



## NEWSLETTER

VOLUME 35

ISSUE NO. 10

OCTOBER '96

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.



S. LINDH-BERTS



**COMING SOON**



**OCTOBER, FRIDAY 18th** Club General Meeting AND ANNUAL GENERAL MEETING.

Nomination form for the Committee was in September issue. Please have a go on the committee and help the Club.

**OCTOBER SUNDAY 20TH** Club Annual Dinner and Presentation Night. DETAILS IN THIS NEWSLETTER>  
It is time to book. Ring John Twomey.

**NOVEMBER SUNDAY 17th DENDIES IN THE DANDIES**

With the Bristol Owners Club of Australia  
See inside for details.



**DECEMBER, SUNDAY 1st.** Annual Barbeque

This will be held at the Tonkins, 15 Rob Roy Road, Smiths Gully. (Melway 264. K7). A hill climb will also be taking place on the day for entertainment if required.

More details inside.

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Tel. 03 9386 0439

**VICE:-RICHARD TONKIN.**

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Gully 3156 Tel 03 9758 5365

## PRES SEZ

Never fear Ron, there will be no merger with any club. *(Something tells me the club may not be quite ready for Rons stile of humour, although they should be by now Ed)*

The Alvis Club will stand alone, but is there anything wrong with joining another club for an outing. Maybe this will help to get some fresh idea's to stir a few more members to participate in the events planned. As the polies say, having said that, let me say this. We have had a good year with some very well attended events.

Jan, Sausage Sizzle,  
Feb Rob Roy display with 19 cars.  
Kalorama had 7 cars on the oval with 4 more outside.  
Pub runs to Sunbury & Queenscliff were well attended.  
We had James Kent of BSA Motor Cycle Club as Guest Speaker.  
Now the Country Weekend at Euroa with 10 couples & 3 singles.

On another matter, the A.O.M.C. is very concerned about misuse of the Club Permit Scheme with illegal use and plate swapping. Clubs and Members must be vigilant to police the permit scheme with vigour or loose this privilege.

*(Handbooks on the use of club permits are available from Roy in the Library Ed)*



## RADIATOR BADGES

I was talking to Geoff Hood the other day and he showed me three radiator badges for 12/50's and I was assured that they were original on which the enamel is bright red, almost scarlet. All later badges that I have seen are of a deep ruby red. Which is the correct colour? Did the colour change. If so, when.

The radiator badge on the Firefly is not chrome plated, just polished bronze. My speed 20 badge (which I think is original for an SB) is not plated. Is it correct to have a none chrome badge up to and including 1934. When were chrome plated badges introduced.

Rob Graham



Peter Fleming (and Dale Parsell) would like to thank Joe Marsden (NZ) for sending several photos of a Firebird Mascot from New Zealand. Interestingly, this mascot is similar to one photographed in England recently, but quite different from the mascot on peters car. The plot thickens.

*(the editors apologies for the poor drawing, interested folk can contact Peter for a better view.)*

**CHRISTMAS BARBECUE AT THE TONKINS****SUNDAY THE 1ST OF DECEMBER**

This year, we have decided to give the hard-working Hoods a rest and the Tonkins have volunteered to throw open their palatial mansion and grounds to the hordes of locusts. Those of you who have been to the Rob Roy Hill Climb will recall that the Tonkins reside at 15 Rob Roy Road, Smiths Gully (Melway reference 264, K7).

Arrive anytime after 11.00am and please bring your own food and drinks.

As vintage Rob Roy has been timed to coincide with the Alvis BBQ, you can visit the hill climb before or after lunch.

The Tonkin's vast fleet of the Alvises, including the redoubtable "Mrs. Simpson" will be on display on the front "lawn", so bring along your fine old English vehicle to join them.

Richard Tonkin. Ph: 9710 1465.

**DENDIES IN THE DANDIES****SUNDAY THE 17TH NOVEMBER**

Further to the item in the August newsletter, arrangements are now in place for this event which the Alvis and Bristol Clubs are jointly arranging.

