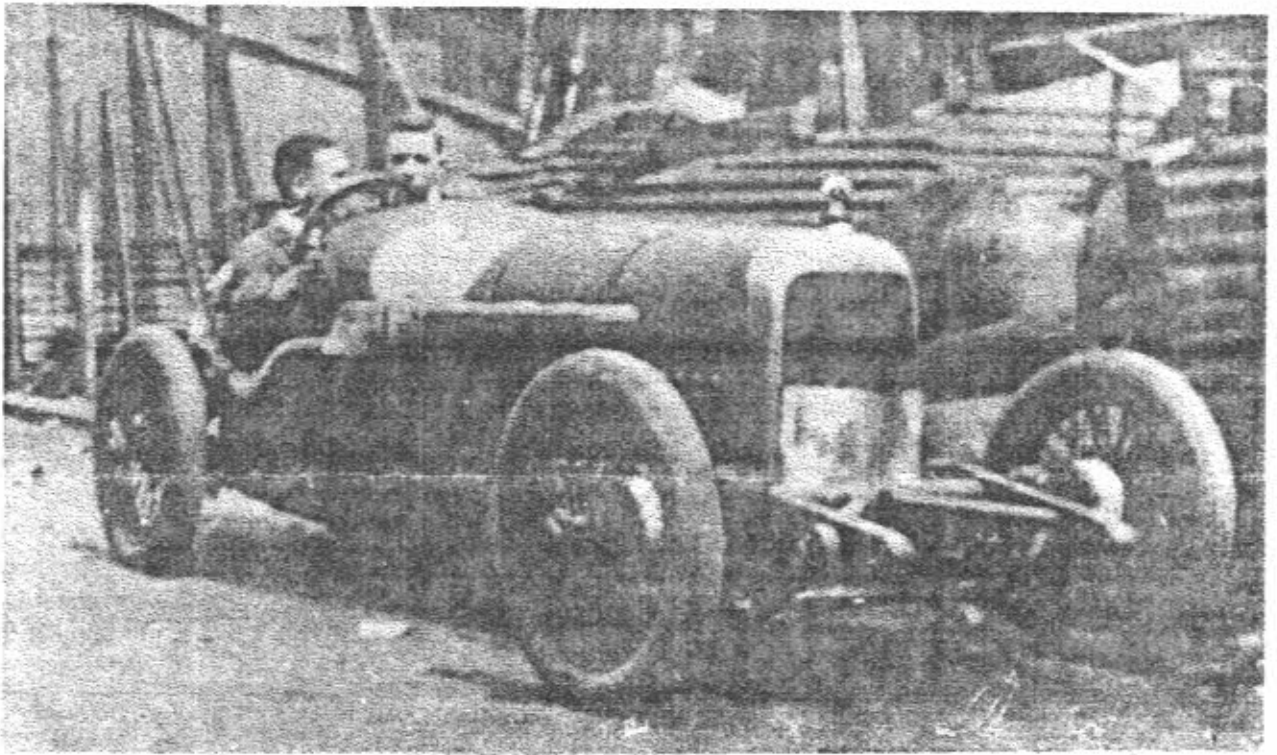
The original aerodrome boundary road continues away along the Byfleet Banking and is in a very good state of preservation. The Banking itself is covered by scrub but with the exception of the piece cut out at the end of the main aircraft runway, is perfectly intact, and people standing on the aerodrome road have a clear view across the flying field to the Members Banking three quarters of a mile away. The Track finally vanished beneath the bulk of B.A.C.'s factory.. Many additional features such as bridges, fences, gateways, etc. are original and traces can even be seen of the black and yellow paint used.

