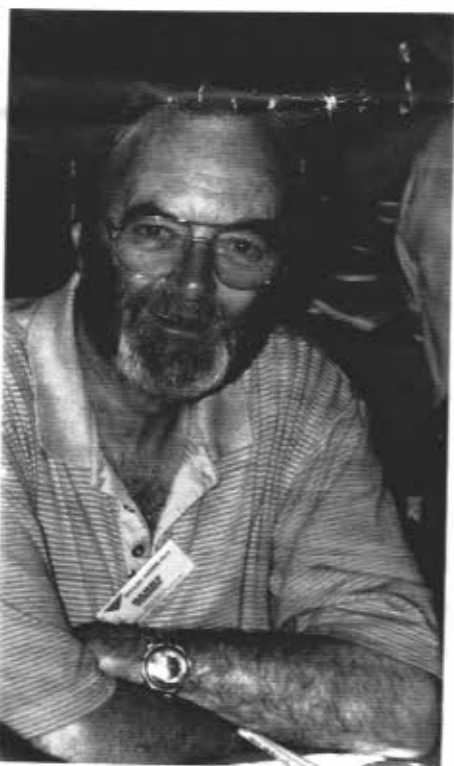




*David and Carol Head. David's Silver Eagle is about to go on the road again.*



PHOTOS ON  
THIS PAGE  
BY  
PETER  
SCOTNEY



*Three Alvis monkeys. The ED sees no evil, Rob Blackett speaks no evil and David MacDonald hears no evil (about Alvis cars, that is!)*

*Owning an ALVIS makes everyone SO happy! (above) Barry Turner. (below) Ian and Pat Parkinson. (below R) Stuart & Clare MacDonald*



## TORQUE OF TONKIN

There is an interesting article in the September issue of The Automobile (an excellent magazine, written by enthusiasts, for enthusiasts, well worth a look), by Michael Worthington-Williams, a well-known U.K. author on old cars, about an "as found" 1925 Austin Seven Chummy. Making the point that such cars do not have to be restored, he says :-

" My advice to (the owner) is to repair the hood, change the oil and leave the car exactly as it is. There are shiny Vintage cars everywhere, but very few as original and untouched as this one. The movement towards conservation rather than restoration (which so often turns out to be desecration) is gaining momentum. I like to think that my constant exhortations to people to keep cars original is having some effect. I know that when I turn up at shows driving Arthur, my 1927 Austin 20/4 - totally original and scruffy as hell, but mechanically excellent - he's the one the TV cameras always home in on !"

While the TV cameras are a bit thin on the ground at old car events in Oz, Michael makes a good point. That doesn't mean, of course, that there is a diminishing place for restored cars. In the Club we have many fine examples of cars that have been lovingly and painstakingly restored, and they are a joy for their owners, as well as for those that behold them. However, there is certainly a place in the old car movement for the sort of car that Michael is talking about. Again, we have many examples in our Club.

But there seems to be a bit of a cringe mentality about unrestored cars, or those that are not concours examples. I recently spoke to one of our Members about entering his car in the display that we are planning at the Geelong Speed Trials this year. He had bought the car in a rough condition a few years ago and, although he had done extensive mechanical and body work on it, he felt it would not match up to it's restored cousins. I hope I have changed his mind. I have examples of both types - a TA 21 Drophead excellently restored by Club Member **Graham Carter** and Mrs Simpson, my 1936 Crested Eagle, which has been kept "nice", but which I am certainly not going to restore - because I want her to retain her original patina, (but also because I can't afford it, even at Graham's most reasonable rates).

I hope these comments provokes some thought - perhaps even some correspondence to Dr. Editor.

RICHARD TONKIN.



## IN THE LONG RUN.

*(In last month's Newsletter it was mentioned that Frank Corbett used his journey from Brisbane to the Clare Valley to run in his 12/45 after its [?] 25 year long restoration. Frank and Ron Wilson exchanged correspondence about this effort and this is an edited version of what Frank wrote:- [ED])*

Dear Ron,

Yes, it was rewarding to attend a National Alvis Rally in my own car at last. It was also quite nerve-wracking as the car had done less than 300 miles when Henry (Anderson) and I left Brisbane en route to Clare.

We were to leave at 6.15 am on the Wednesday but had to spend virtually all of the previous Monday trying to get the car to run properly. A rich mixture and intermittent spark were both largely sorted out just on dusk and we elected to have a go.

On the way south we travelled at 35 - 40 mph. The car continued to run rich, but there was no answer to this at the time. We lost oil pressure at West Wyalong on the second day. This turned out to be due to loose nuts on the studs holding the oil pump in place. The nuts were tightened, the oil replenished and we were on our way with no further troubles.

In Clare the mixture problem was discussed with other 12/50 owners and it was thought that the car was running too cold. A blind was placed over half the radiator and virtually immediately the engine came on song. A combination of new radiator core and the absence of bonnet sides had prevented the engine from reaching correct operating temperature.

On the way home we struck magneto trouble about 25 miles east of Mildura. The fibre gear wheel chose to self destruct. This resulted in immediate lack of forward motion accompanied by explosions that would not have been out of place at a New Year's Eve fireworks display. The spare magneto turned out to have a faulty condenser, so we limped back to Mildura where we were able to gain access to an old car enthusiast's workshop. There we were able to make one good magneto out of the two. From there on we had an uneventful drive home.

