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NEWSLETTER

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AUGUST 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

AUGUST	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. Saturday, not Sunday. DETAILS BELOW..
OCTOBER:	Friday	20th	Club General Meeting & AGM.
	Fri 27th - Sun	29th	WEEKEND AWAY at MERRIJIG. If you have not booked yet please contact Parky or John Lang soon.

SPARES

REGISTRAR & 3 LITRE SPARES

John Ball
As above

TA 14 SPARES

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

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

LIBRARIAN

Frances McDougall

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 Terns Road
Upwey
Vic 3158
Tel 03 9754 5412

John Link
82 The Strand
Newport
Vic 3015
Tel 03 9391 2970
Fax 03 9391 3691



GARAGE CRAWL

SATURDAY 16th SEPTEMBER 2000

First to Eric Nicholl, 17 Terns Road, Upwey 3158.
Melways ref: p 74 9H.

We will view the work on the 1937 12/70 & the 1928 14.75 hp.
Morning tea provided 9.00 - 9.30 am.

Then we go in convoy to Nick Langford, 17 Cottage Street, Blackburn.
Melways ref: p 48 A9

Nick will give us a talk on the history & show us work on approximately 12 cars. If you miss it you'll be sorry!

Nick will also provide a sausage sizzle and tea & coffee.

RSVP Eric Nicholl 9754 5412. (he needs to know numbers.)

Dear John,

As it turned out I was unable to be at the last Monthly Meeting to hear the general discussion on our Club Library. I believe that one ageing back seat member felt we would be better without it. Perish the thought! Last year I had hoped to have had enlarged book shelving that would protect the books and give room for them to be satisfactorily displayed. The existing library cupboard, I had hoped, would contain the video tapes and video equipment when purchased. The tapes would be on a monthly loan basis, like the library books.

Now, if you have a problem with reading books, or looking at videos, or wisely spending a small amount of our accrued capital which is sitting in the bank, just be negative. Apathy is not to be condoned in this club, even if it is alive and at work.

ALISTER CANNON.

(The new book-case has arrived, thanks to John White – who is now busy making suitable shelves for it. ED)



The Club has on its Trophy shelf a gift from the Northern Section of the AOC. Thanks to all concerned.



A RARE EXPERIENCE

Your Editor recently had the pleasure of driving David Head's Silver Eagle. It is a 1934 4 seater tourer with a C & E body. David has owned it since 1961; it has only done a little more than 30,000 miles in its whole life and it went back on the road after a total rebuild only 3,000 miles ago. It was fascinating to compare and contrast it to the Editorial 12/50 and the Speed 20 SC. It fits very neatly between the two. By 1934 the chassis was wider than the 12/50, making the cockpit more comfortable but there is as yet no room for lounging as in the Speed 20. Apart from the absence of rattles the main difference between it and the 12/50 is the extra torque derived from the extra two cylinders. The result, with a body lighter than the Speed 20's is a feeling of about the same power. There is also the feeling of sitting in the car rather than on it, as is the case with a lot of vintage cars. The brakes were more reminiscent of the 12/50 than the Speed 20 though they are of that same type. Perhaps a bit of adjustment is all that is needed. The difference between the cart spring front end and the "independent" front end of the larger car was not very obvious but in deference to David no heroic cornering was undertaken! The advent of the synchromesh gear box must have been amazing in the early thirties and that, of course, marks the big difference between the 12/50 and this S/E. What a surprise it must have been on the large "luxury" cars but on this "family" car it would have been sensational. Unfortunately it is now well over a year since the Ed had the pleasure of driving a Firefly (Dale & Maritta Parsell's car) and memories fade but a comparison between cars with virtually the same chassis but different power plants would be fascinating. There is no doubt that Alvis models evolved rather than happen by revolutionary change. When they are this old the ravages of time are as important as the engineering differences and that is why it was so valuable to drive the nearly new (but with original specifications) car that is David's. Thank you very much for the experience, David.

