

AUTUMN



2000

[Incorporating The Newsletter Volume No. 39 Issue No 2 March 2000]

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

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



IN THIS ISSUE:-

'Orrible puns from Muirden

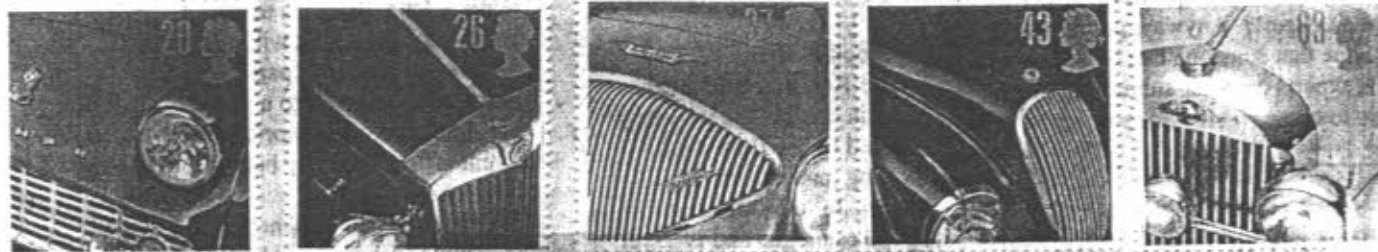
For Sale & Wanted

Word from the AOC

"Hull & Johnson" review

Details of special things to come

Andy Hannam Trophy Rules Changed



In "ALVIC", September 1999 there was a picture of a hare on a British stamp and the question was posed about other uses of motoring themes on stamps. Ron Wilson has kindly sent in the set of NZ stamps. Those who know when the 13th International Car Rally was held will know the date. He also sent the 45c Australian stamp. Was that part of a set? The bottom row is an Australia Post set of "British Sports Cars" 1997.

## TORQUE OF TONKIN

Greetings. My apologies for the lack of Torque for the last couple of issues. However, as the Editor has not been inundated with howls of protest, I presume that it's absence has been welcomed by the silent majority. Little do they know that Torque is not intended for them, but for the even more silent minority, those gentlefolk who own and treasure TB 14s and 21s, Graf und Stifts, Humberettes, Crested Eagles and other eccentricities.

I trust that you all had a pleasant Yuletide and that you greeted the new century (not the New Millenium, that's next year), in a suitably sober and responsible manner. It all seems so long ago now, from the perspective of late February. Personally, I will be well pleased when the Olympics, the New Millenium, The Centenary of Federation, and all that stuff is over, so we can get on with our boring, humdrum existences – roll on normality !

But to things Alvis. The motoring year for your President started with a breakfast meeting with the Rover and Sunbeam Clubs, on the banks of the Yarra at Kew on Sunday, 30<sup>th</sup> January. Although "only" **Kay and John Ball** and **Himself** (myself), were in attendance (both in splendid TA 21 Dropheads (had the hood down yet, Kay and John ?)), it was a very pleasant morning, with lots of Rovers and Sunbeams (the cars as well). We should do that sort of thing more often, especially with the like-minded British clubs.

On Sunday, 13<sup>th</sup> February, the Presidential TA 21 DHC (he's the flavour of the year at the moment), progressed southwards, ably navigated by **Frances McDougall** (in the absence of our respective spouses), to **David and Moira Wischer's** home at Merricks North, to join the Daimler/Lanchester and Bristol Clubs for a delightful barbeque, followed by the second (semi) annual Bocce Inter-Club Challenge Match, played on the Wischers's customised Bocce (ex-tennis) court. Bocce is a peculiar European game, a little like lawn bowls, but requiring far more skill, determination, courage and tenacity. By which, you will have gathered, **WE WON !!!** And were presented with a handsome perpetual trophy by the Bristol Club. I say perpetual, because we intend to hang on to it for as long as the Yanks hung on to the America's Cup.

Thank you to **David and Carol Head, Helen and Geoff Hood, Margaret** (my magnificent Bocce partner) and **John Hetherington, Frances McDougall, Bob Graham, Darryl and Jennifer Stanisich** and anybody I have forgotten, for making it such an enjoyable day (and for winning the trophy !). Thank you also to the Wischers, for their hospitality, and for repeatedly explaining the rules of Bocce, which we all found somewhat confusing.

Late in March, many of us are off to the NSW Alvis Club's 50th anniversary celebrations, at Jambaroo, south of Sydney. What a remarkable achievement – 50 years of continuous operation as a one make car club, especially for a marque that only made 21,000 cars in 47 years ! More of that in the next issue.

Cheers,

RICHARD TONKIN, PRESIDENT.



PLEASE NOTE  
The Club's new  
Postal Address (for  
admin. matters):  
P O Box 634  
EMERALD 3782

Geoff and Helen Hood's dog, whose name escapes me, accompanied them to the Bocce match. Pooch showed great discernment by cocking his leg on the Presidential Reebok. Much hilarity. What was seen by only a few was that he (pooch, that is) also cocked his leg into a lady's handbag which was lying on the grass. History does not record who the owner was, when she discovered that its contents were soggy or how she thought it had happened!

The Monthly General Meeting in April  
will be on the 28<sup>th</sup>. The 3<sup>rd</sup> Friday is the  
Good One.

