



NEWSLETTER

VOLUME 36

ISSUE NO.9

SEPTEMBER 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.



S. LINDAU-BATES

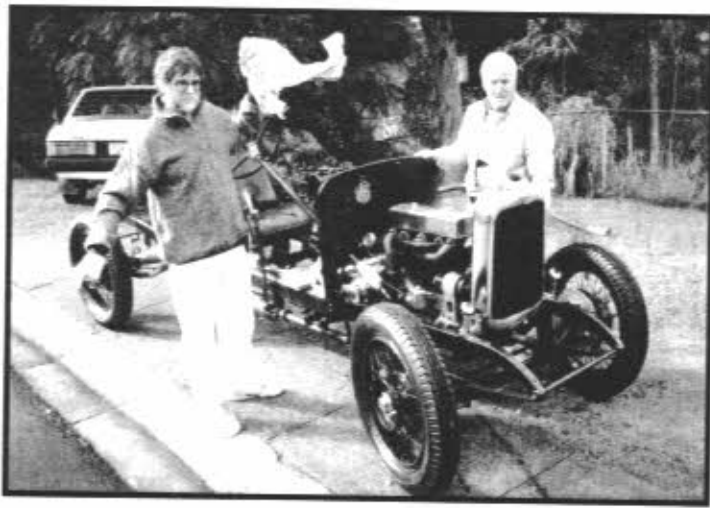


COMING EVENTS

- SEPTEMBER SUNDAY 7th ARTHUR'S SEAT HILLCLIMB.
- SEPTEMBER FRIDAY 19th CLUB GENERAL MEETING with GUEST SPEAKER, MARK RICHMOND TALKING ABOUT OLD RUBBER FOR OLD CARS.
- SEPTEMBER SUNDAY 21st GARAGE CRAWL. See inside for details.
- OCTOBER SUNDAY 5TH CLUB ANNUAL LUNCH & CELEBRATION OF THE 30th ANNIVERSARY OF THE LAST ALVIS. See "Torque of Tonkin" July Newsletter and inside for FULL DETAILS. To be held at "CAMELOT CASTLE".
- OCTOBER. 4th & 5th. Historic Car Racing at Sandown.
- OCTOBER. SUNDAY 12th Puffing Billy Olde Time Festival.
- OCTOBER. SATURDAY 25th} Mount Tarrengower Hillclimb. Social day based on the sights & pleasures of Maldon
SUNDAY 26th} Town on Saturday. Fast Mountain Climbing on Sunday.



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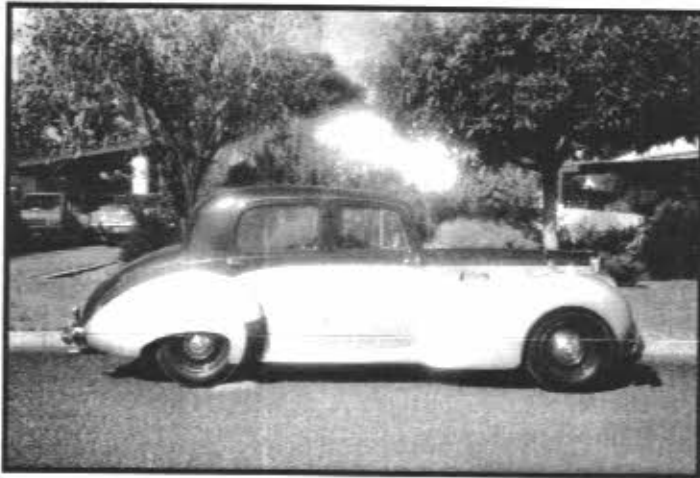
Warwick Barnett waves the white flag (why?) Frank Corbett looks on. Frank's 12/40 no. 1668 with 12/50 engine (no. 3137) fitted. Car being readied for an outing to the recent VCCQ Concours.

Another view of this superb restoration.



Alvis in Excelsis

(This is real! It was used as a slogan in 1922)



Bob Anderson's 1951 TA 21



**THESE CARS
ARE FOR SALE.
SEE FSW PAGE**



John Twomey's 1936 Speed 25



Richard Tonkin's 1951 TA 21

TORQUE OF TONKIN

Wednesday, the 20th of August was the 30th anniversary of the last Alvis. TF 21 number 27472 left Holyhead Road in Coventry to the cheers (and, no doubt, some tears) of the people who had made her, some of whom had been at "The Alvis" for decades. As Kenneth Day says in "Alvis-The Story of the Red Triangle" -

"This was a sad day for admirers of the marque, the only consolation being that the name had not suffered the indignity of badge engineering thus, to the end, an Alvis was an Alvis. The day of the individually built quality car had almost passed but Alvis had lasted the course longer than most."

