



# NEWSLETTER

VOLUME 36

ISSUE NO.4

APRIL 1997

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.



of Lennox-Berke ☺ ▼ ☺



## UP AND COMING



**APRIL. FRIDAY 18TH**

Club General Meeting and Video Night. See inside for details

**APRIL. 25th - 28th**

TOURING ASSEMBLY in the Alps with VSCCs of Vic and NSW.

**MAY. FRIDAY 16th**

Club General Meeting with Guest Speaker.

**MAY. SUNDAY 18th**

Club Run to Arthur's Seat and Car Museum. Details inside.

**MAY. SATURDAY & SUNDAY 24th & 25th** Historic Racing at Winton. (Not a ACCV Event, but well worth a visit even if you are not competing.)

**MAY. FRIDAY & SATURDAY 30th & 31st.** Annual Swap Meet at Showgrounds. Vintage Drivers Club. Details inside.

**JUNE. FRIDAY 20TH**

Club General Meeting



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*Back of head unknown, John Mitchell, Shirley & John McCorquindale, Jean & Lou Moore.*



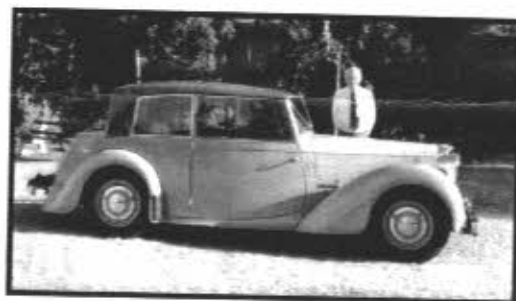
*Alan Firth, Dorothy & Andre Chaley, June & Dale Hanley.*



*Peter Scotney, Margaret Hetherington, Alan Grierson, Claire Macdonald, Eric & Kay Ball.*



*Tonkin. RW, elated by his success as a mechanic is about to embark upon a new career with a DIY craniotomy.*



*John Murray and his just completed TA 14 Special Saloon.*



*The backsides of Dale Parsell, Stuart Macdonald, David Caldwell and Rex Roberts. The frontside of Frank Mornane's 4.3  
(Photo by Dorothy Singer)*

*Greg Berkman, Warwick Barnett and Bruce Jorss out of QLD and looking lost.*



**For two pages of colour photographs of your choice please submit pictures as soon as possible. Name and address on the back will ensure return.**