A member of the Rover Car Club - Ron Haigh is researching the history of Regent Motors who sold Alvis cars and who were in business until 1937. He is looking for anything to do with Regent Motors and would like to hear from any members who may have documents relating to their cars that mention Regent Motors. He lives in Montmorency - phone no.9435 7975



*Honey please,  
just calm down.  
Let me explain....*

**PRESIDENT**

Richard Tonkin  
PO Box 280  
Greensborough  
Vic 3088  
Tel 03 9710 1465  
rtonkin@eisa.net.au

**V/PRESIDENT**

John Lang  
PO Box 129  
Gisborne  
Vic 3437  
Tel/Fax 03 5426 2256  
jdmelang@netcon.net.au

**SECRETARY**

Dale Parsell  
14 Symons Road  
Avonsleigh  
Vic 3762  
Tel 03 5968 5170  
dparsell@ozemail.com.au

**TREASURER**

Ian Parkinson  
"Camelot"  
Yellingbo  
Vic 3139  
Tel/Fax 03 5964 8307  
camcast@cyberspace  
net.au

**CLUB CAPTAIN**

John White  
30 Lyndhurst Cres  
Box Hill  
Vic 3129  
Tel 03 9890 7066

**NEWSLETTER  
EDITOR**

John Hetherington  
102 Balaclava Road  
Shepparton  
Vic 3630  
Tel 03 5821 6422  
Fax 03 5831 15861  
jfh@mcmedia.com.au

**NEWSLETTER  
DISTRIBUTION**

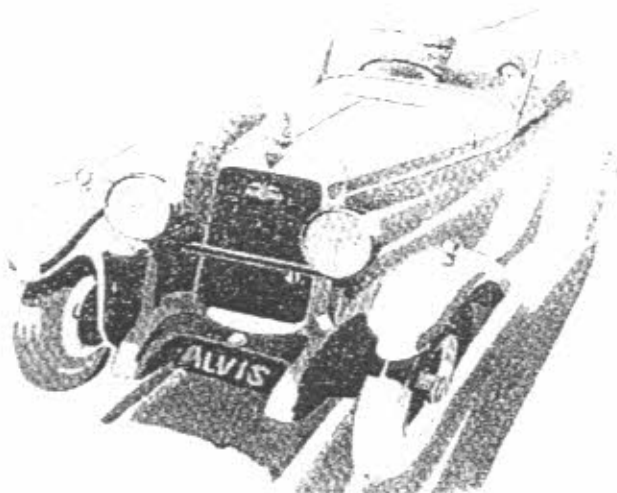
John & Kay Ball  
PO Box 26  
Murchison  
Vic 3610  
Tel/Fax 03 5826 2518  
balljk@mcmedia.com.au



(INCORPORATED IN VICTORIA - NO. A0017202F)

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

Club Rooms: - Rear of "Alvista", 21 Edgar Street,  
Glen Iris. (Melway p 59 F 8)  
POSTAL ADDRESS: P.O. Box 634  
EMERALD. Vic 3782.

**SPARES  
REGISTRAR &  
THREE LITRE  
SPARES**

John Ball  
(As Above)

**TA 14 SPARES**

John White  
(As Above)

**PVT SPARES**

Austin Tope  
8 Wimba Avenue  
Kew  
Vic 3101  
Tel 03 9817 5163

**VINTAGE  
SPARES**

Geoff Hood  
37 Thomas Street  
E. Doncaster  
Vic 3109  
Tel 03 9842 2181

**PUBLIC OFFICER**

Ian Parkinson  
(As Above)

**LIBRARIAN**

Position Vacant

**COMMITTEE**

Frances McDougall  
424 Wellington Street  
Clifton Hill  
Vic 3068  
Tel 03 9486 4221  
macily@tenex.com.au

Colin White  
29 Middleton Street  
Highett  
Vic 3190  
Tel 03 9555 8119

Eric Nicholl  
17 Ternes Road  
Upwey  
Vic 3158  
Tel 03 9754 5412

John Link  
82 The Strand  
Newport  
Vic 3015  
Tel 03 9391 2011  
Fax 03 9391 3691

**COMING ATTRACTIONS - YEAR 2000**

- MARCH** Friday 17th Club General Meeting  
**\*\*PLUS SPECIAL EVENT\*\***  
Geoff Hood will bring along his 12/50  
Supercharged Racing Car (on a trailer!)  
and explain to us the what, the why and  
the wherefore.
- DO NOT MISS!**
- MARCH** Saturday 25th Edington Sprints.  
Details from Rex Roberts 03 9758 5365
- Sunday 26th KALORAMA. Entry form  
was in last N/L. (Metro.)
- 31st - April 2nd ACC NSW Jubilee at  
Jamberoo.
- APRIL** Friday 21st (3rd Friday) is Good Friday.  
Friday 28th Club General Meeting.
- MAY** Sunday 7th Day Trip for River Cruise  
& Winery Tour. Details  
inside.



## EXTRAS AT GENERAL MEETINGS.

New member of the Committee, **John Link**, is keen to have a speaker or some other "happening" at the monthly meetings. As a start he has asked **Geoff Hood** to tell us what concepts and what engineering lies behind his 12/50 racing car. See Page 3. Another idea is for a technical talk on coolants. That was mooted last year, but lapsed. Perhaps for lack of an expert? Anyway, good idea. Let's hope that someone can be found as well as experts on other subjects in the months to come.

## QUEENSLAND RALLY 2001

Enclosed is a flier from **Bruce Jorss**, **Greg Berkman** and helpers. The end of August sounds like a good time to visit SE Queensland and northern NSW. So mark it in next year's diary and in the last page of this year's one. Let us see a squadron of Victorian Alvises heading north to enjoy the rally. The last Queensland event set a very high standard; I'm sure anyone who goes in 2001 will not be disappointed.

## MISSING UMBRELLAS

It was reported in the last issue of ALVIC that TWELVE UMBRELLAS have gone missing from the Spares Room. Some confusion reigns (rains?). The Prez took 2 or 4 or 6 home from Geelong. He doesn't know how many he did take, but it was not as many as 12. So some are missing and those that are missing probably represent any profit that the Club may have made. Despite mention twice in these columns the Prez remained unaware of the problem till it was raised at the last meeting, SO WHO ELSE REMAINS UN-AWARE and is "sheltering" (?under) 6, 8 or 10 brollies? Perhaps they are waiting for a rainy day? HELP retrieve the Club's profits. HELP find the brollies lost somewhere within a triangle formed by the Club Rooms, the Presidential Mansion and Geelong.

