

THE ALVIS CAR CLUB OF VICTORIA (Inc)

A0017202F



VOLUME 42

NEWSLETTER

OCTOBER 2003

ISSUE 9

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CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8. Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline—first Friday of month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

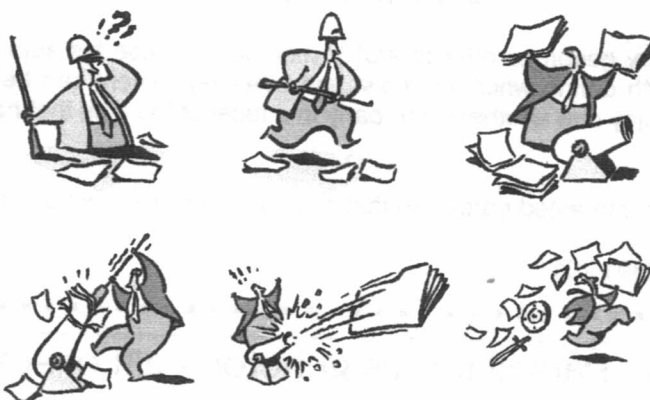
SUPPER—the TONKINS

Oct 17 AGM & General Meeting
(Your nomination required at least 1 week before the AGM, please.)

Nov 16 Geelong Speed Trials

The November 23 "Total Anakie Run"

The November club run will explore the Brisbane Ranges to the north of Geelong. A route has been selected to take in the best of the sealed roads in the area. It traverses secluded scenic rolling country roads and includes two short but steep ascents that will cause many to use first gear. The meeting point will be near Bacchus Marsh, and we will finish near Anakie for a late lunch at a new winery with an outstanding location and ambience. Further details will be posted in the November newsletter. Bob & Lesley Northey 9528 6767.



IS THIS ANAKIE OR IS THIS WAR?

Dec 7

Christmas Party
(details to follow)

SPARES REGISTRAR, 3 LITRE SPARES & Committee

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Tel/fax 03 5826 2518
balljk@mcmmedia.com.au

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rnorthey@melbpc.org.au

ALVELOCITY

With President John and Lady Margaret still away in the UK, it is appropriate that I provide a few words.

In fact Frances and I have been out of the scene a little lately, having missed the last monthly meeting – we endured a close Davis Cup doubles match which was only slightly less entertaining and exciting than an Alvis meeting. The following day was even more nail biting as Hewitt clawed his way back from oblivion.

During September we did enjoy an Alvis run with other hardy souls when we journeyed up to Kyneton to see the Ivan Smith collection of vehicles and motoring memorabilia. The weather was foul, which restricted the Alvis in attendance to the Lang's "Big Red" and the Link's special. Chester and Sally tried to come appropriately attired in the 12/50 but a malady meant the trip had to be done in the MG TC and with Sally shaking her head wondering about the sanity of driving in open cars. The time with Ivan and June Smith was well spent and gave those who were there much more than they expected. Besides the welcome and warming morning tea, they saw a varied collection: ranging from almost every model of Valiant made, International tractors, weird and wonderful vehicles of the early 20th century and the opportunity to meet and talk with Doug Clarkson, who has been blind for most of his life and who produces the finest metal machining and restoration work that you can imagine.

Talking of maladies our Hare is still well and truly in hibernation, however progress is being made with a rough machined crankshaft in evidence a few weeks ago. I have been away recently, so hopefully there has been even more progress in the mean time.

Don't forget that our AGM will be held during the next meeting. Please come along and if you able to provide some time to a very worthy cause, feel free to nominate for an office holders position – you will be most welcome. Otherwise just come along and enjoy some jolly good Alvis camaraderie.

Andrew McDougall

MACEDON RANGES GRAND TOUR SATURDAY 7th FEBRUARY 2004

At the August club meeting, I mentioned my involvement with the Macedon Ranges Grand Tour and the invitation for Alvis to be the Featured Marque for the event. There was an immediate indication of 6 or 7 interested members and an acceptance of the invitation has been made. Alvis as the Featured Marque, will give us a chance to promote the marque and it would be appropriate to put your thinking caps on to determine how best to do this. Your ideas would be appreciated.

The Northeys attended this years tour and have re-entered giving a clear indication of what they thought of the event.