We covered just over 2900 miles in the two weeks and averaged 26 mpg. It was approximately 23 mpg going south, when we were running rich and better than that coming home. At one stage we did 31 mpg and that was going uphill!

I am delighted with the car, it will be a most satisfying 12/50 when all the teething problems which manifested themselves on the trip, are sorted out. Then there is the body to finish - mudguards, detailing, bonnet, hood and trim. At least I will have plenty to do before the next rally in Queensland!

I was disappointed that you were not at the rally and others, too were absent whom I would have dearly loved to meet. Perhaps that can be rectified soon.

Kind Regards

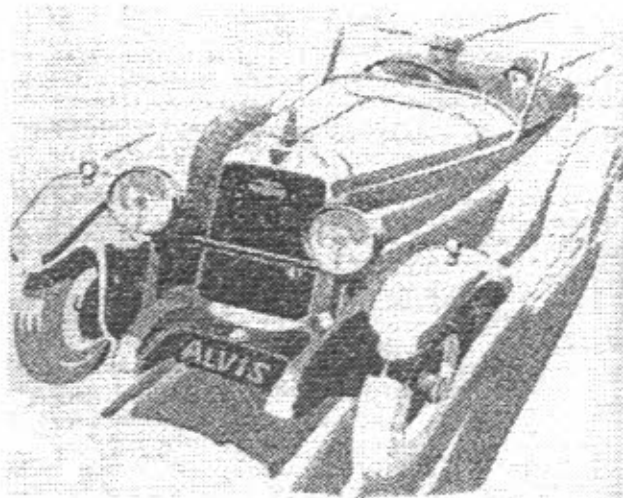
FRANK CORBETT



(INCORPORATED IN VICTORIA - NO. A0017202F)

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

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## COMING ATTRACTIONS

September	Friday	17th	Club General Meeting.
	Sunday	19th	Garage Crawl. A flyer will be posted to you by the Prez if you live in Melbourne. Others: please ring the Prez if you can attend.
	Sat/Sun	18th-19th	VSCC Two Day Rally (This date is correct.)
October	Sat/Sun	9/10th	Country Weekend Away. Based upon the Mt. Tarrengower Hill Climb. The Monthly General Meeting will be held during the weekend. Details were in N/L, August edition. Some places remain.
November	Friday	19th	Club General Meeting.
	Sat/Sun	20th-21st	Geelong Speed Trials AN IMPORTANT DATE FOR THE CLUB. SEE INSIDE.

ALL WELCOME

DETAILS FROM JOHN BALL OR JOHN LANG

### ANNUAL GENERAL MEETING



## ALVIS AGNITIONS

## MORE WANDERING MEMBERS OF THE ACCV

It was reported last month that far flung Chapters of the Club met at Bruny Island in Tasmania and on the Gulf of Carpentaria. **Geoff and Helen Hood** were in far north Western Australia and **Ron and Gwen Wilson** were in northern Victoria. During that time **Eric Nicholl** was in the USA, visiting California, N. Carolina and Tennessee – and also Mexico. After that little excursion he should be fit to tackle the 12/70. **John White** had driven a 4WD across the Simpson Desert – acting as a back-up for a party of bikers, including his son. A bit before that, **Vic Elliot** came over from SA to Winton (Vic) for the historic racing. He stayed with **Murray and Claire Fitch** and met up with **John and Wendy Kent** as well as **ED and Mrs. ED** on the way over. Had a nice letter from him after his return. We do wander a lot, don't we? I often find myself regretting that it is just not possible to do some of these journeys by Alvis, but often it is just not practical in the time available and over the "road" surfaces provided.

## GREMLINS AGAIN

An advertiser's phone number was incorrect in last month's N/L. That is terrible – such things are checked so thoroughly. It is right this month. See FSW page. On the front page, last month the dates were nonsense. Sorry about that. Also, gremlins in the editorial brain. Someone gave me a photocopy of a 10/30 radiator, but I can't remember who it was. Anyway, it won't reproduce satisfactorily – so there are two reasons why you won't see it in these pages, against your name. Bad neurones, bad technology.....

## COOL, BABY, COOL.....

In last month's Newsletter **Bob Graham** suggested that we have a guru come to a Club Meeting to tell us all about coolants and additives suitable for our radiators. At the subsequent General Meeting this was thought to be a good idea, so we are now in the process of finding a cool guru. Details when they are available.....

## COMMITTEE MEETINGS.

It is proving difficult to find the "right" time and date to hold Committee Meetings. After a delay we held one on a Sunday afternoon recently. That so much business was transacted served to remind us all of the importance of such meetings. Sunday arvo. was not popular, nor has 6.00 pm, before the General Meetings been popular. So now we will try the first Friday of the month at 8.00pm in the Club Rooms – starting in October. i.e. **OCTOBER 1<sup>st</sup>**. I seem to remember such a timetable in the past.....! Everything goes round. (Until the bearings run dry.)