## REGISTER OF AUSTRALIAN ALVISES

Eric Cunningham is compiling a Register of Australian Alvises. If he does not have details of your car please send them to him as soon as possible. On a similar subject - it is not so long ago that **Bill Boldiston** sent a circular to all 12/50 owners seeking details for inclusion in something-or-other. Does anybody know if anything is developing on that front?

**MARK BURNS** won the VSCC Night Trial in his 12/50. Congratulations, Mark.

## ALVIS AGNITIONS

### RON WILSON

has recovered well from surgery and was able, in February, to attend his first Club Meeting for four months. He was given a standing ovation

### BOB GRAHAM

has stood down as TA 14 Spares Registrar after many years in the job. He was warmly thanked by the Prez. & the meeting passed a vote of thanks. **John White** has picked up the catalogue and is prepared to run with it.

### IAN PARKINSON

has been formally appointed PUBLIC OFFICER of the Club.



## ANDY HANNAM TROPHY

This Trophy is awarded to the ACCV Club Member who most often in the year attends a Club Event in an Alvis. One point is awarded per attendance and he/she with the greatest number of points wins the award. At the February Meeting the rules were CHANGED to better reflect the efforts of the country members of the Club, who often have to drive long distances to attend. Henceforth one point will be awarded for every 25 miles or part thereof, travelled in an Alvis to a gazetted Club event held within Victoria. A Club Event is "gazetted" by being advertised in this Newsletter.

1) Victorian ACCV owners who use the "red plate" scheme will be familiar with the value of gazetted events which form the basis for the legality of much of their motoring.

2) The award is limited to Club travel within Victoria because interstate travel such as for the forthcoming trip to Jamberoo and next year's Queensland trip would make the adjudicators' work impossible!

## NEW POSTAL ADDRESS

See page 3. A Post Office Box has been obtained for Club Administration. Sometimes correspondence is delivered to Mrs. Bowes who lives in front of the Club rooms and this is inconvenient for her. Our Secretary and Treasurer each have easy access to Emerald, so please use that address when appropriate. HOWEVER, THE EDITOR HAS ONLY BEEN TO EMERALD THREE TIMES IN HIS LIFE. THAT AVERAGES OUT AT ONCE EVERY 20 YEARS, SO IF YOU WANT A CONTRIBUTION TO APPEAR IN THE NEWSLETTER DO NOT SEND IT TO EMERALD!!! Please send it to Shepparton and if possible by email or on a floppy disk in "Word" or "Word Perfect". But by any means and all means please send it in.



YESTERYEAR

from DAVID MUIRDEN

30 Years Ago:

The 1970 Newsletters have some humorous moments hidden away. I reiterate a couple:

Fellow rang the RACV road service complaining that his egg would not start. The operator, wary that this was a hoax, urged the caller to try and start his egg just once more. The fellow returned to the phone and reported: "Yes, it starts now - I pulled out the yoke and it's all white now, thank you."

"Would you like to give me a baby Austin?"

"Yes, but my name's not Austin."

As the 1970s began, the Club was booming, and could boast a membership high (70) for the time and a bank balance around \$700. Although Alvis car production had gone the way of all flesh, there were still a few cars here only 12-15 years old, so the number of cars on the road likely to create members was as high as they would ever be. On the other hand, the Club was less than 20 years old and its resources were not great. Its greatest resource, Bas Bowes, was unfortunately gone along with the Alvis car, but at least we were able to continue at the Clubrooms, courtesy of Belle Bowes, to whom we should be ever grateful. The parts situation was not too bad at that time, with the newly-formed Red Triangle Autoservices doing the best it could, even though it admitted it was only really interested in the Three litres, and local members were making special parts here (such as Paul Bamford producing conical engine mounting rubbers for sale to Red Triangle). Restorations were being performed at quality level in several workshops, and excellent cars were being offered repeatedly in the Newsletter with apparently few takers. Marc Pain offered his 12/70 for \$1250 (a real bargain). Bill Barber tried to sell a fully-restored blown FWD short-chassis beetleback (also a bargain). I drool over these lost opportunities now, and I could have afforded them at the time, but back then I wanted a Speed 25 (or at a pinch a TB 14) and nothing like that was on offer.

The Club Captain was bemoaning the ever-present fact of insufficient entrants appearing at sporting events, while social events such as the Annual Dinner were well attended. With regard to the office-bearers, there were repeated mutterings about the 'same old mob' being elected, to which the then Editor riposted:

"Well, who put them in office? You, who were too busy. You, who could not care less. And you, who are just too darn lazy to do anything for others."

He then went on to wander about the future of the Club, and made a number of comments which may bear reflection even now, 30 years on:

"It seems to me that we run our meetings as we did 10 years ago - indeed it seems meetings are run as they have been for the last century. What's wrong with that, you say? A lot, I think. It's time for the winds of change. We drive different cars (the personal daily transport variety), we would not think of eating at restaurants of 10 years ago, our clothes have altered, our entertainments have changed - indeed, our whole mode of life has changed. It can be argued that we did not choose to change; it may be said that we had no choice in the matters but, we have accepted the changes and have not done that badly out of it. So, how about a change in the way we run the Club? I find the present type of meeting most frustrating. A simple matter arises, and there are exchanges on this for hours. I had a tree in my garden with horrid little pink flowers that fell all over my car - each morning there was a soggy mess everywhere. There was a problem but the answer was simple and arrived at in moments. I cut the tree down. Why do we spend some much time on little matters? My ex-tree may sound an over-simple way out. But let's save lengthy discussions for real problems.

