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NEWSLETTER

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JULY 2000

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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

COMING SOON

JULY	Friday	21st	Club General Meeting
AUGUST	Sunday	13th	Lunch at "Marylands", Marysville with the Daimler Club. Details inside.
	Sunday	13th	VSCC Frostbite Run
	Friday	18th	Club General Meeting
SEPTEMBER	Sat/Sun	9/10th	VSCC Two Day rally
	Friday	15th	Club General Meeting
	Saturday	16th	Garage Crawl being organised by Eric Nicholl. Some real treats in store. NOTE: Saturday, not Sunday.

OCTOBER: Don't forget the Country weekend away.
27th - 29th

WINTON HISTORIC RACING. 27th & 28th MAY 2000.

The weather for this year's Winton was atrocious as Victoria's drought decided to break and brought the snow with it. Travelling over the Black Spur on Sunday on Maroondah Highway we got fairly heavy snow from just above Maroondah Dam until past Buxton. It then eased but continued until we got nearly to Benalla.

On Saturday (in even worse weather) Geoff managed to do a full 360 spin for the first time (missed it) but was back for more on Sunday letting the tail out through the Esses where I was standing. With all this gung ho driving he managed a creditable 2nd in the handicap (although closing fast on the A7 as its the Arthur Waite Trophy the A7 had to win). Peter Briese was also racing in the Speed 20 and seemed to be having a great time. Whilst there I also ran into Andre and Dorothy Cheleyer, Vic Elliot and Murray Fitch.

All in all a great day was had by all and although very wet the racing was excellent (those Motorcycle folk are crazier than we are.) DALE PARSELL

ALVIA CITY

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John Ball
As above

TA 14 SPARES

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TORQUE OF TONKIN

Good evening. Well, we seemed to have survived the GST so far – the planes didn't fall out of the sky, the cows continue to give milk and leaded petrol is still with us. Now, if we can just get the Olympics out of the way, we can be justly proud of ourselves – the Y2K Bug, the GST and the Olympics, all in one year !

In the past few weeks we have welcomed six new or returned members to the Club. **Ron Allen**, of Bendigo, has rejoined after an absence. Ron has the ex-**Simon Ramsay** TE 21 saloon, which looked splendid at the recent Wineries Day on the Goulburn River. Ron is a past president of the Club and I hope we see more of him, and the Alvis, in the future. The TD-E-F models were never exported to Australia by the company and, although they are plentiful in the U.K, they are a rarity over here, which is a pity, as they were, of course, the last of the Alvis cars, and the final flowering of the magnificent 3 litre (well, it is the 3 litre's Golden Jubilee this year, and I still own one).

Rod Amos, of Melbourne, has recently purchased a 1929 (I think), Silver Eagle – ex-**Alan McKinnon**, ex-**Peter Fleming**, ex-**Dale Parsell**, ex-**Alister Macintosh** (New Zealand) – this car has had a distinguished recent history! I understand it is on the water, coming across The Pond, as I write, and we look forward to seeing Rod and the car soon.

Patricia Bren, of Hawkes Bay, New Zealand, has joined the Club, with a 12/50 TE tourer, ex-**Mike Curry**. It's great to have another Kiwi member – we all very much enjoyed the NZ contingent who came over for the 1997 National Rally and **Derek and Gayle Dixon's** company at the NSW Club Jubilee in April.

From Wynnum, in Queensland, **Bill Ewing** has rejoined the Club, with a Speed 25 and a TC 21. Welcome back, Bill.

Chester McKaige, of Melbourne, has acquired an SA 12/50, which Chester reports as very original, and needing a lot of work. Ah, but think of the satisfaction when it's on the road again, Chester.

Frank Mornane, of Melbourne, has rejoined the Club, with the purchase of a Speed 25 from Sydney. As Frank tells it, the car is going to be a considerable challenge, but one I am sure he is well up to. Welcome back, Frank, we missed you.