The entry fee provides a Goodies Bag, Breakfast, Morning Tea, Lunch, Afternoon Refreshment, Gala Dinner and Entertainment. More information is available on www.mrgt.com.au or details in the mail by ringing 0419 552 892

John Lang

GENEROUS OFFER

■ John Link has made the very generous offer to ACCV members to use his auto work shop. The idea is for a regular night out each month during which his hoist and other equipment can be used for repairs and maintenance and in the process enjoy one another's company in a facet of the club that has not routinely been available for some years.

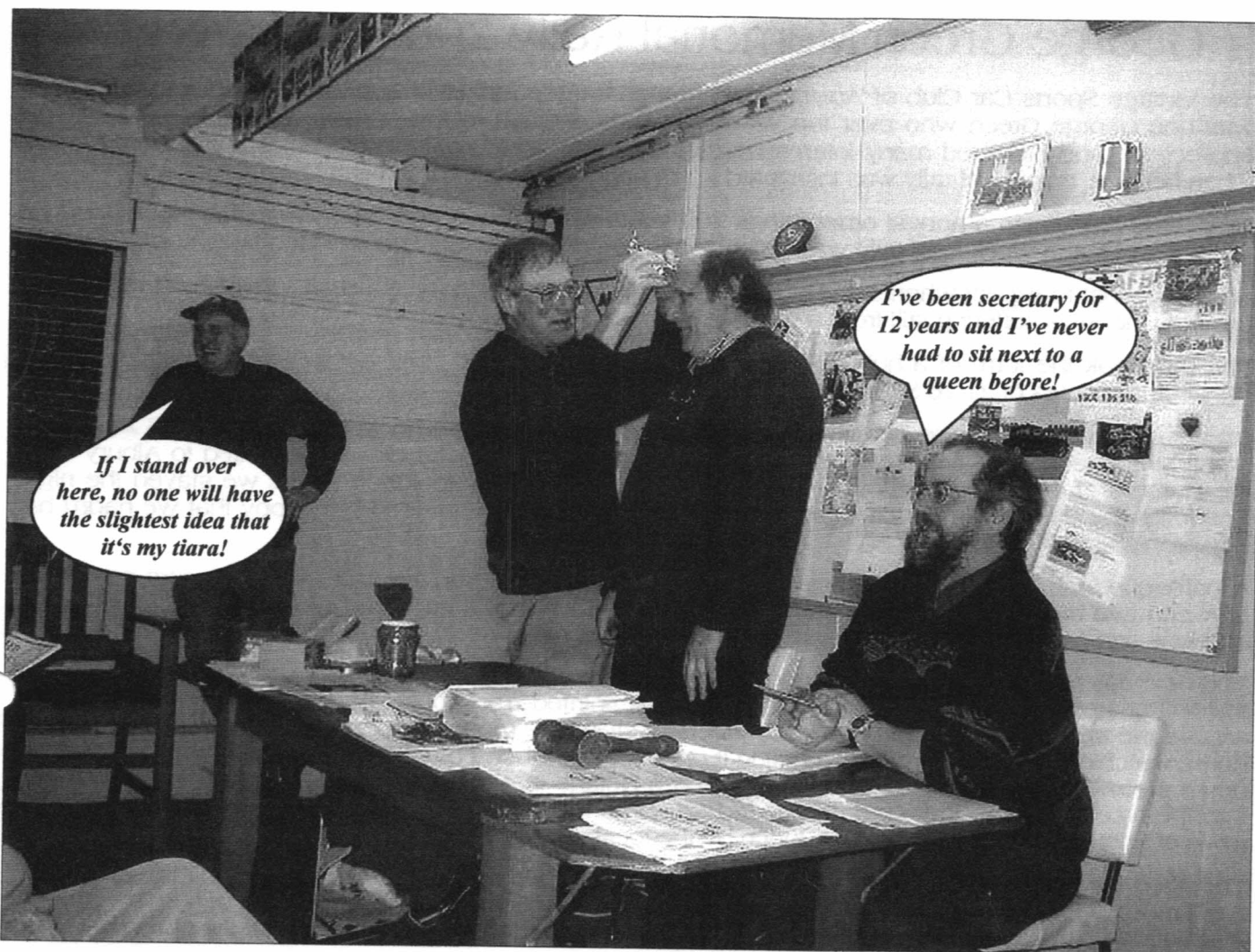
■ John would like to hear from interested parties so that a suitable arrangement can be put in place.