Why do we read minutes at meetings, discuss them and have to propose and second acceptance? A recent survey showed that only moments after approving the minutes of the last meeting, you are hard-pressed to relate what was contained in the minutes. Why waste time doing it? And in the long run nothing will come out of it except that the official Minute Book will fill up.

In the future we must face up to problems. Costs will rise, especially postage, printing, freightage, customs duties and manufacture of spares. We will have to try and raise money without increasing subscriptions. Looming over us in the knowledge that we cannot expect to have a home at "Alvista" for ever. None of these problems is insurmountable, but good management and a practical look at the problems are required. **YOU CAN HELP. INDEED, IT IS YOUR CLUB - YOU MUST HELP!**

20 YEARS AGO: Dec. 1979 Newsletter.

In 1979 I visited China touring communes, factories and hospitals. Mao had recently died and the country was still running as if he were at the helm. (Yes, I did see his embalmed body in the mausoleum.). I mentioned some aspects of the trip at the November meeting and the December Newsletter reported that I

"was surprised to see, whilst visiting the museum in Peking which houses the reputedly oldest female in the world, a perfect facsimile of the Alvis Silver Eagle mascot."



(ABOVE) Alister Cannon (R) talking to Paul Vellacott about his 12/50 which has just had major work. Pic DP. (RIGHT) Pat Parkinson tries to teach Annie Link the Chicken Dance. Pic FM.



(ABOVE) Sarah Tonkin is encouraged by Eric Nichol to make some adjustments to her father's TA 14 DHC. Margaret Caldwell wrings her hands in anguish. (ABOVE R) Carol Head watches David wash the salt spray off the S/E after the ferry crossing. Prez pretends to help. Pics FM



(ABOVE) David Vaughan's 12/50. Pic DP

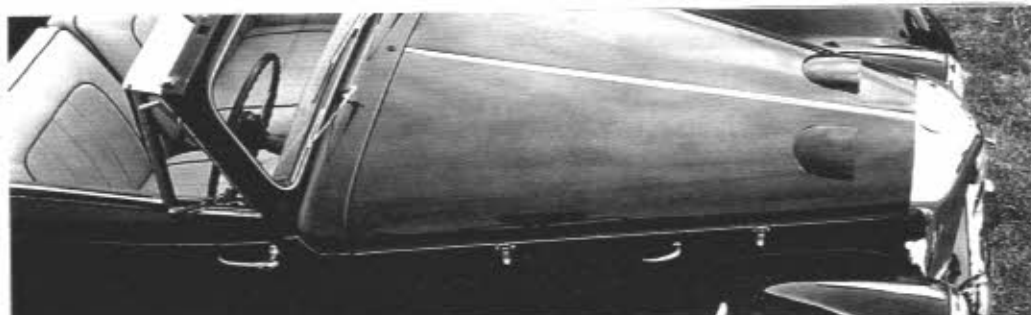
(RIGHT) Norman Webster has sent this great picture of his just rebuilt 12/70 Special. This is the ex David Wischer/ Mike Creagh car which was subsequently owned by George Luk. Norman & Lynne intend to drive it to Jamberoo.



(LEFT) It was wet at Geelong and the track is very close to the sea. Both these facts are shown in FM's pic of Geoff Hoods's S/C 12/50 (L) & Dale & Maritta Parsell's Firefly. (BELOW) John Lang's red FWD.



(RIGHT) John Ball (L) and Prez between Bob Graham's Speed 20 (L) & the Official Presidential Carriage. Maureen Adnam's TA 14 Tourer is striving for some reflected glory. Pic FM. (BELOW) A slice of John Doig's TC 21/100 DHC. Pic anon. [FM= Frances McDougall DP = Dale Parsell]



**PICTURE  
GALLERY FOR  
AUTUMN**

I must correct part of the above statement: the 'museum' concerned was not in Peking at all, but somewhere deep in the heart of Central China. Our group was scheduled to visit Changsha hospital operating theatres, but, being midsummer with the temp. at 45° C, all operating was cancelled as the hospital was not air-conditioned. It turned out to be serendipitous as we were diverted hundreds of miles to a large building out in the middle of nowhere. It looked forbidding, was locked up securely, and was surrounded by large stone walls. However, the bus driver found the caretaker and after much ado we were admitted to see the 3000-year old woman. She had been buried, along with her whole house and contents in a huge pit lined with massive timbers and packed around with saltpeter (which apparently acted as a desiccating agent). She had been the Chief Vizier's wife and obviously an important person. Her husband was buried with her (who died first I wonder?) and he had decomposed to a skeleton as one would expect. However, she had not and looked as fresh as if she had died only 10 minutes earlier. (I have dissected bodies and assisted at some postmortems, so I know what fresh body parts look like.) She may have been poisoned to join her husband in death, but the postmortem 3000 years later only revealed hundreds of mango seeds in her stomach. She had apparently surfeited on mangoes an hour before dying (aged in her fifties). Anyway, enough about her body, although it was an exceptional and unique sight for those few privileged to see her.

Her household goods included jewellery and statuary amongst which was the 'Silver Eagle mascot'. This was about the same size and appearance but made of bronze and with a heavy flat base for stability. Nearby, was something even more curious - a wooden trinket box, ornately carved with repeated winged triangles almost identical to the original Alvis badge, although the letters ALVIS were not contained within the triangle. Nor were the letters AVRO. Instead, was inlaid in a form of enamel,, a symbol not unlike a distorted swastika. I am sorry to report that there were no hares present.



