



# \* ASTERISK \*

MARCH 1997

QUARTERLY MAGAZINE OF THE ALVIS CAR CLUB OF VICTORIA (INC) VOLUME 1 No 1

THIS MAGAZINE  
is published quarterly, in March,  
June, September and December.

THE NEWSLETTER  
is published in February, April,  
May, July, August, October and  
November



IN THIS ISSUE:-

\*\*Name this publication\*\*

For Sale & Wanted

Thoughts on Trophies

Coming Events

Basic Theory of Electricity

(Un)reliable Alvises, *yes, they do exist!*



*Happiness is a 12/50 Alvis!*

*Ed and Mrs Ed.*

Greetings and welcome to the first of the "Bumper" issues of the Newsletter. I hope you enjoy it, but remember, it's only as good as you make it, so keep those stories and colour photos coming in.

I said a few words (well, actually, quite a few) at the February Meeting about **Kalorama on Sunday, 22nd of March**. Many of the Club's members have never been to Kalorama, even though the Club was one of the founding members of the event and we remain closely associated with it. Kalorama is a wonderful day out, with a picnic atmosphere, lots of great cars and their owners to meet, as well as catching up with fellow Club members. Although the events on the oval are restricted to pre-war cars, "modern" Alvis and, of course, other, lesser marques are very welcome as spectators. The events are gentle in nature - **no racing** - (the Kalorama Fire Truck invariably wins the Slow Event) and it's a fun day for the family. This year, my Mrs. Simpson (the 1936 Crested Eagle) is "competing" for the first time, and Vice-President John Ball has volunteered to be "navigator". If you haven't been before and are interested, give me a call evenings on 03 9710 1465, for details.

**John and Margaret Lang**, as well as being great campaigners of their FWD (soon, I hear, to be joined by another one - they really are enthusiasts/gluttons for punishment), are also, with **John and Kay Ball**, keen members of the Lamp Lighters Guild, which is devoted to those wonderful old kero and oil lamps that (some of us) used as children. The point of all this is that, last year, the Langs produced a very smart colour **Calendar** for the Lamp Lighters, with one lamp to a month.

It occurred to some of us that that would be a great idea for the Club and, of course, an ideal Christmas present for an Alvis enthusiast. We could get Alvis to send in photos of their cars, 12 of which would be selected for a 1999 calendar. As **NSW and New Zealand** work on the same calendar as we Vics (although I'm not entirely sure about the Kiwis), they could also submit photos and they would doubtless want to buy the finished product.

John Lang says the calendar would sell for about \$20 - comparable with ones you buy in newsagents but, of course, immensely more valuable to Alvis owners (and those who have loving memories of past Alvis associations).

So, what about it? The Lamp Lighters one that the Langs produced is of excellent quality and they are happy to do an Alvis one for 1999. We need to start getting it organised fairly soon. Let me have your ideas/comments please.

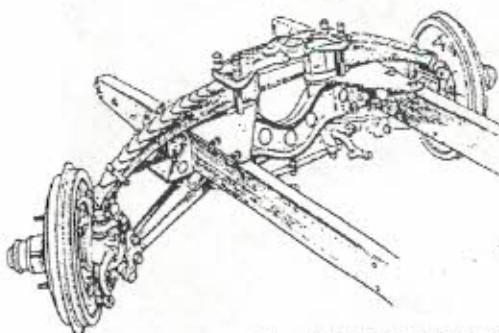
RICHARD TONKIN.

### ALVIS SUCCESS IN VSCC NIGHT TRIAL!

Dale and George Parsell won the PVT section of the VSCC Night Trial and came third overall. About twenty cars competed and the event was won by Stephen Hands driving his Bull nose Morris. Mike Dodds and Terry Valmorbidia in a Delage were second outright (*and were reported as "First Vintage", but that doesn't quite add up to a Bull nose Morris win; sorry for the confusion - ED*) Steve Denner competed in his Alvis and the event was organized by Andrew Green. Congratulations to Dale and George.



EXPECT A  
REQUEST  
FOR SOME  
MORE  
MONEY  
SOON!!



Independent Wheel Mounting. Fig. 3. Alvis "Seventeen" system with two quarter elliptic springs.

**WORLD ALVIS NEWS.** Peter Black, President of the Alvis Club de France, published an issue of "WAN" a few weeks ago. In it there is fascinating correspondence among him, his long time friend Nic Davies of Wales and Pat Talbot. Pat is now 84 and after a peripatetic life, lives on Jersey, Nic's interest in Alvis things goes back many years and whilst in U.K., amidst his travels, he has been rebuilding the only known surviving eight cylinder FWD Alvis. By Nic's account it is now "beginning to look like a car". The point of the correspondence is that Pat owned and drove such a car (Reg. VC 19) in the '30s at Brooklands. (The car was lost to fire in the 1936 - after Pat sold it.) The description given is of a car long past its prime and the driver was an inexperienced and impecunious 17 year old. Nonetheless, as Nic says in a letter to Pat, "You are probably the last person around to have driven an eight cylinder FWD Alvis". *Let us hope that Nic is the next one - and soon!*

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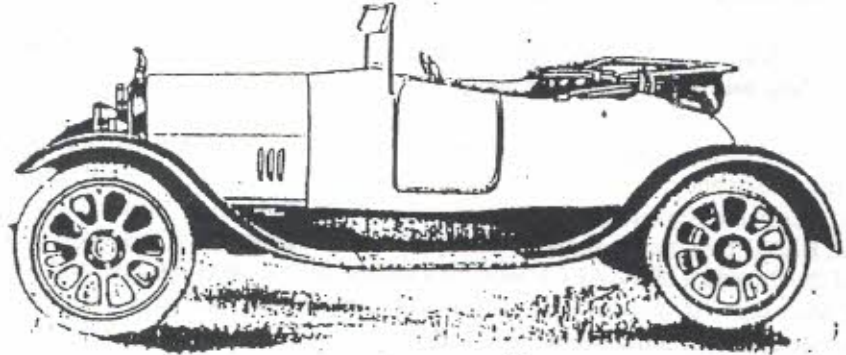
**THREE LITRE**

John Ball  
Address as above



General Meetings are held at 8.00 pm on  
the third Friday of every month (except  
December).