We will be meeting at 9.15am in the carpark of the Brandon Park Shopping Centre (facing Springvale Road)(1993 edition of Melway, Map 71 ref B 9). We will move off at around 9.30am for a delightful jaunt through the picturesque Dandenongs, which will include spectacular scenery.

We are having morning tea at the National Rhododendron Gardens at Olinda (Melway 66, J 6) where the "Dendies" will be in full bloom.

After browsing through the Dendies, we then move off for more gentle but picturesque driving to the Pine Grove Hotel at Beaconsfield Upper, (Melway 21 O, J 9), where we will arrive for lunch at about 1.15pm. We have negotiated an excellent, 3 course meal at the hotel comprising soup, a choice of 4 roasts, 2 desserts, tea and coffee for \$16.00 per person, or you can order from the menu. Drinks are at bar prices.

The whole thing is being arranged by the Tonkins, the Parsells and Steven Rosten from the Bristol Club, so it will be a great day.

Please give me a call by Sunday, the 10th of November, to let me know if you are coming so that I can pass on numbers to the hotel.

Richard Tonkin. Ph: 9710 1465.

XXXXXXXXXX

Dear Dale

Congratulations on volunteering again. I think volunteers are the salt of the earth.

*(volunteer editors are a few sandwiches short of a picnic Ed)*

I thought Ron Wilson's article in the last newsletter was a ripper - I even rang him and said

so.

*Bob Graham*

*(I don't believe it, Bob admitted to understanding Ron. Ed)*

## THE SAGA OF MRS. SIMPSON

OR

### HOW I LEARNT TO DRIVE A CRESTED EAGLE

#### BETWEEN LAVERTON AND SMITHS GULLY

#### ON A FRIDAY NIGHT, IN PEAK HOUR TRAFFIC, IN THE RAIN

#### Mr Richard Tonkin

Earlier this year, finding myself the owner of 2 TA 21 's (a saloon and a drophead), I decided that it was time that the saloon went and that I became a "real" member of the ACCV, by acquiring a somewhat more "proper" Alvis.

Brian Hemmings' 1936 Crested Eagle TF Charlesworth 6 light saloon came on the market in August. Finding myself in Canberra on business, it was a trifling task to persuade one of Australia's leading airlines to extend my ticket to Sydney for the day for an equally "trifling" sum.

Brian, who lives on Sydney's North Shore, greeted me warmly and it was obvious from the start that we both shared an admiration for Fine Old Ladies (Supreme Court Writs from our respective wives can be sent to our postal addresses). My first sight of the Crested Eagle convinced me that here was, indeed, a Proper Alvis. She was a bit like the American singer, Ella Fitzgerald - she was Old, she was Big, she was Black and she was Beautiful. Brian and I did the obligatory test drive, but what really convinced me was that the clock still worked! After the usual polite haggling, Brian and I shook hands and, a couple of weeks later, She arrived by road transport at Laverton.

#### **Laverton Lamentations**

I could only get down to Laverton on a Friday afternoon, firstly by train and then by taxi. The taxi trip from Laverton station to the transport depot was 10 times faster than the train trip from Flinders Street to Laverton, and 10 times more expensive!

Brian had kindly typed out starting instructions for the Crested Eagle and placed the instruction manual within easy reach. Being a know-all lawyer I, of course, ignored the instruction manual, thinking that I could work it all out myself. Alas, that was my first mistake. While I am loathe to put this in print, as this is a "show and tell" story, I have to shamefully confess that, where Brian's instructions told me to pull out the choke I, in my excitement to begin the long journey home to Smiths Gully, pulled out a knob which I later discovered was used to park the windscreen wipers when you wanted to open the windscreen. The result was, of course, was that I flattened the battery trying to start the Old Girl. Luckily, the transport company had lots of batteries and, when She finally realised that I was trying to start the engine, not park the wipers, She burst into life.