### BREAKFAST WITH THE ROVER AND SUNBEAM CAR CLUBS - 30.1.2000

The President in the DHC (THE DUKE) accompanied by two neighbours who are Rover owners and John and Kay Ball in the newly acquired DHC (UN-NAMED AS YET) were the only Alvis members who resisted the desire to sleep in on Sunday morning and met up with the Rover and Sunbeam Car Clubs for breakfast at Bellbird Park. It was an excellent venue boasting modern facilities on the banks of the Yarra off the Boulevard at Kew. Breakfast was seriously enjoyed first. As the aroma of bacon and eggs filled the air there was lots of animated conversation. Our articulate President, never lost for words, made his usual witty speech from an elevated position making the point that although Alvis was bought out by Rover, the name of Rover has now faded from view, whereas the name Alvis is still alive in the field of armoured vehicles. The Rover Car Club have a very dynamic female President - Jane Petryszyn who made sure everyone had what they needed to enjoy their breakfast. After being initiated into the culinary art of cooking emu eyes and several luscious cups of tea we moved to the car park to check out the vehicles present. There were lots of Rovers in all shapes and sizes and some natty red Sunbeam sports cars. The people were friendly as people who drive proper cars usually are and there were lots of complimentary remarks about the Alvis present. We adjourned about 1130 and went our separate ways. All in all a pleasant way to spend a Sunday morning.



JOHN & KAY BALL

### DAIMLER vs BRISTOL vs ALVIS at BOCCE/PETANQUE/LA BOULE

The match was held on a lovely warm but windy Sunday afternoon at David & Moira Wischer's home. As the game is supposed to be between two teams and there were three teams present it took some Solomon like scoring by our hosts to work out who won. But David is a very wise man and the Alvis Team won. I counted eleven Alvis present – or twelve if you include the Hood's dog. But more of that elsewhere. Bob Graham (Speed 20), Prez (TA 21 DHC) accompanied by Frances McDougall, David & Carol Head (Silver Eagle), Mr and Mrs Ed (Speed 20), Darryl & Jennifer Stanisich, Geoff & Helen Hood all in tin. I have an awful feeling that another couple were present but your Editor, because he owns a Bristol was seconded to the Bristol team and that may have added the brain. David and Carol crossed the Bay from Geelong way via the Portsea ferry. Surprisingly the car was quite afflicted by salt spray – even to the point where the Prez took up a wash leather.

Last year Alvis could not attend because of a date clash. BOCA won and a magnificent trophy was struck as a reward. This year it resides in OUR clubhouse. It will be suitably inscribed. Let us plan to keep it! Our thanks to David and Moira for their hospitality.

ED



BENDIX SPRINGS ARE IN SHORT SUPPLY, reports Bob Graham. He broke one and was able to find a replacement but found that they are thin on the ground. He is trying to find some more but may have to get some made. That would surely be a worthwhile venture for the Club? Save a lot of shoving and winding.....



## LEADED/UNLEADED PETROL.

The latest issue of the AOYC Newsletter contains a report of the paper on the subject of the Use-of-Lead Free Fuel in a Classic Car that John Dymond, Managing Director of Penrite Oil Co. presented to a previous meeting of the AOMC. The following is a condensed version of that report.

The use of lead free fuel in an engine designed to use leaded petrol may cause Valve Seat Recession (VSR) and the severity of the problem is dependent on many variables. We will talk only of reducing the severity of VSR and not of eliminating the problem.

- A. Engine Speed - it is generally accepted VSR increases as the cube of maximum engine RPM. That is why the potential of the problem in Veteran or early Vintage engines is virtually zero.
- B. Specific Power Output - generally speaking the greater the output per litre the higher the exhaust gas temperature. VSR is greatly influenced by hot gas corrosion.
- C. Exhaust Valve Seat Material - as a generalisation the softer the valve seat the greater the chance of VSR. Modern C.I. cylinder head material is much softer than castings made in the 30's as today's castings are of a different alloy in order to improve machineability.
- D. Valve Rotation - the higher the valve rotational speed the more likely VSR.
- E. Trip Length - short local runs will be less severe than long high speed operation.

There are two main means of decreasing VSR.

A. Mechanical - Fitting hardened valve seats with good quality valves. Note that some of the valve seats used in aluminium heads are not necessarily of the correct material to provide protection against VSR when using unleaded fuels. Forget lead or tin pellets or magnets or snake oil.

B. Chemical. A chemical additive to the fuel, to pass through the combustion process, lubricate the valve seat while the valve is glowing red and not be a pollutant when exhausted to atmosphere.

- 1) Phosphorous. Has been in use for about 10 years in all parts of the world & was originally used as a detergent in the fuel system. Penrite favours this system and a product "Penrite Valve Shield" will be available shortly.
- 2) Potassium. Potassium additives are favoured to be used in Lead Replacement Gasoline (LRG) due to be introduced in the U.K. next year (and also Australia ? )
- 3) Manganese. Another additive tested in the U.K. Results indicate help towards reducing VSR.
- 4) Sodium. Field testing indicates valve sticking and corrosion in turbo chargers

### Assessing the VSR problem in your car.

If we give points on a 1-100 scale, then year of manufacture is the first indication. A Veteran of 1904 scores 4 out of 100 while a 1980 car scores **80 points**. Alter the score according to your driving style. If you are the half-hour trip to the pub at 40 mph six times a year, then halve your score. A dedicated rally man should increase his score by 50%.

If you score less than 25, you have a choice of:-

- a) do nothing
- b) use a fuel additive
- c) use Lead Replacement Gasoline (LRG)

If your score is between 25 and 80, then use a fuel additive with either LRG or Unleaded. To date we don't know the price of the additives or LRG but using an additive with either LRG or Unleaded petrol greatly reduce the problem of VSR. Also, it is generally accepted that using one of the additives at twice the normal concentration will further reduce the VSR problem.

### COMMENT

It may be that the problem of VSR is not as serious as first thoughts but three things spring to mind.

- a) Testing of LRG and the additives and the reporting of those tests.
- b) What can be mixed with what with safety?
- c) Availability of LRG and the additives anywhere in Australia.

