



## NEWSLETTER

VOLUME 35

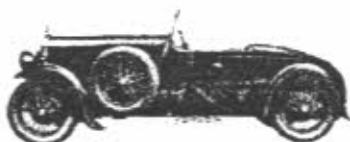
ISSUE NO. 8

AUGUST 1996

CLUB ROOMS:- Rear of "ALVISTA", 21 EDGAR ST., GLEN IRIS. Melway p59 F 8.

MEETINGS:- THIRD FRIDAY OF EACH MONTH

(EXCEPT DEC./JAN.) AT 8 pm.



**COMING SOON**



**AUGUST FRIDAY 16th** Club General Meeting. Motoring Magazine, Book & Memorabilia **Auction**. A chance to clean out your cupboards and shelves to make room for all the magazines and books that you will buy!

**AUGUST SUNDAY 18th** VSCC Frostbite Run. Renamed the *WARM AS TOAST RUN* on account of the new late (8.00am). Details inside and/or contact Rex Roberts and/or see VSCC N/L.

**SEPTEMBER SATURDAY 21st & SUNDAY 22nd** Club Country Weekend at Euroa. Details and entry form were in the July N/L. Another entry form is in this issue. Do enter, it sounds like a good weekend arranged by John & Kay Ball. NB. The Club General Meeting will be held at Euroa. No General Meeting in Melbourne in September.

**OCTOBER SUNDAY 20TH** Club Annual Dinner and Presentation Night. Note the Sunday Evening in your diary.

**NOVEMBER SUNDAY 17th** Joint Meeting with the Bristol Owners Club of Australia. Rhododendrons in the Dandenongs. Information inside.

**PRESIDENT: JOHN TWOMEY**  
53 Park St., Pascoe Vale. Vic. 3044  
Tel. 03 9386 0439

**VICE:-RICHARD TONKIN.**  
P.O.Box 280, Greensborough. Vic. 3088.  
Tel. 03 9710 1465.

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

**EDITOR: JOHN HETHERINGTON**  
102 Balaclava Rd., Shepparton. Vic. 3630  
Tel. 058 21 6422 Fax. 058 31 1586

**TREASURER: JOHN TWOMEY**  
53 Park St., Pascoe Vale. Vic. 3044  
Tel. 03 9386 0439

**NEWSLETTER DISTRIBUTION:**  
REX ROBERTS. 7 Joan Ave. Ferntree  
Gully. 3156. Tel.03 9758 5365



## EIGHT MONTHS TO GO.

What still needs to be done?

Everybody and everything all hale and hearty?

Pigs groomed and ready to fly?



### AN UNPRECEDENTED SITUATION

Some discussions have taken place about the 1997 National Alvis Rally and it is now time to list in precis form the published information about the Rally in the two Club magazines.

#### From "Alvibatics" (the organ of the ACC NSW)

Sept 95 Rally dates announced with further details to be supplied later.

Oct, Nov & Dec 95 The above information re-published.

Jan 95 Numbers limited to 40 - 45. Twenty entries to date including 2 from NZ. Entries close 31-1-96.

Feb 96 January announcement repeated.

Mar, April & May 96 No announcement.

#### From Newsletter (of the ACCV)

Sept 95 Entry Form published showing dates and costs. Booking deposits received up to 31-1-96.

Oct, Nov 95 No announcement.

Dec 95 No Newsletter is published in December.

Jan 96 Fifteen entries received, 2 from NZ. Entry Form published.

Feb 96 Book Now!

Mar 96 No announcement.

April 96 Forty entries received so Rally is now closed & any future applicants will be placed on a waiting list.

May 96 Fully subscribed. a waiting list has been compiled.

The June Alvibatics contained a leader written by Eric Cunningham which is critical of limiting the number of entrants to the Rally.

So, now you are free to make up your own mind about which is the UNPRECEDENTED SITUATION;-

- a) Limiting the number of entrants to the Rally (announced in the April Newsletter of the ACCV).
- b) Publishing in "Alvibatics" an article critical of this situation.