<p>MEN OF ACTION NEED AN ALVIS</p>	<p>Life to-day is largely a tussle with time. Competition must be met and overcome. Meet necessity with "ALVIVACITY." ALVIS will always get you there on time. Business appointments... social engagements... sporting activities... the busy man has to meet them all. That is why leaders of industry and commerce in ever increasing numbers are choosing ALVIS cars.</p>
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AUSTRALIAN HISTORIC
MOTORING FEDERATION INC. *Presents*

National Director:
Dr David Marshall-Martin
PO Box 118
Arncliffe NSW 2205
Tel/Fax: (02) 9567 3986
Mob: 0409 848 134
e-mail: d2m2@acay.com.au

Ambassadors at Large:
Peter Brock
Peter Wherrett



*"Uniting all Motoring Enthusiasts in
Celebrating the Centenary of Federation"*

Dear Fellow Motoring Enthusiast:

As Ambassadors-at-Large for the *Shannons 2001 National Motoring Tour* we would like to issue this invitation for you to join us in Canberra on 26 April 2001 to help celebrate the Centenary of Federation.

This is your opportunity to be a part of the largest gathering of classic and collectable motor vehicles of all types ever assembled in Australia. We are aiming to have 2,001 vehicles of every make and year, assemble on the grounds in front of Old Parliament House on Saturday 28 April 2001.

Over the four days from Thursday 26 April to Sunday 29 April many events and activities are planned in and around Canberra of both a sporting and social nature. You can chose to join the tour from starting points in all states and territories or, if you wish, you can simply make your own way to Canberra and join us there.

On the reverse of this invitation are more details. But don't miss out! This will be the motoring event of the century! Complete the Form on the other side and send it with your deposit of \$50.00 right away!

Yours sincerely,

Peter Brock

Peter Wherrett

PS: Should it happen that you have already entered the *Shannons 2001 National Motoring Tour*, please disregard this communication. We have your details—just that it would have been very time consuming to remove all existing entries from this list



Endorsed as an Official Event
of the Centenary of Federation

Expression of interest



"Uniting all Motoring Enthusiasts in Celebrating the Centenary of Federation"

- THE EVENT:** The *Shannons 2001 National Motoring Tour* will celebrate the Centenary of Federation by bringing together motoring enthusiasts from all states and territories of Australia in a festival of motoring history.
- THE DATE:** From Thursday 26th to Sunday 29th April 2001. Tours from all capital cities will begin three to nine days before arriving in Canberra.
- THE LOCATION:** Canberra, ACT, where 2,001 vehicles will converge upon the National Capital in a celebration of the first, and probably the only, century of private motoring.
- THE VEHICLES:** Entrants' vehicles—cars, motorcycles, buses, trucks, vans—should preferably be built between 1 January 1901 and 31 December 1975. There may be contingency allowance for vehicles built prior to 1901 and after 1975 on entry numbers.
- THE COSTS:**
- * Entry fee \$300 per driver and vehicle
 - * Adult passengers \$100 each
 - * Children under 14 years \$50 each
- THE VALUE:**
- * Motoring activities at Wakefield Park & the Sutton Road Driver Training Centre
 - * Easy observation and Navigation Runs around Canberra
 - * The Federation Dinner
 - * Limited Edition medallion
 - * A copy of the *History of Motoring in Australia* book specially produced for the 2001 Tour by Peter Wherrett containing a picture of your vehicle
 - * A Video Cassette or CD ROM or Digital Video Disc of the event
 - * 2001 Tour folder
 - * Clothing, lunches and the farewell breakfast
 - * PLUS, Visits to Museums, Art Galleries, Old & New Parliament Houses, Wineries, Tourist Attractions
- YOUR MOVE:** Complete the Form below and post it to the

**Shannons 2001 National Motoring Tour
PO Box 118 ARNCLIFFE NSW 2205**

with deposit of \$50.00. Make your cheque payable to: 2001 Tour

Do not miss out! We will not only be celebrating history but creating it!