NOTE: Leaded petrol is to be phased out in 2002. Shell is producing a 98 octane Valve Seat Protection fuel to replace their 95 octane petrol and BP is now offering a lead replacement fuel. Sales of leaded petrol have gone down to 24% of the market (Alvibatics Feb 2000.)

R. GRAHAM.

For many years, I have been in correspondence with Alvis and vintage car enthusiasts in and around Melbourne, and at the 1998 International at Brooklands, I met Richard Tonkin, the President of the Alvis Car Club of Victoria, but I had never been there. Another friend from Melbourne kept on telling me of the delights of the old car movement there and suggested that I attend the Geelong Speed Trials and Rob Roy Hillclimb, which were to be held on adjacent weekends in mid-November. Then I got an invitation to attend the Alvis Car Club AGM, so there was every reason to make a trip.

Before I had left Singapore, I had a phone call from Richard Tonkin, and he told me that he would collect me from the airport "in something suitable", which was nice of him. After a pleasant flight and landing, I met Richard at Melbourne airport and after the usual salutations, we walked to the car park where I found my transport for the evening, a 1951 Alvis TA 21 saloon, gleaming in its black paint and looking quite unlike the other cars in the car park. It was a splendid way to start my holiday. We were soon aboard, my suitcase being easily swallowed in the Alvis' boot and minutes later we were bowling along the road into Melbourne to the suburb of Williamstown where I was to stay.

I spent a couple of days looking around the area and then it was time to attend the Alvis Car Club AGM. Some time before I travelled to Australia, I had read with some concern in the ACCV's newsletter that I was to be the guest speaker at their AGM the first notification I had of this "invitation"! The AGM was on the Friday evening and at about 6.00 p.m., Richard Tonkin arrived at the house where I was staying, this time driving his Crested Eagle Limousine, which he considered was a suitable vehicle in which to convey me to the AGM. It is certainly a splendid motor car and I enjoyed sitting high up in it as we re-crossed the gigantic bridge across Melbourne Harbour to get access to the club's rooms which were in a suburb on the other side of town.

The ACCV is extremely lucky in having its own meeting room with a large car park outside. The latter soon filled with Alvises from 12/50s to 3 Litres and I was introduced to an extraordinarily friendly and enthusiastic bunch of Alvis fanatics. My talk passed without incident and after the AGM, we had an excellent buffet supper. I chatted to as many people as possible, including extraordinarily, my Singapore doctor's uncle.

At the end of the evening, I was driven back to Williamstown by John Link in his very interesting TA 21 Special. John, who runs a pump business, is a great enthusiast and has in his garage with the Alvis, a four cylinder 14½ Litre 1921 La France, which makes a nice contrast.

The weather for the first few days that I was in Melbourne was glorious and although not too hot, it was sunny and warm, but the forecast for Sunday was for rain and this was not very promising as Sunday was the day of the Geelong Speed Trials, one of the events that I had gone to Australia to see. Well the forecast was correct and when I woke on Sunday morning it was to grey skies and spots of rain. We drove to Geelong, which is a small seaside town on Melbourne Bay and as we drove there, we encountered flurries of rain, but at least on arrival I could walk to the course without getting wet. The Geelong Speed Trials is an old-established event along the seafront and consists of a quarter mile sprint rather along the lines of the Brighton Speed Trials. There was a steep path down to the track which was bounded by the sea on one side and a grassy bank on the other, an ideal vantage point – if it is not raining. Parallel with the track was the paddock and before the start line were the hospitality tents, one of which was provided for the ACCV, and outside which was a superb display of Alvises. In the tent I found various people that I had met at the AGM as well as being introduced to others. It was all very jolly. Then it rained.

The rain came sweeping in from the south-west and it was driven by gusts of wind until it was horizontal. The first shower came when I was outside looking at Alvises so I was able to retreat inside the tent and shelter, but it did not last for too long so I decided to go and look at the cars in the paddock, and it was here that it rained again and of course I was caught miles from the tent and although I had an umbrella, I was soaked. There is nothing quite so miserable as having wet shoes and trouser legs with no chance of drying out. I returned to the tent to try to cheer up. I was now asked by Richard Tonkin to award a small tankard to the car in the display that I thought the best. A tough thing to do as all the cars were desirable, but in the end I decided on the FWD of John Lang, which was recently restored. I said a few words before the presentation, remarking that as an Englishman I should consider that the conditions were ideal for a motoring event. This got a few laughs.

In the event itself, the Alvis marque was represented by Peter Briesse's Speed 20 Tourer (apparently driven by his son), Bob Graham's Speed 20 Saloon, Maritta Parsell's Firefly Tourer and a 12/50 racing car. The latter being Geoff Hood's very fast supercharged special. After a certain amount of photography and much chat, we finally left in mid afternoon during a break in the rain.

On Tuesday I was taken out by John and Margaret Lang, whom I had met at the AGM and again at Geelong. They live at Gisborne, about thirty miles out of Melbourne in the foothills. Their house is located in lovely rolling countryside and they have the luxury of ten acres of land and beautiful views. In their garage they have two FWDs, both superbly restored. There are not many places where you can see two FWDs in the same garage.

After an excellent lunch I went out for a drive with John in one of the FWDs around the local roads. This was wonderful as the roads are superb for vintage motoring and there is no traffic. For someone used to modern traffic in Singapore and the south-east of England it was magic. The FWD went extremely well and I really enjoyed the experience. On our trip we called on another vintage car man, called Stewart Anderson. He has a Bugatti Type 44, a Mille Miglia OM and best of all a 1926 1½ Litre Grand Prix Talbot that he is re-creating from a pile of bits. This is an outstanding restoration and in particular, the engine is extraordinary. A straight eight of only 1,500 c.c. All the bits are more or less complete now and he will shortly be reassembling the car. He was a most knowledgeable man and a pleasure to talk to.