We will be marking the occasion at the **Annual Luncheon**, to be held at **Ian and Pat Parkinson's Camelot Castle** reception centre at Yellingbo on **Sunday, the 5th of October** (see separate item in this newsletter).

We had an excellent turnup at the August Club Meeting. We welcomed **Andrew and Frances Mc.Dougall**, from Tasmania, who are already members, and who have just "migrated" to Melbourne. Unfortunately, they got their priorities wrong and moved themselves and everything else across the pond, but left their 12/50 in Tassie! Andrew assures us that will soon be rectified and we hope to see another vintage Alvis at coming events.

On behalf of our hard working editor, **John Hetherington**, could I make a plea for (1) more photos for the newsletter and (2) more contributions from more members. Our photo quality is now excellent and John will return your precious pix unscathed. We all have favourite photos of our cars - well, lets share them with other Alvisi. Remember, a lot of our members live in the country, interstate and overseas, so they can't get to events regularly to see other cars (and people). And articles - people are terrified of contributing! You don't have to be Shakespeare to pen or type a few lines or a page or two - look at the rubbish that I write! It gets a bit boring (and tedious for the writers) if the same people send in articles for each issue. So, get to it and give John news of your restoration project or how you fixed the overheating problem on your Crested Eagle.

Don't forget the **September Club Meeting at 8.00pm on the 19th**. We are having a guest speaker, **Mark Richmond**, who is involved professionally with rubber products for cars. Mark will give a talk and demonstration on problems with, and solutions for, rubber sealing on old cars - matters that we have all had to grapple with. And the ladies should not be put off by the subject - imagine how much more comfortable you will be once your beloved fixes those door seals on the 3 litre and the wind and the rain no longer spoil your touring adventure! Add to Mark's talk the fact that **Geoff Hood** is doing supper and we have the ingredients for a perfect evening.

RICHARD TONKIN
A / President.



COMMITTEE DECISIONS.

It was decided to continue the Club emphasis upon social and touring events, whilst leaving the sporting and competitive activities to the VSCC. Members with post war Alvises cannot enter them in VSCC events, but they are welcome to attend and "follow the course".

The **COMMITTEE MEETINGS** will be held quarterly - at 7.00 pm, before the General Meeting at 8.00 pm. The next one will be on **NOVEMBER 21st**.

The August General Meeting, preceded by a Committee Meeting, was a pretty lively one. There were more than 20 members present. **ERIC NICHOLL** said that the 14.75 might be for sale and that he would like another Alvis in need of restoration as part exchange. We discussed publishing pictures in this Newsletter, of cars for sale and it was generally agreed that this was a good idea. We start off this month. See page 2 and the FSW page. There is no charge to members for a black and white picture but colour would cost the advertiser about \$250.00! **ANDREW AND FRANCES McDUGALL** were present at the meeting, having recently been promoted to Mainland Australia. They have a 12/50 among other cars and many club members will remember them attending a dinner in Somerset, North West Tasmania, when the club visited some three years ago. The Editorial Speed 20 back axle cross shaft broke clean in two in Somerset, leading to ignominy on the end of a rope. Somerset is not a happy place! Welcome, MacDougall's, to a happier one! We heard from **STUART MACDONALD** about preparations for the 1999 Rally. See elsewhere in this Newsletter. Foolishly, the Editor took the advice, not of one lawyer but of two. In last months Newsletter the Alvis/Bristol meeting was advertised as being on Sunday the 22nd of November. There is, of course no such date. The meeting and the game of BOULE will be held on Sunday November the 23rd. Lawyers are usually right only 50% of the time (one side always loses the case) but on this occasion Their Honours **TONKIN** and **ROSTEN** both got it wrong. Read elsewhere in this issue, of a very difficult journey by **DEAN PRANGLEY** and **GRAHAM SINGER**. So often, when one bit of a machine fails without bringing about "failure to progress", another bit drops its bundle soon afterwards. This issue is almost a condensation from Cyberspace. **DEAN PRANGLEY**, **RICHARD TONKIN** and **DALE PARSELL** all used Email to get their contributions in. The beauty is that when the text arrives it can be manipulated just as easily as if it had been typed at this end. And the system is cheap to run! There does seem to be some lack of reliability - much like cars in the twenties - but most things can be overcome. A recent edition of "Classic Car Monthly" had a good write up of **ALF WILSON'S** Silver Eagle. It is great to receive contributions from Queensland and especially to be told of the wonderful quality of the newly restored cars coming on the road. **KAREN TONKIN** and fiancé, **SEAN** attended a Classic English Car Show in the Brisbane area recently and had the pleasure of meeting Dean who had both the Speed 20 and the Grey Lady present. Karen admired the Alvises so much that methinks Sean should ask for the Tonkin TA 21, which is currently said to be for sale, to be included in the dowry! **BOB GRAHAM** says that he has heard from **STAN NASH** who has started rebuilding his TB 14. Apparently it is to have a body "other than standard" Keep 'em rolling!