Club Rooms:- Rear of "Alvista", 21 Edgar  
Street, Glen Iris. (Melway p 59 F 8)

**COMING SOON TO AN ALVIS NEAR YOU**

<b>MARCH</b>	<b>FRIDAY 20th</b>	Club General meeting.
	<b>SUNDAY 22nd</b>	Kalorama. The closing date for Entries will have passed by the time you read this, but it's nearly as much fun as a spectator. So, come along. Details from David Caldwell. Tel. 03 9729 5821
<b>APRIL</b>	<b>SAT/SUN 28/29th</b>	"Wings & Wheels". A VSCC event. Details from Mark Alsop 03 9824 4655 a.h.
	<b>SATURDAY 4th</b>	Edington Sprints.
	<b>SUNDAY 5th</b>	Pub Run to Tooborac. Full details elsewhere in this issue.
	<b>FRIDAY 17th</b>	Club General Meeting.
	<b>SAT/SUN/MON 18th, 19th &amp; 20th</b>	VSCC Alpine Rally.

**LIBRARIAN**

Roy Henderson  
47 Fountain Drive  
Fountain Gate  
Vic 3805  
Tel 03 9704 7549

**COMMITTEE**

Margaret Caldwell 6 The Outlook Heathmont Vic 3135

Ian Parkinson "Camelot" Yellingbo Vic 3139

Tel 03 9729 5821

Tel 03 5964 8307

Three Alvis cars were part of the Historic Vehicle Display in the Gardens on Australia Day. **Marg. and John Lang's** FWD was there, **Pauline and Richard Tonkin** were in "Mrs. Simpson" and **Kay and John Ball** had the 12/50. As usual, an enormous range and number of vehicles were on display - 434 listed in the catalogue - so lots to see. Even so, there was a great deal of interest shown in the Alvis contingent by people strolling through the gardens.

Many were intrigued and amused by the champagne bottle and glasses sitting on the glass-topped, fold-down walnut picnic tables in the rear lounge room area of Mrs. Simpson - it did look very appropriate and we didn't spoil the fun by letting anyone know it was really apple juice and soda water. Once John Lang opened the bonnet of the FWD, it was like bees around the honey pot - it literally stopped people in their tracks. The 12/50's appeal seemed to be her compact size. **Steven Mayer's** Fiat and friends were part of the Alvis party and we enjoyed their company.

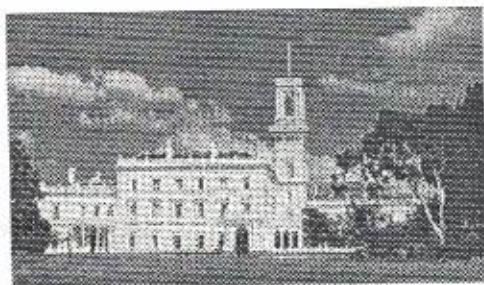
We had visitors of note - **Darryl Stanisich** dropped by and told us his 12/50 is back on the road. **Andrew and Frances McDougall** joined us for a little while, too. **Ian Barber (Bill and Marcia's son)** spending the day in the Gardens with his son, **Ashley**, was thrilled to see the FWD previously owned by his father and wishes Dad still had the car.

Other than the cars, there was lots to see and do and we enjoyed the displays by the Lamp Lighters Guild, Lavender farm and alpacas from Seymour.

The highlight of the day though was when we visited Government House, which was open to the public. We joined the throng and toured the grounds and house and were very impressed. Just before we finished the tour of the house, His Excellency the Honourable Sir James Gobbo, A.C., Governor of Victoria, greeted us and we actually **SHOOK THE VICE REGAL HAND** (see accompanying colour picture) to commemorate this auspicious occasion. Actually, he did not shake the hand of the President of the ACCV who, in a selfless act typical of his quiet and withdrawn nature, held back so that the others, less used to such quasi-Royal events, could experience the thrill of touching the closest they are ever likely to come to true Royalty, without being overshadowed by the Prez.

Australia Day spent in the Gardens is always most enjoyable and, as the weather was cooler than usual (actually, a little damp), it was easier on the people and the cars. Perhaps more Alvis will make it to this event next year.

(whose only contribution to the above was to read it and say, "that's nice"), PAULINE  
and KAY  
(who did all the work) and the PREZ  
(who added the quite unnecessary and page-filling trivia).



### SHATTERING CHOOKS

The US Federal Aviation Administration (FAA) has a unique device for testing the strength of windshields of aeroplanes. The device is a gun that launches a dead chook at an aeroplanes' windshield at approximately the speed the aircraft flies.

The theory is that if the windshield doesn't crack from the carcass impact, it'll survive a real collision with a bird during flight. The British (or were they Irish?) were very interested in this and wanted to test a windshield on a brand new, speedy locomotive they're developing.

They borrowed the FAA's chook launcher, loaded the chook and fired. The ballistic chook shattered the windshield, went through the engineer's chair, broke an instrument panel and embedded itself in the back wall of the engine cab. The British were stunned and asked the FAA to re-check the test to see if everything was done correctly.

The FAA reviewed the test thoroughly and had one recommendation: "Use a thawed chicken".

*(from "The Morgan Ear", which read it in "Torque" magazine of the Sprite Car Club of Australia, which read it in the USA "Meat & Poultry Magazine", which read it in "Feathers", the publication of the California Poultry Industry Federation. Word does get around! ED.)*