My next visit was to see Paul Bamford. Paul has two Alvises, a FWD and a Speed Twenty. The FWD is being restored from a pile of bits which was so basic that Paul actually had to make a new chassis from scratch, the original chassis being so corroded that he could fold it up under his bench. This is as you may imagine a stupendous task, but he is an expert on all this type of work and he had made a wonderful job of it. Once the chassis was made, Paul has worked on all the other parts and now even the body framing has been done. Paul's father was a toolmaker and obviously Paul has learned these skills very well. He makes his own patterns for castings and then machines them himself. His work includes making a new Solex carburettor and designing, casting, and machining a set of high compression pistons for his Speed 20. I was really stunned by the work that he was doing.

Paul's great friend is Geoff Hood and so we now went to Geoff's house to see his cars and workshop. Geoff also has a FWD and is the man who built the racing car that I saw at Geelong. His workshop was packed with all sorts of splendid stuff including patterns for various castings as well as things like crankshafts and camshafts which Geoff has turned himself. I was in my element. Geoff and Paul are experimenting at present with cast iron crankshafts for 12/50s and FWDs. They are going to use a very high grade cast iron, heat treated. This process could revolutionise making new crankshafts for old cars.

Sunday was another day with a vintage car event for me to see. It was the Rob Roy Hillclimb held in the hills about two hours from Melbourne. John Link and I drove up in the TA 21 Special and we had a splendid run up, the latter part with the windscreen folded flat. The hillclimb is located in very pretty countryside and when we arrived it was not unlike arriving at Shelsely Walsh. We parked and then we walked down into the paddock where there was a splendid selection of cars to be seen. Alvis participation included Maritta Parsell in the Firefly and Mark Burns in his 12/50, both of which performed very well. As a Firefly owner, I was delighted to see one of these underrated models being driven with so much enthusiasm.

It was a glorious day again and by the end of it, I was actually glad to get out of the sun for a bit. I looked at cars and again took dozens of pictures, and I talked to some of the people that I now knew. Richard Tonkin lives just at the top of the hill and he appeared in the paddock and we had some lunch after which we chatted with various people and looked at the cars making their runs. It was all very relaxed and intimate and a splendid event in every way. At the end of the day, I was given a run in the Firefly. This car really does go extremely well and I was very impressed indeed. We went back to Richard's house for a barbecue and so my vastly entertaining expedition to Victoria ended and the next day I was on an aeroplane to travel back to the steamy heat of Singapore. I had a marvellous time and really enjoyed the trip and I shall certainly be back.

J.N.B.C

*(Thank-you, Julian, for permission to reprint this article from the AOC "Bulletin". Several members, who are not AOC members asked for it to be made available for them to read. We are pleased that you enjoyed your visit. ED)*



## CLUB EVENT FOR MAY



Visit to 2 Wineries plus lunch on River Cruise: Sunday 7<sup>th</sup> May

Our club event for May consists of a run up to Mitchelton Winery, situated just south of Nagambie, and lunch time cruise on the Goulburn River to Chateau Tahbilk Winery then return to Mitchelton.

Times are: Arrive at Mitchelton 11.30 - 12, return to Mitchelton by 3pm. plenty of time for return to Melbourne.

Cost is \$24.50 per person which includes an excellent lunch and River Cruise. Mark the date now - Sunday 7<sup>th</sup> May - don't miss this one.

For bookings and further information contact John Ball 5826 2518.

### BY THE FIRESIDE

The Vintage Alvis by Peter Hull and Norman Johnson

The publishing is a joint effort between The Alvis Register and Haynes/Foulis motoring books. This union of expertise was responsible for the price of this book being held to a reasonable level. My copy was \$90.55, and the 620 pages makes a lot of bed-time reading if that's your bent!

As is well known this volume follows on the 1967 Vintage Alvis publication, which has been out of print for many years. For those of us with an interest in all matters Alvis this later publication has a lot more to offer. Of course the focus is on the vintage period with cars of diverse makes, historical happenings, inventions and pen pictures of motoring greats, whether drivers, engineers or enthusiasts of the motoring cause.

Significantly, much more text is devoted to the six cylinder Silver Eagle and the Front Wheel Alvis. There are some excellent photos to augment the written word on these models. Of interest also is the section on the first Alvis straight-eight Grand Prix car. G.N.S. Davies brought his car to Penshurst, Vic., in the early 1960's. This car, now nearing the end of a long restoration period. It is the sole remaining G.P. car of the three factory built racers.

There's lots more to read, enjoy and learn. The book is in the Club library.

ALISTER CANNON

## 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.*

APRIL NEWSLETTER

COPY DEADLINE

WEDNESDAY

22nd MARCH 2000

(Please note - one  
week early because of  
NSW Jubilee)

### PRIVATEERS

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

### FOR SALE

Alvis TA21. Engine No. 24588. Grey and Silver. Twin SU carburetors. Approx. 70,000 miles. Upholstered in biscuit vinyl. Good condition. Runs very well. Delivered by Harden & Johnston, 117-131 Flinders St. Sydney. \$18,000. John Manley. Albany WA 08 9841 3035  
*(Peter Scotney has sent in this advert)*

### FOR SALE

!9 inch bolt-on wire wheels. 5 off. From a Riley but modified to suit 12/50 Alvis hubs. Some with tyres. Some without. \$300.00 the lot.

### WANTED

Pair of Alvis CAV Headlights (slant mounted). Have various 12/50 bits. Happy to trade.  
Des Donnan 07-5445 9981 or email donnan@m140.aone.net.au

### GIVE AWAY

Three litre body panels. Bonnet, boot lid and front mudguard. May be useful as patterns or possibly for repair.