ALVIS AGNITIONS

The 1997 biennial National Rally is over and it is hoped that all participants arrived home safely after what was an enjoyable event. Unfortunately, we know that **SHIRLEY SMITH** sustained a horrible accident on her way to the Rally but is now making a satisfactory recovery. **JOHN TWOMEY** was taken ill during the event and carted off to hospital. They were sorely missed and we wish each of them a speedy recovery. **STUART MACDONALD** damaged his knee hopping over the side of his 12/50 and has had to undergo surgery. He is recovering well. **JOHN & JUNE TWOMEY, DAVID & MARGARET CALDWELL, DALE & MARITTA PARSELL** and **RICHARD TONKIN** all contributed to the smooth production and running of the Rally and we thank them. It is hoped to publish proper accounts of the Rally from various view points in the May issue of this Newsletter - along with a two page spread of colour photographs. To that end you are invited to send in your choice and we will publish the best of them. If your name and address is on the back your prints will be returned. Your Editor and **MARGARET** covered 770 miles in the 12/50, on the Rally. They were trouble free miles except for breaking the rear axle tie-rod but that has been replaced already. I sometimes wondered what good the tie-rod does, but the fact that it has broken tells me that it was doing something! As well as the human problems mentioned above there were some mechanical problems: cracked radiator, cracked engine block, broken rear axle pinion tooth, engine exhaust valve insert destruction, partial brake failure, petrol pump failure, four punctures. Fortunately, these problems did not all occur in one car! They were spread over approximately 35 cars and it would be unwise as well as unkind to identify the owners of the problems. I don't suppose **GRAHAM SINGER** would object to being identified as the owner of the "brand new" 12/50 whose engine developed valve seat trouble. On the way south from Queensland there was repeated loss of tappet clearance on No 1 exhaust valve and this was eventually traced to the fact that the hardened insert was disintegrating slowly and allowing the valve stem to move upwards. Graham found a competent motor engineer in Warrnambool who removed the existing inserts and fitted new ones so that Graham and **DOROTHY** lost only one day's motoring. The 12/50 looked and sounded great. Hopefully, a detailed account of its restoration will be forthcoming. It was strange to be on a Rally without **BOB GRAHAM'S TB 14**. The Speed 20 looks good and goes well and Bob is to be congratulated on the magnificent job that he has done. But he should not have deprived us of our fun! Another "new" car was the TA 21 brought along by **ALAN & MARGARET RUSSELL**. A very fine restoration and congratulations are due to two very enthusiastic owners. **JOHN MURRAY** came in the long awaited newly restored TA 14 Special Bodied Saloon. Razor-Edge and Pillarless. Very striking. We had the pleasure of the company of eleven Kiwi's for the Rally. They were full of enthusiasm for the cars and the places; they had the use of two TA 21s generously loaned by John Twomey and Richard Tonkin and the excess and baggage made do with a Alvis Tarago. **ALAN FIRTH** visited us from UK. Several of us had met him at the February General Meeting and it was a pleasure to have him along again for the whole of the Rally. I don't think he stopped talking at all - even when getting wet in the Editorial 12/50. Press on ..... At recent club meetings and outings 12/50s have been conspicuous by their absence or at least small numbers. It was a pleasure on this occasion to find five and the six cylinder of **ERIC & BARBARA NICHOLL**. As far as I know this was the first Rally to be in any shape or form, sponsored. Penrite Oils and Shannon's provided sponsorship whilst the RACV provided locality maps. Personally I did not find the sponsorship to be either intrusive or obtrusive and would be quite content for such a happy arrangement to be repeated. Your comments ED. to the committee would be appreciated.

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PHOTO & VIDEO NIGHT. FRIDAY 18th APRIL.

This is the opportunity for all you amateur filmmakers to show your stuff and present your National Rally videos to a live audience! In the (unlikely) event that there are not enough videos/ that they are too boring/their quality is worse than Russian television or they only contain cars, not people, we will be showing one of 4 videos very kindly donated by **Alan Firth**, of the U.K Alvis Owner Club. These cover International Alvis Day in England in 1995 and are full of lots of interesting cars that you won't otherwise see unless you pay \$2,000 to go there.

Bring along your snapshots of the rally cars and people and we will keep the formal part of the evening short. As always a scrumptious supper will be provided. If you don't usually come to the monthly meetings, make this an exception - we would love to see you. Ladies, the possum scratchings will be vacuumed before the meeting and the heaters will be turned on.

8.00 pm at the Clubrooms, rear of "ALVISTA", 21 Edgar Street, Glen Iris. (Melways p.59, F 8.)

RICHARD TONKIN.

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1999 RALLY.

Plans are already underway for this to be held in the Clare Valley of South Australia from the 2nd to the 8th of May. Stuart Macdonald, Duncan Scott and John Mitchell announced their plans at the end of the recent Rally in Ballarat. Stuart tells me that at the end of March there were already 16 entries!

We thank the South Australians for their invitation and look forward to their hospitality.

AN ENTRY FORM IS AT THE BACK OF THIS NEWSLETTER.

## MAY ISSUE OF THIS NEWSLETTER.

Please submit any account of your experiences or impressions of the recent Rally, if possible by Wednesday the 23rd of April but certainly by the 30th of April. Don't be shy. They can be long or short, witty or serious, technical or historical, geographical or satirical. Please submit your copy in your (legible) hand writing, a typewritten letter, by fax, by Email or by carrier pigeon. Colour photos are welcome and those with a name and address on the back will be returned promptly. We will endeavour to publish a dozen or more colour pictures of high quality on two pages. Obviously, copy to go into the special issue is essential.

ED.