## PARKY

has been ill. He was too ill to attend the Committee Meeting. Get well sentiments were expressed and we were about to extend them to **Pat** as well, when it was heard that she was in Darwin. Whether she had recovered and was on a pre-arranged errand or whether she was just getting as far away from Parky and his cough as possible is not certain. Anyway, we hope they have both recovered from the nasties.

## SPARES.

**Bob Graham** has placed a price list for TA 14 Spares in the Club Rooms. Those who can't visit should ring **Bob**. **John Ball**, aided by **Alister Cannon** and **David Caldwell** has a list of 3 litre spares and can be contacted by \*phone or at the Club. For Vintage Spares refer to **Geoff Hood** and to **Austin Tope** for PVT information. All telephone numbers are on the front page of the N/L or p 3 of "ALVIC". Well done those who have put so much effort into sorting out what we have and haven't got. If you are contemplating making a spare part please remember to contact the appropriate registrar in case the Club needs one, too.

## CALENDAR

Send in your pictures to **John Lang** (address etc on p. 3) **HE NEEDS YOUR COPY SOON**. He hopes to publish in October – so that you will have lots of Christmas gifts at your disposal. There must have been 25 Alvises which, in turn, were photographed beneath the golden autumnal trees at Riverton in SA!! Where are all those sweet snaps, now? During the whole of the Clare Rally nearly every car must have been photographed by every participant at least once. That means that there are at least  $46 \times 46 = 2070$  recent pictures of Alvises in existence. (I think I will buy some shares in Kodak!) Where are they all? Send 'em in! No see, no publish!

GEELONG SPRINTS.  
SAT 20<sup>th</sup> – SUN 21<sup>st</sup> NOV.

**BIG ONE** for the Alvis Club. The organising committee, encouraged by **David Head** and **Ian Blackwell** have decided to make it an ALVIS FEATURE EVENT. This means that our Club will have a display area with marquee on the lawn "behind" the Starting zone. The Sprints Committee are prepared to outlay some funds to help with promotion and display of the Alvis Marque. Also featured will be the Ferrari Marque/Club. The two makes of car differ do much that they must complement one another, so there should be a plenty to interest the pleasure motorist and we can expect a good attendance. So we must make it worth their while! Our President is organizing a display and some accommodation in Geelong. Watch this space for details as the emerge. Whatever the details, the more Alvises we have in Geelong that weekend the better. Mark it in your diary now and look forward to a great week end. Hopefully there will be several Alvises competing in the very enjoyable sprints

## "RESTORED CARS AUSTRALIA" Magazine

Issue No 136, Sept – Oct 1999 contains an article and double page colour spread on Alvis cars. Part 1 (1921 – 1940). The author is **Robert Penn Brady** and the content is from an Australian perspective. Part 11 is due with the next issue. Recommended reading for Alvist!!



THE ANCIENT ART OF STRIPPING.

(Or How To Get It Off Without Being Shocked.)

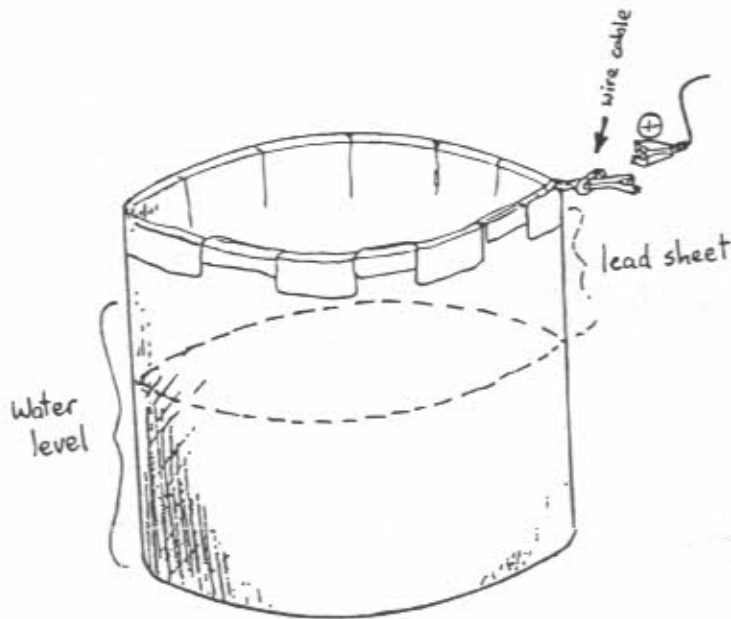
*(This article is by Greg Thornton and comes from "Freewheeling" [The Rover Car Club.] - with thanks,**ED)*

I once worked with an old fella who gave me lots of good advice about life in general and particularly about how to rid cast iron or steel of rust and other foreign material - especially where the job is large or the base material has nearly gone to heaven.

Firstly you need a nylon drum of about 250 litres capacity, or more for big jobs - or a white vinegar bottle of 2 to 4 litre capacity for small jobs. Farmers buy all sorts of things like pesticides in large drums and one of those is suitable. For a while I used Coca Cola drums.

You need to remove the whole top so there is access to the whole drum. I used a diamond saw blade on the angle grinder to cut off the drum top for my project. This is followed by the simple draping around the edge of the drum with lead. I used 1.5mm lead sheet that I had put a cut into, which allowed me to wrap it around a cylinder. Almost finished!