ALVIS AGNITIONS

Twenty five members attended the general meeting on the 20th of February. Attendance rates seem to have been higher over recent months, than in the past. Lets hope this continues - especially into winter time. **RICHARD TONKIN & MARGARET CALDWELL** had done a great job tidying up the Club Rooms before the meeting. It looked spick and span. Accompanied by **DAVID CALDWELL**, Richard had done more than tidy up the rooms. All the pre-historic photographs have been removed from the wall and are to be placed in an album in the library. A new notice board has been provided and it is intended that flyers, circulars etc be displayed upon it. It is not certain that anybody has been given the job of keeping it all up to date. Lets hope that yellowing and cockroach staining is kept to a minimum. **RON WILSON** voiced loud objection to the removal of the old photos, claiming that energies would have been better spent blocking up the possum holes in the ceiling. But no one took him seriously. Ron is back in harness: he is assisting in **JOHN NEEDHAM'S** Army - recruited to run the forthcoming Alpine Trial. He is entry secretary and is also doing some organising on the day, including driving the "lead car". The Editor has not dared to ask what function the lead car plays. One would imagine that its job is to show the entrants the way, so we don't need to navigate..... but perhaps I have got that bit wrong. **SI RAMSAY** is again "with Alvis". He has re acquired the very attractive Speed 25 Saloon which he sold to **BILL & ANGELA DREVER** a few years ago. Well done, Simon. It ill becomes a gentleman to be without an Alvis. Triumph TR's are fun but their engines belong in Morgan motor cars, Standard Vanguard cars or Ferguson tractors. A friend of mine even has a late series Lancia Lambda fitted with a Guards Van engine. There has been a good response to the **ANDRÉ & DOROTHY CHALEYER** weekend at Metung. See details in the last Newsletter. We land lubbers are a little bit apprehensive of a day afloat. Most of us have recently seen the film "Titanic". There is a very nice motor car put to very good use before its final descent. Will we be allowed to take our motor cars on the "Spray"? For those who have not seen the Titanic movie I will do the wrong thing and tell you the ending .....the ship sinks! A deposit for the weekend will be required at the beginning of April and full payment in the middle. See elsewhere in this Newsletter for details. The Vintage Car Gymkhana at Kalorama is to be held on Sunday the 22nd of March. There was a good show of hands at the general meeting by those intending to go. If you have not been before you have missed a treat. It doesn't matter much whether you compete or not, it's a delightful spot and there is usually an excellent turn out of cars. On this occasion the date clashes with a Concours d'Elegance in the Yarra Valley but there have been date clashes before and Kalorama has not appeared to suffer, so please go. **JOHN & KAY BALL'S** 12/50 is having its gearbox innards replaced so the Ball's will be able to discard their earplugs and John will be able to give away the third hand which he has needed to hold the gear lever in third. Such promises of freedom! With your last Newsletter there was a subscription renewal form. Those members who were sufficiently awake may have noticed that it asked for rather more information than has been requested in previous years. **ANDREW TWOMEY** is in the early stages of compiling a database so please respond with as much detail as possible. It has not yet been decided which program to enter the data into but it is hoped that they will be able to be manipulated and displayed in several useful ways. Please be as detailed and as accurate as you can. Remember it is the quality of what goes in that decides what comes out. **GIGO**. Garbage In. Garbage out. The Editor's computer defies this; it works on the **IGOR** principle. Input good. Output rubbish. **MURRAY FITCH** was stung recently. He got a speeding ticket and later grumbled to **JOHN KENT**. After hearing the details John told Murray that he had been booked by the President of the Gay and Lesbian Police Association. Please note that in the FSW section **ROY HENDERSON** is again advertising handbooks and spare parts lists etc. **ROYBOOKS** are exceedingly good value so every Alvis owner should have two - one lives in the house and stays clean while one stays in the shed and accumulates greasy fingermarks and awful green stains from that dreadful poison we put in our radiators in a vain attempt to prevent metalworm. **ALISTER CANNON** is about to put the 12/50 back on the road with a new clutch and probably with yet more metal drilled from the beast. **IAN PARKINSON**, whose business is running a reception rooms, is getting fed up with all the club outings being at the weekends and wants to know why we can't stage our events on Tuesdays or Wednesdays? Good idea Ian. Retired members could have a day out on Tuesdays. The cinema is cheaper on a Tuesday so why not have mid week "Wrinkle Runs"! Over to you, Ian.

ED.

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**\*\*ASTERISK\*\*** A TEMPORARY NAME. A PROPER NAME IS NEEDED URGENTLY.

What should this Magazine be called? "THE MAGAZINE" has been suggested but is not very imaginative. "ISOSCELES", "AD LIB", "THE HARE & THE EAGLE", "THE HAIRY EAGLE", "TRIANGLE" and "RED TRIANGLE" have been mentioned but the last one is probably best avoided lest there be confusion with the spare parts people. It would be nice to know that when someone speaks of "THE ASTERISK" we know exactly what they are talking about. And things like "THE QUARTERLY JOURNAL OF THE ALVIS CAR CLUB OF VICTORIA (INC.)" may be necessary on the front page, but are not suitable as the Title. What do you want? What do you suggest? The June issue will appear under the title so write in with your ideas. The Editor's decision will be final until he is told otherwise by the membership. There are neither rules nor guidelines!

ED.

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## TROPHIES

In the November Newsletter the rules for awarding our Club's trophies were sort of defined, but we are still left with a few grey areas -- one is a proposed VSCC Nelson Trophy type award and another is the Basil Bowes Trophy.

My management course (many moons ago so maybe the rules have changed by now) taught me to solve the small problems first and by the time these were overcome, the big problems maybe had become small ones, or even gone away. So let's start with the easy ones.

**David Muirden Clubman of the Year.** As defined in the Newsletter, this is to be awarded to the Club member for maximum service to the Club.

**Andy Hannam Trophy.** As defined in the Newsletter, this is to be awarded to the member who brings his Alvis to the most ACCV events, Club meetings etc during the year.

**Bob Morrow Trophy.** This trophy was first awarded for Alvis Day some years ago and its original purpose is not known to me. I recommend that it be made as an award of SPECIAL MERIT. In other words, for a special contribution to the Club or Alvis marque during the preceding year.

Now come the more difficult problems -----

**VSCC Nelson type trophy.** In the VSCC this trophy is for the member who most often attends the monthly meeting in his "proper" car, I am not sure about the rules if the member has more than one car and swaps them around during the year. However, such a trophy may bring a few more members to monthly meetings but I consider it

doubtful. Also the conditions for awarding the trophy seem to be covered by the Andy Hannam trophy. Basically I am not in favour of this award being made, but if a decision is made to have such a trophy, I suggest that it be called the "ROY HENDERSON TROPHY", Roy being almost a founding member of our Club.

**Basil Bowes Trophy.** The Club may be in breach of its Constitution of which Clause 19 states: "The Club shall conduct approx. 6 sporting and social events per annum" - - but I leave others to make that judgement. The Basil Bowes trophy is for the most successful Alvis in at least three competitive events. The suggestion that Alvis cars, both pre- and post-war models, compete in VSCC events simply as members of the ACCV and not of necessity becoming members of the VSCC certainly has the merit of providing competitive events in order to decide the winner of the Basil Bowes trophy. But this would require approval from the VSCC to make sure that the conditions of their Insurance Policy, Constitution etc etc. are not breached. Maybe ACCV members could compete as honorary members of the VSCC for each event. Obviously only full members of that club can win VSCC events. If approval for this proposal is received, I recommend that three events such as Eddington Sprints, Rob Roy Hill Climb and a short day trial be nominated. I consider that two-day events such as the Alec Bryce or the Alpine Trial are not what is required.