## OVER EATING AND OVER HEATING.

Everyone who attended the National Rally will have been guilty of over eating. As well as that, so often the topic of a technical conversation involved the tendencies of the six cylinder PVT cars to over heat. Nearly every owner of one has the problem and Dean Prangley wrote recently of his problems. In the current (Jan/Feb '97) issue of the AOC Bulletin, Nick Simpson (Technical Editor) has a long article on this subject. He discusses it under three causes: the different composition of modern fuels and the suggestion that they ignite at a higher temperature. The higher density of modern traffic. He even quotes one owner's handbook of the thirties suggesting that the car should not be driven in heavy traffic! And of course the higher the ambient temperature the greater the problem is likely to be. It is an article well worth reading. On the subject of fuel ignition temperature and volatility, Roland Comfort has been in correspondence with Mobil, Australia. Roland suggested reducing the volatility by adding kerosene to the petrol but was told in no uncertain terms no! The advice he was given was to leave the petrol cap off over night. That's not much help when you fill your tank at noon on a summers day, is it? Good one, Mobil.

ED.



## STEERING

The late Horrie Morgan did his best to educate those of us with poor mathematical ability, about the geometry of steering. Since then Honda and Mazda have treated us to four wheel steering in mass produced cars - with varying results. Steering tracked vehicles can be fun and six wheel vehicles like "Saracens" must be interesting to steer. But nothing prepared me for driving a John Deere 400 horsepower four wheel drive tractor - which I did at the weekend. Turning the steering wheel does nothing to the front wheels but it causes the whole contraption to bend in the middle. Effectively it is rear wheel steer but there is no Ackerman used, nor does just the whole back axle move - the whole rear half of the vehicle moves - in an arc of about 90°. Great fun at paddock speeds but I wouldn't like to try it at highway speeds!

ED.



Dear John,

Thanks to you all for making our holiday an event to remember. We look forward to 1999. Please pass on our regards to Shirley whom I hope is well on the way to recovery and John Twomey who hopefully is getting over his illness.

Australian members who are interested in coming over the New Zealand for the year 2000 Rally which is being held in Hamilton should be making arrangements soon, re accommodation etc. I can keep in touch with what is happening so I will leave it up to you to contact me if required.

Once again, many thanks. Take care.

Yours,

DEREK DIXON.

*Thanks for your good wishes Derek and for the invitation to the NZ 2000 Rally. The Editor will obtain more information and publish it in a forthcoming Newsletter.*

ED.



# 1997 SPECTACULAR SWAP MEET & AUTOJUMBLE

FRIDAY 30th MAY .. SATURDAY 31st MAY 1997

The Vintage Drivers Clubs' Annual Swap, Autojumble and Trade Display event,  
for all years of motor vehicles will be held again at the:

**ROYAL MELBOURNE SHOWGROUNDS, EPSOM ROAD, ASCOT VALE**

OPEN HOURS FOR THE SWAP WILL BE,	FRIDAY 30th MAY	5pm.....11 pm
	SATURDAY 31st MAY	8am.....4 pm

VENDORS ADMITTED,	12noon Friday,	7am Saturday.
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GENERAL ADMISSION CHARGE, \$ 3.00 PER PERSON PER DAY, CHILDREN WITH ADULTS FREE ENTRY. FREE ON SITE PARKING, NO VENDORS OR PUBLIC PERMITTED TO STAY OVERNIGHT, CLUB SECURITY FOR VENDOR SITES OVERNIGHT, NO DOGS BY ORDER OF HEALTH DEPT. NO SELLING OF FOOD OR DRINKS BY VENDORS. CATERING BY VINTAGE DRIVERS CLUB LADIES ( AND GENTLEMEN ) ALL TWO DAY VENDOR SITES UNDER COVER, MOST SATURDAY SITES UNDER COVER.



## KALORAMA. 1997.

You would think that, with Victorian Alvis all rallied-out and the day dawning wet and miserable there would have been an equally miserable turnout at Kalorama on Sunday, 23rd March. But not so! **Bill and Marcia Barber** travelled up from Somers, and indefatigable **David and Margaret Caldwell** were fresh, not only from organising the Ballarat leg of the National Rally, but from a wedding the night before!