Now obtain a length of steel wire, cable or rope. I used the cable from around the old Hills Hoist clothesline. Ensure it is not PVC coated! Then thread the cable along the lip of the drum with every second fold of the lead refolded over the cable, locking it in place. There should be around 150 - 200mm of cable left over where the two ends meet again, which is to be clamped together.



Construction over! Now it is time to move to the next step and make it all work - it will!

Fill the drum with water so it is half way up the lead sheet. or ideally, two thirds to three quarters of the drum capacity. Next dissolve a kilo of *washing soda crystals* in hot water and pour that in the water (Available from the laundry section of any supermarket).

Fun time! You will need the use of the cheapest or smallest trickle battery charger. This is the key element, the catalyst, or more correctly, the electrolysis.

Place the + ve terminal on the wire cable and the - ve on a wire brushed section of the job. Immerse the job into the drum ensuring it doesn't contact the lead sheet. Another goal is not to have the terminals (alligator clips) in the solution because they disappear quickly.

You may have to suspend the job in the drum with string and a wooden plank. *Don't use wire and a metal rod because that completes the circuit!*

Turn it ON! After about 20 minutes you should have a bubbling action with white foam around your job and rust attracted to the lead. Give it a day, or maybe two or three. This depends on the severity of the job.

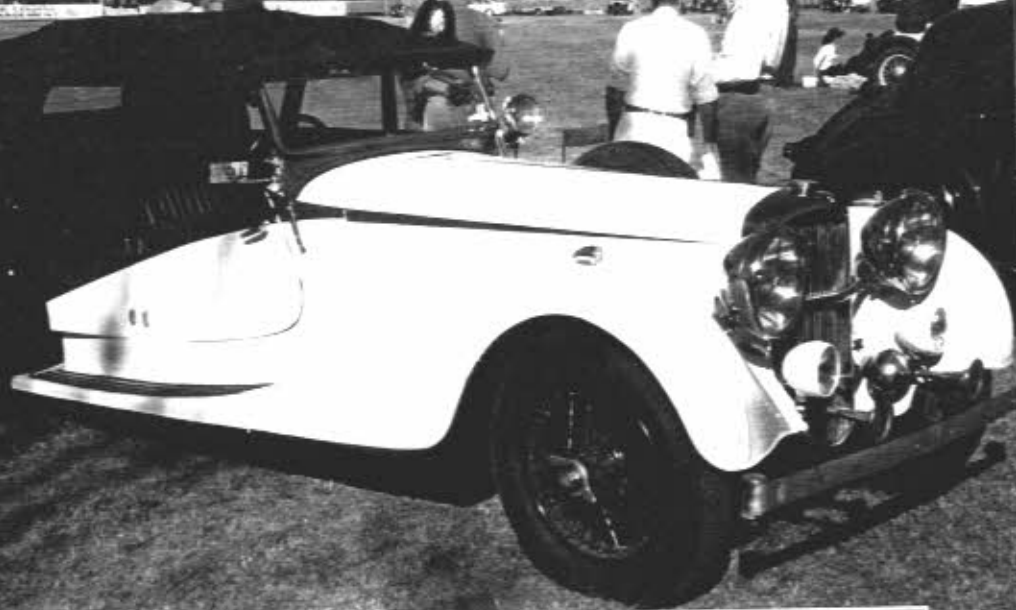
Turn it OFF before retrieving your job - this is important! Hose off the film with a high pressure hose, then allow to dry in the sun or with compressed air. You will be impressed! This process is also excellent for freeing up frozen parts from rust or seized pistons in engine blocks.

Follow these instructions carefully and use the diagram. Good restoring!

Just occasionally, admiration of Vintage machinery goes a little over the top - as spotted by David Muirden in the ACCV Newsletter, January 1969:

Sometimes vintage car enthusiasts wax lyrical and speak to us from the heart, and we too can derive pleasure from the experience. Take this extract:

I like my ALVIS whenever I look under the bonnet or gaze at any other part of the mechanism : a practice which can be indulged without first turning the car upside-down. What I see is a joy to behold - unless a small-end bolt has really gone to town. If there is a job to be done, I am not obliged to weigh the relative merits of employing a couple of trained spiders or rushing off to the nearest garage in despair. I expect to do the job myself, unflurried and in spacious surroundings, without even calling my wife to assist as holder-upper or to render first-aid to my knuckles.