■ John can be contacted on 9391 2011

Many thanks to Dale Parsell for his generous gift of several books to the ACCV library.

TELEGRAM

HAVE INSUFFICIENT AUSTRALIAN CARS FOR THE 2004 CALENDAR. REQUEST YOUR URGENT ACTION TO RESOLVE. SEND TO NEWSLETTER EDITOR IMMEDIATELY BY POST OR EMAIL. LANG



If I stand over here, no one will have the slightest idea that it's my tiara!

I've been secretary for 12 years and I've never had to sit next to a queen before!

Some people will volunteer for anything!

While our good President and his Lady were overseas and the Vice President was having a naughty weekend away with the Librarian, volunteers were asked to step forward for the job of Acting President. Chester McKaige who was sitting in the front row, blinked at that moment, immediately finding himself being crowned with the vice regal tiara for the top job. Richard Tonkin, who for once was not being paid by the word, said some appropriate things.

The restrictions imposed by the black and white print do not adequately show the recipient's colour.

Talking about volunteers. New member Graeme Jackson sent the following email. Seems to me to made of the right stuff to be a newsletter editor of the future!

Dear Newsletter Editor,

Let me compliment you on your outstanding organ. I particularly enjoyed the gardening section and wish to share my own experience. Last Spring I planted a 10/30 radiator deep in soft soil and filled it with dynamic lifter, trying for a Speed 20. I have to report that it is now thoroughly rooted. British Racing Green Thumb I have.

PS My wife is knitting a FWD and I will also send our jugged hare recipe.

Graeme Jackson

George Green Memorial Rally 2003 VSCC N.S.W

The Vintage Sports Car Club of Australia (NSW) was founded in 1944 and amongst its early members was one George Green who over the years contributed much to the vintage car movement. George appreciated and collected many interesting cars over the years particularly Vauxhall and Bentleys and when he died, an annual rally was instigated in his name to be held on a yearly basis.

Year 2003 celebrates amongst other things 100 years of the Luton Iron Works (Vauxhall) so it was with this in mind that a week long rally was organized in place of the usual two day George Green Rally.

Knowing what to expect when surrounded by those with a passion for Vauxhalls, Sally and I entered the Bentley, the Alvis suffering still from a mechanical malaise.

The rally took the form of a hub rally centered in and around the NSW town of Orange and was held between the dates of 21-26 September.

On our day of departure we met up with Peter and Beverley Briese who were taking their SS Jaguar and Frank Mornane in his 3 litre Bentley at the service station at Donnybrook. We travelled to Albury along the Hume and then branched off to follow the Olympic Highway to Junee where we stayed the night. The following day we arrived in Orange in time for lunch somewhat tired but happy that we hadn't had any problems.

A barbeque was held that night catering for the 180 odd people on the rally, some 80 cars spread out between two motels and caravan parks around Orange. It was a good night to catch up on old friends and look agog at the number of Vauxhalls gracing the carpark.

The next day was our first rally day and it was to prove exciting as in the morning we all got a taste of the Mt.Panorama circuit situated in Bathurst with a spirited run around or should I say up, down and around the track. One cannot appreciate just how steep the mountain is when sitting in the armchair at home watching Holdens and Fords battling it out every October. I must say that the Bentley went up and down the mountain very well even knocking off a Delage that seemed to think it could "blow a Bentley into the weeds". From there we proceeded up some more hills eventually arriving at the small mining town of Sofala where we were given lunch by the local country woman's association.

The afternoon was spent heading back to Orange in a roundabout sort of way some of it traveling along a dirt road. It was on this piece of road that we had an encounter with the dumb iron of a 30/98 Vauxhall that buried itself into the spare wheel of the Bentley causing a bit of damage and a lot of consternation by me.

Now I know that there is a un-written law that one should never travel in front of a Vauxhall because they are renowned for not being able to stop, but when one is surrounded by them on a rally the chances of encountering one or more is very high and we were unfortunate that this happened to us. Luckily the damage was absorbed by the spare wheel and we were able to continue, the damage to the Vauxhall negligible.