**SEPTEMBER NEWSLETTER
COPY DEADLINE
WEDNESDAY
24TH AUGUST
1994**

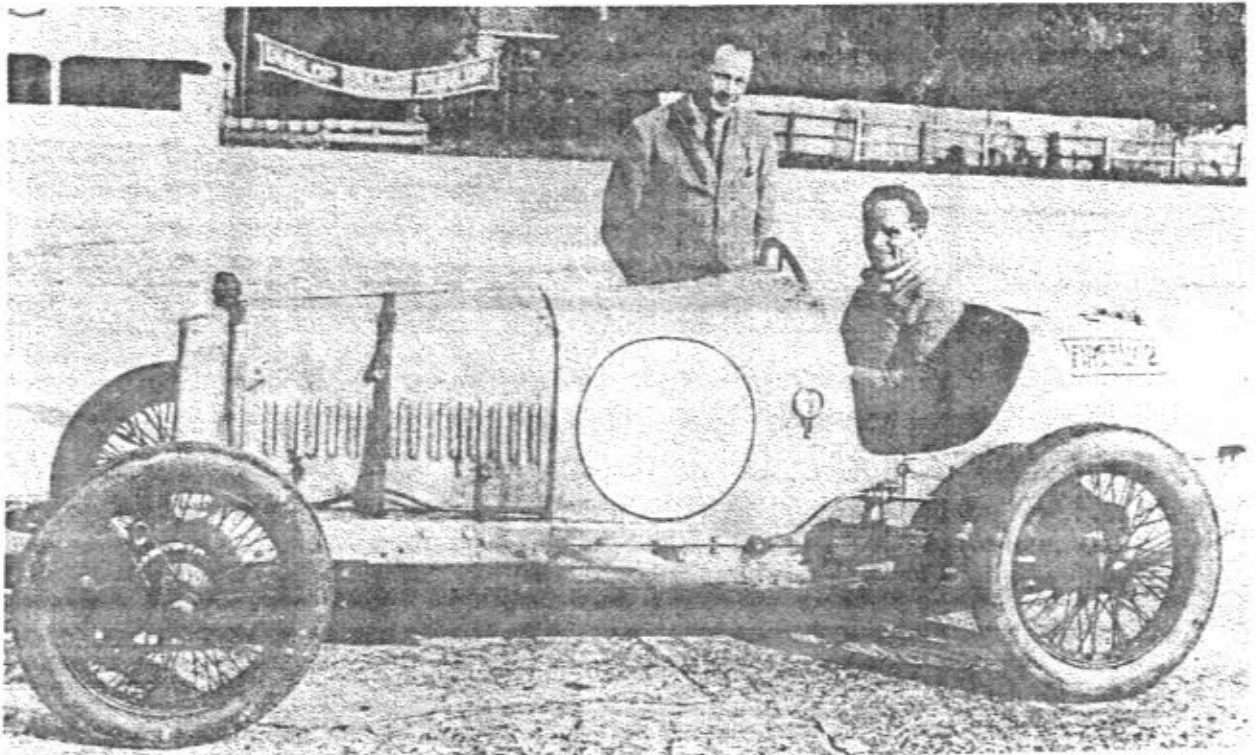
DOUBLE BLOW.

It is rumoured that Geoff Hood's 12/50 Special is acquiring a 2nd supercharger.
Details next month. ED.

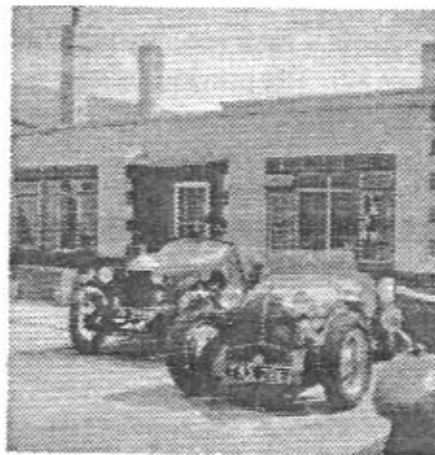
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The 1924 Brooklands "200 Miles" racing car "2931" photographed in the Works yard, that year. Note the diagonal tubular struts between the dumb-irons, a sure identification of these cars. (Photo. H. Clarke.)



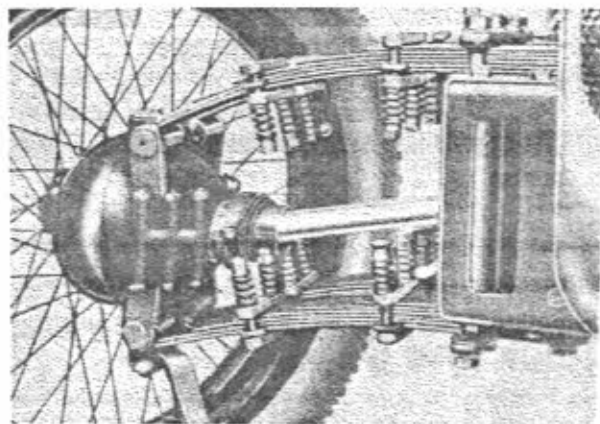
The same car photographed about 1925-6 when it was owned by Dunlops and used for tyre testing (VA 113). Paul Dutoit, their driver, is seated with Alan Hess standing alongside. (Photo. Eric Benfield.)



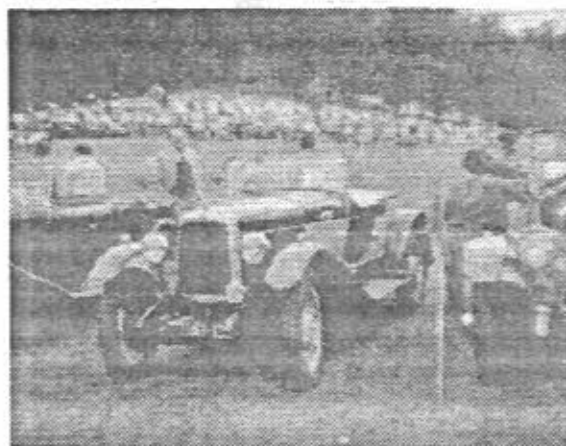
'Norm Routledge's garage. Leeds. 1960. In front is Wilf Powell's 12/70 - "a clean & potent car". Behind the garage is an Alvis Special and an Oxford. The front wing belongs to a Firebird.