There are arguments in favour of both counts and it is known that I favour re-opening the Entry List so that latecomers could be included at the cost of a premium. I am also sure that volunteers could be found to cope with the additional work that the extended entry list would involve.

Bob Graham

Wanted for the August AUCTION Meeting. Friday the 16th.  
Members with full pockets. Motoring books. Magazines. Memorabilia. Enthusiasm.  
Space at home to put all those things that you are going to buy.

This winter is remarkable for being wet on so many days - in Melbourne and in the rest of Victoria. Perhaps rainfall is not excessive but the ability to get out and enjoy yourself has been limited. The Club outing to Queenscliff was accompanied by pretty gloomy, wet weather but it was fun and is reported on elsewhere in this Newsletter. **JAMES KENT** attended our last General Meeting to tell us about BSA motorbikes and the BSA Club. He gave an interesting talk and we enjoyed his company. **ROY HENDERSON** particularly enjoyed his company because James talked about a BSA model from the thirties which was only slightly developed into the M20 dispatch riders bike which Roy came to know only too well during World War II. There was much exchanging of photographs afterwards. James also described his completely restored BSA Bantam and a journey back from a Club outing without third gear. In the pouring rain he got a puncture so used that crucial accessory with which all BSA Bantams were equipped - a mobile phone! **DALE PARSELL** won his class at the recent Rob Roy Hill Climb. He brought his father **GEORGE** to the meeting as a guest. **GEOFF HOOD**, as reported last month, did his best ever time at Rob Roy and said that he very much enjoyed a well organised meeting at which there were some very good cars. **ERIC NICHOLLS** was absent, being with the Vintage Driver's Club at Alice Springs or somewhere central. **JOHN WHITE** was absent because of trouble with his leg. It was reported that a diff. had fallen on it but I am not sure whether that was fact or fiction. In any case he was going into hospital to have it de-diffed. Our best wishes for a speedy recovery, John. **CHRIS THEVATHASAN** was at the meeting but without the TD 21. He explained that there is a water leak. All in all, Alvises don't seem to do too well in the water department do they? Ninety members are financial. This is about ten down on what could be expected for this time of year and is a little disappointing given the stamped addressed envelope scheme which John has put in place. If there is anyone out there who has not paid, please do so as soon as possible. It was a pleasure to see **JOHN MURRAY** at the General Meeting. As usual he had driven over from South Australia in a Morris Minor. He said that he has sold the Saloon, with 300,000 miles on the clock and is now in a "Woody" station wagon. Presumably he will be crossing Little Desert in a Little Morris - or should that be "Desert Minor in a Morris Minor"?

ED.



THE WARM AS TOAST RUN. nee THE FROSTBITE RUN.

*(Dear John,*

*Attached are details of the upcoming VSCC Frostbite Run from Danny Kurka. ACCV members are most welcome. Phone me on 03 9758 5365 for any further details.* REX ROBERTS.)

18th August 1996.

This most important historical VSCC event will start near Lilydale at the late time of 8.00 am to allow sufficient time for any participants travelling up from Mallacouta in their De Sanzy Vioturette to make the start! After a salubrious 3 hours or so easy but challenging run allowing ample time for the drivers to marvel at the quality undulating sealed roads and the passengers to gaze in awe at the glorious scenery whilst following elementary route charts, it will finish at a congenial venue where a welcoming fire and hot soup awaits "euphoric" participants. A most interesting private collection of proper motor cars will be on display. Important trophies will be awarded to fortunates.

The possibility of a tasting at a local winery is being assessed. After which the local Hotelier warmly opens his doors for a hearty country feed for those who wish to partake.

So mark this significant event in your dairy and/or diary now, organize your crew of Navigators, riding mechanics entertainment officers, apprentice vintagents and even-the long suffering spouse for this important happening.

NB. Any members not participating run the serious risk of being struck off the Chairman's list of "Jolly Good Sports"!

PS. If you are still not inspired, the next Newsletter will publish "Startling Revelations" from a well known surgeon on why YOU should attend. Stay tuned, and your motor!

Jack Frost.

COMMITTEE MEMBERS.