ED.

THE TWENTY-FOUR HOUR TRIAL.

The organisers of the 24Hr Team Trial would like to thank those courageous people that took part in the event. It would appear from feed back, that in spite of us managing to pick a weekend with probably the worst weather all year (including the first time Cumberland Highway has been closed due to snow for quite a while) everyone had a good time.

We would like to commend the participants who found themselves in somewhat hazardous conditions and used some initiative to return home safely. The object of all events are to have a good time and we certainly didn't want to lose anyone. This included one team who, after letting us know their intentions, stayed overnight at Narbethong and returned the next day. The added hazard of snow pointed out to us, the organisers, that no matter how careful you are something always comes along to test you.

Special commendation must go to the Austin 7 teams (both of them) who showed that no matter what, their cars would always come through. One group even went to explore Talangi State forest through 2 feet of snow, an area they certainly weren't expected to go to. One crew were heard to comment that they were late because a snow plough was slowing them down.

A second mention is necessary first for Graeme Bennett and Wolfgang Rebien who did the event in a car with no windscreen and complained they did the only section with no snow. And an even bigger congratulations to Barry Batagol and crew who first rang from Buxton to say that a 4WD had had difficulty getting from Marysville, with chains, and should they go and look at the road (and seemed disappointed when I suggested taking an alternative route) and then Barry got tired of standing on the seat to steer the speed 6 through the snow so lowered the windscreen for the drive back to Reefton.

The lead changed several times through the event and by the last leg several teams had a chance at winning, but at the end of the day the "TRUE BRITS" comprising of Roger Dupont/Peter Warren (Lagonda), Richard Jackson/Leon Sims(Lagonda), Mark/Cam Alsop (Talbot), Andrew Green/Bruce Cameron (Alvis) won the day, narrowly edging out the Bentley Boys.

Andrew Green was the only Alvis competitor (12/50) and he + car were in the winning team. See above. (Congratulations, ED.) There were several Alvisists around; Peter Fleming was assisting with the organization and Frank Mornane was seen with his Bentley. I didn't get any sleep from 8.00 am Saturday until 3.00 pm on Sunday. When we finished the event on Sunday morning it was snowing in Gembrook. That is something which happens only once in every three or four years.

DALE PARSELL.

Well, You see there was this Aston Martin:

Keith Stammers lives in Bowral, the home of Don Bradman and one of the nicest places to live in our founding state. Keith has been fortunate in acquiring a very fine stable of motor cars over the years and rather than sit and look at them has enthusiastically attended many rallies and hill climbs, gymkhanas and reliability trials.

The three cars which were the subject of his enthusiasm were a 1936 Speed 25 Alvis DHC, a 1936 Bentley pillarless saloon, and the Aston Martin. The Alvis is well known to VCCQ Alvis persons having attended a federal rally here at Warwick and Noosa. It is a superb example of the marque and was fully restored by Max Houston. The Bentley was a beautiful car with rare bodywork by Gurney Nutting. Also fully restored by Max it looked and went as brand new.

The Aston is a 1933 Le Mans long wheelbase tourer with the 1.5 litre overhead cam four banger designed by Mr. Bertelli. This car was also extensively restored by Max and was the subject of a major engine rebuild.

When Joe bought his Aston home from England little did he know folks that it was a very close rellie of the Stammers car, so close in fact that the chassis numbers were but three apart meaning that both would have been in the works at the same time during assembly and probably nodded to each other once or twice. Apparantly only about 30 or so of this model were produced so having two in Australia is remarkable.

A bad back eventually put paid to the Stammers love affair with the Aston and he placed on the market in early 1996. The said market was as we all know as low as a sharks left ventricle and no bids were received until June 1997 when a certain Graham Singer of Ghost and Alvis fame who had secretly lusted after the Wilson Aston made his move. Numerous phone calls to Bowral later the deal was done and a date for collection agreed. Not having seen the Stammers for over 12 months I offered my services to Graham to assist in bringing the beast back reasoning that my extensive mechanical knowledge such as an ability to hold a torch steady would prove invaluable if trouble occurred. Accepting my offer with gratitude Mr. Singer advised me that our travelling companion was to be the one and only Henry Anderson who can hear a recalcitrant gudgeon from 10 paces and can rebuild a complete electrical circuit from a pile of burnt wires in two shakes of a camels hump.

