

(INCORPORATED IN VICTORIA - No. 40017202F)

NEWSLETTER

VOLUME 39

ISSUE No.9

OCTOBER 2000

PRESIDENT

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

V/PRESIDENT

John Lang
P O 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 & PUBLIC OFFICER

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 1586
jfh@mcmmedia.com.au

NEWSLETTER DISTRIBUTION

John & Kay Ball
PO Box 26
Murchison
Vic 3610
Tel/Fax 03 5826 2518

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

OCTOBER: Friday 20th Club General Meeting & ANNUAL GENERAL MEETING

*
A
MUST

Do not be afraid to attend! You will not be dobbed in for a Committee position that you do not want. But this is your chance to stand if you want a say in how the Club is run - or else you may want to come to make sure that your views are represented by the new committee.

FRIDAY 27th - SUNDAY 29th:

"WEEKEND WANDERINGS"

Organised by the Langs and the Parkies - to whom you should apply if you have not already booked.

See you at 7.00 pm at the Resort at Mt Buller Road Merrijig



"BETTER THAN THE OLYMPICS"

NOVEMBER Friday 17th Club General Meeting

**** Sunday 19th ANNUAL LUNCH & TROPHY PRESENTATION
Camelot Castle. Arrive at noon for 12.30 pm. Further details on back page.

DECEMBER Sunday 3rd Christmas Barbeque at David & Carol Head's. Details in November N/L.

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 Terres Road
Upwey
Vic 3158
Tel 03 9754 5412

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

T O R Q U E

Farewell to a fine editor

This is John Hetherington's last Newsletter. He is hanging up whatever it is that editors hang up, wiping his ink-stained hands for the last time on those grubby overalls, and terminally sweeping the floor of those metal filings, the waste products of the linotype machine that has been his master for nigh on thirteen years.

For John has, indeed, outlasted (or survived, I'm not sure which), no less than six presidents of our Club, over that period. John began his apprenticeship in 1987 under Richard Creed, when David Wischer was president, and soon blossomed into his own style. Over the years, he saw the introduction into (invasion of ?), our lives of the computer and the Internet, to which he adapted more rapidly than most, utilising them to great effect in updating, modernising, and generally improving the Newsletter. Over the course of the next decade or so, John served (if that's the right word), under Presidents Bob Graham, Ron Wilson, Rex Roberts, John Twomey and, finally, for the last three and a half years, he has suffered under the present incumbent.

A couple of years ago, John enthusiastically adapted some ideas from the Committee about producing a quarterly newsletter, of greater scope and breadth than the regular edition, out of which John crafted Alvic, which has allowed the Club to produce a document with excellent black and white and colour photographs, as well as longer articles. All this while staying within a budget which the Treasurer could live with.

Throughout his editorial years, John has maintained his stoic good humour, through editions when there was virtually no copy coming from the members and he had to resort to offensive anti-lawyer jokes, through hot correspondence about matters which, with hindsight, seem trivial, to printing problems which will no doubt have to await his memoirs to be fully aired.

During my terms as president, John has always been available at the other end of the phone, fax or email, to discuss the Newsletter, Alvic and Club matters generally, or just to be a good and patient listener, even if that meant interrupting his evening ritual of watching the 7 o'clock news on channel 2.

But now John has decided to call it a day, to have a rest from the deadlines and to enjoy the Club as an "ordinary" member. However, he has agreed to stand for the Committee at the AGM this month, and I hope that he will find the time to serve the Club in some other capacity in the future.

It only remains for me to say, on behalf of the Committee and Members of the Club, to you John, and to Margaret for her patience and support over the years, a heartfelt thank you, and well done.

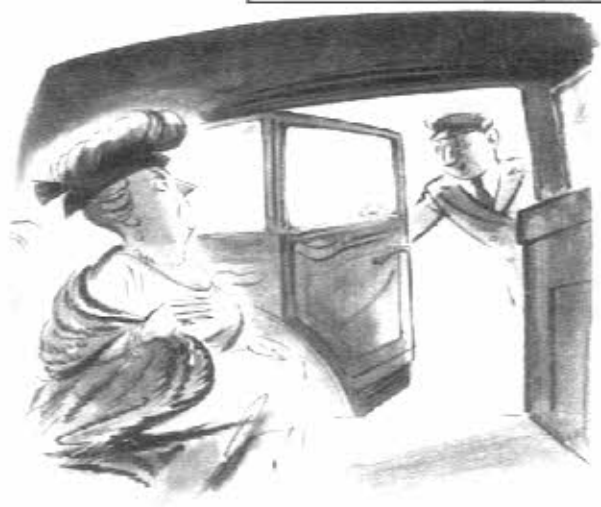
Richard Tonkin. President

(You are hereby commanded, by PRESIDENTIAL DECREE, to neither edit, touch, or otherwise alter, molest, infringe upon nor even think about altering a word, nay, a comma, of the attached TORQUE, upon pain of the PRESIDENTIAL DISPLEASURE. BY ORDER, etc)