Please note the next committee meeting will be at 7.00 pm. on Friday August 16th - one hour before the general meeting.

**COUNTRY WEEKEND AT  
EUROA  
Saturday 21st & Sunday 22nd September**

The weekend package includes motel accomodation with continental breakfast, dinner at Haygun 's Restaurant and morning coffee. Full breakfast is available for \$6.00 extra.

<p><u>Saturday 21st.</u> Arrive at <b>JOLLY SWAGMAN MOTOR INN</b>, 28 Clifton St.(Old Hume Highway) during the afternoon</p> <p><i>DINNER &amp; GENERAL MEETING</i> at "<b>HAYGUNS RESTAURANT</b>" which is within easy walking distance of the Motel.</p>	<p><u>Sunday 22nd.</u> Optional early morning walk around historic Euroa. Depart Motel and drive through the scenic <i>STRATHBOGIE RANGES</i>, stopping at <i>STONECROP FINE ART GALLERIES</i> for morning tea. Lunch is at <i>TASTY-AFFAIR</i> which is a cottage restaurant in Strathbogie. All roads are sealed and you can return to Melbourne via the picturesque <i>POLLY McQUINNS WEIR</i>.</p>
--	--

SEE ELSEWHERE IN THIS N/L FOR ENTRY FORM.



RHODODENDRON DAY AT THE DANDENONGS WITH THE BRISTOL CLUB.

(aka "Dendies in the Dandies" - Ed.)

SUNDAY THE 17TH OF NOVEMBER

We are arranging a joint outing with the Bristol Club of Australia to the Dandenongs on Sunday, the 17th of November. The trip will include lunch at a hotel in the Dandenongs, a varied and interesting route around the hills and an opportunity to view the Rhododendrons which will be in flower at the time.

This year is the 30th anniversary of the foundation of the Bristol Club of Australia and the 50th anniversary of the manufacture of the first Bristol car. Many do not realise that Bristols are still made in England. The day will provide the opportunity to meet Bristol owners and to mutually admire the two fine marques. Further details will appear in the September and October newsletters but, in the meantime, mark the date on your calendar and telephone me if you have any queries.

The outing will pose a terrible dilemma for our newsletter editor, Dr. John Hetherington, who will have to decide whether to bring an Alvis or his Bristol. He has suggested to the writer that he may chicken out of the decision and appear in his Morgan - any attempt to do so will obviously result in yet another round of raging controversy in the newsletter!

Richard Tonkin (03) 9710 1465.



GUNS AND CARS

Thank you, Bob Graham, for pointing out that Skoda, F.N. and Hotchkiss all produced both guns and cars. At the Queenscliff Fort was a poster advertising Steyr guns. Several members pointed out that Steyr also made cars. Any others?

Dear John, or whoever is Acting John,

5

I was reminded recently by an article featuring the American couple who own the Franklin Mint business. This firm produces copies of Fabergé eggs, Delft ware etc., etc. but also a series of beautifully produced car models. These included some American of note such as Duesenberg, Packard, etc. but also some of lesser note such as post-war Cadillacs, Buicks and so on, over which we need not shed many tears.

There were also in the list some notable European cars such as the Bugatti Royale, Gull-wing Mercedes and cars of that ilk but also a model of the 4.3 litre Alvis 4-seater Drophead. I know not what the scale is, but the overall length bumper to bumper is 8" or 200 mm. for the metrically-minded. The colour scheme is British Racing Green with polished bonnet (not aluminium which would have been too soft, but C.P. brass probably).

When it was first advertised here the Committee gave it the "thumbs down" on the basis of the colour-photograph. I disagreed with the assessment and purchased mine in 4 instalments totalling \$139.00 if I recall rightly. I have had no cause to regret it. Each time I dust it off (it lives on one of the book-shelves at eye-level in the Living Room) I marvel at the intricacy of detail. Hinged bonnet centre and side panels, hinged windscreen folding flat, soft upholstery, opening cloth-lined boot, steerable front wheels, openable doors are a few of the more obvious things.