A proviso for all awards is that a trophy need not be presented if not warranted.


There you are. I have had my say. Now it is up to the silent majority.

BOB GRAHAM.



*"By any chance does your pow-wow have a nonsmoking section?"*

PUB RUN TO TOOBORAC SUNDAY APRIL 5TH.



**(054) 335 201**  
**BED & BREAKFAST**  
**HOSTS**  
**DARRYL &**  
**MICHELLE**

**HOTEL & RESTAURANT TOOBORAC**  
 NORTHERN HIGHWAY, TOOBORAC, VICTORIA 3522

Tooborac is situated just south of Heathcote on the Northern Highway. We have booked a room at the Stag's Head Hotel Restaurant, situated on the highway, for lunch.

We propose to drive there via Epping Road, through Wollert and Woodstock to Wandong, where there is an excellent general store and Shell service station which always sells petrol at a good price!

From Wandong we travel under the freeway to Kilmore and from there to Lancefield.

For those who wish to travel on their own, we plan to meet at the Lancefield Antique Centre, on the corner of Kilmore Road and Melbourne Road at 11.00 am. Tooborac is a further 29 km and our booking for lunch is at 1.00 pm.

Those who wish to travel in convoy will meet at the Epping Plaza Shopping Centre car park on the corner of Cooper Street and High Street (Melway 182 12 A) at 9.30 am. Enter from High Street.

The Antique Centre at Lancefield has a large collection of antiques and collectibles for you to browse through - and a coffee shop. It is well worth a visit

The whole route from the shopping centre is on good sealed roads through lovely rolling country, so what more could you ask for? **Good roads, great cars and great company.** Why not come along?

Prices at the hotel are reasonable. Entree \$7.50 to \$9.00. Pasta mains \$10.50 to \$12.50. *(they are huge; go for the entree size!.....ED)* Main meals \$16.50 and dessert around \$6.50.

We need to let the hotel know numbers so please could you let me or Richard Tonkin know by Friday 27th March or, better still, let one of us know at the next meeting on 20th March.

JOHN BALL

IMMORTALITY ALIVE AND WELL IN QUEENSLAND. by Des Donnan

A man was driving along the highway, and saw a hare hopping across the middle of the road. He swerved to avoid hitting the hare, but unfortunately it jumped in front of the car and was hit. The driver, being a sensitive man as well as an animal lover, pulled over to the side of the road and got out to see what had become of the hare.

Much to his dismay, the hare was dead. The driver felt so awful, he began to cry. A woman driving down the highway saw the man crying on the side of the road and pulled over. She stepped out of her car and asked the man what was wrong. "I feel terrible," he explained. "I accidentally hit this hare and killed it."

The woman told the man not to worry. She knew what to do. She went to her car boot and pulled out a spray can. She walked over to the limp, dead hare, and sprayed the contents of the can onto it. Miraculously, the hare came to life, jumped up, waved its paw at the two humans and hopped down the road. Fifty metres away the hare stopped, turned around, waved at the two again, hopped down the road another 50 metres, turned, waved and hopped away.

The man was astonished. He couldn't figure out what substance could be in the woman's spray can? He ran over to the woman and demanded, "What was in your spray can? What did you spray on that hare?"

The woman turned the can around so that the man could read the label. It said 'Hair Spray - Restores Life to Dead Hair and adds Permanent Wave'.



*Peter & Beverley Briese with Speed 20 †  
David Caldwell and 3½litre restoration †*



*Geoff Hood (L) & John Lang probab*



*! "Albert" the 12/50 of David & Mary Elder  
Tonkin R.J. & Friend →*



*! Frances McDougall (L), N*

## MARCH CE



*Austin Tope's Speed 20*







Discussing FWDs. 1



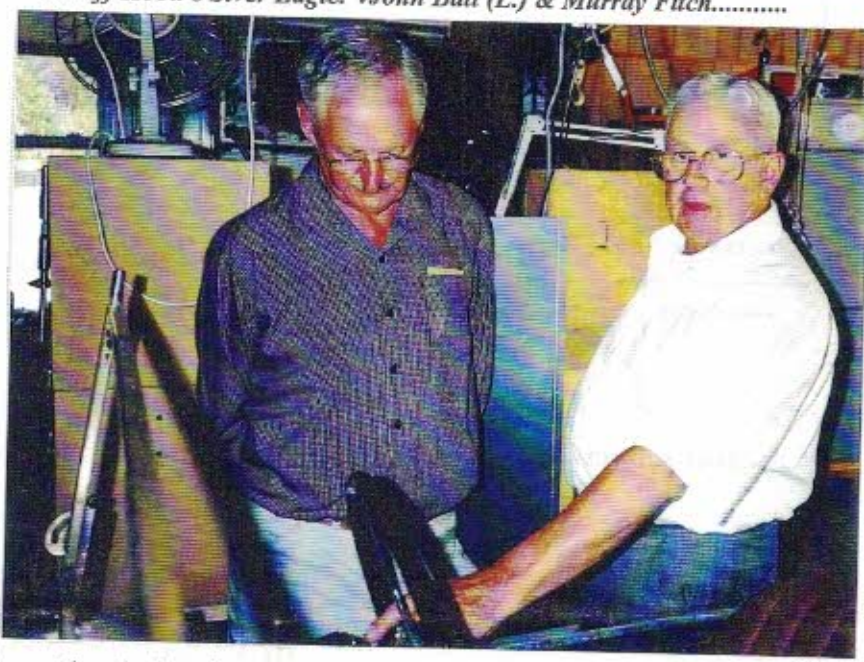
1Geoff Hood's Silver Eagle. 1John Ball (L.) & Murray Fitch.....



McKinnon & Ron Wilson



Bob Graham 1 & Speed 20 SB



.....inspecting the interior of Murray's nearly completed 1936 Silver Eagle. 1

# TREFOLD

photos by Richard Tonkin, Dale Parsell & Ed.