1 2 3 4 5 6 7 8
*1. Who? 2. Graeme Quinn. 3. Who? 4. Basil Bowes
5. Who? 6. Charley Langham 7. Who? 8. Who?*



Details of Alvis F.W.D. front suspension.



David Muirden driving his 12/40 at Castlereagh A/S. N.S.W. circa 1953 and his 12/50 at Kalorama, maybe in the early sixties.

If anyone can put a story or a comment to any of these pictures please write in.

Dear John,

I have recently purchased a 1938 Silver Crest four light saloon model TH 19.82. The previous owner was Alan McClintock. The Alvis is fully restored and I have made contact with Dean Prangley with a view to contacting local owners.

I previously owned a 1929 Victory 6 and I am still a current member of the Chrysler Restorers Club. I have been busy this year and have not had much time for the Alvis until now but I am interested in joining the A.C.C.V.

Yours faithfully,

PETER B. RAU.

(Welcome to the Club, Peter. We have not got many Silver Crests so it is good to know that it does remain in good hands and we look forward to meeting you and the car at a meeting soon. If not a meeting, how about a photograph? ED.)

LONG WHITE SPEED 20's.

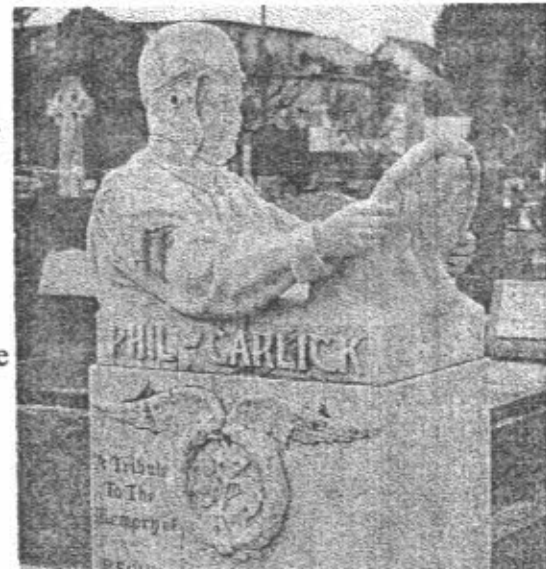
Joe Marsden writes from New Zealand to explain that there are only three Speed 20's in the country and no others have been broken up. As he puts it "hens teeth are more common than Speed 20 parts".

Quick and Dead

IT'S said to be the fastest grave in NSW. Sixty-seven years after his death, speedway ace Phil Garlick still roars through the cemetery at Vaucluse, Sydney. Garlick was killed in January 1927, when his car, an emerald green, supercharged Alvis called "Lucky Devil", crashed out of the Maroubra, NSW, speedway at 150 kmh. The car sheared off telegraph poles, somersaulted several times and plunged 16 metres and, miraculously, it was rebuilt and raced again.

Phil wasn't so lucky.

So many drivers were killed at Maroubra that the track was closed in the late 1920s. The place went to ruin and the land was resumed by the Housing Commission. Phil Garlick's headstone was erected by "his many respecting and sorrowing pals".



Picture by A. G. Poole

This article was found in "Australasian Post" by Rex Roberts. Rex also provided copy about Phil Garlick as it appears in "Hull and Johnson". We will look at that again in a future issue. But this little article seems appropriate for a Nostalgia Issue.

ED.

National Alvis Spares offers:-**Vintage**

Geoff Hood,
37, Thomas St.,
E. Doncaster.
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.

Rubber Engine mounts for all models are now available.

P/No.	4475 Rubber Cones Small	\$2.00 each
	9390 Rubber Cones Medium	\$2.00 each
	13109 Rubber Cones Large	\$3.00 each
	Speed 25 Gear Box Ring	\$30.00 each
	TA 14 Front & Rear	\$30.00 each
	3 Litre Front & Rear	\$30.00 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. 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.

WANTED. Rubber bladder for Andre Telecontrol dash regulator or any ideas for suitable modification.
Contact Joe Marsden, 11 Kotuku Place, Matua, Tauranga 3001 N.Z. Any help gratefully appreciated.

THE ENGINE ERECTING SHOP IN THE ALVIS FACTORY, circa 1921.

Note SV parts, block & water casing on bench, crankcases on trestles & 10/30 chassis in next bay. Harry Clark is young lad third from right & Harry Nettleton, Shop Foreman, is second from left.

Photo taken by Harry Clarke. Published in "The Alvis Register Bulletin" Summer 1973. Supplied by Royboy. Gratefully Acknowledged.