Underneath the bonnet the motor is well-detailed even down to plug leads, carburettors and air cleaner. The chassis is a miniature of the actual thing even down to twin battery boxes astride the propeller shaft, springs, petrol tank etc. It even has a movable gear lever. It has an erect hood for winter wear and a folded hood for summer wear.

I believe the model is still available from Franklin Mint. I also saw one in a Brisbane Hobby Shop a couple of years ago. I am recovering from a cold at present. It is too cold out doors and the drawing board repels rather than attracts hence this belated missive. I would commend the model to anyone.

Yours sincerely,

David Carmichael



QUEENSCLIFF EVENT.

from dparsell@ozemail.com.au  
to jfh@sheppnews.com.au  
re:-

THE ALVIS TOUR TO QUEENSCLIFF 21/7/96.

Amazingly, the day dawned to show some semblance of dry weather in Avonsleigh, a fairly unusual occurrence at this time of year.

The clock went off the first time at 6:30 (not a time we new existed on Sunday), however as I had been working all weekend and we then had a works dinner on Saturday night, the clock then went off every 10 minutes until 7:30 when we finally got out of bed.

Unfortunately the Firefly was temporarily out of action, so we motored in style to somewhere near Government House. We were only close to the said starting position because a mini marathon was taking place. Those members that arrived on time where inside the gardens and couldn't get out, we were outside couldn't get in. A new starting point may be needed.

Mr Tonkin galloped across St Kilda Road and gave us our route instructions. These, we found, actually contained navigation instructions, quite an event for the Alvis Car club. I wish to take this opportunity to congratulate the said Mr T for breaking new ground.

After answering questions (some of which will be found elsewhere) we arrived at Queenscliff, partook of morning tea, a short walk, lunch, and then a most delightful tour of the Queenscliff Fort.

Congratulations to the Tonkins and Balls for an excellent event that was well organised. They even managed to keep the rain off for most of the day. The members should also be congratulated as 34 (I think) people joined in for the day.

Dale & Marita Parsell.

It was a good outing and it was good to see so many people there. I think there were seven Alvises present - not bad considering the weather and the distance. It was a pleasure to see several guests. Jim Mornane accompanied Frank. Andrew Ball, son of John was there with friend Melinda. Pat Munro came with Richard and Pauline Tonkin and George and Shirley Smith were accompanied by their daughter, Helen. Daryl Stanisich had the 12/50 back on the road after a two year mechanical refit. It sounded great and I reckon Daryl was brave to take it all that way in poor weather when it had only done 10 km before the day. It was unusual to see the Parsells not in Firefly but the dreaded back transfer port has taken its toll again! John Murray had obtained a ride in the Smith conveyance and was obviously enjoying himself - before tackling, yet again, the trip to South Australia in his Morris Minor. The venue was a good one, the lunch and company good and the trip around the Queenscliff Fort most interesting. The only trouble I had with the Fort was that I was so enjoying catching up with several Alvisi whom I have not seen for ages that it was difficult to pay proper attention to our guide. I will have to return to the Fort..... Well done, Tonkins and Balls.

ED.

ANSWER TO THE QUIZ.

Owing to receiving several (almost all) correct entries to the Quiz on the Queenscliff run on Sunday 21st July it was necessary to award the first prize to the wittiest answer to the last question namely - 'What was the name of the canary owned by the maiden aunt of the man who painted the 403rd white line on the Geelong -Queenscliff Road?'

First Prize: Dale & Marita Parsell:-

Runners-up: The Grahams:-

"A Lament to Joe the Canary".

Rose are red  
Violets are blue  
There once was a man, who  
White lines he drew.

His maiden aunt,  
A canary she had ....  
Which made the Painter  
an unfortunate lad,  
For her canary Joe  
was to inherit the dough!

But .... the canary expired,  
So the painter retired,  
And he now lives  
the high life instead.

The painter of the white line was very patriotic and loved to sing Advance Australia Fair, and wattle is Australia's National emblem and wattle is yellow and canaries are yellow and Watty! paint is yellow and "what'll they think of next" and the maiden aunt had a golden wattle outside the back door so the canaries name was WATTLE!