It was good to see **Alistair Cannon** in his magnificent 12/50 - we really have to get him back into the Club, along with a lot of other Alvis owners who aren't members. **Peter Fleming** was in attendance with the Firebird sporting a set of newly painted wheels and rechromed hubs - very smart! **Andrew Green** was there with his 12/50 - a lovely car.

**Dale, Maritta and Firefly Parsell** were early arrivals, Maritta having driven the Firefly back from Ballarat the day before - Pat Moss, eat your heart out! Dale declined to compete, saying that the Firefly's 50 foot turning circle would chew up too much of the Kalorama oval - wait 'till they see **Mrs. Simpson** (my Crested Eagle) next year! **Rex, Sue and Cameron Roberts** were there in the 12/40, which was still suffering nasty sounding engine noises which she picked up on The Rally in Ballarat. Notwithstanding the noises, the old girl competed and put up a great performance. (The car did well, too.) The engine overhaul will commence shortly.

Last (but not least?) was Yours Truly in ever-faithful TA 21 saloon, accompanied by friend **Stephen Mayer**. Returning to Cameron Roberts: he was roped into navigating for both Rex and well-known VSCC member **Graeme Steinfort** in his Lancia Aurelia. The only problem with that arrangement was that Rex, with Cameron assisting, was unplaced, while Graeme, with Cam's help, got 3rd prize. I must get Rex to have a talk to the boy about conflict of interest!

It was a good day, the rain stopped as soon as we arrived and it stayed away and we raised a good swag of money for the Kalorama Fire Brigade. There are a lot of club members who have never been to Kalorama. You only need a pre war cat if you are competing, there are great cars to see around the oval, it's a pleasant Sunday outing and it usually doesn't rain. See you there next year?

RICHARD TONKIN.