Once back at the motel, things were bent back into shape and a quick re-wire of the tail-lights had us back in a roadworthy state.

Day two saw us visiting a farming property called Boree Cabonne where we were given a guided tour of the property and lunch before returning back to Orange once more along some magnificent roads and scenic views. Dinner that night was spent at a nice Thai restaurant with fellow N.S.W Bentley owners.

Day three was a rest day so the Bentley was left at the motel and myself, Antony Osborne and Terry Valmorbidia in Terry's Delage went back to Bathurst to visit the Mt.Panorama Motor Museum and for Terry to take the Delage once more around the track. Sally in the mean time had met up with Bruce and Mary Smeaton and had gone for a walk around the gardens of Orange. I think I know who had the most fun!

Day four was a run to a vineyard near the town of Canowindra Peter Briese came with me in the Bentley, Sally traveling with Beverley in the SS. On the return trip I had Antony Osborne with me, the Bentley now well and truly covered in mud and dirt hiding the damage of the first day and running very well.

To escape the not so good meals at the Motel, we had dinner at a nice restaurant in town washed down with a couple of nice bottles of red.

Day five and after the Vauxhall mob had had their photo shoot which took forever, we set sail for Coombing Park another property 55 miles from Orange and an old Cobb and Co staging post. Here we were free to look over the property and were provided with lunch and a jazz band to keep us entertained. From there it was a short trip to Carcoar a nice little town that boasts a nice pottery shop, quaint pub and lots of rustic charm. My credit card was given a nudge in the pottery shop, a large box residing on the back seat for the trip back to Orange.

That night was the closing dinner and once more all of us were accommodated under the one roof. Dinner was had and the jazz band played the night away.

Having said our goodbyes the night before, we set sail for home in some of the windiest weather I have ever encountered in a vintage car. Sally had taken her modern car so she was well out of it but we struck high winds, rain squalls and sunshine all in one day only missing out on the snow by 100 miles or so.

We got as far a Wangaratta before drawing stumps for the day, Peter and Beverley, Sally and I enjoying a nice meal at a rather good restaurant in Wangaratta.

After a good night's sleep, we set sail once more arriving home just on lunchtime.

The distance travelled was just over 2,000 kms the Bentley using no water or oil and returning just under 19 mpg.

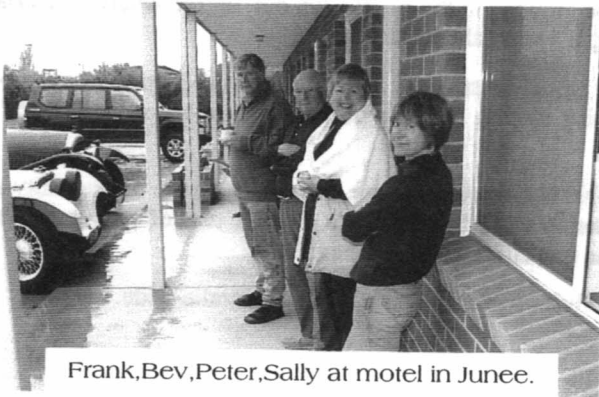
Now in regards to the Alvis fraternity, there was quite a collection.

Reading down the entry list so I won't forget anyone was the 1928 FWD of Rob Gunnell, the 12/50 Ducksback of Brian Hemmings, the Silver Eagle of Geoff Hood ably assisted by John Kent, Karl and Margaret Richardson in another Ducksback 12/50, Rob and Loretta Simpson Ducksback mounted and David McDonald in his Speed 25.

Other members besides self not Alvis mounted were Frank Mornane in 3 litre Bentley, Peter and Bev Briese in SS Jaguar and Bob and Denise Blackett in a 23/60 Vauxhall.

All in all the rally was a good event, well organized and a lot of fun.

Chester McKaige



Frank, Bev, Peter, Sally at motel in Junee.



Rob Gunnell FWD



CM, Antony Osborne and Geoff Hood



Karl and Marg Richardson with 12/50 making its first appearance



Denise Blackett, Pam Mornane and Sally McKaige

Letters to the Editor

15 Rob Roy Road,
Smiths Gully, 3760.

4th October, 2003.