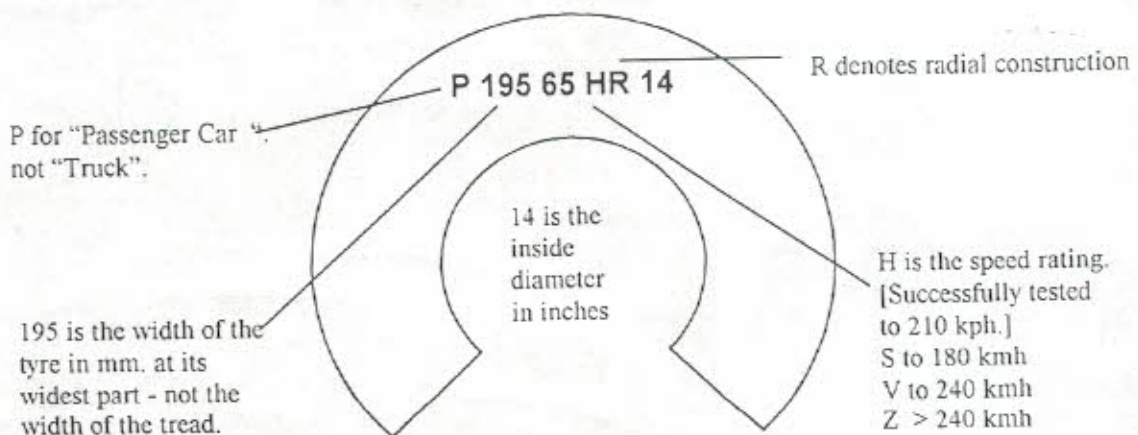
## OILS AND TYRES

Look in the Owners Handbook ( a copy of which you have bought from Royboy's department, haven't you?) and you will find recommended oils which no longer exist. Sometimes an oil by the same name does exist but it is unlikely that the formulation has stayed the same. The modern formulation is probably superior to the old, but it is still confusing. And worrying when one remembers the damage that oils containing phosphorus could do to brass. To help you find your way through this field of confusion here is a table (from an MG publication) which gives comparisons. You may be able to use it as a translator to identify a product:-

Climatic Conditions	Tropical and temperate down to 32° F. (0° C.)	Cold and extreme cold down to 0° F. (-18° C.)	Arctic below 0° F. (-18° C.)	All temperatures	Tropical and temperate down to 10° F. (-12° C.)	Extreme cold below 10° F. (-12° C.)	All conditions	All conditions	All conditions	All conditions
" DUCKHAM'S "	Duckham's N.O.L. " Thirty "	Duckham's N.O.L. " Twenty "	Duckham's N.O.L. " Ten "	Duckham's N.O.L. " Thirty "	Duckham's Hypoid 90	Duckham's Hypoid 80	Duckham's L.B. 10 Grease or H.B.B. Grease	Duckham's L.B. 10 Grease or H.P.G. Grease	Duckham's L.B. 10 Grease or " Keenol " K.G. 16 Grease	Duckham's N.O.L. " Twenty "
" CASTROL "	" Castrol " X.L.	" Castrolite "	" Castrol " Z	" Castrol " X.L.	" Castrol " Hypoid	" Castrol " Hypoid 80	" Castrolite " Heavy	" Castrolite " Medium	" Castrolite " Brake Cable Grease	" Castrolite "
" ESSO "	" Essolube " 30	" Essolube " 20	" Essolube " 10	" Essolube " 30	" Esso " Expee Compound 90	" Esso " Expee Compound 80	Home— "Esso" Grease Export— "Esso" Bearing Grease	Home— "Esso" Pressure Gun Grease Export— "Esso" Chassis Lubricant	Home— "Esso" Pressure Gun Grease Export— "Esso" Chassis Lubricant	" Essolube " 20
" MOBILOIL "	Mobiloil " A "	Mobiloil " Arctic "	Mobiloil 10 W	Mobiloil " A "	Mobilube " G.X. " 90	Mobilube " G.X. " 80	Home— Mobil Hub Grease Export— Mobilgrease No. 5	Mobilgrease No. 2 or 4	Mobilgrease No. 2 or 4	Mobiloil " Arctic "
B.P. " ENERGO " "	" Energol " S.A.E. 30	" Energol " S.A.E. 20 W	" Energol " S.A.E. 10 W	" Energol " S.A.E. 30	" Energol " E.P. S.A.E. 90	" Energol " E.P. S.A.E. 80	" Energrease " C.3	" Energrease " C.1	" Energrease " C.1	" Energol " S.A.E. 20 W
" SHELL "	" Shell " X-100 30	" Shell " X-100 20 W	" Shell " X-100 10 W	" Shell " X-100 30	" Shell " Spirax 90 E.P.	" Shell " Spirax 80 E.P.	" Shell " Retinax A	" Shell " Retinax A	" Shell " Retinax A	" Shell " X-100 20/20 W
" FILTRATE "	Medium " Filtrate " 30	Zero " Filtrate " 20	Sub-Zero " Filtrate " 10	Medium " Filtrate " 30	Hypoid " Filtrate " Gear 90	Hypoid " Filtrate " Gear 80	Super Lithium " Filtrate " Grease	Super Lithium " Filtrate " Grease	Super Lithium " Filtrate " Grease	Zero " Filtrate " 20
" STERNOL "	" Sternol " W.W. 30	" Sternol " W.W. 20	" Sternol " W.W. 10	" Sternol " W.W. 30	Ambroline E.P. 90	Ambroline E.P. 80	" Ambroline " R.B. Grease	" Ambroline " M.M. Grease	" Ambroline " M.M. Grease	" Sternol " W.W. 20

Another subject which causes confusion is the writing on the sidewall of tyres. Here is some of the code:-

### HOW TO READ YOUR TYRE



65 shows the tyre's profile or aspect ratio. Height is expressed as a % of width. In this case tyre height is 65% of 195 mm. The lower the ratio, the more "rubber there is on the road".

Joseph Lucas, "Prince of Darkness" is a somewhat common slogan, particularly among owners of British motor bikes. This is really quite unfair, and displays a basic inability to comprehend the simple principles of a basic electrical system.

Forget all that nonsense about magnetic fields and the flow of electrons along a conductor for it is just about that, nonsense, a myth put about by auto-electricians to support their lavish lifestyles at your expense.

The reality is smoke! When you think about it, it all becomes startlingly obvious, smoke makes all electrical things function. If smoke escapes, the component stops working. For instance the last time you had to grovel under your car to replace the starter motor, didn't it start smoking before it stopped working? Of course.

