



(INCORPORATED IN VICTORIA - No. A0017202F)

NEWSLETTER

VOLUME 38

ISSUE No. 1

FEBRUARY 1999

CLUB ROOMS:- Rear of "ALVISTA", 21 Edgar Street, GLEN IRIS. [Melway p 59 F 8]
MEETINGS:- THIRD FRIDAY OF EACH MONTH [EXCEPT DEC/JAN] AT 8.00pm

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COMING EVENTS

FEBRUARY	Sunday 14th. Static car display at Hanging Rock.
	Friday 19th Club General Meeting.
	Sunday 21st Pub Lunch & Treasure Hunt organised by Alister Cannon. (Tel. 03 9755 1997) Details inside.
MARCH	Sunday 7th Australian Grand Prix at Albert Park.
	Friday 19th Club General Meeting.
	Sunday 21st Kalorama. An important event for the Club, this year.
	Saturday 27th Edington Sprints. THE FIRST BAS TROPHY event.

**DON'T FORGET THE NATIONAL RALLY
IN THE CLARE VALLEY
DURING THE FIRST WEEK OF MAY**

WELCOME to NEW MEMBER Phillip Nye of Wandin North, Vic. Phillip has a Crested Eagle TF Holbrook Four Light Saloon. 1936. Eng. No. 13430. Chassis No. 12980. Car No. 17894. First Registered No.13210 4/1/37 to Mr JW Burland, Mentone. We look forward to seeing Phillip and the car, soon.

1999 SUBSCRIPTIONS ARE DUE.

Inside this issue you will find a form and a stamped addressed envelope. **PAYING IS EASY:** 1) make out a cheque to "ACCV" for the amount required 2) sign the cheque 3) fill in at least the top part of the pro-forma 4) bung the cheque & form into the envelope 5) totter, toddle, stagger or even drive your Alvis to the nearest mail box and shove the envelope through the slot with which most mail boxes are equipped*. **JOB'S DONE!**

(If your local mail box does not have a slot, you should move house immediately. You are living in an area unsuited to Alvis ownership.)

VALE - JOHN FRANCIS TWOMEY

John Twomey, our immediate past President, long-serving Treasurer, great Alvis enthusiast and friend of the Club, passed away on Sunday, the 3rd of January after a courageous battle with cancer.

Roy Henderson, who knew John longer and better than I, has written an obituary, which appears elsewhere in this Newsletter. John was a cheerful, meticulous and tireless worker for the Club. He organised the 1997 National Rally to perfection and he was clearly disappointed when he fell ill, was hospitalised and could not continue with the rest of it. The Club gave John it's highest accolade in 1997, when he was made a Life Member.

John was proud of his Alvises. I remember that he took me to Mount Tarrengower one year, shortly after he and his wife June bought their Speed 25 in Western Australia. He obviously loved driving it, he did a lot of work on the car himself and I think he was pleased that, when he sold it after he became ill, it was bought by Brian Hemmings, a Sydney Alvis enthusiast. John's son, Andrew, is a member of the Club; he is restoring his own Alvis and he assisted John with the Treasurer's job over the last couple of years. I am sure that John would have been glad to know that his TA21, with Andrew aboard, led the cortege at the funeral.

My memory of John which lingers is about a small matter, but one which typified his quiet generosity. A few years ago, we were on a Sunday outing with the Club, up in the Kinglake area. I was driving my TA21, as I recall, at unusually furious speed down a long hill in the forest when there was a loud bang and the windscreen was showered with hot water - a radiator hose had burst. Of course, I wasn't carrying a spare and I was standing morosely by the side of the road, looking into the engine bay, probably hoping it would fix itself, when John pulled up. Naturally, he had a spare, he even fitted it for me and I was soon on my way again. I never did get around to giving John a replacement hose. But then he never asked me for it - that was the measure of the man.

On behalf of the Club, I extend our condolences to John's widow, June and to his children, Katherine, Jennifer, Linda and Andrew. He is sadly missed.

RICHARD TONKIN
President.