Three oclock on Sunday saw us heading along the Queens highway towards Warwick and the great beyond in the Singer EB Falcon with 4 litres and an auto 4 speed gearbox. We swapped drivers regularly and made good time to Armidale where I had the largest rump steak ever at the Central Highlands Hotel. The other lads had fish which was of such proportion that a Noah's Ark must have something to do with it. On our way with the conversation changing from cars to politics to sex to religion and back to cars it was no time at all before we

arrived at Tamworth. The Thunderbird Park Motel with its own motor museum was the perfect stopover particularly as I scored the queen size bed and relegated the others to the kiddies section.

Sydney loomed up suddenly and from previous experience I took over the job of navigator exhorting the others to have total trust in me as I had been to the Stammers twice before. Sydney is full of right turns and the one we took I swear was the right one but after a few kilometers a cold feeling came over the car as I admitted we were lost. Signs indicated that Penrith was not all that far away and by diligent use of an old road map of Sydney it was decided to do a left turn there and go to Campbelltown via Picton. I made the comment that it was almost the same distance as the intended route and that a liesurely drive through the country would do us all good despite the extra thirty or so kilometers.

Bowral came into sight soon enough and a booking was made at the Briars Inn motel at Moss Vale. This time Henry and Graham scored the best beds and I fought with a foldaway double which tried to emasculate me later that night. The Stammer's house was no trouble to find due to my excellent directions and the prize duly rolled out of it's garage. Keith and Graham went driving while Henry and I ogled the Ace Bristol, the Speed25 and the series 3 Bentley accompanied by Sue Stammers. The Aston did all that was required to sell itself and soon Graham and Henry were off for a few more kilometers while the Stammers and Geoff Goodman and I had a few toddies. (Geoff has the 12/50 for sale in Moss Vale.)

We were away at dawn with Graham driving the Aston and Henry as riding mechanic both rugged up including thermal underwear, gloves and caps. I followed as cover against Kenworth attack as the Aston brakelights were not working and Graham was on hand signals. What a wonderful feeling it was to be barreling along on the Queens (Hume) highway in the semi dawn at 60 mph watching this lovely little car tracking beautifully with nary a puff of smoke. At Cambelltown we turned left for Picton having decided to travel via Penrith, Windsor and the Putty road to Singleton.

It was at Picton that our whole day was turned into disaster. On coming to a stop sign the Aston erupted into a banshee wail and spat black smoke all over the Falcon. Henry and Graham were trying to find the kill switch and I saw Henry dive for the hand throttle and yank it down. The Aston limped around the corner and Graham pulled in to the kerb next to the Ambulance station and a block of shops. Oh dear dear dear! What had happened? All plugs were removed and the complete lack of compression in 1&2 indicated mortal injury and no hope of continuing our journey. The Ambulance blokes were full of sympathy but the Aston was beyond their healing abilities. A local travel agent was wonderful and insisted we use his telephone, toilet, and coffee in that order. It was decided that the most economical way to get home would be to have a towbar fitted to the Falcon, hire a U-haul trailer and tow the unhappy Aston home. The agent helped us to contact Rod Lawrence motors at Campbelltown who were

the local Ford dealers. Yes they had a towbar to suit an EB Falcon and they would also have to fit an oil cooler to the transmission or it would not make it to Penrith! U-haul confirmed it had a suitable trailer so away we went having pushed the Aston into a vacant lot beside the Ambulance station with all the population of Picton promising to keep an eye on it.

Our next shock on finding the Ford dealer was that it would take approximately 3 hours to do the job so we went looking on foot for U-haul and brekkie. Campbelltown was as cold as a mother-in-law's kiss and we were very glad we had brought all our winter gear with us. The man at U-haul revealed that not only could he hire us a trailer but he could also bless our journey as he was a Baptist minister as well quipping that he was not only in the hire business but also the higher business! Breakfast at Georgio's restaurant at 10.30 was welcome and consisted of two lumps of toast smothered in eggs and bacon and surrounded by chips, so much for my diet! Three hours in Campbelltown in winter is no fun and we were very grateful to be on our way back to Picton Graham taking great comfort from my comment that his recent investment was probably in a container being loaded for Japan at that moment. It was however still there and after running it up on the starter motor (we were too knackered to push it) and much lashing of rope we were on our way waving our thanks to our willing helpers.