Other clever entries were - Harry, Ermintrude the 2nd, Virgin, and Tweetie-Pie. So you can see the Judges had a difficult time to decide on a winner!

KAY & JOHN BALL.

Dear John,

I thought that you might like a brief update on the hair transplant being undertaken by the Duke, (my TA21 drophead).

His Lordship is presently resting comfortably in a private suite at the home of Kevin Coath, motor trimmer, in Yarrambat, awaiting his hair transplant. As you will recall, His Lordship has been bald since returning from major cosmetic surgery at the beginning of this year, such that he has only been able to go out when the weather forecast promises absolutely no precipitation, absolutely none. This has, of course, most severely limited His Lordship's outings, especially during the winter months. However, I am assured by Kevin that His Lordship's transplant will be completed, and he will have fully recovered, in time for the Euroa Country Weekend where he will, at his whim, be able to be either fully closed, fully open or half mast. While that will no doubt titillate the lady members of the club and the partners of the male members, His Lordship has a fine sense of discretion and all can be assured that he will be open, closed or half and half at appropriate times and in proper company. His Lordship has even condescended to demonstrate his ability to go from wearing his top hat to being fully topless in the car park of the motel at Euroa for only \$2.00 a look. As His Lordship's antics will be one of the highlights of the club's year, all members are urged to attend the Country Weekend at Euroa.

I remain, ever your faithful and obedient servant.

RICHARD TONKIN President of Vice.



STUFF STILL HOT

In response to Dean Prangley's request for techniques to lower the temperature under the bonnet of the Speed 20, Peter MacAuley rang seeking Dean's phone number. I hope they made contact. Whilst he was on the phone Peter explained that his Crested Eagle, with the same engine as the Speed 20, had given him endless overheating problems. Peter has a modern radiator set behind an old front. He says that so much less air flows through the modern core that overheating will occur if there is the least build-up of dust, grasshoppers etc. He also said that he found the SU fuel pumps to be incapable of pushing through enough fuel to quench the beast's thirst. He has fitted a modern pump on the chassis rail, down the back somewhere. Peter said he had much more information to offer so I expect it was a long telephone call!

Dean's assumption is that his misfiring is all due to fuel starvation due to overheating but Peter's comment about the SU's suggests that overheating may not be the cause of power loss. This argument is added to by Geoff Hood who suggests that the complex bakelite jigger which changes the high tension and low tension electricity from coil to magneto may give trouble and fail to redistribute herbs in the right direction. A few years ago the Editorial Speed 20 had an attack of the won't goes which defied explanation until a journey in the dark of night revealed the pyrotechnics emanating from the switch over block. There was so much electricity going everywhere that very little could have been going to the plugs!

So there you go, Dean. Probably more questions have been raised than answered but please keep us informed.

ED.

**EUROA WEEKEND**

ENTRY FORM FOR CLUB COUNTRY WEEKEND AT EUROA. PLEASE COMPLETE FORM AND SEND IT WITH YOUR CHEQUE (MADE OUT TO THE ALVIS CAR CLUB) TO JOHN TWOMEY, 53 PARK STREET PASCOE VALE. 3044.

\$50.00 per person, double or twin share. \$77.00 single.  
\$25.50 per person extra in a family room.

NAME..... PHONE.....

ADDRESS ..... No. in PARTY.....

ACCOMODATION REQUIRED:- (please tick)      DOUBLE      TWIN      FAMILY      SINGLE

AMOUNT ENCLOSED: \$ \_\_\_\_\_

## BULLDUST

Dear John,

I enjoyed your mention of the holes and bulldust off Highway One. At least you had a sealed floor in your "Landie". When we went from Nullarbor Road House to the coast in 1988, in the Firefly, the dust came up through every crack and hole in the floor boards until we were so covered we could not see. We had to stop every so often. The detour also cost me a blown out tyre and a dented rim - but it was a good experience.

In a previous issue you mentioned in "Red Diamond Products". These were made by a company called "Leggetts" and were mainly to do with tyres, such as repair outfits, patches and vulcanisers.

Kind regards,

RON WILSON.