The members are, of course, the backbone of any club, and their cars add to the pleasure of getting together with like-minded people. A very warm welcome to you all and we look forward to seeing those of you who can make it at the monthly Club meetings and events. I hope that Patricia and Bill will contribute details of their cars (and themselves), to the Newsletter.

RICHARD TONKIN



DAY RUN TO MITCHELTON WINERY 7TH MAY

A fine sunny day saw 30 Alvisists arrive in style at Mitchelton Winery. There was an array of Alvis vehicles of various ages lined up on the inner lawn of the winery. The cars looked superb and drew many admiring glances.

After sampling the fruit of the vine, we made our way down to the Goulburn River, to board the Major Mitchell for our trip down the river to Chateau Tahbilk. Lunch was served as we passed some magnificent gum trees and reed lined billabongs. It was very pleasant to sit on the top deck whilst having lunch and enjoying good company.

We alighted at Chateau Tahbilk with time to wander around the century old buildings and to go exploring in the cellars examining the barrels and the floor to ceiling walls of wine bottles. Many also sampled the various vintages of Chateau Tahbilk.

The return trip up the river saw dessert served and there was plenty of chatter. After our return to Mitchelton, some of the more hardy members went for a nature walk along the river, while others continued to talk about and admire the cars before we all headed home.

All in all it was a wonderful day and I would like to thank John and Annie Link for taking me with them in their Alvis.

FRANCES MCDUGALL

(This account was held over from "ALVIC", June. David Vaughan has sent in some pictures that he took on that outing. They will be published in the September "ALVIC".

ED.

<p>The ED bumped into Si Ramsay at the Echuca Steam Happening. It was Si who explained to ignorant me that Ron Allen who recently bought Si's TE21 is a past Pres. of our Club. In those days he had a Speed 20 – which subsequently was owned by David Muir and is now owned by Paul Bamford. Meanwhile, Si has bought a 1950 Talbot Lago from NZ and is currently having a lot of work done on it. Frank Mornane's newly acquired Speed 25 sounds as though it will keep him poor and busy for several years. We look forward to progress reports. The exciting thing is that such cars are still being "found" and brought back on to the road. After seeing some pictures, taken by Dean Prangley, of Bill Ewing's Speed 25 soon after it went back on the road was a delight to see the car and catch up with Bill at Jamberoo. Lovely car. Man of discernment, too. Bill also owns a Bristol (401) as well as the TA 21. The Julian Sterling Collection of cars was auctioned at the end of June. \$41,000 + premium for the 12/50 Duck's Back.</p>	<h3>ALVIS AGNITIONS</h3>	<p>ROUGH RED AND PIES were enjoyed at the last club meeting. Our thanks to Ian & Pat Parkinson for organizing that. The red was definitely rough but the pies were delicious and there seemed to be an endless variety of fillings. Just the thing for a cold night. John Link and Annie (and the barking mutt) came along in the TA 21 Special – which took its turn as "CAR OF THE MONTH". Perhaps it should be called "the Linkage"? The ED is not sure whose car is next. It's a good idea and hopefully the warmer months will see few more cars offered. In FSW you will see that Des Donnan is seeking shock absorbers for his 12/50. That car is the ex-Paul Conrad racing car. In its racing days its chassis was shortened but Des has now lengthened that to the correct 9'¼". Warwick Parsons at Caloundra is building a duck's back body for the car and Des hopes to Havre the car at the national rally next year. Sounds like a very worthy addition to the road! We look forward to seeing it – and hearing it in the rain-forest. There is nothing quite like the song of a 12/50 – unless it is Alf Wilson's Silver Eagle!</p>
<p>LIBRARIAN FOUND!!</p> <p>The club has a new librarian. Frances McDougall has (was) volunteered for the position and was last seen being indoctrinated into the intricacies of alphabetical order by Royboy. Thank-you Frances.</p>		
	<p>LUNCH at "MARYLANDS", Marysville with the Daimler – Lanchester and Bristol Clubs. Sunday 13th August. Meet at the WHITEHORSE Council Chambers, Nunawading at 9.30 – 10.00am. Departure at 10.00am to travel via Acheron Way or at 10.30 am to travel via Maroondah Highway/Black Spur. Great lunch spot. Great lunch. Phone Tony Dixon of the Daimler/Lanchester Club for further details on 03 9802 4868.</p>	