The journey from Laverton to St. Kilda Road was reasonably uneventful. However, it was at that point that I finally lost my reason and I got caught up in a slightly mobile traffic jam between St. Kilda Road and that road what runs along the Yarra near the Tennis Centre.

It took about 1/2 an hour to travel about 300 metres, during which time She began to complain somewhat by indicating a rapidly rising water temperature.

### **Punt Road Predicament**

I finally got on to Punt Road, just as the rain started. Being already familiar with the windscreen wiper operations (see above), I managed to get the wipers going but, on that bit of a hill up Punt Road just before you get to Bridge Street in Richmond, Her engine coughed politely a couple of times, and died. A rapid clicking noise came from under the bonnet and even I could deduce that the fuel pump was trying to tell me that we were out of petrol. Now, dear reader, you will recall, earlier in this saga, that I mentioned that I had not bothered to read the instruction manual. Had I done so, I would have realised that Mr. John had thoughtfully instructed his engineers to install a reserve petrol facility in the Crested Eagle (as he did with most models). This was, however, unlike on the TA 21, where it sits in the middle of the instrument panel so that any idiot can see it, obscured down where the front passenger's left foot would be placed, ill had a front passenger and if they had a left foot. Even then, they would have probably pushed the nearby Luvax-Bijor one shot lubrication system lever which would, of course, not have progressed us very far along Punt Road.

As Laurel used to say to Hardie, "Here's another fine mess you've got us into." The promise of chicken-a-la-king awaiting me at Smiths Gully when ( and if) I finally got the Crested Eagle safely home, spurred my tortured brain to remember that I had a mobile phone in my briefcase on the back seat. I called the RACV and, of course, they asked for my registration number. "Well," I replied, "You see, its like this, I don't have one because I'm running the car on a Vic Roads permit." This was too much for the RACV on Friday night and I was transferred, in quick succession, to 3 different supervisors, the last of whom, hearing my quiet sobbing, interspersed with mutterings about burnt chicken-a-la-king, took pity on a soul lost in a strange car on a wet Friday night in Punt Road and, well inside the obligatory 1 hour RACV waiting period, the little yellow van with the flashing lights arrived with a 5 litre can of petrol.

The RACV patrol man could not have been more pleasant, sympathetic and helpful, although what he thought this git in the blue suit, sitting behind the wheel of a very old, large, black car, which he obviously did not know how to drive, was doing holding up the Northbound carriageway of Punt Road at 6.30pm on a wet Friday night, beggars the imagination.

*(With apologies to our author, the Editor has decided that the poor readers will be so overcome with laughter by this point that it would be much better to wait till next month for the next exciting episode of Richards Journey in a "proper car". Ed)*

## Alvis National Rally. 16-21 March 1997

A rough Guide for those who haven't booked yet

- 16/9/97 Arrive Riverside Gardens Warrnambool (055 621 888)  
Check in, get settled, great old and new friends.
- 17/9/97 Travel to Port Fairy for a tour. In the afternoon visit Tower Hill Reserve  
Return to Warrnambool via Koroit.
- 18/7/97 Along Great Ocean Road to Princetown for lunch, and then return to  
Warrnambool.
- 19/7/97 Tour around the sights and museums of Warrnambool.
- 20/7/97 Depart Warrnambool for Ballarat visiting various towns and sights on the way.
- 21/7/97 Tour Ballarat including Historic Sovereign Hill, then final Dinner before  
departing for home on the 22/7/97.

If any further information is required please contact John Twomey



From Bob Anderson,

I found a magazine article about how Shoreham Museum (UK) are going to restore a Alvis MKV1 ex RAF Fire Crash Tender, based on a Salamander powered by a RR B81 engine. It featured central control steering and was highly regarded by the crews.