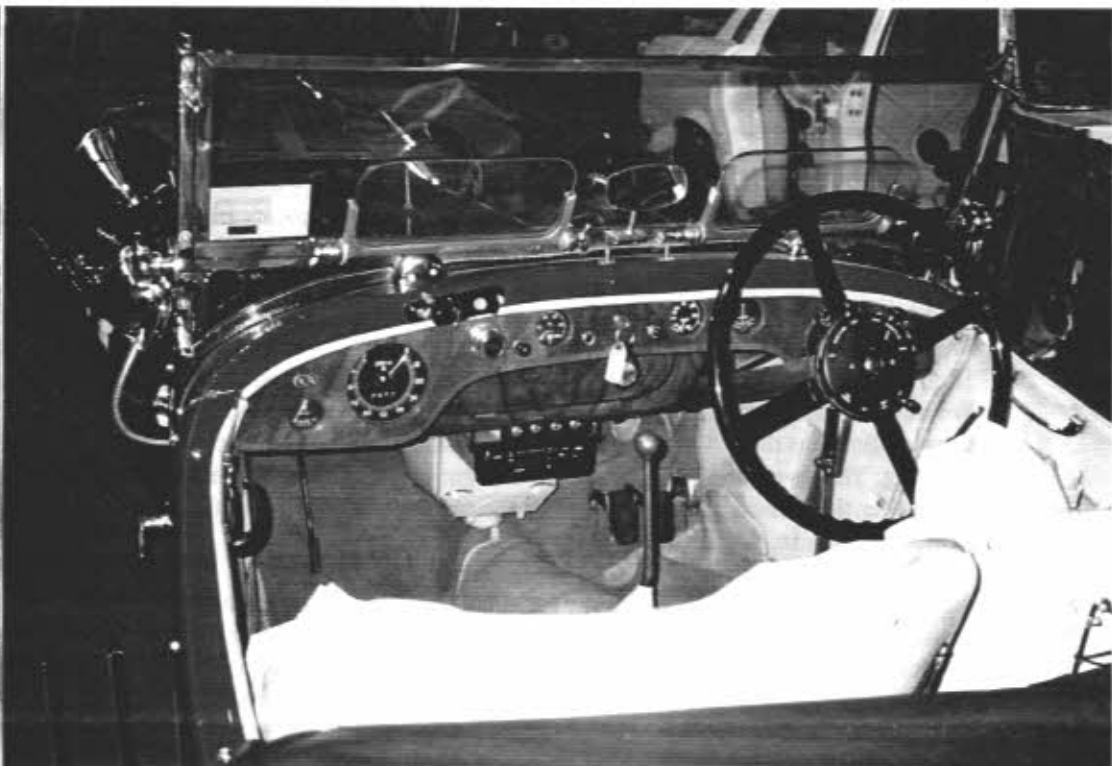
THE  
QUEENSLAND  
PAGE

*(above) Dale Hanley's just restored Speed 25. Ex Glasgow Police car, Reg No CUS 8. (above R) Dale himself. Car photo by Dean Prangley. Portrait by Peter Scotney.*



*(above) Dean Prangley's TC 21/100 Grey Lady. (below) Frank Corbett's 12/50. [see p.2]. Photos by Dean Prangley. (below R) Frank Corbett & bearded Henry Anderson, fellow restorer, riding mechanic & navigator. Photos by P.S.*





*(top L) Peter Scotney's 3 litre front end takes shape. (top R) 4.3 litre 4 str. tourer. Owned by Jari Anthony. (above) Bob Anderson & TC21/100 Grey Lady. (centre) Trevor Eastwood between his 12/60 Special and 1935 Mayfair bodied 3½ l. saloon. Not seen that day: the ex Andre Chaleyev Sp. 25 race car. (L) 1923 12/40 2 str. tourer. Just on the road. Owned by Paul Martin.. Photos by ED.*



A BLAST FROM THE PAST

from DAVID MUIRDEN.

20 YEARS AGO: October 1979 Newsletter.

Browsing through old ACCV Newsletters, I came across various comments arising from 'Cars I Have Owned' articles. This gem from Ron Wilson re Austin 7 rang a bell:

I did have ownership of an Austin 7 back in 1949, and in some 12 months of ploughing from Belgrave to Melbourne I found that it gave little trouble except an insatiable thirst for flexible couplings. This was cured by the purchase of 30 ft. of belting from a saw mill, making up a stack of 50 or so and carrying a dozen in the little darling every trip. We became an adept at replacement that our average changeover time was 4 minutes, and the average weekly consumption was three. Oil leakage was no problem as we merely emptied the drip tray back into the engine each morning. The sit-up-and-beg driving position got us a Christmas present from our favourite chiropractor, while two fires under the Wilson backside caused by the chafing of the battery cable added to the thrill of being blown into the trees by larger cars passing us at 40 m.p.h.

I too owned an Austin 7 for a short time in the 50s: thankfully only a short time. I don't recall much trouble with fabric couplings, but there was no shortage of difficulties, and I can say that this was the only car I have ever owned which was incapable of completing any journey, however short, without having to stop and perform running repairs or adjustments. This often happened embarrassingly in the middle of Swanston Street with the multitudes observing and heckling. At least it was easily pushed to the side of the road. In my car the most constant problem was the generator belt winding itself off the pulley. Had this been a V-belt system all would have been well, but this was a flat belt on a flat pulley with a slightly raised lip at the edge to stop the belt drifting off. This simply was not good enough, and the belt would only stay on for any length of time by act of God. If one tightened the belt in the hope that friction would hold on better, the generator bearings would scream horribly and the whole engine would develop the shakes so badly that starting off from the lights could only be described as a "bunny hop" (rather like an inexperienced driver reversing a cone-clutch 12/50).