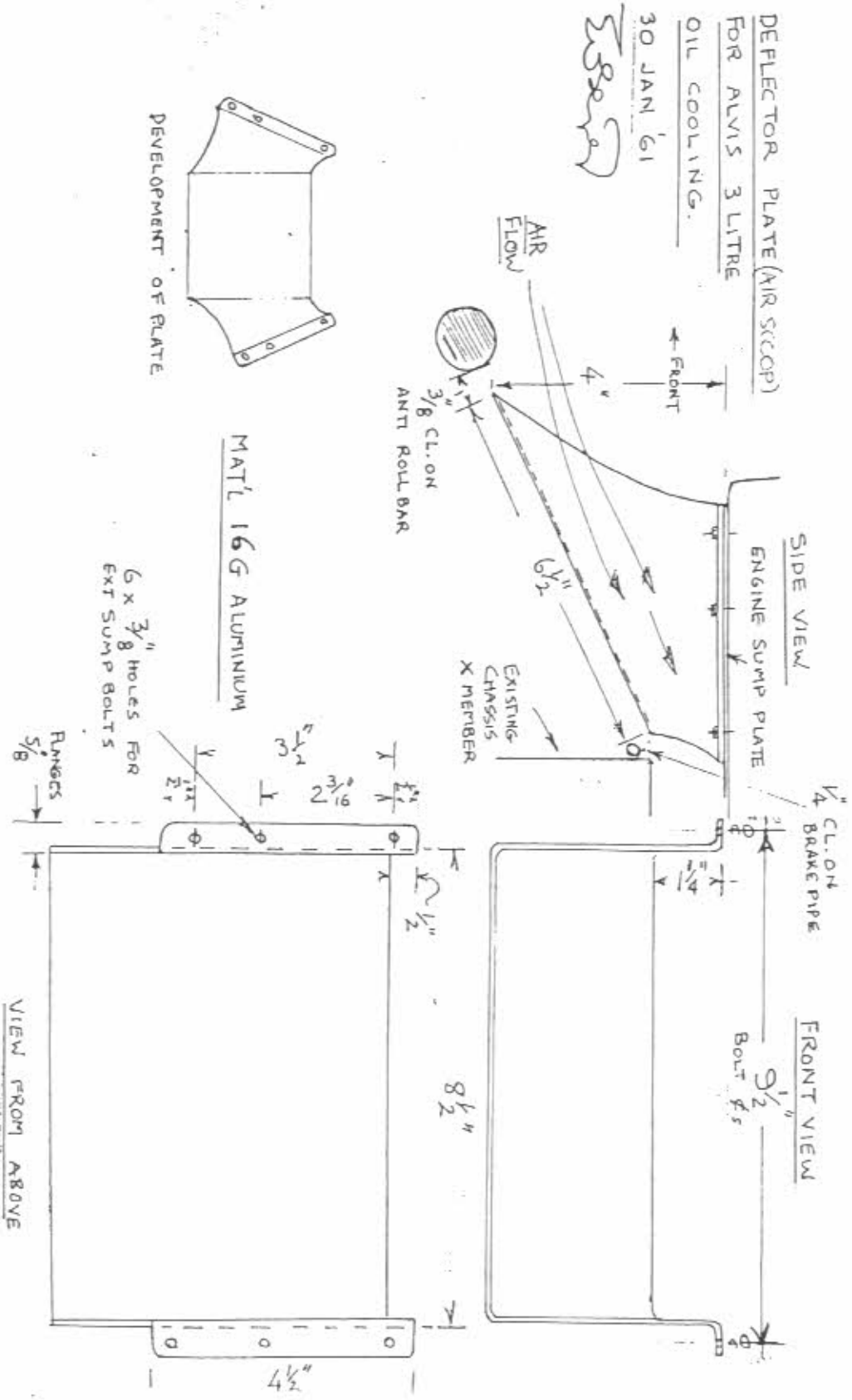


## THERE HE GOES AGAIN!

Dale and Marita Parsell won the VSCC opening event for 1997. There is just no extinguishing the fire in that fly! Congratulations.

OVERHEATING (2)

This may not help the owners of PVT cars very much, but Roy Henderson's drawings for an air scoop to help cool the innards of post war 3 litre cars may help some who are still struggling with the effects of the Poms not knowing that the thermometer sometimes rises above 75° Fahrenheit.



CARS IN MAGS.

"The Automobile" (UK) runs in its April '97 issue an article called "Alvis TA 14 Buyer's Guide". There are some good black and white photographs of the good, the bad and the ugly. In the same issue is an account of Violette Cordery's 1927 round-the-world-trip in an Invicta. Not a lot of detail is given about the Australian leg but there is an evocative photograph. Recommended reading. Also recommended this month is a special supplement to "Thoroughbred & Classic Cars" where they ambitiously take five British Sports Saloons from the 50s, 60s, 70s, and 80s and determine the "best" of the bunch from each decade, then compare the four winners, to determine "The Best British Sports Saloon Ever". From the 50s Jowett Javelin wins from Riley 2.5, MG Magnette, Sunbeam Talbot 90 and Bentley R Continental. In the 60s Jaguar Mk 2 wins over Alvis TF 21, which came second. The others were Lotus-Cortina, Mini-Cooper S and Triumph 2.5 PI. The 70s saw a Bristol 411 win over Ford Escort RS2000, Jaguar XJ6 4.2, Rover 3500 S and Triumph Dolomite Sprint. In the 80s the Ford Sierra Cosworth beat Aston Martin Lagonda, Bentley Turbo R, MG Montego Turbo and Rover Vitesse. I will leave you to buy the magazine to find out the final result!

ED.

APOLOGY.

The Editor and Eric Cunningham were recently in disagreement about the meaning of the phrase "shadow factory" as applied to armaments factories in UK during World War II. During the recent Rally Eric convinced your Editor that he (Eric) is correct. Eric even managed (nearly) to quote Hansard's record of a speech made in support of the establishment of the factories! The Editor really cannot compete with such "force majeure" so he apologises unreservedly and asks it to be noted that the apology is one of substance, not just a shadow apology.

ED.