The wiring loom carries the smoke from one device to another, pumped around the system by the dynamo (alternator), and when a wire springs a leak it lets all the smoke out and everything stops. The starter motor requires a lot of smoke to work properly, so it has very thick wire going to it.

The battery stores up lots of smoke dissolved in the battery acid, which is why they were once called accumulators, until it became apparent that we home mechanics would twig to the secret. Naturally if you try to dissolve too much smoke in your battery, it will escape through the little holes in the top. This is why those new fangled batteries with the sealed tops explode when they get too much smoke in them.

But why is Joseph Lucas so maligned? Why are Lucas components more likely to leak smoke than say Bosch or Marelli? Because Lucas is British, and British things always leak. British engines leak oil. British sports cars leak rain. British hydrostatic units leak fluid, And British Governments leak military secrets, so naturally British electrical components leak smoke.

*(from "The Morgan Ear", Sept. '97. - reprinted from where, it's Editor knows not.)*



#### NEWSLETTER

I have just received my copy of the February Newsletter in the new format, which isn't all that much different. I would like to point out that we never did see or hear anything about the rules and parameters to provide guidance for making changes to this very important part of our Club culture. I suppose one of the rules would be to lessen the cost, and a guideline would be to maintain and encourage editorial enthusiasm.

However, my reaction: Firstly, when the new process has settled down I would very much like to see the masthead printed in red. I feel it adds a certain cachet, a certain "je ne sais quoi" to the Newsletter.

Secondly, the Office Bearers are not listed. I know that such a list takes space but maybe the list could be made in reduced type such as is done for the Spares Registrars.

Thirdly, while there may be a perfectly good reason for the "Magazine" issue in December, it has been the past practice to have the Newsletter received a few days before the next meeting (January) as an "aide memoire" to attend.

Definitely not a negative reaction to the new format and I am looking forward to the first "Magazine" issue in March.

BOB GRAHAM.

*(Merci beaucoup, Monsieur Bob. When this editor took the job on about ten years ago he was given no rules and few guidelines. Get it out a few days before the monthly meeting - so as to remind the forgetful, was one. Weight and thickness needs to be considered was another. During my time in the Club those parameters have varied between one and eight sheets (2 to 16 pages) and on a couple of occasions, none, zilch, zero. If rules exist, would someone let me see them after all this time? If guide lines exist we need ball boys, sorry, ball-persons to call them!)*

ED



#### METUNG WEEKEND

Payments are due as follows: \$50.00 deposit on the 1st of April. The balance on the 15th. Please make cheques payable to "ACCV Rally Account". Send them to Richard Tonkin, PO Box 280, Greensborough. Vic. 3088.

## AN ALVIS WIFE

My husband's an Alvis fanatic  
His cars are the pride of his life  
He cares for them, lovingly cleans them  
But me, I'm 'only the wife'  
When out for a drive on a Sunday  
He may hear a squeak or a 'clink'  
Can he settle before he can find it?  
Not him, not even for a drink.

The car is then thoroughly tested  
From bumper through to big end,  
Then off we go to test it  
Finding roads with uncomfortable bends.  
Back home, with his tea on the table  
All steaming and piping hot,  
I give him a call in the garage,  
Does he come? No he does not!

At last he comes in for his dinner  
All 'gunged' up and covered in oil.  
The only thing hot in the kitchen  
Is my blood ready to boil!  
My husband's an Alvis fanatic  
His cars have become *my* life,  
For after so many years of trying  
I've settled for being 'THE WIFE'.

*Pat Fletcher (THE WIFE)  
reprinted, with thanks, from  
"The Vintage Car" of the  
VCCQ, Dec 1997.*

## TWO BY TWO

I know a surgeon who went to the local BMW agency and bought himself a new 7 Series long wheel base saloon. As he left the showroom he spotted a pretty little red 3 Series car - and bought that too, for his wife! I hope the dealer was impressed! It is not the first time that such a thing has happened: Sally Bick told me that in 1954 her grandfather went to the Sydney Motor Show and saw on the Alvis stand a Grey Lady Drophead Coupe and a TA 21 Saloon. He bought them both! The Grey Lady has been in the family ever since but regrettably has not been getting much use in Tasmania. It has been sold to John Doig in Sydney. Some good cars have gone to Sydney recently. Lets hope we get a good selection attending the next National Rally in South Australia in May 1999. ED

## FIERY WORDS - GET READY TO FLY!

Daughter Karen (she of the book publishers) gave me a copy of the 3rd edition of Kenneth Day's book for Christmas. The layout & writing style are as bad as ever & the only real difference from the 2nd edition appears to be some extra appendices at the end.

However, I did come across this gem at page 389, Appendix X, a report from W.M.Dunn to Captain Smith-Clarke, "Report of my Impressions of the Design of a Post-War Car."

"The Speed 20 was a proven performer; the Silver Eagle 16 had quite a fair performance, and the Firefly was so lacking in performance that in hilly areas it lost us many friends....."

I suppose it's all in the eyes of the beholder and the hands of the owner. RICHARD TONKIN

## FROM THE FEBRUARY NEWSLETTER OF THE AOMC

**FUEL ADDITIVES.** While there is a search on to find an additive to replace tetra ethyl lead, to protect valve seats, a row rages in California about the political difficulty of removing methyl tertiary butyl ether. MTBE was added as an alternative to ethanol, to promote cleaner burning but it may be a more dangerous additive than ethanol or neither!

**PLEASE NOTE!**  
THE AOMC IS UPGRADING ITS WEB-SITE, WE INTEND TO INCLUDE LINKS TO CLUB SITES AND EMAIL ADDRESSES. PLEASE EMAIL YOUR WEB-SITE AND/OR EMAIL ADDRESS TO THE AOMC AT:  
aomc@crafl.com.au

### NOTICE TO ALL ENTHUSIASTS

#### HEALTH & SAFETY NOTICE

BE AWARE THAT IT IS EXTREMELY HAZARDOUS TO HEALTH AND TECHNICALLY DIFFICULT TO SILVER BRAZE (SILVER SOLDER/BRONZE) IN AN ENCLOSED SPACE WHERE REFRIGERANTS R407B (KLEA61) OR R404A (HP62), AND THEIR LUBRICANTS, HAVE LEAKED DUE TO THE ORGANIC GASES GIVEN OFF.

IF YOU DO NOT HAVE SUITABLE MASK AND GOGGLES FOR USE IN THESE SITUATIONS, BE SURE TO ACQUIRE THEM BEFORE YOU ATTEMPT THE JOB AT HAND.