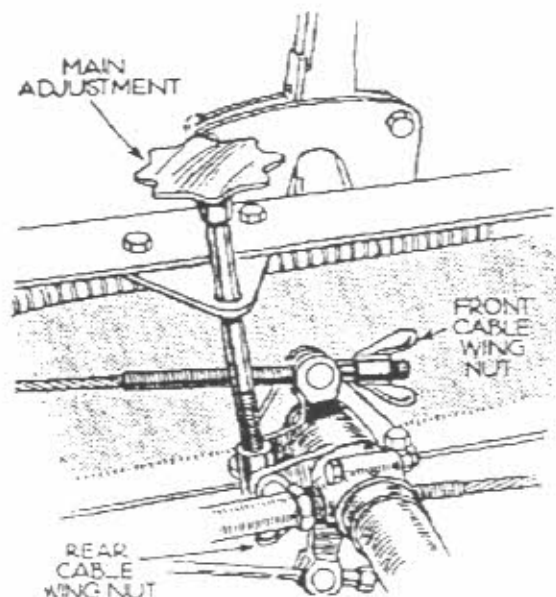
When we picked up the trailer we noticed a slight shift in the temperate guage which would be normal with a heavy trailer but with one Aston on board it rose alarmingly and after a few kilometers we had to stop and let things cool down. The water was at correct level and the fan appeared ok so either this particular Aston weighed 5 tonnes or we had a problem. Two more cooldown stops later Henry took hold of the fan and told Graham to rev the motor. I turned away not wanting to see pinkies flying everywhere but the fan stood still and Henry triumphantly diagnosed the problem as the viscous coupling gone kaput. A call to 013 established that Stewart Motors were the Ford dealer at Penrith and away we went. Several wrong turns later we arrived to be told that a coupling was available but the workshop was flat out. No worries we will do it ourselves saith Henry and Graham and within an hour we were on the road to Windsor. The temperature stayed within the normal range until long hills were encountered and then began to rise slowly. By this time we were wending our way through the torturous corners and hills of the Putty road and it was getting dark. Why we took that route is still a mystery but had something to do with avoiding the city traffic and my navigating. Soon we had to stop again while the Falcon had a seizure and the silence was all encompassing. It appears that no one uses the putty road any more and that if we needed assistance we could be in for a long wait. We nursed the Falcon along using minimal throttle and taking advantage of the downhill sections and finally made it to Singleton. At last back on the highway we hoped that the more steady speeds would keep things cool. Wrong! There seemed to be many more hills than before and they were all uphill! Soon we were stopping regularly and it became obvious that we were not going to make it to Brisbane the way things were.

Pressing on we found a few downhill runs which cooled things down rapidly, in fact, on one particularly long one Henry was so interested in the temperature gauge that he allowed the speed to build up to 120 kmh which caused some concern amongst the passengers. I remarked that it was probably a faulty speedo as there was some bloke in an old Aston Martin right behind us trying to pass! This did not go over terribly well. Finally Graham made a phone call to our host at the Thunderbird Park motel asking if we could leave the Aston there in his museum. Jim Havyatt was delighted as he had two cars out on loan and had plenty of room. We staggered in at 10.30pm to be met by all the family who helped to unload the Aston and place it in the museum. Next morning (Sunday) Graham was able to drop off the trailer at the local Tamworth U-haul dealer and we headed home somewhat frustrated that we were unable to complete the job but happy in the knowledge that the car was in good hands.

We will probably never know exactly what happened at Picton but the best guess is that the centrally placed accelerator which stood out proud of the very closely spaced brake and clutch pedals somehow was caught up in Graham's boot as he braked. The high revs were only for about five seconds but that was sufficient to cause damage and the subsequent writing of this tale! Needless to say the Falcon was delighted to get rid of the trailer and sailed home. Graham has since picked up the car but has not had time to pull it down, although initial investigations have shown that the damage may not be as bad as thought with perhaps a couple of valves holding up in their guides.

All in all a most interesting trip full of pathos and drama and one which the three of us will not easily forget. The good result is that we have another beautiful car in our club and if the 12/50 is an example of what Graham can do then this Aston will be a real head turner.

DEAN PRANGLEY.



Dear John,

I was interested in Richard Tonkin's mention of Ian and Pat Parkinson's recently acquired TA21 saloon, Car No.23875, which has been in Tasmania, apparently.

This car was owned once by Club member, Darien Cassidy of Hawthorn, and had been registered in Victoria as VR-324 (in 1951); RSJ-467 (on 20/10/70) and then as YF-027 from 26/7/78.

I had no idea the car had gone to Tasmania and wonder who owned it in the Apple Isle. Can anyone help me fill a gap in my Alvis records, please?

I owe Darien Cassidy a debt of gratitude for his maintenance of a list of Alvises and their Australian owners some years ago. He generously passed on this information to me and I added it to the data already on my files. Is Darien still a member of the ACCV? [No. Eric. ED]

Regarding TA 21s earlier than Car No.23875 in Australia, I can offer the following information:

Car No. 23808 owned by Laurie King of Kemps Creek, NSW, was first registered in Victoria as US-701 and brought to Sydney a few years ago by Roland Comfort who sold it to Ron Adams. Roland now owns the SC series Speed 20 saloon which attended this year's National Rally. Ron Adams sold this 3-litre, when in a very tired state, to Laurie King who made a magnificent restoration on it. Only a couple of weeks ago I had a look at this Alvis and it is still in its concours-winning condition.