Dear John,

I read with interest Ron Wilson's letter ("What has become of the Geelong Sprints?"), in the June Alvic. Ron laments the passing of an era when the Sprints were different from what they are now, an era when only Proper Cars participated. He suggests that Geelong should be abandoned by the true believers and that we should decamp to Eddington, where we can do what we used to do, without the modern interlopers who are taking over the Sprints. My apologies, Ron, if that isn't an entirely accurate summary of your letter, but I think it's the gist of it.

I feel a lot of sympathy for Ron's view – even though I have not (yet) competed at Geelong. It must have been great fun to have been at that magnificent venue with the friends and their cars that Ron describes. The world, of course, moves on. Perhaps Geelong has changed to what it is now because of its very success, as set out in Ron's letter. People heard what great fun it was, they wanted to participate in their moderns, sponsors were needed to make it bigger, so that now some perceive the Sprints as having drifted away from the original concept.

But should we throw out the baby with the bathwater? Are there any good reasons why we should, as a club and as individuals, continue to support the Geelong Sprints (or, if you prefer, the Speed Trials)? I believe that there are. I don't see it as being "them" and "us." It can be argued that the inclusion of modern cars in the events adds variety to the scene, and that we are in danger of being regarded as elitist if we pack up our side curtains and vow never to return to Geelong.

We also need to consider the fact that our hobby (passion?), will continue to exist and to be enjoyed by us for only so long as governments allow that to happen. The phasing out of unleaded petrol, emission and safety controls (seat belts in 12/50s?), and the dreaded "End of Life Vehicles Directive" being mooted by the European Parliament, which would, as I understand it, actually force owners to destroy old cars (don't worry, chaps, we'll flee to the hills and hide them in the caves!), are all threats to the old car movement. While those issues may seem a long way away, even fanciful, the fact is that the vast majority of the population regard cars as nothing much more than an easier way to get from A to B than walking, and old cars as a slow, smelly, noisy nuisance.

I believe that we need, as a matter of self preservation, to foster and encourage the public and, therefore, government, to be interested in our cars, and in the history they represent. We also need to keep those who love GTHOs, Porsches and AC Cobra replicas in touch with our movement. I do not believe that abandoning events like Geelong because "improper" cars compete, is the way to go. Are we to forsake Kalorama, now that side valve Ford Prefects (and TA 21s), are allowed?

By all means encourage Eddington, as Ron suggests, but let's also keep supporting Geelong. I will be there this year - provided it's still on.

Richard Tonkin.

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.

AUGUST NEWSLETTER
COPY DEADLINE

WEDNESDAY
26th JULY 2000

CLUB

Three litre Cars. Water outlet (C 6129 \$50.00) & inlet (C 5943 \$110.00) Pipes are selling fast. There are a couple left, so contact me asap otherwise you will have to wait for the next batch. Machined and ready for use. High quality. John Ball (03) 5826 2518.



Head Gaskets for Three litre cars are in stock. Contact John Ball.