Thank-you, Sir. Your praise is fulsome. Un-necessarily so. Most of the time it has been fun and it may be again one day if need and opportunity should present themselves. But for the moment, freedom from the monthly deadline, which has come round 141 times, appeals. Thank you too, to my regular and reliable contributors without whose efforts there could not be a Newsletter. It is plain for all to see who they are so it would be inappropriate for me to name names, but thanks again. And Bah! to those out there who know so much about Alvis motor cars but who do not share that knowledge with us. Please sharpen your quills and bombard my successor with pertinent purple prose and precise pictures portraying paradigms for perennial problems, petty or pretty serious.

Cheers, JFH.

SOME FAVOURITE CARTOONS FROM THE LAST THIRTEEN YEARS.



"Would you know anything about carburettors, Ma'am?"



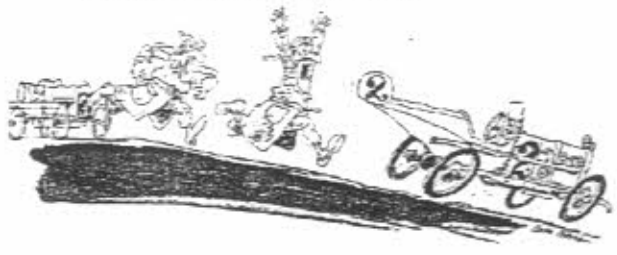
"For Pete's sake, quit worrying - either she's bent your new 12/50 or she hasn't.."



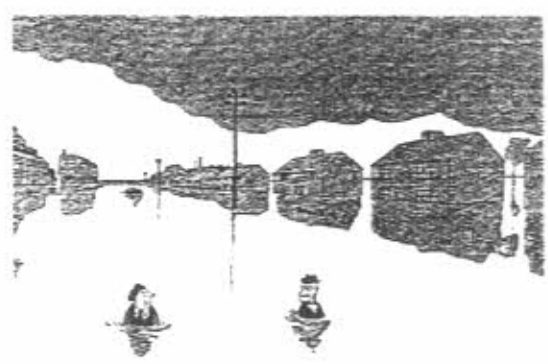
An Alvis owner expresses a difference of opinion with the Editor of the Newsletter.



Great Moments in Motorsports - FRANCE, 1925
A faulty parking brake inspires the creation of the first Le Mans 24hr!

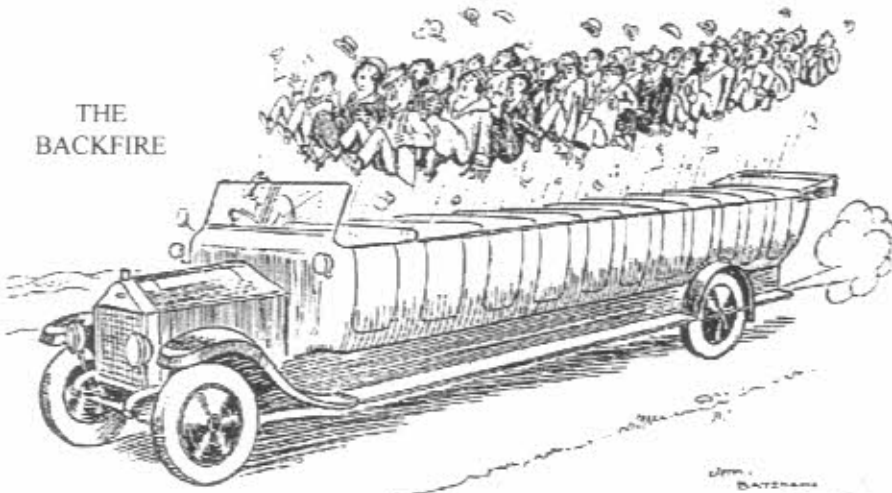


EC.



"I'm on a bike - what are you on?"