THE BENALLA AUTO CLUB is to hold the

### WINTON HISTORIC MOTORFEST

on the week end of October 24/25th 1998 at Winton Raceway.  
It will be an opportunity for motor racing clubs from all over Australia to run parade laps of the circuit, promote their activities and display their vehicles.

**PATRON:- NORM BEECHEY**

## CAR BUY BACK PLAN (Known in NSW as "Cash for Clunkers")

A letter from Federal MP Robert McClelland to the AOMC claims that he does not wish to remove the historic vehicle fleet from the roads, but this is not quite in accord with Hansard's record of his utterances in the House. In that record he makes no distinction between "old" and "historic". And it is quite clear that he wants rid of old cars because they pollute more, are less safe and more accident prone. More new cars would mean more jobs and more revenue for governments.

TYPICAL CAR WIRING CIRCUITS [VOL. II.] 247

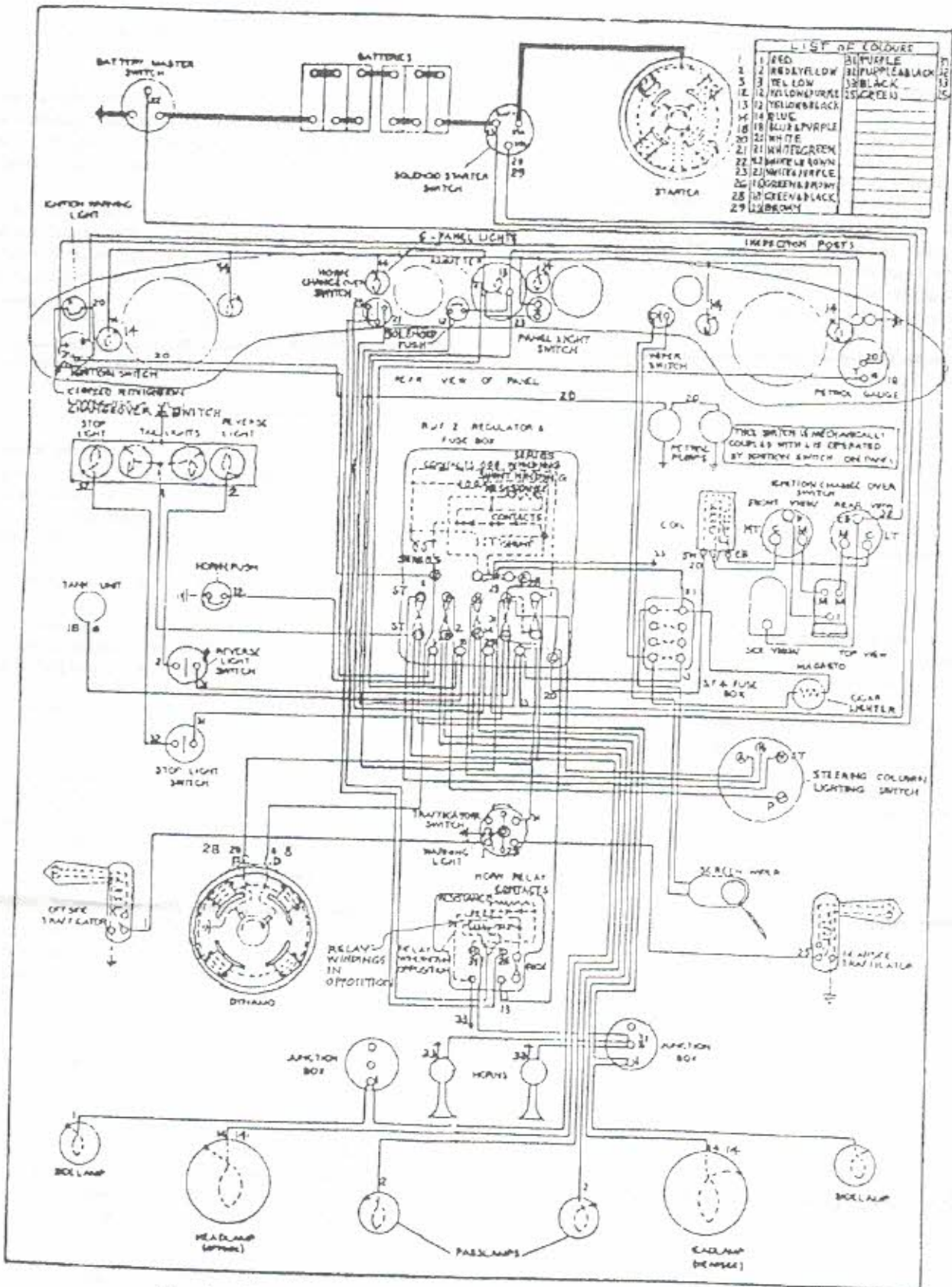


Fig. 4.—WIRING DIAGRAM FOR 1936 ALVIS 3½-LITRE CARS.

(contributed by David Caldwell)

## A MOST RELIABLE MOTOR CAR - AND A MOST UNRELIABLE MOTOR CAR.

The Saga of Silver Eagle WS 6850 and TA 21 K 4876

by HENRY STONOR

I have owned many Vintage cars, including three Alvises and on looking back I think the most reliable was a 1935 Silver Eagle which I used on a UK leave in 1963. It came about this way.

I had returned to the UK for a 6 months leave and bought a long chassis Three Litre Bentley, 1925, which I proposed to take back to Malaya with me. It needed quite a lot doing to it so I took it to Tony Townshand in Wiltshire to have the necessary work done. This left me with no car for my leave so I scoured the local papers to see what I could find and spotted a 1935 Alvis Silver Eagle for sale, "one owner from new". The vendor was a dealer who was only a few miles from Chester, where I was staying, so I took a bus there.

It looked rather shabby and had two holes in the front mudguards, just behind the side lamps. Otherwise it was totally original, even its carpets and not a single tool was missing from the felted tool-rack in the boot. The engine purred into life and sounded fine, so I slapped down £60 and drove her home to Chester. Its one and only owner had been a doctor whose name I cannot recall.

A couple of days work on repairing the holes, several cans of Aerosol black paint, two tins of Simonize wax and the car came up like new. "I'm ready." I said to my mother "Off we go on tour."