---

from fredcpa@ozemail.com.au  
to jfh@sheppnews.com.au  
re: Web Page

Dear John,

Glad you like the photos I sent you & glad you like my Web page. Sorry about the Bentley influence but I had just been to Beechworth for the Bentley rally & I had the film developed by National Photos & got them back on floppy disk. I had to convert them to a file format suitable for the internet.

I have just returned from the FIVA rally in the UK & I may be able to add some Alvis photos to the page when I get time.

Des Donnan had the only Ducksback in the rally although Peter Glover drove his 12/50 Tourer as the official car. There were also Speed 20's, Speed 25's & a short chassis 4.3 as well as a TA 14 & I think a TE 21. No doubt Des will give you a good run down.

Happy motoring

Fred Heming.

*(Yes please, Des. Would you take up Fred's suggestion? ED.)*



*"I'm having some trouble with the car I just rented from you - the wipers don't work properly."*



9

CARS & PARTS FOR SALE  
AND WANTED

SEPTEMBER NEWSETTER

COPY DEADLINE

WEDNESDAY

28TH AUGUST 1996

THE CLUB CARRIES A LARGE SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

*To enquire about spares please contact the appropriate SPAREPERSON listed below:-.*

VINTAGE

Geoff Hood  
37 Thomas St.,  
E. Doncaster  
Vic 3109  
03 9842 2181

PVT

Austin Tope  
8 Wimba Ave.,  
Kew  
Vic 3101  
03 9817 5163

TA14

Bob Graham  
15 Clarke Ave.,  
Caulfield  
Vic 3162  
03 9571 3886

3 LITRE

John Ball  
P O Box 26  
Murchison  
Vic 3610  
058 262518

CLUB

TA 21 Specification Sheets. As published recently in the N/L. \$5.00 plus p&p.

Club Permit Books. Latest edition. \$5.00 ex. Club Room's. \$6.20 posted.

"Motor Trader" Technical data Sheets. Reprints available for Speed 25, 3½ litre, 12/70 & TD21 \$5.00 plus p&p.

Handbooks & Spares Lists for most Alvis models. Expertly reproduce by the renowned "ROYBOOKS" method.

Roy Boy. Tel. 03 97047549

Fire Extinguishers. Chubb 1 kilogram. \$25.00 ex. Club Rooms. Some stock remains.

PRIVATEERS

FOR SALE Alvis Silver Crest Four Light Saloon (1938 or 1939.) \$45,000. Peter Rau, 32 Midshipman Ct., Paradise Waters, Qld.4217

FOR SALE TA 21 Road wheels. Four at \$10.00 each ex Club Rooms. Tel. Andrew Twomey. 03 9306 9364 before meeting night.

FOR SALE Suitable for TA 21. Michelin Radial Ply Tyres. 6.40 x 15. Good tread. NOT White Wall. There are four of them cluttering up the shed. Offers. The Balls. (058) 262 518.

*(Put the last two ads. together an' your rollin'! Ed.)*

WANTED For Speed 20 SB. (Previously described as SA model Sorry, Bob. Ed.) Trim for the 2 front guard mounted spare wheels. Chrome plated covers for the hole in the centre of the spare wheel together with the plate which fits inside the hole, long stud and wing nut. Real money offered.

Bob Graham. Tel 03 95713886.

WANTED Rudge 42 spoke Wire Wheels.

Geoff Hood. Tel.03 9842 2181

HULL & JOHNSON. "THE VINTAGE ALVIS". Chris Thevathasan has donated a copy to the Club Library. Many thanks, Chris for your generous gift.