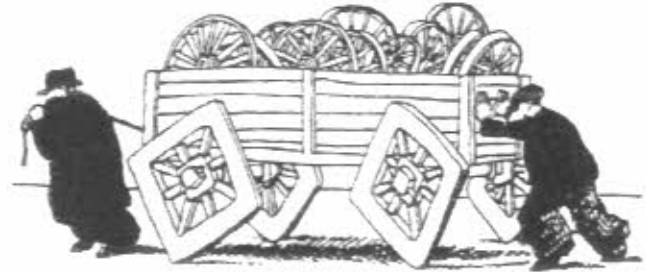
THE BACKFIRE



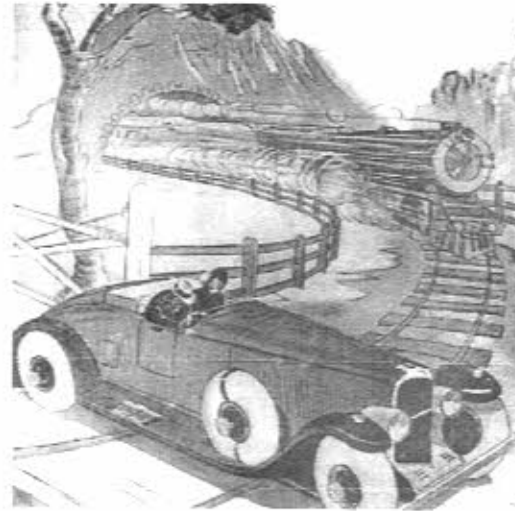
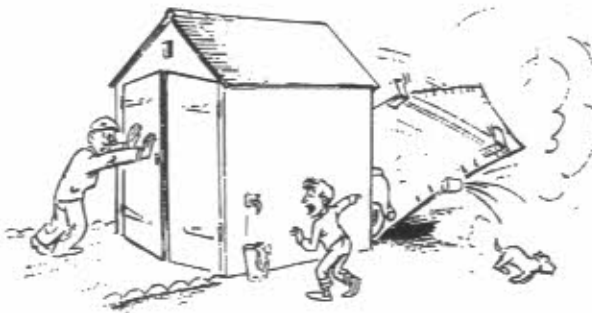
Jim BATESMAN



Now lemme see...



It's a hard life.....

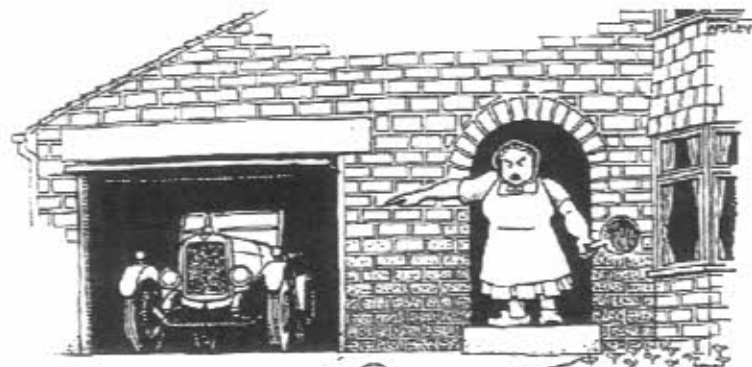


"The engine has stalled."

"Last time you told me we had run out of petrol. The answer is NO! Take me home."



".....then you can put the car away"



"STOP MESSING ABOUT AND GO AND DO SOMETHING USEFUL IN THE GARAGE!"