* * * * *

Please Print Clearly

First Name _____ Surname _____

Address _____

Town/City/Suburb _____ State _____ Post Code _____

Telephone/Fax (private) _____

Vehicle _____ Year _____ Model _____ Rego _____

If a vehicle club member, name of your club _____

AUGUST 2000



News from the North

Response to the last News from the North has been most encouraging with 40 rally entries received to date. Accommodation has been booked at O'Reillys and Byron Bay, however the number of rooms available, particularly at O'Reillys, is limited.

O'Reillys' reputation is well deserved with its magnificent setting, excellent dining room, cosy fireplaces and enjoyable walks through some of the best rain forest country in Australia. Rally entrants can expect a relaxing 2 days at O'Reillys indulging in the many facilities that the guesthouse has to offer.

The midweek drive from O'Reillys will be a rally highlight – through the attractive Numinbah Valley, across the border into the equally attractive Tweed Valley, through Nimbin (enough said) and on to Byron Bay.

The final days will be spent enjoying Byron Bay – the beaches, the surf, the spectacular views from the Lighthouse which if we are fortunate might include a passing whale or two, and a quick dash up to the hamlets in the hinterland.

It is only 12 months to the rally, so to ensure your reservation please complete the form below and mail to Bruce Jorss, 19 Cawmore Road, Galloways Hill, Queensland, 4171 [phone (07) 3399 2928] together with your rally entry fee of \$30.00.

Bruce Jorss

The 2001 Alvis National Rally, 26th Aug – 1st Sept, will be staged under the auspices of the Vintage Car Club of Queensland Inc.



2001 ALVIS NATIONAL RALLY ENTRY FORM



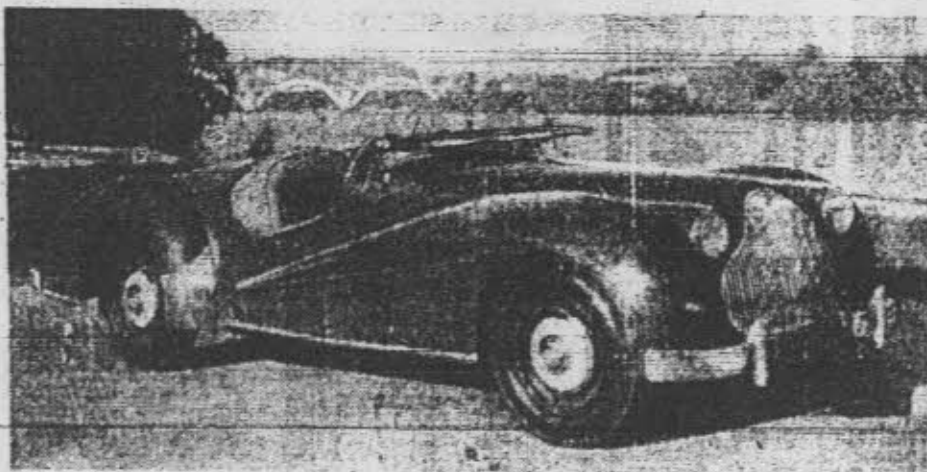
Name of Entrant:

Address

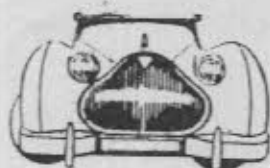
Phone No

Entry Fee \$30.00

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



**It's here . . . an entirely new
edition of a great sports car**



From any angle you'll appreciate the superb streamlining of this entirely new Sports Roadster.



The car that is different.



Super-Streamlined Special
SPORTS ROADSTER

Have YOU seen the new Alvis? It's an engineering masterpiece, refreshingly different, of striking individuality. Elegantly styled, continentally streamlined, with fully concealed one man hood and that attention to detail which, by comparison places the Alvis in a class exclusively its own. A sports car in the true sense of the word—developing approx. 7½ h.p. yet it has the road manners peculiar only to Race bred Vehicles. To all those of discrimination who appreciate the extra refinements of detail that have for so long been traditionally Alvis, we ask, "Have you seen the new Alvis?"