FOR SALE SECONDHAND 3 LITRE PARTS FOR SALE FOR CLUB FUNDS

Petrol cap for 3 litre. Needs replating, but good condition - \$30

Valve gear cover nuts (N14836) - \$5 each

Radiator filler cap (C2051) Needs replating and minor repairs - \$30

Number plate and reverse lamp (C6105) Rather battered and dented but restorable - \$20

John Ball 03 58262518

PRIVATEERS

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

FOR SALE

Lights. 1 only Lucas 7" Spotlights, marked SF 10 700 S, Brand New \$300.00. 1 pair Lucas 4" Spotlights, marked 4LR on the glass, Brand new \$250.00

David Wischer. 6 Albert Cres.
Balnarring 3926. Tel 03 5983 2175.
(Note new address)

WANTED

A pair of Hartfords about 9 inch leg, single acting. Des Donnan Tel 07 5445 9981

WANTED

URGENTLY One or two 20 inch closed centre wheels for 14.75 or Eagle.
Eric Nicholl Tel 03 9754 5412



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NEWSLETTER

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25/07/00

Dear ACCV-Member-Resident-in-Victoria-but-who-did-not-attend-the-Club-July-Meeting,
(those who did attend received this flier then)

LUNCH AT "MARYLANDS", MARYSVILLE, SUNDAY AUGUST 13th.

I'm sorry that the info given in the July N/L was a bit "scratchy". That was simply because getting three clubs to coincide their acts is a bit like juggling three balls. At the last minute some info was cobbled together for publication, but here is a bit more to encourage you to come.

The Bristolians and D/L guys drive excellent English Motor Cars.

George Lanchester designed the engine of the Alvis 12/70.

A 2 litre Bristol of 1955 will see off a 3 litre Alvis of the same era easily.

If there are not enough Alvisti there, the others will talk about us.

If they talk about us they may say unkind things about us – like how we managed to cheat our way to victory in the Bocce match.

Seriously, it is a pleasant way to spend a winter Sunday, so do come along – in a modern if necessary and if you prefer, directly to "Marylands" in time for a drink at 12.30 before lunch at 1.00 pm.

As the flier requests, please let me know numbers by the 4th August.

HOW ABOUT LUNCH?

SUNDAY 13th AUGUST 2000

WITH THE BRISTOL & DAIMLER OWNERS

Daimler
Lanchester



Marylands Country Club - Marysville - Sunday 13th August

This is an annual classic D.L.C.V./Bristol & Alvis Club run. Those who go one year, rarely miss the next year. Price of the impressive 3 course meal * , but always Good Value for money. Drinks are extra. Depart Whitehorse Council Offices carpark, Maroondah Hwy, Nunawading. (enter at lights opposite Harvey Norman, Melway Map 48, G9) Optional routes are:

- 1) Leaving at 10.00am The Scenic route - via Warburton Hwy & the Acheron Way: (about 20km of twisty dirt road)
- 2) Leaving at 10.30am, The Popular route - via Maroondah Hwy & the Black Spur. (no dirt, but plenty of traffic)

Please contact: ~~Michael Vaughan on 9878 6592~~ to register your attendance. You are guaranteed to enjoy this run.

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By FRIDAY 4/8/00 PLEASE.

* \$30.00
A HEAD

Marylands

COUNTRY HOUSE - MARYSVILLE



LIFE WAS MEANT TO BE EASY



Remarkably fine food and an exceptional wine list are essential for excellent dining.

Marylands boasts a reputation and quality that has impressed the most discerning bon vivant and wine connoisseur.

HOW ABOUT LUNCH?

SUNDAY IS, AUGUST 2000

WITH THE BRISTOL & DALLMAN OWNERS



Marylands Country Club - Maryland - Sunday 13 August

For a special event, D.V. Bristol & Dallman, The Club of the Bristol & Dallman Country Club, has arranged a special lunch for you on Sunday 13 August. The lunch will be held in the Clubhouse at 12.30pm. The menu is as follows: Soup, Roast Beef, Yorkshire Pudding, Gravy, Peas, Carrots, Potatoes, Bread & Butter. The price is £10.00 per person. Please contact the Clubhouse on 01223 811111 for more information.

By return of this card please
* £10.00
A HEAD

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LIFE WAS MEANT TO BE EASY