Ron likened the parts to a "Meccano set in size, design and structural strength" and I can only agree with this. The car could be described as a motorised perambulator. Its engine could be lifted with one hand and I must tell you that, in the end, 3 student friends and I disposed of it by lifting it up by each corner and throwing it over a 3-foot high fence into the back yard of Ormond College to join the other vintage wrecks abandoned there. (I am ashamed to admit this act of enviro-vandalism now!). A few weeks later a student prank involved the appearance of an Austin 7 perched atop the steeply-sloping crest of the College roof. Guess whose car? A week later it was down and back in the yard apparently none the worse for its travels. Perhaps a mountaineer strapped it on in place of his backpack.

20 YEARS AGO: April 1979 Newsletter.

A similar tale of woe involved- a very Grey Lady! A report appeared involving the potted history of a New Zealand TC 21/100:

The car was sold in 1954 to a Mr. Day, a farmer near Pahiatua. Having spent a lot of money buying his new car, Mr. Day then proceeded to shamefully neglect it. He spent as little money and time as possible on the car; he never washed or polished it. Far worse, he never changed the oil - just topped it up when required. Eventually, the rubber crankcase breather-hose collapsed, the sump became pressurised, forcing oil out the dipstick hole. Mr. Day was quoted \$1500 - \$1800 to recondition the motor. He put the Alvis off the road and bought a new Mk. 4 Zephyr. In 1973, Jack McKenzie bought the car. The sludge had to be chiselled out of the sump. All the airways and galleries were sludged up also and it took weeks of scouring and soaking to clean the block.

I mentioned the sludge problem in my Camira last time, and this points to a further case of the deprivations of the unseen enemy. I had something similar with my daughter's Honda Accord, which started to spew oil spray from the filler cap atop the rocker box, making a rare mess of the engine bay and an alarming fall in dipstick readings. A new leather seal on the cap did nothing to help, and eventually it was found that the hose from the rocker box to the air cleaner chamber was completely blocked by hard sludge. Concerned about the presence of blockages elsewhere, I dropped the sump and found what seemed like gallons of rubbery goo filling the sump with circular channels where the crankshaft journals rotated. The oil pump intake mesh was almost (but not quite) blocked. Cleaning it all up produced a great change in the engine's running and my daughter was thrilled at her 'new car'. It shows what can happen when you buy a second-hand car with an unknown service history.

(Oh, and I should add that the rubber timing belt (horrible things - give me the Alvis six-cylinder timing chain any day!) was cracked, tattered and missing various teeth, so that the timing was out by three teeth, so I was glad I did delve into the depths and just in time - no pun intended.)

P.S. While on the issue of sludge, I have to report that an oil change 2 weeks ago on the Camira, after changing to Castrol XL, showed no sign of sludge, and the by-pass valve was quite free to move. Perhaps we shouldn't listen to John Laws promotion of Valvoline after all! (Or just not listen to John Laws at all? ED)

Muirden Joe



PETROL WITHOUT LEAD.

What can be written which is sensible, succinct, accurate and reliable? Very little it seems. One hopes that the chemists are devoting as much time and effort to properly answering our questions as is being devoted to thrashing around the subject in motoring and car club journals.

Several members have asked for a piece in this Newsletter on the subject but I have resisted because there seems no answer which is short and certain. A few years ago Bob Graham collected much material and kindly gave me copies. Recently there has been voluminous written material in the UK "T & CC", "The Automobile" and the AOC "Bulletin" to name but a few. Frances McDougall gave me a copy of a five page article which appeared in a recent "The Veteran Car in South Australia", for which I thank her.

- 1 There is widespread agreement that engines most at risk of exhaust valve seat recession are those post WWII engines which are driven "hard". High revs for long periods is said to be "hard". But how high for how long is not stated. It was just such an engine (BMC "A" series) that was used by the UK Motor Industry Research Association under the direction of the British Federation of Historic Vehicle Clubs when 40 makers of lead substitute additives were invited to submit their products for testing.
  - i 12 products were tendered. Four were found to limit valve seat recession. Four different "active" ingredients were involved – manganese, sodium, potassium and phosphorus. So the brands cannot be interchanged. So far none of these products is available in Australia.
  - ii Some of the manufacturers of brands which were not submitted for testing later claimed that they did no do so because of doubts about the validity of the testing.
- 2 Engines not at risk include Veteran, slow revving low compression (e.g. 3:1) engines. Their valve seats do not get hot enough to recede and they often have lots of splash fed oil going through the valve orifices. Old fashioned, non detergent oil has some protective value at low temperatures.
- 3 The addition of kerosene or distillate to your petrol may alter the octane rating of the fuel and it may alter the combustion temperature but it will not protect valve seats. Indeed, it may wash off any useful oil that may be there.
- 4 The addition of Avgas to your petrol tank would provide the lead missing from ULP. However:
  - i most municipal councils prohibit the storage of a great volume on domestic property – usually about 20 litres.
  - ii most domestic insurance companies think the same way.
  - iii not much ground use Avgas is available these days. Mobil will sell it to you only in 20 litre volumes and only at Essendon, Moorabbin and Albury Airports. Shell and BP have stopped sales altogether.
- 5 None of this helps the 12/50 owner whose 6 or 7:1 compression engine may be asked to work for long stretches at 3,500 rpm – or the Speed 20 owner whose 8:1 compression engine has no land between the valve seats at all and has until now been happy to cruise at 3,750 rpm for a couple of hours at a time. Is any of this "hard" work?"
- 6 Reports from owners in UK suggest that there is nothing to worry about, but their cars may not be expected to continuously run for the long distances that ours do. Reports from the USA, from which lead has long gone, are also optimistic and their distances are probably similar to ours. However, we the mug consumer, have no way of knowing the constituents of the petrol in these countries, or our own. Different brews have different combustion temperatures and a higher temperature may speed valve seat recession.