Dear John,

Members of the NSW Club who read the September issue of *Alvibatics* would have seen Eric Cunningham's editorial, inviting country and interstate members of the NSW Club to stand for election to the committee at their AGM on Wednesday, 15th October. I have taken up Eric's suggestion and have put my name forward for the committee. If our friends north of the Murray consider me to be a fit and proper person, I hope that my joining the committee will strengthen the ties between the two clubs, lead to more shared events and move forward the debate about a National Alvis Club.

Speaking of which, the following motion is to be moved at the NSW General Meeting, on the 15th of October :-

"That the question of whether the Alvis Car Club of NSW Inc. should be merged with the Alvis Car Club Victoria (Inc) be debated with a view to reaching a conclusion on whether or not to proceed with this matter."

In my view, the motion is misconceived, premature and doomed to fail. The debate has never been about a merger, but about a National Alvis Club. I am on record as supporting a National Club. The word "merger" raises all those old, hoary issues about which club is better, which is the "true" Alvis club, why Victoria broke away from the NSW Club nearly 50 years ago, Free Trade, Protectionism, and all that nonsense that almost stopped the colonies becoming Australia in 1901.

What or, more importantly, who, gets forgotten is all this are the members of the two clubs, both in Victoria and NSW, and those in other states who belong to both (or neither) club. From my discussions with country and interstate members of both clubs, there is a lot of support out there for a National Club. That seems to be growing in the NSW Club but, unfortunately, Victoria is lagging behind, and the Victorian committee, of which I am a member, is against the idea.

There needs to be a lot more discussion about a National Club, how it would be structured and how it would work. I have asked Eric Cunningham, as Secretary of the NSW Club, to put the following motion on the agenda for the meeting on the 15th of October :-

"That a sub-committee be formed, comprising two members of the NSW Club Committee, to investigate the desirability and the feasibility of forming a National Alvis Club, and that the Victorian Club be invited to appoint two of their committee members to the sub-committee, the sub-committee to report back to the two clubs within six months."

I offer the above suggestions in good faith and in the best interests of Alvis owners and enthusiasts, Australia-wide.

Sincerely,
Richard Tonkin.

2005 NATIONAL RALLY

"....FROM SUMMIT TO SEA...."
13 March—19 March 2005

Starting in fabulous Beechworth, to Dinner Plains via the Kiewa Valley and Mt Beauty

Through the towns of Omeo, Bruthen and Swifts Creek to Lakes Entrance.
To visit Buchan, Nowa Nowa and Metung

For more details:

Ian & Pat Parkinson (03) 5968 2927
Dale & Maritta Parsell (03) 5968 5170

43 BOOKINGS ALREADY RECEIVED

Very many thanks to those who contributed to this month's newsletter. If yours has not been published yet, it soon will be

.....Ed

CALENDAR 2004

If you would like your car featured in the 2004 Alvis Calendar, I would like to receive your photograph. It will need to be in the landscape format, in sharp focus with an appropriate background. If you could supply me with 2 or 3 photographs including one that would represent a "Man (or woman) and Machine" it is a theme that may be developed for 2004. DEADLINE 31 OCTOBER.

No headlight covers please!

Please post or email the editor

P.O.Box 129,

Gisborne, Vic 3437

jdmelang@netcon.net.au

SWAP, BEG, BORROW or STEAL

Our friends across the Tasman are advertising a good variety of new & used parts in their newsletter and are happy to service Australian Alvis owners enquiries. Their May newsletter had a comprehensive article charting the history of their spares and various current projects. They hold a significant number of TA14 & 3 litre spares and are providing repair services for various components. Their spares scheme requires a \$20 initial joining fee and is not available to non-members.

They are looking at casting the front inlet and outlet pipes for 12/50 motors and would like to know how many people would be interested in purchasing them. The price will be approximately \$90 each and the more made the cheaper they will be. We need to make a minimum of 10 each, top and bottom. The top pipes will suit short radiator models.

If you are unable to get the parts or services you require in Australia, you may like to ring New Zealand, either Keith Dodge 09 416 7229 or Derek Dixon on 09 521 5432.

FOR SALE

Alvis Grey Lady TC/21-100

Engine Nr. TC21/100--25638

Car Nr. 25638

Chassis Nr. TC.21-100.18

Price: \$ 28,000.00

The Car is 3/4 complete, the upholstery needs repairs or redoing.