Car No.23833 was sold by Sydney Alvis agents, Harden & Johnson, on 21/7/51 to Pruden James & Co. Pty. Ltd of Sydney. Its Mulliner saloon (No.2017) coachwork was finished in black and brown and it was registered (NSW) ABF-729. Since that time this car has disappeared from my ken.

Car No 23836 was owned by J.C.M.Boag of the Tasmanian brewing family. It had a saloon body by Mulliner (No.2021) and was later owned by a W.D.Oliver who, apparently, sold it to a J.Bearder of Somserset, Tasmania. Bearder was offering parts off this car in this Club's Newsletter for Sept.,1970.

Car No.23838 was owned by Ian Welsh of Crib Point, Victoria, and the last owner I have recorded is Kevin Bruce of Riverslea, Victoria. Where is this Alvis, with Mulliner saloon body No.2041, now?

Car No.23840 was also owned by Kevin Bruce as at 1988, but may have had changed fortunes in the past decade. This saloon (Mulliner No.2018) was previously owned by Prof. Wardlow I believe John White has Engine No.23840 now.

Car No.23842 has/had a Mulliner saloon body (No.2032) and was owned by an L. Cousins of Montmorency, Victoria, It was registered on 6/7/51 as (VIC) VF-532 but later changed to JSH-157 on 30/3/67. Where is it now?

Car No.23864 is John Twomey's and carries plates CH-0153. Previous owners were A.C. Wood and Russell Stapleton. Previous registration numbers (all VIC) were VO-519 (9/8/51), HCW-121 (4/2/60), KAK-715 (8/7/68) and AHO-515 (6/10/78).

Car No.23869 is the ex-Dr. Collic Mulliner saloon (No.2039) now owned by John Ball, and has reg. no. (VIC) VE-648.

Car No.23873 was owned by L. Cousins and then by Colin Winslade of Lake Boga. It was registered on 6/7/51 as (VIC) VF-534 and then on 13/6/67 as JTS-454. Where is it now?

The next TA21 on my records is the aforesaid Parkinson Car No.23875.

Any further information on the above TA 21s, or any other Alvis 3-litre cars, would be gratefully received and acknowledged.

ERIC CUNNINGHAM

ALVIS GARAGE RUN 21/9/97

The event will start at the K Mart Shopping Centre in Burwood adjacent to Burwood Highway (Melway 61K7) at 10 am. For those who would like to meet us along the way, we anticipate staying at each garage for approximately 1/2 hour. Therefore we will be at:-

- Peter Fleming's 32 Jeanette Ave Bayswater (Melway 64D7) from 10:15 to 10:45.
Next will be:-
- David and Margaret Caldwell, 6 The Outlook Heathmont (Melway 64B1), 11 am to 11:30.
Then:-
- John White's 30 Lyndhurst Crs. Box Hill (47 F4) 12 noon to 12:30.
And then finally completing the day with a sausage sizzle, tea and coffee at the restoration business of:-
- Nick Langford 7,11 Mary St Blackburn (48A10) from about 1.00 PM.

Full route instructions will be provided so no-one gets lost, so be there on the day. Ladies come along to either admire the excellent garages (ie Peter Fleming's extremely tidy example) or to commiserate with the other "Car Widows".

See you there,

DALE



ANNUAL CLUB LUNCHEON. SUNDAY, 5TH OCTOBER, 1997

As discussed in "Torque of Tonkin" for July, we have decided this year to have a Luncheon in place of the usual annual dinner. This will include the annual trophy presentations and a commemoration of the 30th anniversary of the making of the last Alvis car in 1967. Club members **IAN AND PAT PARKINSON**, who run the **CAMELOT CASTLE RECEPTION CENTRE** at Yellingbo, between Cockatoo and Woori Yallock, are putting on a special, 3 course lunch for us at \$20.00 per head, plus drinks (children under 12 half price). Camelot Castle is set in delightful surroundings among the rolling foot hills of the Dandenongs and there is ample parking for proper cars, so bring along your Alvis!

Ian is an entertainer of considerable note (mostly baritone) so it promises to be a most enjoyable afternoon.

For those wishing to travel in convoy, we will be meeting at Lilydale at 11.30 a.m. Travelling from Melbourne on the Maroondah Highway, cross the railway line and pull over to the service road on the left (Melway map 38 Ref D4). We will be moving off at around 12 noon, travelling along the Maroondah and Warburton Highways to Wandin North. At Wandin North, turn right into Beenak Road (Melway map 119 Ref D11). Proceed along Beenak Road until, just after Campbell Road, Beenak Road goes off to the left and the Beenak Road that you were on becomes Wandin East Road (Melway map 121 Ref F3). Turn left into Beenak Road and proceed in an easterly direction by crossing the Monbulk-Seville Road at Melway map 305 Ref C4. Continue along Beenak Road until you reach the Healesville-Kooweerup Road at the Yellingbo township. Turn right into the Healesville-Kooweerup Road and proceed for some 7 kilometres until you reach Camelot Castle (2605 Healesville-Kooweerup Road) on your left.