OBITUARY.

As most Alvists will know by now, on January 3rd 1999, we lost one of our most enthusiastic and hard-working members. **John Francis Twomey**, 72, Treasurer, Past President and Life Member, passed away after a long battle with cancer.

He was a man who never gave up fighting, and nor, to my knowledge, ever admitted defeat. When I last visited him not long before his death, he was still willing to have a cuppa and chat in spite of being in obvious distress, and genuinely upset at having to give up his duties as Treasurer.

John joined the ACCV in May 1967, having just purchased the ex Wes Southgate 16.95 Silver Eagle; in later years he also acquired a 1936 Speed 25 Charlesworth Saloon and a TA21 Saloon. (ex Stapleton?) I remember the Sp 25 having evaporation problems, and John's solution? - a large but simple heat shield between carby and manifold.

The Alvis Club has lost a rare blend in John Francis Twomey; a conscientious committeeman, a source of inspiration and information, and above all, a good and caring friend. We extend our deepest sympathy to June, Andrew and families.

ROYBOY.

<u>VENUE</u>	Pine Grove Hotel, Upper Beaconsfield.
<u>WHEN</u>	Sunday 21 st February 1999.
<u>START</u>	Manhattan Hotel car Park. (Vermont/Heathmont) (Melway Ref. P63 D 1)
<u>TIME</u>	9.45 am for a 10.00 am start.
<u>NAVIGATION</u>	You will need a fairly modern Melway (24 – 26 would do), a sharp pencil and a reasonably sharp mind! Not a difficult navigation feat – more something for your enjoyment. It is a TREASURE HUNT!
<u>COST</u>	No Entry Fee. Lunch price range: Pasta \$9.50. Roast \$11.50. Three Courses from the Carvery \$16.50. Dearest Seafood \$18.50. Other dishes available.

Please ring (03) 9755 1997 and give me the number in your car. I would like to know the number of entrants by Wednesday 17th February.

ALISTER CANNON

The BASIL BOWES TROPHY

I see in the December issue of ALVIC (and what a beaut issue it was), that the Bas Bowes Trophy is to be reinstated, with Club members being eligible to compete in VSCC events and thus gain points for the Bas Bowes Trophy.

The notice says that a "basic" CAMS licence is necessary. I am not sure how a member of a non-affiliated club (with CAMS) can obtain this prerequisite -- which currently costs \$35 a year. But CAMS is changing the rules this year. So, who knows? Maybe Dale can enlighten us.

There are also entry fees for the three events listed. I think the Day Trial and Edington Sprints entry fees are about \$10 or \$12 while Rob Roy entry fee is about \$35 or \$40.

Scrutineering is not required for the Day Trial and maybe not for Edington but is necessary for Rob Roy. Scrutineering is like a mini Roadworthy Test but to pass, a car must be fitted with a Fire Extinguisher and the driver must have a Crash Helmet and if this is open-faced, must also have goggles. This equipment must be CAMS approved, of course.

Then there is scoring. The Day Trial is pretty straight-forward for 1st, 2nd etc but it is not unknown for there to be equal firsts or seconds or whatever.

Edington and Rob Roy are different, being time trials. I assume that points would not be allotted for Fastest Time of Day but would be awarded on a Regularity basis for consistent run times, in an attempt to eliminate the performance difference of various Alvis models. Would three runs be necessary or would two runs be sufficient? And would the time difference be calculated directly, in seconds and fractions or in percentage change? For instance, 20 seconds and 20.1 seconds for Edington Sprints is 0.1 seconds difference and 0.5% change. Whereas 25 secs and 25.12secs is 0.12 secs difference and 0.48% change. See what I mean?

Then there is the method of scoring first, second and so on. Do two seconds beat one first? It is a bit complex.

The Committee has defined the basis for awarding the Andy Hannam and the David Muirden trophies, etc, but it appears a bit more definition is required here.