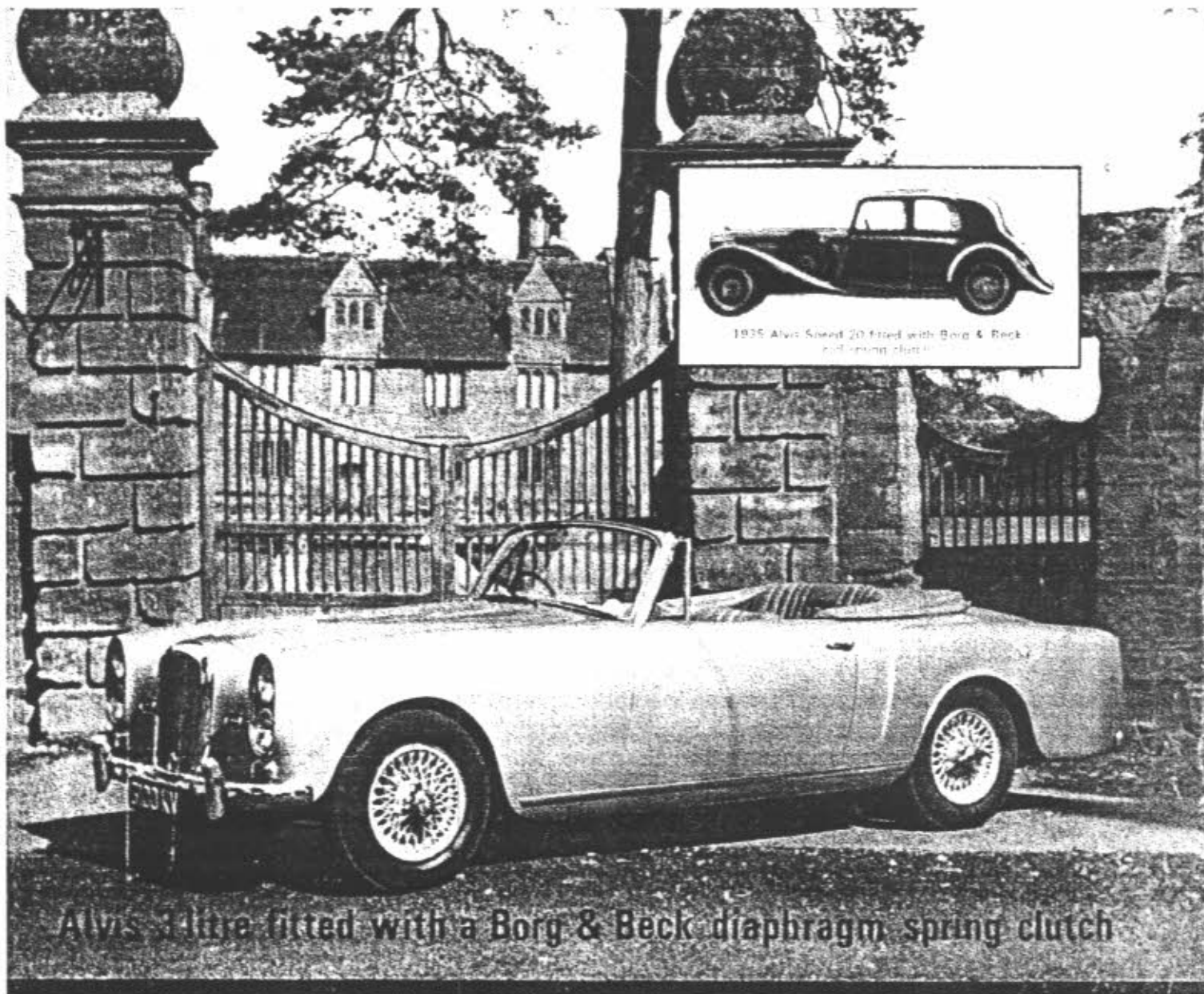
The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria, Inc., its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or 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.

Autocar

**NEW: 16-Cylinder  
Coventry Climax  
Engine**

19 FEBRUARY  
1965  
1s 6d

# Autocar



1935 Alvis Speed 20 fitted with Borg & Beck diaphragm clutch

Alvis 3 litre fitted with a Borg & Beck diaphragm spring clutch

For 30 years Alvis have used Britain's most efficient clutch - Borg & Beck.

**BORG & BECK COMPANY LIMITED**  
LEAFFINGTON SPA, WARWICKSHIRE, ENGLAND



MASTERS OF MOVEMENT

Regd. Trade Mark, Borg & Beck