Some time ago I started inquiring about 69mm 12/50 pistons. I wrote to a firm in England, who sent me a catalogue in which they had the following pistons for Alvis. 74, 84, 73, 67.5, 69 in STD and O/S, but not pistons for short stroke 12/50 or 3 litre bearings. They also sell 84mm pistons from JP company in Adelaide at a cheaper price.

On writing to JP they replied that they listed only 68, 73 & 84 mm Alvis pistons. I would require a 69mm piston as a pattern but it would be no trouble to vary the piston height. What I am looking for is a 69mm piston that someone no longer needs that can be used for a pattern. If anyone can help please drop me a line.

Bob Anderson, 163 Wellington Rd, Deanella, Western Australia, 6062.



The very temporary Editor would like to thank all those who contributed to this newsletter. It makes the job a lot easier, and helps to provide a more informative publication. Till next month when John returns.

dale

# DUTY UP FOR CLASSIC SPARES

Further to last month's news item, the Government is introducing 3% duty on items previously granted duty-free entry by way of a Tariff Concession Order.

Examples of automotive goods currently allowed duty-free entry are parts for vehicles over 30 years old, carburettors, racing tyres and racing engines. From the 1st July 1996 all will attract 3% duty. While 3% is better than the 15% originally planned, there is a further catch: the Government is proposing to amend the Customs Act. There are currently two ways to get a duty exemption:

1. Where no even remotely similar device is manufactured locally (this is known as the "substitutable goods test"); or
2. Something is produced locally but the granting of the exemption will not disadvantage the local manufacturer - ie locally produced water pumps are not disadvantaged by duty-free import of pumps for pumping acid (this is the "market test"). The Government proposes to scrap the market test criterion and grant exemptions solely on the substitutable goods test. This would mean

that where any article is produced locally that does a remotely similar job, then no exemption can be granted.

In the above scenario, the person who wants a pump that will pump acid must pay duty because there is a local manufacturer who makes pumps. In other words Australian industry makes this generic type of article - a pump - and never mind that it is totally unsuitable for the purpose you have in mind. To make it worse, the Customs Service would have the power to revoke any concession as soon as they form an opinion that a local manufacturer for a product exists.

There is little point in having a system of duty exemptions (whether they are duty-free or attract 3% duty) if the criteria are so restrictive that you can never get one - which seems to be the Government's intention. It wants to scrap the system to get its hands on substantial new revenue and found it could not do so politically. Hence 'Plan B' outlined above.

From a motorsport point of view, the danger is very real. Australian industry makes engines, tyres gearboxes, shock absorbers etc. If the appropriate legislation passes through the Senate, all it would take is for the Customs to say - "Yes there is a manufacturer of engines let's revoke all the exemptions for racing engines."

CAMS and other lobbyists have their hands full lobbying both the Government and Sen Spindler (Democrat Spokesperson). Enthusiasts' best chance is to scuttle the plans in the

Senate. Therefore, every competition and motorsport enthusiast - and every one who does want their classic car parts bills to not rise by 3% - should telephone and fax complaints to:

Mr John Moore Minister for Industry, Science and Tourism

Parliament House  
Canberra ACT  
Tel: 06 277 7580 Fax: 06 273 4104  
and to

Senator Sid Spindler  
the Democrat Customs Spokes person  
in the Senate:  
Parliament House  
Canberra ACT  
Tel: 06 277 3640  
Fax: 06 277 3741

They should demand two things:

- a) That goods imported under a Tariff Concession Order remain free of import duty and
- b) That the Government retain the market test criteria of the Tariff Concession System.

Enthusiasts need to oppose these measures right now - it will be twice as hard to undo them later. Unfortunately it's another example of legislators attacking our hobby or livelihoods, for many. The classic car industry is huge but disunited, and hence under constant threat from people who want to sell us new cars and take away our old ones.