BOB GRAHAM

BARBEQUE ONE

The January barbecue was held on the lawn behind the Clubrooms, on a Saturday night, this year. We had a warm night – about 26° C – which was a welcome relief to ED and Mrs ED, who escaped 38° C when they left Shepparton. About twenty members attended what turned out to be a very pleasant occasion. Thanks to RoyBoy who again provided his ex-Army gas and to the Prez for his usual high joule contribution. We were able to inspect the then half-renovated Club Rooms and marvel at the improvement. The Saturday night was chosen because the VSCC pinched "our" Friday night, but perhaps the numbers wishing to attend both functions is low enough to suggest that we stick with Friday next year?

BARBEQUE TWO

On the 2nd February, at 48 hours' notice a social function was held at the home of **Andrew and Frances McDougall**. About twenty members attended to say "G'Day" to **Dan Geoghegan** who was visiting, briefly, from UK. Dan owns a Supercharged FWD as well as a Speed 20 S.C. DHC. Being evening, a hot evening, a mid-week evening and a mid city venue it was not possible to turn out the proper cars, though the Pres. did collect Dan from his hotel in one. But Dan looked as though he was in sympathetic company talking FWD to **John Lang** who has two and **Geoff Hood** who has one. Those talking Speed 20 included **Austin Tope**, **Bob Graham** and your Ed. A very pleasant evening. Thank you, Andrew and Francis. ED.

CARS & PARTS FOR SALE AND WANTED

THE CLUB CARRIES A 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.

Enquire about spares to the appropriate SPAREPERSON listed on p. 1.

CLUB

TD 21 Radiator Grille and surround. Pristine.

TA 14 Headlamp Glass. Worth \$50.00. Kindly Donated by Barry Gough.

PRIVATEERS

FOR SALE Front bumper bar from circa 1949 Humber Hawk. Suit early Alvis 3 litre. \$100. Frank Smith
Tel (Adelaide) 08 8264 3488

FOR SALE BIG PORT CYLINDER HEADS FOR 12/50. 2 off. As produced by Alvis 12/50 Register,
UK. Not machined. Price & details on application to John Newell, 15 Blakett Street
Rangiora, N. Canterbury. NZ. Tel/Fax +64 3313 8505.

CLUBROOMS TRANSFORMED!

The refurbishment of the Clubrooms, as announced in the November Newsletter, has now been completed - on time and under budget!

The kitchen area has been transformed, with a new sink, working area, tiling and floor covering. The numerous bits and pieces previously stored in the kitchen have been removed and there is now a lot more room, as well as a brighter appearance. As well, the carport has been cleaned up, making access easier.

The meeting room has been repainted (you will have to come to the February Meeting to see the colour scheme), the draughty window area has been fixed and the seating rearranged to provide more space. I believe that the overall effect is very pleasing and that Members will appreciate the changes.

Of course, while this was all achieved in the first 100 days (well, almost) of this Administration, it did not happen without a lot of hard work by the Building Sub-Committee. This was led by **John White** who, as well as donating most of the materials, was Site Foreman and leader of a disparate pack of (mostly) unskilled workers. Special thanks to John, who put in many days working at the Rooms. Thanks also to **John and Kay Ball**, **David and Margaret Caldwell**, **Alister Cannon**, **Ian Parkinson** (who kindly supplied the paint for the walls), and **Colin White**, who donated a fine, antique cupboard for the kitchen. My apologies to anybody I have missed.

So, come along to the Monthly Meeting on Friday, 19th February and see for yourself.

RICHARD TONKIN

BATTERY ACID

December 1998's "Alvic" contained a page on the care of lead/acid batteries which included a dilution table for those wishing to dilute their own conc H₂SO₄. **David Fletcher MRACI** was sufficiently concerned about the potential danger of such a process to an operator untrained in the handling of concentrated acid and one improperly dressed for the job, that he wrote a 400 word letter on the subject. Point taken, David. Concentrated acid is dangerous stuff but then so much of the fettling and driving of old cars is dangerous. Thankfully, we do not hear of Alvis owners dropping their cars upon themselves whilst working under them. The message is "do not handle concentrated acid unless you know what you are doing". **ED**.

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