BUMPER BARS

Several times during the recent convocation of Alvis the subject of bumper bars for 3 litre cars was discussed. It seems that there are none available. They are needed in Australia, New Zealand and UK. That there should be a shortage is hardly surprising given that over the years many of the bars will have been bumped to extinction. But if cylinder heads, CWPs etc can be remanufactured why not bumper bars? It does not look as though it is a particularly difficult profile to work, so who is going to volunteer to move and shake.

Still on the subject of spare parts: despite our best efforts in trying to publicise available parts in the Newsletter and a request that members needs be canvassed before a remanufacturing progress is undertaken, gaps are still appearing. The recently produced speedo cable ends only rated a mention after the event and at least one member missed out. A batch of Speed 20 wiring looms was produced in Melbourne recently but no prior publicity was given. A strong plea is made to members contemplating manufacture to try to assess Club needs before placing an order.

ED.

MORNINGTON PENINSULA RUN. SUNDAY 18th MAY.

This will be a nice day run down the Mornington Peninsula, stopping for morning tea (bring your thermos and a piece of cake) at Tyabb, where we will inspect the Antique Centre (bring your cheque book) Then a pleasant drive across country to Dromana, where we ascend Arthur's Seat Road (otherwise known as The Hillclimb but we won't go at Geoff Hood's speed) and thence to the Gar museum at Main Ridge (entry \$3 per person). The museum, while small, is interesting, and is run by an enthusiast.

Lunch will be at a country pub and then you can wend your way home via one (or more) of the local wineries, if you wish.

Meet at the Brandon Park Shopping Centre Car Park (facing Springvale Road) at 9.15 am, to move off around 9.30. My Melway (1993 - a good year - I was still in my 40s!) Map 71 C9. If your's is older or younger check the reference. Bring pencil and paper, as there will be a competition, with a real prize!

I need to know numbers for the and by Sunday, 11th May, please. 9710 1465 evenings.

RICHARD TONKIN.

## CARS & PARTS FOR SALE AND WANTED

8.

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.

MAY NEWSLETTER

COPY DEADLINE

WEDNESDAY

30th APRIL 1997

Please be prompt - early 3rd Friday.

*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  
03 5826 2518

### CLUB

The Library contains two copies of the video tape "Alvis In The Twenties" - made by the 12/50 Register & AOC.

TA 14 Head Gaskets in stock. \$50.00 each.  
Head Gaskets for early six cylinder engines - contact Geoff Hood.

See Item "Bumper Bars" in this issue for a comment about spare parts.

### PRIVATEERS

WANTED Front bumper bar set for TA21 or information on where I might locate one. Brian Powell. PO Box 834 Batemans Bay, NSW 2536. Tel. (044) 727 474.

WANTED For 12/50: spring for centre Cone Clutch. For 3 Litre: aluminium spark plug cover. Bob Anderson, 103 Wellington Rd., Dianella, WA 6059. Tel 09 275 3494.

WANTED One Alvis Radiator Badge to suit Speed 20 to TD 21.(Fair condition). One fuel tap handle - lever type, to suit Speed 20 or Speed 25 etc. One temperature gauge to suit TA 21 to TD 21. Working or not. Gharre Dalliston, 3 Nevada Place, Oxenford. Queensland, 4210. Tel. 0755 734 093

WANTED Two full width Wilmott Breeden bumper bars. CP section only less dumb-bells. Condition straight. State of plating immaterial. Also: TA 14 wiring loom available as a pattern. David Caldwell. Tel.03 9729 5821

PISTONS. On his way through Adelaide to the recent National Rally, BOB ANDERSON called into J.P. Engineering and found the following useful information about availability:

For 12/50	68 mm & 69mm.	For Firebird TA to TD	71 mm
For 16.95	67 mm	For Speed 20	73 mm
For Speed 25	3¼" bore	For TA 14	74 mm bore

Altering the piston height is no problem.

SALE OF FLOOD'S BOOKS TO HISTORIC MOTORING ENTHUSIASTS. Wheels in Victoria 1824 - 1984. The Third and the Fourth James Flood Books of Early Motoring in Australia. The James Flood Book of Motorcycling in Australia, 1899 - 1980. Souvenir Portfolio of Melbourne, Melbourne's 150th Anniversary. Enquiries to Gary Jewell, Vintage Drivers Club, P.O.Box 229, Fitzroy, Victoria. 3065. Tel (03) 9338 3637.