Available in Green, Ivory or Sports Red.

IMMEDIATE DELIVERY — PRICE £1295 (plus tax).

Now on display at the showrooms of

MARKWELL BROTHERS

6 VICTORIA PLACE, SOUTH BRISBANE. J2727.

AT THE SOUTHERN END OF VICTORIA BRIDGE.

ALVIS OWNER CLUB

There are 18 members of this UK Club who live in Australia. The Club caters for those interested in Alvises of all ages though most people are aware that the 12/50 Register caters specifically for the vintage Alvises. One factor which may deter Australians from joining the AOC is the cost. Not that the subs are particularly high but it costs about \$15.00 to obtain an overseas draft for \$70.00 from an Australian bank and then at the other end it costs the AOC a fee to bank that draft! There is also the nuisance of having to go to the bank and go through all the red tape to get the draft. "THE BULLETIN" edited by **Julian Collins** is a superb publication which should be compulsory reading for all Alvisors but it is expensive for the AOC to mail it and even with air mail things go wrong and it is delayed. So, after discussion with **Charles Mackonochie** of the AOC it has been decided that your **ED** will act as Australian agent. Bulletins, "Pink'uns" etc will be airmailed to me and I will send them on by domestic mail. Next year I will collect subs. cheques from Australian members and send on to the AOC one UK cheque for the lot. **Wayne Brookes** provides this service for AOC members in USA and **Des Donnan** does the same thing for 12/50 Register Members in Australia. In both cases it works well. Everyone saves money and things happen more quickly. So there is no excuse for not joining the AOC and even as an o/s member receiving the real benefit of The Bulletin.

CAR OF THE MONTH

at the July Meeting was Alister Cannon's 12/50. Alister gave us an account of his ownership (for nearly 40 years) of the car before lifting her skirts for us after the meeting. Thanks for bringing out an open car on such a dismal night, Alister.

VIDEO-PLAYER & TV

Thanks to **Kevin Bruce's** efforts the Club has acquired the hardware at a reasonable price and it is now in place. So we can expect lots more video shows of Club activities. But, please, no three hour shows! Perhaps we will put the video on after the meeting proper, during supper?

ALVIS AGNITIONS

NEW MEMBERS.

The Julian Sterling 12/50 has been bought by **Bob & Lesley Northey**, who have joined the club. They are most welcome and we look forward to seeing a lot of them and their car. They attended the July General Meeting and departed very much the poorer, having been sold a calendar, an umbrella and probably also some other paraphernalia as well. As Bob said "all we wanted was an old car"!

FLOWER POWER

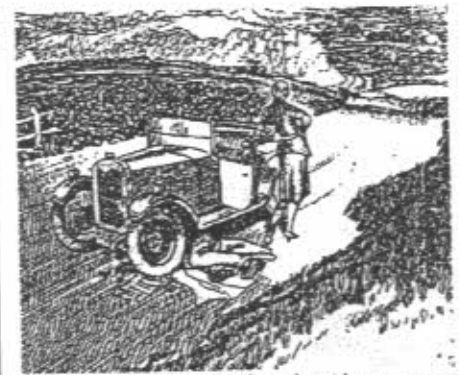
What is the State flower of Victoria? OK, so you know it is the Pink Heath, but do you know what it looks like? Have you got an illustration at home to show interested overseas guests? Earlier this year **Her Majesty Queen Elizabeth and Prince Phillip, Duke of Edinburgh** were staying at Government House, Melbourne as guests of the Governor, **Sir James Gobbo and Lady Gobbo**. It must have been with much chagrin that their Excellencies realized that they were unable to show their guests what the Pink Heath looks like, when the subject came up in conversation. Afterwards Shirley Gobbo set about remedying the situation and soon found in a gallery an exquisite illustration by the renowned botanical artist – our very own **Beverley Graham**. Shirley rang Beverley up and asked her to donate the painting to Government House. In due course the painting was appropriately framed and had a plaque, made by **Ian Wilson**, attached to show that it was presented by Beverley – who was entertained to afternoon tea by Sir James and Shirley to mark the occasion. Congratulations, Beverley on your just recognition. The only down side to the story is that it was the family hack, a Peugeot and not the green Speed 20 which pushed its nose through the imposing gates to park outside the front door.