Those gathering at Lilydale will be issued with the list of questions to answer which require no navigation but some observation, with a prize for the winner. So, bring a pencil. For those who wish to travel direct to Camelot Castle, you will find it at Melway map 410 Ref R3 or, if you prefer, Key map D shows the Healesville-Kooweerup Road, south of Yellingbo.

Aim to get to Camelot Castle by 12.30 p.m.

So, lets have a great turn up of members, their friends and cars. Please see me with numbers at the September Club Meeting or contact me, by Sunday, 28th September at the latest, on:

Phone: (03) 9435 9044 (work) (03) 9710 1465 (home) (03) 9710 1864 (fax) rtonkin@eisa.com.au (email)

There is, therefore, now no reason for not contacting me!

RICHARD TONKIN
Acting President

1999 ALVIS RALLY - SOUTH AUSTRALIA.

I thought a report on what has taken place since we all said our "cheerios" in Ballarat might be appropriate at this time.

I am pleased to report that we have received 44 official entries as at 28th July, 1997; that is the actual number who have paid \$25.00 entry fee.

Entries have been recorded in strict order and accommodation will be allotted accordingly, in due course.

Entry numbers by states are as follows:

NSW: 18 VIC: 11 WA: 2 QLD: 2 SA: 10 NZ: 1 TOTAL: 44

I will send further information as the situation demands, including letters to entrants.

Entry forms available from me at 65 Narinna Ave., Cumberland Park. SA 5041 - or from the Editor.

JOHN MITCHELL

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THE EDITOR WILL BE OVERSEAS WHEN THE NEXT ISSUE HITS THE NEWSTANDS.

DALE PARSELL HAS KINDLY AGREED TO BE LOCUM EDITOR.

CONTRIBUTIONS TO DALE PLEASE, BY WED. 24TH SEPTEMBER.

[Dale Parsell, 14 Symons Rd., Avonsleigh 3782. Tel 03 5968 5170. email: dparsell@ozemail.com.au]

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Dear John,

Enclosed are some photographs of my 12/40 chassis which were taken at my house on the 22nd of June this year. The chassis was being taken from its garage to the street for loading onto a trailer for transport to the VCCQ Concours.

Dean Pranglely phoned to ask if I had any photographs of the Concours. Apparently he had none and, the silly old fool that I am, I did not take one photo either!

I enclose a copy of the VCCQ August "Magazine". There are a few errors in it, one of which will be noticed by a keen Alvis eye. My chassis is called an SD 12/50 where in actual fact it is a 12/40 with an SB 12/50 engine. The error is forgivable when one considers that the Editor is a 30/98 Vauxhall owner! Omitted from the Concours results is Bill Ewing's Speed 25 tourer which won the President's Trophy. The 12/50 engine on the stand is Warwick Barnett's, which was rebuilt for the Alvis National Rally in Warrnambool earlier this year.

Regards.

FRANK CORBETT

Thank you, Frank. I will take the VCCQ "Magazine" to the next Victorian Club Meeting. Congratulations on the improved pictures! The 12/40/50 chassis looks great. What would you give for a beautiful body?

ED

CARS & PARTS FOR SALE AND WANTED

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.

OCTOBER NEWSLETTER

COPY DEADLINE

WEDNESDAY
24th SEPTEMBER 1997
TO DALE PARSELL

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

Head Gaskets for 14.75 and Silver Eagle in stock. Contact Geoff Hood.

 = see photo. on p2.

How many low-wing Eagle mascots for PVT cars do members need? About six are spoken for already and there will be a couple for Club Spares but how many members who were not at the July Meeting also want one? The more we order, the lower the unit price. Who needs a radiator cap as well? Comments to Austin Tope, please.

PRIVATEERS.

FOR SALE. 1936 Speed 25 Charlesworth Saloon. Six wheel equipment. Some spares.
Price on application. [Mid 40s.] John Twomey. Tel 03 9386 0439.



FOR SALE. TA 21 Sedan. Restored. Motor has done approx 3000 miles. Blue & Silver.
Full licence. Need to make room for my Grey Lady. \$15,000 ono.
Bob Anderson. Tel. 08 9275 3494.