A few things still need doing in order to have a complete original car.

Reason for selling---Moving overseas

I bought the Car 25 years ago from Max Houston

Willy Schneider Box 380 Margate P.O. 7054

FOR SALE

TA21 chassis number is M2032.

The body of the car is in good condition, the engine has been disassembled in fact most of the mechanical parts have been disassembled. All parts seem to be there.

Photographs available through newsletter editor. \$4,800

Philip Cousins BH (03) 9301 1530 AH (03)

9432 4028

FOR SALE:

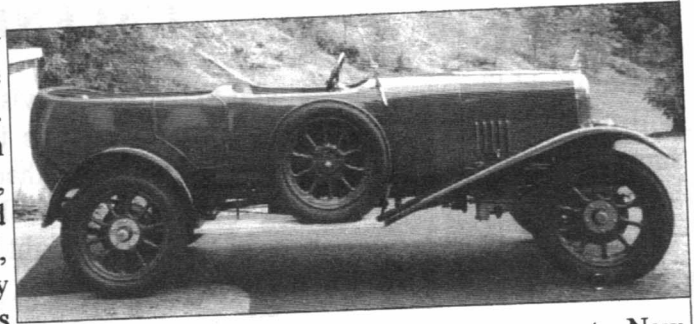
1951 ALVIS TA21, with rare early SOLEX twin downdraft rebuilt carburetor. New cooling system castings. New ring gear. Clutch overhauled. Power brake booster professionally fitted and full brake system overhaul. Body off, bare metal, two pack, marine blue over rich ivory. \$3,000 of re-chroming and front bumper rebuilt. Dashboard re-veneered. Instruments serviced, clock digitised. New tyres, new radiator. Travelled only 3,300 miles since rebuild. Club registration 02/04. Sale due to my wife's ill health. \$27,250 negotiable.

Contact Ian Sholl: Tel (08) 83798333 or 0408 208 379

FOR SALE:

1926 12/50 TE. Chassis # 4229, engine # 4583. The car has been extensively restored from a basket case. Engine rebuild completed by Wilson Engine Reconditioners. Starter & generator overhauled. New radiator core. Clutch relined. Gearbox inspected and cleaned. Windscreen, sidelights, instruments etc renicked. Chassis straightened & repaired. New front brake cables. Wheels stripped, repainted & new tyres fitted. New aluminium body constructed to Cross & Ellis, 4 seater, narrow bodied sports tourer configuration and painted. Seats constructed. New kangaroo hide to seats & side trims, new carpet. New wiring. Needs new hood. Bows from another car—not fitted.

Price \$AD55,000 Contact Des Donnan (07) 5445 9981, fax (07) 5478 8375 .
See website www.alvis1250.com



WANTED:

12/50 Head & Parking lights. Chris Higgins, Tel (03) 5986 1510

WANTED:

Bosch 2A4 Magneto

FOR SALE OR SWAP

BTH Magneto QA4 with impulse start
LUCAS Magneto for 12/50. Both in excellent condition

Brian Hemmings (02) 9484 7491

WANTED:

Differential centre/ carrier or any parts for a mid 30's six cylinder car. Crown wheel and pinion condition not important.

Dale Parsell Tel (03) 5968 5170
or dparsell@ozemail.com.au

FOR SALE:

1951 TA21 Saloon. Black with tan sunroof, period radio. Excellent interior. Previously owned by Richard Tonkin for 20 years. \$19,000. Phone John Willey (07) 5543 3929

WANTED: 12/50 PARTS

Set of valve rockers
2 push rods
2 Pushrod springs
Pair of oil pump gears
Bob Anderson (08) 9275 3494

WANTED:

AIR CLEANER to suit 1936 Crested Eagle. Mounts on top of tappet cover as shown on page 92 of the Brooklands Gold Portfolio Book.

Tel Richard Tonkin (03) 9710 1465

FOR SALE:

1951 ALVIS TA21 Saloon. Complete and quite original. Ex Harry Wardlaw. Requires full restoration. Also TA21 rolling chassis with engine, gearbox & steering box.
Kevin Bruce, PO Box 187, Maffra, Victoria, 3860 or tel 5147 1896 or 0409 859 260

*If your advertisement appears on this page and is no longer relevant, please notify the newsletter editor.
John Langed*

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