What should we do? When we can no longer buy leaded petrol we should carry on as before but keep an eye on our tappet clearances. If there is sign of recession it is hoped that, by then there will a *proven* additive available. If you have an engine which will accept hardened valve seat inserts they should be fitted if you have the head off or if recession does happen.

ED.

9P



POSTAGE STAMPS & MOTORING.

A few years ago the Newsletter had a back page devoted to stamps with a motoring theme. At that time I was not aware of this beauty. It is basically brown and gold in colouring and looks as though it is of U.K. issue. There must be a philatelic Alvesti or an Alvestic philatelist who can tell us more? This is Chinese Year of the Rabbit, but at least one radio station has announced it as the Year of the Hare. Can a Sino Alvesti help? ED.

VSCC 24 HOUR TEAM TRIAL.

This biennial VSCC event is a marathon undertaking both for the organisers who spend months in the planning and the competitors who cram 6 events into 24 hours.

This year's event was organised by the members around Ballarat led admirably by Graeme Burnham.

Most of the eleven teams competing comprised of 3 cars and 6 people although a few teams had four cars to spread the load. Overall 37 cars were involved and 90 to 100 people.

The individual events which comprise this unique trial are a Treasure Hunt (3 hrs), Day Trial (6hrs), Economy Run (3hrs), Night Trial 6(hrs), Frost Bite Run (3hrs) and Scatter Rally (3hrs).

The lead changed several times and by the last section several of the eleven teams could have potentially won had luck gone their way. The MG team who had performed consistently through the whole event were the eventual victors while the Delage Team and the Castlemaine Ferals (consisting of Delage, Lagonda and Itala) came equal second.

The 12/50 Alvis Team consisting of Mark Burns and myself, Steve Denner and Courtney Pern, Andrew Green with Bruce Green came in a close third.

Most of the competitors got very little sleep during the 24 hours with Mark and I managing 3 hours after the conclusion of the night trial at about 4 am on Sunday morning. (One competitor got more sleep than they expected and missed their section - not one of ours I might add- although Andrew arrived at the start of the Economy Run with about 15 seconds to spare having timed his arrival from Melbourne to perfection raising the stress level of his fellow team members and the organisers to breaking point)

The real strength of this event is the camaraderie and sense of achievement when you complete your section successfully no matter whether you win or lose. Even better if you don't send the team placing backwards to much.

I look forward to the next one in two years, after a nice long sleep. Maybe we could raise two Alvis teams next time like the A7 people did.

DALE PARSELL

*(Steve Denner reports that Team Alvis came 4<sup>th</sup>. The team would have done better, he says, but for a problem in the Day Trial. Still....., well done! ED.)*

SOME MEMORIES OF THE FAMOUS ALVIS CAR

*(In "ALVIC", March 1999 there was an article by Mr Lionel Spencer, previous owner of Regent Motors, Melbourne, concerning Alvis matters during his ownership. The information was given in response to an enquiry by Bob Graham in 1977. By that time, Mr. Spencer was in his eighties. Here is the second and final installment. ED.)*

Regent Motors Pty. Ltd. first imported Alvis cars the year they won the 200 Junior T.T. Race at Brooklands - the only British car ever to win it. Alvis ran the Fiat supercharged team of four cars off the track and won at an average speed non-stop of 95 miles per hour. The year, from memory was 1924.

On one occasion at the showrooms of Regent Motors the Managing Director was interviewing a prospective buyer when Harold Cooper, who drove the very expensive French Ballot car, put his head in the front doors, and with a loud raspberry called out "I'll race you with my Buick".

Shortly afterwards the Brooklands winner (now supercharged) arrived from Sydney and was entered for the opening of Maroubra Speedway in Sydney. The result of this race was:- ALVIS 1<sup>st</sup>, 8cyl. Bugatti 2<sup>nd</sup>, Cooper's Ballot 3<sup>rd</sup>.

So Regent took out a quarter page advertisement in "The Herald" reading:- "ALVIS & Mr. Cooper and his Ballot are introduced at Maroubra. Result: ALVIS 1<sup>st</sup> 8 cyl. Bugatti 2<sup>nd</sup> Ballot 3<sup>rd</sup>  
Regent entered many competitions and won a great number of prizes for hill-climbing and speed trials.

At the beginning of the Alpine Test, from memory in the year 1926, the first event was a Hill Climb up the Black Spur at Healesville. One hundred yards from the start the Alvis, with an observer and two passengers and luggage, suffered a front tyre blow-out on loose blue metal. The driver tossed up whether he would stop, or drive on in the hope of getting a place and decided to keep going. The car dithered badly on all the corners and boiled, but flashed over the line. The next morning after arrival at Mt. Buffalo he was astounded to read on the notice board:- Alvis first and fastest time. The competitors included Morris, Fiat, Riley, Berliet, etc.