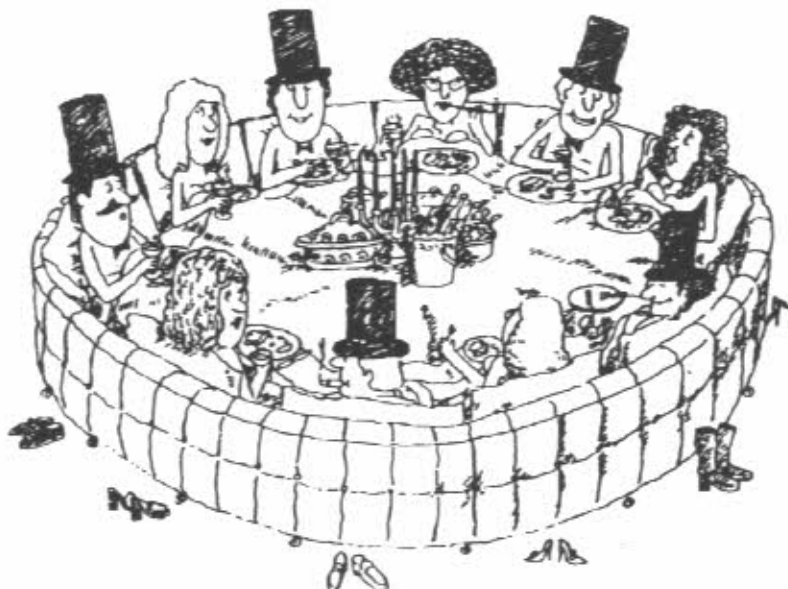
It's time for us to start making our voices heard to a Government that is, after all, meant to serve us.

Get into the protest habit!

(Printed with the kind permission of "Australian Classic Cars")

## Any Excuse to Celebrate

### THE ANNUAL DINNER AND PRESENTATION



Sunday 20<sup>th</sup> October

Drinks 6 pm  
Dinner 7 pm

### 'GEORGIAN COURT' RESTAURANT

7419 6353  
21 George Street  
EAST MELBOURNE

Cost \$25 Per Head

BOOKINGS ESSENTIAL RING JOHN TWOMEY (03) 9386 0439 or 9306 9364

SOME OFF STREET PARKING CAN BE ARRANGED

TREASURERS REPORT 1995/96

GENERAL ACCOUNT:

INCOME

SUBSCRIPTIONS	\$3760.00
BANK INTEREST	58.00
ESANDA INTEREST	56.00
FEDERATION	40.00
DINNER	630.00

\$4454.00

LESS DISHONOURED CHEQUE

40.00

\$4414.00

EXPENDITURE

NEWSLETTER	\$1470.00
POSTAGE	644.00
INSURANCE	520.00
RENT	500.00
PETTY CASH	140.00
AOMC	60.00
TROPHIES	104.00
ADMINISTRATION	42.00
DINNER	556.00
RALLY DEP.	200.00
LIBRARY	135.00
BANK FEES	25.00

\$4396.00

SURPLUS/(DEFICIT)

18.00

SPARES ACCOUNT:

<u>INCOME</u>	\$1422.00
<u>EXPENDITURE</u>	\$2145.00
SURPLUS/(DEFICIT)	(\$ 723.00)

CASH BALANCES:

	GENERAL	SPARES	TOTAL
B/FWDfrom 1994/95	\$ 871.00	\$5052.00	\$5923.00
SURPLUS(DEFICIT)	18.00	(723.00)	( 705.00)
BALANCE B/FWD	889.00	4329.00	5218.00
LESS REPAID TO RALLY A/C			2000.00
LESS NEW PICCOL A/C			500.00
BALANCE AT BANK			\$2718.00

Unfortunately our membership has continued to fall with 10 unfinancial members at this point. Despite this our General Account has just remained in the black. Costs have been contained by the efforts of the committee in the work they do to keep the club functioning at personal expense, both in time and money. They deserve our thanks.