BY THE FIRESIDE:

"Lucky All My Life", the Biography of Harry Weslake, (1897-1978).

The author is Jeff. Clew, a Briton with a passion for writing on automotive topics. This a Foulis Motoring Book and a copy should be present in the Club Library. Harry Weslake was indeed a remarkable man. Born into wealthy circumstances, his father being a director of a gas engineering company. The Weslake family resided in the city of Exeter and young Harry became a pupil at the Exeter School (founded in 1633). His father realised that Harry needed to be skilled in the art of self defence so taught him to be a proficient boxer. Thus the bullies of the new boys found one of their number who could deal with the arrogant one in a decisive and painful way. For the remainder of his life Harry Weslake was an advocate of physical fitness. Sport at school was far more appealing than academic studies! On leaving Exeter School Harry was apprenticed to his father's works, Willey and Co. He was expected to move progressively through the toolroom, drawing office, foundry and engineering shops. It was not his ideal life style but was to give Harry a strong foundation for his future life as a world renowned inventor and brilliant mechanical engineer. The Weslake skill and determination invented the WEX carburettor, the highly successful Weslake speedway engine and Jaguar's XK engine induction design modifications. The detail improvements on a 998cc Mini achieved an amazing 65 miles per gallon over the test course. Work was also carried out on aero engines, tank engines, specialised stationary engines as well as the special heart shaped combustion chambered head designed for BMC during the 1960's. Finally, dear reader, this 176 page book is well worth reading and is well illustrated with excellent instructive photographs.

ALISTER CANNON.



"Oh, Henry, don't you just love the wide open spaces"?

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.

SEPTEMBER "ALVIC"
COPY DEADLINE:
WEDNESDAY
23rd AUGUST 2000
NB This the 4th but
not the last
Wednesday.

CLUB

Three litre Cars. Water outlet (C 6129 \$50.00) & inlet (C 5943 \$110.00) pipes have sold out. Another batch is planned.
Contact 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 - \$2
John Ball 03 58262518

PRIVATEERS

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

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

WANTED - INFORMATION by Eric Cunningham on behalf of a Mr Campbell Smith whose father, Dr Herbert Smith of Splatt Street, Swan Hill, owned a TA 14 Saloon in the fifties. He bought the car new from Regent Motors in 1957. (sic) The car was black, Reg No GDY 973 and was sold/swapped to a Mr George Drummond of Swan Hill in approx 1962. Eric requested this information of David Caldwell.

MARK BURNS has written a very entertaining account of his Targa Tasmania in the July edition of the VSCC Newsletter. Read it if you are a member, otherwise beg borrow or steal a copy. On the perennial nuisance of "Alvis/Elvis" he adds this exchange: Expert: "What is it?" Navigator: "An Alvis." E: "An Elvis?" N: "No, an Alvis with an A." E: "Oh yes, my uncle once had a Model A." Then: "How fast does it go?" N: "About seventy." E: "Oooh, really. Has it got a heater?" N: "No, but sometimes we do have an open fire."

(Thanks to Mark & Dale Parsell, ED.)

IAN PARKINSON has discovered in Margate, Tasmania, a Grey Lady undergoing restoration for an owner in the north of the island. He is trying to make contact with a view to recruiting another car and owner. The car should be on the road by Christmas.

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