And tour we did, visiting relatives in nearly every county in England and Wales. It started, hot or cold, at the first press of the button and never used a drop of oil.

I was a member of the Chester Vintage Enthusiasts Club and competed in all their rallies and driving tests. At the time I had to return to Malaya, I was leading in their championship trophy and had come second in their 'Concours d'Elegance'. All this in a motor car that had cost me £60 and not another penny, except a few hours of elbow-grease!

But the Bentley was finally ready and was duly collected. The two cars stood side by side outside my mother's flat in Chester and I had to decide which to ship back to Malaya, as I could not afford to take both. Sadly I chose the Bentley. On hindsight, I think I made a bad mistake. I took the Alvis back to the dealer and asked him what he would give me for it after five months usage. "Well", he said, "you've worn down the tyres a bit and had five months motoring, but it looks so smart now, would it be fair to say I will return your £60"? And that was that: I never saw the car again and since it does not appear to be in the Alvis Owner Club, I fear it must have been scrapped, or can any member throw some light as to what has happened to it? Details of the car were:

1935 Alvis 'Silver Eagle' 2148 cc.  
Chassis no: 12713. Engine no: 13164. Car no: 17815.  
Body no 3282 Holbrook Saloon.

With happy memories of my Silver Eagle, it was inevitable that I fell for another of the marque, a TA 21, when it was offered for sale by another Doctor who was only the second owner. It looked stunning in its cerise and silver grey paintwork, one of the prettiest cars I have ever seen. When the owner, Dr Kulesza, warned me it was a box of tricks, I just laughed, "I'll sort it out",

I said. He shrugged his shoulders and said "Don't say I didn't warn you!".

The first owner was Martin Ogle, a schoolmaster who brought the car out to Malaya. By all accounts he lavished care on it and had no trouble but being posted back to the UK, regretfully sold it to Dr Stephen Kulesza, who lived next door to me, in 1962.

Now Stephen Kulesza had two other cars which he used for his practice, so the Alvis was used purely as a 'fun' car and was well looked after. For a year or so it ran well, then suddenly it started to break up. The drive to the oil pump sheared which caused an engine seizure which in turn broke the crankshaft. New parts were supplied by Alvis and I think the engine rebuild was carried out by Precision Engineers, the best workshop in Singapore and Malaya. But one problem after another plagued the car and Stephen sold her to me in despair for Malayan \$1,000 about £130 at that time.

The engine was "missing" badly when I drove her the half mile to my home so I studied the handbook. On checking the plugs, I found the wrong type had been fitted so after replacing them the car ran smoothly and I thought I had a bargain! But oh no! I took a friend for a ride one day who asked if he could drive it up the road. I let him and he drove it to next village reaching 80 mph at times. Swapping seats, I took over once more and had just changed into second when there was a grinding noise and I had virtually no steering. The front wheel had come off and only the mudguard was holding it in place and propping the car up. A hub bearing had broken up allowing the wheel and part of the hub to divorce themselves from the stub axle. Had this happened five minutes earlier when we were doing 80 mph, I dread to think what would have happened.

Luckily no damage resulted from this bearing failure and a new ball race procured. I had three vintage cars and a Land Rover at this time so the Alvis seldom got used. For a couple of months all went well and I was lulled into a sense of false security, then the clutch gave up the ghost. I fixed that but it was a never ending battle and every time I took it out, something else seemed to need attention. In 1968, after two years of ownership, I sold the car to an enthusiast from Singapore, for Malayan \$800, about £100. The new owner, whose name I cannot recall, wrote to me saying he had discovered why the car had started to overheat and had cured it. About a month later, he wrote again that he thought it was something else that was causing the overheating; then he lapsed into silence. I saw the car in Singapore parked on the side of the road and looking rather forlorn and wonder if he had abandoned it! This was about six months later. Did it end up on the scrap-heap?

I always kept records of the cars I owned, but I have no records of this car's engine and chassis number; I think I was too disillusioned! It was two years before I bought my next Alvis, a Speed Twenty, and my faith in the marque was restored, but that is another story!

*(This article appeared in the July/August 1997 issue of "The Magazine" of the Malaysia & Singapore Vintage Car Register. My thanks to Editor Julian Collins for permission to reproduce it. ED)*

## CARS & PARTS FOR SALE AND WANTED

APRIL NEWSLETTER

COPY DEADLINE

WEDNESDAY

25th MARCH 1998

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 on p. 2.*

### CLUB.

Handbooks, technical data etc. TA 21 Specification sheets. \$5.00 each plus p&p.  
 "Motor Trader" technical data sheets. Speed 25, 3½ Litre, 12/70 and TD 21. \$5.00 each plus p&p.  
 Spares catalogues. Silver Eagle 1930 -1933. TD 16.95, TB-TC 19.82 and 12/70 SB 13.22. Price on application.  
 Owners Handbooks for several vintage, PVT and post-war models. Availability and prices on application.  
 All reproduced expertly by the world famous "ROYBOOKS" Press.

Tel: Roy Henderson 03 9704 7549

Radiator Caps for PVT cars - principally to provide perches for the recently migrated low winged Eagles. Dale Parsell says they will be ready soon. They have a slightly domed top and will cost about \$80.00.

Bumper Bars. There has been talk of new bumper bars for 3 Litre cars. No progress can be reported but this is a bumper issue from the ACCV. Will you put it on the front or the back?

### PRIVATEERS.

**FOR SALE.** For Silver Eagles. "New" Bonnet Catches and Hardy Spicer Universal Joints.  
 Eric Nicholl 03 9754 5412

**WANTED** Speed 20 Crown Wheel and Pinion. 4.55 ratio. (9 x 41). If other owners want to get together and make a batch of CWPs, I would be a starter.  
 Bob Graham. 03 9571 3886.

**WANTED** All the bits for André Tele Shock Absorbers. Pipes, dial, knobs, connectors etc for Speed 20  
 Geoff Hood. 03 9842 2181

**ALVIS OWNER CLUB (UK) "THE BULLETIN".** Charles Mackonochie has put the ACCV on the mailing list to receive The Bulletin and Calendar. Thank you. The January/February 1998 edition has arrived and will be placed in the Club library. ED.

Everyone has a photographic memory. Some don't have film.

Seen it all, done it all, can't remember most of it.

Those who live by the sword get shot by those who don't.

Despite the cost of living, have you noticed how it remains so popular?

Back up my hard drive? How do I put it in reverse?

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