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1999

RALLY

2nd May 1999 to 8th May 1999

# in the Clare Valley

South Australia

## Entry Form

**Driver** (please include given name)

**Others** (Please include given name)

Name \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_ P/Code \_\_\_\_\_

\_\_\_\_\_ P/Code \_\_\_\_\_

Phone: Day \_\_\_\_\_ Night \_\_\_\_\_

### Description of Car

Year \_\_\_\_\_

Model \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

### Entry Application Deposit - \$ 25

(to be sent with this Entry Form)

Cheques should be made payable to

ALVIS RALLY - 1999

Forward this Entry Application together with the deposit to:

Mr. JOHN MITCHELL  
65 NARINNA AVENUE  
CUMBERLAND PARK  
SOUTH AUST. 5041  
Ph (08) 8293 6970

### DRIVER, CREW & ENTRANT'S UNDERSTANDING

I/We being the registered owner/s of the car detailed above hereby enter the said car in the event, and certify that the car described complied with the said description.

I also acknowledge and agree as a condition of entry that neither the organisers of the event, nor their respective servants, officials, representatives or agents (all of whom shall collectively be called "the Organisers"), shall be under any liability for my death, or any bodily injury, loss or damage which may be sustained or incurred by me, as a result of participation in or being present at the event, except where the Organisers have failed to exercise due skill and care. I acknowledge that motor sport is dangerous and that accidents causing death, bodily injury, disability and property damage can, and do happen.

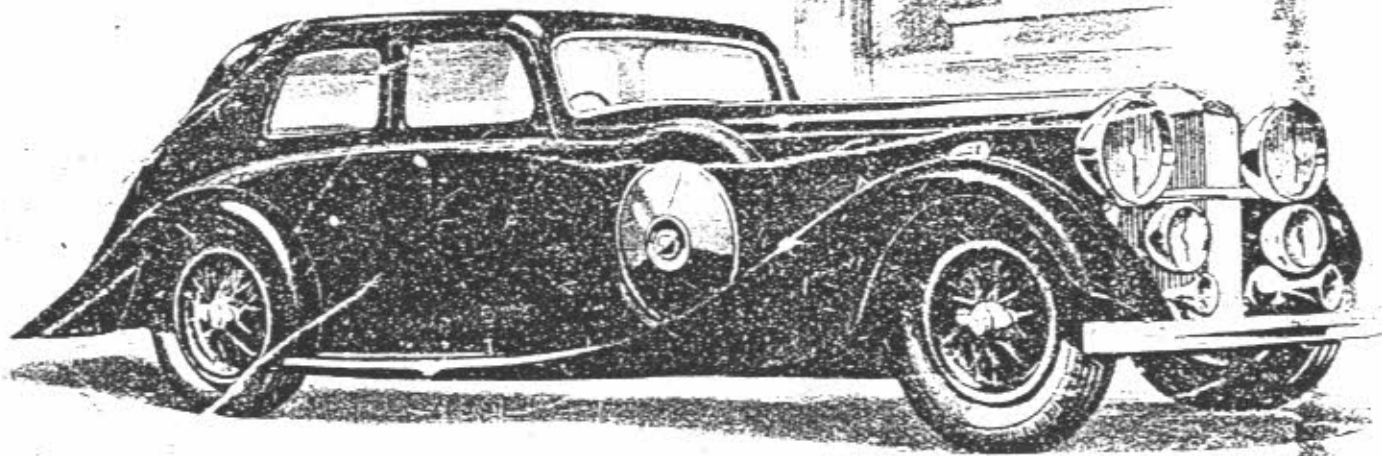
Registered Owner's Signature \_\_\_\_\_

Driver's Signature \_\_\_\_\_

Date \_\_\_\_\_

*When  
Individuality  
Returns...*

ALVIS



THE CAR OF DISTINCTION