J. Twomey  
TREASURER



SUDDEN FAILURE  
IGNITION TROUBLE

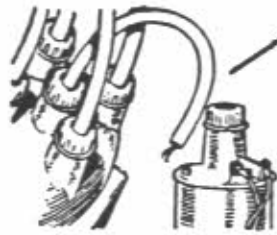
GRADUAL FADE-OUT  
CARBURATION FAULTS

# ENGINE FAILURE

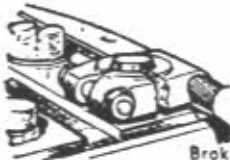
## DIAGNOSIS CHART

By  
R.A.C.Q.  
Engineers

### MISFIRING



Coil-distributor lead broken or disconnected.



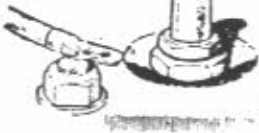
Broken battery connections, switch wire or other lead.



Contact-breaker spring broken; points stuck open; condenser at fault.



Plugs dirty inside or out; gaps wrong; leads disconnected or loose.



Spark plug cleaning diagram.



Plug insulation cracked.

Distributor gap wrong; dirty or oily. Segments worn or bush binding. Poor centre contact.



Valve spring broken.



Too much or no tappet clearance.

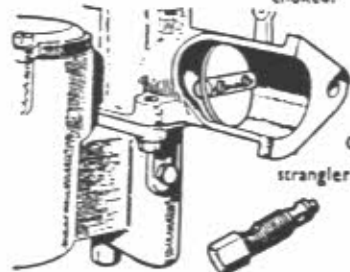
Air-leak past piston rings.



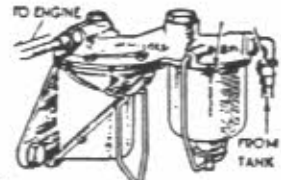
Petrol tank empty.



Carburettor filter choked; needle-valve stuck up; petrol pipe choked.

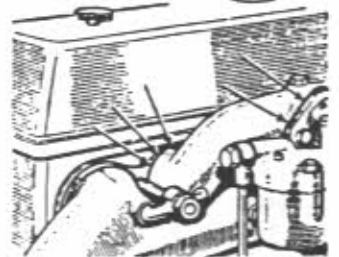


Choked jet; strangler valve shut.



Petrol pump trouble—air leaks on suction side; tank airtight, fuel pipe choked; pump valves stuck up.

Dirt or water in float chamber.



Air leaks in induction manifold, past butterfly spindle bearing or cylinder head gasket.

from "Freewheeling"

# CARS & PARTS FOR SALE AND WANTED

NOVEMBER NEWSLETTER

COPY DEADLINE

WEDNESDAY  
23RD OCTOBER 1996

TO THE EDITOR PLEASE

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 Rooms. \$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 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.

FOR SALE Rudge 90 wheels.? ex USA. 4 x 21" well-based. 1 x 21" split rim. John White. Tel 03 9890 7066.

FOR SALE Handbooks. All original & in excellent condition. 12/70, 4.3 litre, Silver Crest, TD 21. "The Alvis Car" by K.R. Day. Good condition. \$50.00 each. David Wischer. Tel/Fax. 059 897 235.

WANTED Hubcap for TA14 Daryl Purvis 73 McCool St Moronbah 4744  
079 415 124

WANTED Speed 20 Dashboard. The metal plate in which the instruments are mounted and which is engraved with the switch functions. Also: Rudge 42 spoke Wire Wheels. Geoff Hood. Tel.03 9842 2181

WANTED Loan of or a copy of Speed 20 SA Handbook. George Smith. Tel 03 9354 6236.

WANTED 69mm 12/50 piston for a pattern Bob Anderson, 163 Wellington Road Deanella WA 6062

WANTED Gearbox, Gearbox Casing or parts for 1933 Firefly (constant mesh {attached to engine via bell housing}, not the later syncro remote unit ) Dale Parsell Tel 059 685 170  
14 Symons Road Avonsleigh 3782

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