*(concluded on p.11)*

11.  
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.3.*

#### CLUB

**THREE LITRE:** Top and bottom water connections – alloy castings. The patterns have been made and the finished product will be ready soon. PLEASE ORDER EARLY, ie NOW, so that numbers can be established.

John Ball. 03 5826 2518

#### PRIVATEERS

*(Ads. for cars For Sale must include the price and Reg. or Engine No.)*

**FOR SALE:** TA 14: 5 Exterior door handles. Plain. (No locking handles available). 2 Interior door handles. 4 Window winder handles. 2 Sunroof handles, one with fastening screw. 1 Door lock – brand new. 1 Door lock, used – good condition. 7 Escutcheons (interior) for door handles etc. 2 striker plates for door locks – require building up. Various other door locks, exterior and interior door handles. No reasonable offer refused.

Bob Graham. Tel 03 9571 3886.

**FOR SALE:** For 12/50. 7 x 19" open hub wheels with triple spokes.  
3 x 20" closed hub wheels.  
2 x 20" rims.  
1 x 12/50 closed hub

All in good condition.

**WANTED:** For 12/50 Small port head :- Exhaust/inlet manifold with outside exhaust.  
One 12/50 "Harepiece".

Brian Hemmings 17 Iron Bark Close, Westleigh, NSW 2120. \*Tel 02 9484 7491\*  
SORRY, THE NUMBER PUBLISHED LAST MONTH WAS WRONG.(ED)

**HOW TO REMOVE "ARALDITE".** Dissolve granular caustic soda in methylated spirit. Approx. 10% w/v. Add the caustic soda gradually to the spirit. Allow it to stand for 3 – 4 days before using.

*(Source: Alan Willingham, Radio 3LO. Melbourne.)*

*(continued from p.10)*

On the return trip via South Gippsland the speed trials were held. Mr. Bert Hutton in his Alvis Sports got fastest time, beating the Bentley sports. The Bentley was given an extra run, and secured the trophy by one tenth of a second. A 1½ litre Alvis versus 3½ litre Bentley (?3¼) certainly gave the honours to Alvis.

During the Alpine Test 1926 (approximately) Alvis touring and sports cars won the total of prizes available except one - and this was on Mt. Talbingo, where there were 120 odd V gutters. The driver slowed over these, hoping that he might gain a place, rather than crash them and lose 50 or more points for a broken spring. Fiat won the formula prize and Alvis gained the fastest time.

On another occasion at Heidelberg Alvis won the Hill Climb And got fastest time of the day regardless of horsepower. The Bugatti was the principal opponent on this occasion.

The Victorian Police bought several 4 litre Alvis cars for their fleet. When Mr. Duncan, the Police Commissioner, arrived from England Regent Motors had all the newspaper cuttings on his desk showing how the American cars were leaving the Victorian Police Daimlers and escaping. Mr. Duncan called the very next day and the deal was made. Then the motor trade woke up too late. Alvis had secured the business

LIONEL R.V. SPENCER.

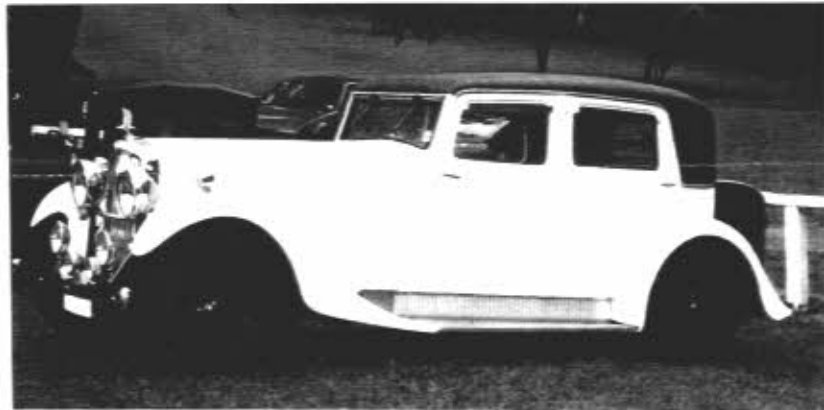
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*(L) Margaret Lang, Ian Parkinson and Pat Parkinson studying Alvis matters on Bruny Island. Photo by John Lang, who should have been in it.*

*(Below) The Carpentaria mob peering out of the bush above the waterfall at Lawn Hill. It was reported in last month's Newsletter that no photo was taken of this historic meeting but this battered print was later found in the bottom of Frances McDougall's rucksack.*



*CRESTED EAGLES are rare beasts. The article in "Restored Cars Australia" (current edition) does not list any has having been imported by dealers. These two are in the ACCV. (above) Peter McAuley's car photographed at Kalorama by Dale Parsell & (below) the President's car at Riverton. Photo by Prez.*



*(above) Roland & Juliet Comfort. (left) Bob Anderson hides his face in shame as his wife June chastises Don Bosanquet for telling another of his outrageous jokes. Photos by Peter Scotney.*