Ross Aitken 03 9578 5449

### WANTED

One only open hub wheel centre or complete 21" wheel (detachable split rim type) in good Condition or any size open hub wheel with good centre and u/s rim. Frank Corbett, PO Box 218, Kenmore. Qld. 4069. Tel. 07 3221 6249 (Bus) 07 3378 7280 (AH) E mail f.corbett@peddlethorp.com.au

### WANTED

For Alvis Firebird: One 20" x 500 Jelly mould wheel & one 20" x 500 Dunlop "Super 90" tyre.  
Peter Fleming 03 9729 3440

### WANTED

TA 14. Various bits to complete a rolling chassis. Brake pedal, levers & linkages. Clutch pedal, levers and linkages. Petrol tank & supporting straps. Propellor shaft tunnel & its associated sheet metal cover for the gearbox. Throttle pedal & its cross shaft etc. Air silencer (early type). Rear dampers. Dynamo - Lucas special - nickel plated. Does anyone have a scuttle or a whole body being scrapped? Buyer will collect in Vic or SA.

John Murray, 2 Twin St., Stirling. SA 5152 Tel 08 8339 4746

### WANTED

to complete a front wheel drive generator: The dust cover band that covers the brushes. This is the same one as used on "flange frame" 12/50's. It has flat rolled steel "hooks" on each end that snap onto corresponding "hooks" on the generator body.

### FOR SALE:

Original Silver Eagle voltage control cut-out two-bobbin type, complete with covers (original finish, no dents). needs one by-pass resistor replaced on the back otherwise appears to be working. \$100.  
7630 AH  
Paul Bamford (03) 9886

### FOR SALE

TA 14Clutch Pedal. Preslite 12v Windscreen wiper motor in good condition. Lucas 12v diecast solenoid c/w rubber cap over armature; brand new, TA 14 Distributor; Lucas DKY 4A c/w cap; 2<sup>nd</sup> hand, TA 14 Dome Light in good condition, accelerator pedal. No reasonable offer refused  
Rob Graham. 03 9571 3886

The opinions expressed in this Newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc.), its Officers or its Editor. Whilst all care has been taken neither the Club nor its Officers accept responsibility for the availability or quality or fitness for use of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.

MARCH 2000



# News from the North

Early Spring is traditionally the best time for vintage motoring in South-East Queensland. That's why August 26<sup>th</sup> to September 1<sup>st</sup> 2001 has been chosen for the National Alvis Rally.

The first three nights of the Rally will be at the famous O'Reilly's Rainforest Guest House in the Lamington National Park, situated in the border ranges south-west of Brisbane. The second part of the Rally will be by the beach at beautiful Byron Bay in the scenic Northern Rivers District of New South Wales.

Final prices are still being negotiated but at this stage costs are expected to be around \$750.00 per person, twin share. Some savings will be available where couples are prepared to share a unit.

To ensure your reservation please complete the form below and mail it to Bruce Jorss, 19 Cawmore Road, Galloways Hill, Queensland, 4171 together with your rally entry fee of \$30.00.

The 2001 Alvis National Rally will be staged under the auspices of the Vintage Car Club of Queensland Inc.

*Bruce Jorss*



## 2001 ALVIS NATIONAL RALLY ENTRY FORM



Name of Entrant: .....

Address: .....

.....

Phone No: .....

Please make cheques payable to "Alvis National Rally" and forward to:  
Bruce Jorss, 19 Cawmore Road, Galloways Hill, Qld 4171. - Phone (07) 3399 2928.

**ALVIS**

**ALVIS NEVER FOLLOWS PRECEDENT**

**IT ESTABLISHES IT!**

**IN** open competition with the world's best, Alvis Cars have proved their supremacy. Whether on the racing track or the open road, in the hands of the world's most expert drivers or the novice, Alvis Cars have won for themselves the admiration of all who handle them. You get motoring at its best when you drive an

**ALVIS**

**BRITISH DOMINION MOTORS LTD.**  
ADELAIDE STREET, BRISBANE

**SPECIFICATION OF THE ALVIS 12/50 H.P.**

**ENGINE:** 12/50 h.p., 4 cylinders, monobloc casting, 69 mm. bore x 110 mm. stroke—1645 cc. capacity or 68 mm. x 103 mm.—1496 cc. Detachable head, ample water spaces carefully proportioned to avoid any possibility of distortion in cylinders or head. Crankshaft of heat-treated steel, machined all over and balanced, with three bearings. Valves, in head, of Cobalt-chromium steel, actuated by special push rod mechanism of exclusive Alvis design.

**COOLING:** Cylinder barrels are completely separate from each other, and all water spaces are most carefully disposed to eliminate distortion of cylinder and valve seats.

**CARBURETTOR:** "Solex" with special "hot spot" induction pipe.

**IGNITION:** By Polar Inductor Magneto.

**CLUTCH:** Single plate clutch of exclusive Alvis design.

**GEAR BOX:** Four speeds forward and reverse. Right-hand change, direct drive on top speed.

**FOUR-WHEEL BRAKES:** Internal expanding in drums of exceptionally large diameter, ribbed for cooling. All four brakes operated by foot pedal.

**FRONT AXLE:** Is designed to take the stresses imposed by front wheel brakes, and is a solid drop-forcing of high tensile steel.

**STEERING:** Of new pattern, designed for easy but definite steering with low pressure tyres.

**SPRINGS:** Semi-elliptic front and rear.

**FRAME:** Is made of high grade steel, very deep, and of special section to ensure adequate support for the coachwork.

**ELECTRICAL EQUIPMENT:** 12-volt, 2-unit system. Dynamo positively driven from engine.

**INSTRUMENT BOARD:** Fitted with speedometer, clock, oil pressure gauge, switchboard, dynamo and magneto switches, carburettor strangler, dash lamp for night driving, with connection for inspection lamp.

**PRICES, from £575**

A cordial invitation is extended to you to inspect these models at our Adelaide Street Showroom during your visit to Brisbane in Exhibition Week. The Showroom will be open daily.