<p>VSCC TWO DAY RALLY</p> <p>Several Alvises took part. Mark Burns 12/50. Rob Sands & Steve Denner, 12/50, Andrew Green, 12/50, Richard & Pauline Tonkin, Crested Eagle, Bob Graham & Geoff Hood, Speed 20 and Daryl Stanisich, Bentley. Reports are that the miles were long, the weather wet, cold and foggy but that a good time was had by many if not all. At the time of writing results are not known but will be published in the next N/L.</p>	<p>ALVIS AGNITIONS</p> <hr/> <p>LEADED PETROL</p> <p>A recent article in "Chemistry Australia", the Journal of The Royal Australian Chemical Institute in part dealt with what we know as leaded petrol, and alternative petrol based fuels. The following may be of interest to club members:</p> <ol style="list-style-type: none"> 1. Some service stations in Germany sell an additive for use with unleaded petrol, it is called Ventilshutz - the name roughly translates to "valve protection". It can be inferred from the article that Ventilshutz is known in Australia, but nothing was said of it's availability. 2. Sweden produces lead-replacement gasoline which is exported to Great Britain. It contains a "sodium based additive" produced by Lubrizol. 3. In Australia, Shell's Lead Free Super contains a phosphorous based additive called "Valvemaster", a product developed in the 60's as a carburettor detergent. <p>I hope that the above info will be of interest & perhaps use to club members who are looking to the future.</p> <p>One correspondent to the VSCC newsletter (last year?) suggested putting pieces of lead (metal) into the fuel tanks of cars to help overcome the problem of lead free fuel. I hope he was joking as metallic lead is almost completely insoluble in petrol, of course he may have been telling us how to keep the rear wheels of a vintage Lancia in contact with the road.</p> <p style="text-align: right;"><u>David Fletcher</u></p>	<p>BY THE FIRESIDE:</p> <p>"The Motor Car Lover's Companion" edited by Richard Hough. Published by George Allen and Unwin. Printed in Great Britain. This copy is from your own Club Library. Although an old book, first published in 1965 it's appeal lies in the clever selection of topics and stories that form its structure. The instructive chapter by the Hon. Charles Rolls covers the gambit of early motoring ills. His advice to the owner driver included such gems as:</p> <p>"If your motor works well, leave it alone, although it may never seem fast enough. Don't go out even for a short run without complete equipment of tools, spare parts, petrol and repair outfit, or you may be back late. Many troubles arise from interference and undue curiosity. If you have a flare-up, immediately close the supply cocks or let off the pressure, take off the bonnet to save the paint, and smother the flames, or let them burn out. Water should only be thrown to save woodwork".</p> <p>Indeed a cautionary list for the ardent traveller!</p> <p>Front wheel drive vehicles are discussed in the context of American manufacture. Alvis was not mentioned for their pioneering efforts. W.O. Bentley discussed the 'birth of his 3 litre car'. Engineers and designers of the 'Golden Age' of the motoring industry such as Lanchester, Bugatti, Coatalen and Pomeroy are compared. They shared 'a common belief in working hard and playing hard; and it was by their hard work that they achieved the means to play in the grand manner'. Yes, an old book with a sharp insight into times gone by. Another good read from your Club library. See Frances for the Club copy</p> <p style="text-align: right;"><u>Alister Cannon</u></p>
<p>VIDEO LIBRARY</p> <p>The Club's embryonic collection has been given a boost by some tapes donated by Ron Wilson of past ACCV events. Thanks, Ron. They and the library proper are now securely housed in the new locked cabinet. Thanks to John White.</p>		<p>GARAGE CRAWL</p> <p>Eric Nicholl organised a very interesting morning which was very well attended by both Alvisitors and Eric's intrepid Oakland friends. Eric & Barbara were generous hosts with morning tea. As well as the Oakland which has been into the centre of Australia, towing a trailer, Eric showed us the unusual 12/70 saloon which will soon be on the road with resplendent paintwork and detailed attention to the coachwork. In chassis form but with body and upholstery "done" lay the 11.75. Another meticulous restoration well underway. Upwey is a long way but the sun was shining and the trip was well worthwhile. After that we went through the Saturday morning traffic to Nick Langford's restoration and repair emporium in Blackburn. Nick gave us free rein to wander around his workshop to view three Sunbeams, an 8 cylinder Hispano, several MGs, a Chenard, a couple of Rileys, an Invicta, a Lancia Aurelia and TWO Alvises - among other desirables. He spoke briefly about his business, telling us what he does and does not do "in house" and gave some history of each of the cars in the workshop on that day. He also provided us with a sizzled sausage lunch which was ably sizzled by Daryl Stanisich - who kept quiet about the source of those particular specimens! Seen during a very interesting outing were John & Kay Ball, Paul Bamford, Alister Cannon, David Caldwell, Frank Mornane, Mark Burns, Geoff Hood, Dale Parsell, John Link, Bob Northey and Alan & Noeline McKinnon. I hope I have not forgotten anyone. Apologies if I have. Thank you, Eric, for organising a first rate club event. There was a good turnout of members and a sprinkling of proper cars. I reckon those that came enjoyed themselves.</p> <p style="text-align: right;">ED.</p>
<p>CAR OF THE MONTH</p> <p>Bob Northey brought his recently acquired 12/50, which had been told is a 1926 car but which with the aid of "Hull & Johnson" Bob has decided that it is a 1925 model. Fine car, Bob. Thanks for bringing it along.</p>		
<p>JOHN LINK</p> <p>Gave us an account, at the Sept. meeting, of his recent tour of motor museums on the west coast of USA. He saw some magnificent motor cars and claims that he has now seen eight of the seven Bugatti Royales manufactured! He had with him a lot of slides and grilled the assembled company with "what car is that"? Thanks, John. Good value.</p>		