FOR SALE. Alvis TB 14. It is with reluctance that I offer my "little white car", the TB 14 for sale. It is an eye-catching car which cries out to be driven by an enthusiast, who would be rewarded by the experience. (it is not fair that it should be just sitting in the garage, neglected and forlorn). Offers are invited -- and even tyre-kickers welcome.

Alvis Speed 20. 1934. Genuine honeycomb radiator. Needs recoring. Lacks filler neck. Offers invited.

It is well known that the gear box in a TA 14 never fails. However, when one is used in a 3 litre, breakages have been known to occur. I have a complete gear box in dismantled condition for a 3 litre owner to acquire some insurance. Not cheap.

Bob Graham. Tel. 03 9571 3886.

FOR SALE. 1951 TA 21 saloon, number 24314. "The Duchess". Black with red upholstery.
Mulliner body number M2456. 78,000 miles. Excellent condition throughout.
A very original car which has been well maintained and cared for by its 3 owners. Engine rebuilt 5 years (5,000 miles) ago with TD parts, as recommended by Red Triangle. Presently on Club Plates, but original Victorian plates available.
RWC. \$22,500.]
Richard Tonkin. Tel. 03 9710 1465.



WANTED - BRAKE CLEVISES. Up to half a dozen of those "Y" shaped bits that connect the brake rod to the brake lever on 12/40s & 1250s. Frank Corbett, P O Box 218, Kenmore. 4069. Tel 07 3378 7280.

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. Acknowledgment will be appreciated.



VICTORIA
INC.

CLUB EVENTS FOR THE REST OF THIS YEAR

Here is a list of the Club events for the rest of this year. We have been having excellent attendances at the monthly Club meetings, so come along and join the throng - don't forget we have a delicious supper after every meeting (except when I'm doing it and I forget, but I'm not on again this year).

There are some great outings arranged for the rest of the year and remember the **Annual Luncheon on Sunday, 5th October** (see September newsletter for full details).

1. **Friday, 19th September - Club Meeting with Guest Speaker** - Mark Richmond, from **The Old Auto Rubber Company** will be speaking on his company and what it can do for your dripping sun roof, draughty door seals and leaking windscreen. Bring along your better half, so she can hear you ask Mark some intelligent questions about how to make her life more comfortable in the Alvis.
2. **Sunday, 21st September - Garage Crawl** - This intriguing outing will give you that long-awaited chance to see what David Caldwell has actually been doing (for the last 47 years) to that 3 1/2 litre he keeps telling us about. We will also be visiting Peter Fleming, John White and, lastly, Nick Langford, where there will be a sausage sizzle, tea and coffee. Details in the September newsletter.
3. **Sunday, 5th October - Annual Luncheon at Ian and Pat Parkinson's "Camelot Castle" at Yellingbo.** Including the annual trophy presentations and celebration of the last Alvis, 30 years ago. Come along with your Alvis and make this a great day.
4. **Sunday, 12th October - Puffing Billy Olde Time Festival** - Entry forms at club meetings, or phone me.
5. **Friday, 17th October - Annual General Meeting at the Clubrooms** - Traditionally, the worst attended meeting of the year - everybody is terrified of getting dobbed in to do a job. However, being on the committee is actually a rewarding experience and I promise you won't be press-ganged ! Why not give it a try ?
6. **Saturday 25th & Sunday 26th October - Mt. Tarrengower.** Never been ? Don't like "car racing" ? It's actually a lot of fun and a great spectacle. Come along and see. It's close to Maldon, so she can spend some of your money on antiques on the way home.
7. **Friday, 21st November - Wine & Cheese night at the Clubrooms** - This is being arranged by John Hetherington who, if he hadn't chosen the job of bringing people into the world, could have enjoyed an excellent career putting good food and wine into their mouths. It will be a fun evening.

PTO >>>>>>>>

8. Sunday, 23rd November - Run to the Wischer's at Merricks North with the Bristol Club - This is the second annual event with the Bristol Owners Club of Australia. As Bristol's organizer of the event, Steven Rosten, and I are both lawyers, it will be both superbly organized and somewhat humorous. Full details in the October newsletter, but keep that date free !

9. Saturday, 29th and Sunday, 30th November - Historic Rob Roy - This is now a terrific annual event. Even if you aren't competing, it's a wonderful spectacle, there are beautiful cars to see, you can buy lunch or bring your own, and cheer on the Alvis entrants.

10. Sunday, 7th December - Annual Barbeque - this is the last (but certainly not the least) event of the year, to be held at the Tonkin's establishment, "Moorookyl" (Mortgage on the Hill), at Rob Roy Road, Smiths Gully. Last year, it rained all day, so this year it will be fine and sunny, with a light south-west breeze - about 23 degrees - I promise !

Richard Tonkin
Acting President.

Phone (03) 9710 1465 (evenings)
(03) 9435 9044 (office).