CARS & PARTS FOR SALE AND WANTED

THE CLUB CARRIES A SELECTION OF SPARE PARTS WHICH ARE AVAILABLE TO FINANCIAL MEMBERS OF THE CLUB AND TO MEMBERS OF THE ALVIS CAR CLUB OF NEW SOUTH WALES. ONLY REPRODUCTION PARTS CAN BE SUPPLIED TO NON MEMBERS AND A SURCHARGE WILL BE APPLIED. MEMBERS CONTEMPLATING THE MANUFACTURE OF SPARES ARE ASKED TO CONTACT THE CLUB TO SEE IF OTHERS NEED SUCH A PART OR IF IT IS FEASIBLE TO ORDER SOME FOR CLUB SPARES.

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

CLUB Although the next para says that cars for sale must be identified by a Rego, Engine or VIN number and have a price attached, this is not strictly true –there are exceptions. Dale Parsell has passed on correspondence which he received from the VDC which shows that Veteran, Vintage and Classic/Historic vehicles are excused the need for identification, but that leaves post 1942 cars with such a need. What you do if there are no identifiable numbers is not known.

Parky went west recently and in the company of Peter Scotney viewed a SILVER CREST which is being restored. Peter is attempting to recruit the owner to the ACCV.

Known to be for sale, by a dealer in Tasmania: 1952 TC 21 Saloon. Restored. Geoff Tittley, Exclusive Cars, Perth (a suburb of Launceston). 03 6398 2187.

LIBRARY Frances now has the contents of the library on a computer data base. This should make it easier to keep track of what we own and who has it. There are some really interesting and/or entertaining books in the library, so don't forget to use it when you visit the club-rooms.

PRIVATEERS *(Ads. for cars For Sale must include the price and Reg. or Engine No – but see above.)*

WANTED Alvis 12/50 Cylinder Block, timing gear cover and rocker cover. Patricia Bren, "Woodhurst", 29 Poraiti Road, RD2 Napier, Hawkes Bay. N.Z. Tel 64 6 8442971 Fax 64 6 8444265.

FOR SALE TC 21 Grey Lady Saloon. 1954. No. 25483. All original numbers. Recent gearbox overhaul. Wire wheels respoked where necessary. Drives beautifully. New Tyres. I have owned this car for 20 years and have driven it to National Rallies at the Blue Mountains, Echuca, Mudgee and Noosa. It has proven to be fast and reliable. Offers by expression of interest. Dean Prangley. Tel B 07 3277 6211. A/H 07 3378 6893. Mob. 0413 435 735. Fax 07 3378 6896.

FOR SALE TC 21/100 1955. Four door sedan with wire wheels and twin air scoops on the bonnet. Good body with only slight rust. Fitted with four good radials. Pistons and rings renewed but needs one conrod and a crankshaft re-grind. Complete except for door trims. Interior woodwork professionally re-polished. New chrome trims for sills. New mounts for fog lights. Car at Woodend. \$2,300.00

TC 21 1953. Disc wheels. Good body with only surface rust on guards. Was running well but motor "frozen" with disuse. Leather seats still OK. Exhaust system and brakes reconditioned about 12 years ago and car not on road since. Some grille bars missing. Car at Warrandyte. Formerly Guthrie's car \$1,950. Lloyd Hughes, Mt Tarrengower Road, Maldon 3463. Tel (03) 5475 2666.

ANNUAL LUNCH & TROPHY RESENTATION. Camelot Castle, Healesville/Koo Wee Rup Rd., Yellingbo. [Melway p410 R3]. Aim to sit down at 12.30 pm on SUNDAY 19th November, to a three course meal for \$30.00 with drinks at bar prices. Those who enjoy Pauline Tonkin's treasure hunts & limerick competitions should meet at LILYDALE at 11.00 am. [sevice road on Healesville side of railway line, Melway p 38 D4.]. RSVP Ian & Pat Parkinson by 14th November. They need to know numbers.



NOVEMBER NEWSLETTER
COPY DEADLINE:

WEDNESDAY
25th OCTOBER 2000
(I will forward
material to the new
Editor if necessary.)

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