

June 2003

Alvic

Newsletter of the Alvis Car Club of Victoria (Inc) A0017202F



Steve Denner at Winton

inside:

Historic Winton

Weekend Away!

New Zealand Rally & more!

ALVELOCITY

August 2003 marks 80 years since the Alvis 12/50 SA was first announced. What a car! Light, powerful, with good road holding, good brakes and well engineered. No wonder so many of them survive and they are still such a pleasure to drive. It has been said that in Veteran and Edwardian times they were trying to make cars work; in Vintage times they were trying to make them work well and in the thirties they were trying to make them cheaply (Alvis and a few others excepted, of course!).

It would be interesting to hear from 12/50 experts whether or not any really significant engineering changes occurred during the production life of the model. I can't think of any other than the adoption of four wheel brakes. You could even argue that four wheel brakes were not so much an engineering improvement to the 12/50 but more a response to improved automotive "best practice." If there really were very few true improvements, what a cracker of a design to get into production in the first place, and how clever of Alvis to lead the field in the Vintage years, in making them "work well" from the start.

Of course, Alvis was under capitalized and too often on the edge of going broke and this prevented the proper development of other models, but that was the lot of British engineering - good ideas and/or designs that remained under developed for lack of funds. But it makes the thirties cars even more interesting to consider. Times were even tougher financially yet Alvis were able to bring out a profusion of models with designs to appeal to the fancy-free young cad, the family man, the sporting motorist and the chauffeur driven memsahib.

The Speed series in particular were up there with the best, Bentley, Lagonda etc. and up there with pride. Goering and his Luftwaffe has a lot to answer for including the destruction of the Alvis factory. The post-war cars never attained the top of the heap as had the Speed cars. Even though it was a pretty austere heap. A pity about that, but Alvis at least did have its glory days and they were underpinned by the success of the remarkable 12/50 from the twenties.

So let us take the opportunity of the ACCV Annual Lunch at the RACV Country Club on 17th August to drag out all the 12/50s we can muster, drive them there and line them up for an 80th birthday celebration!

JOHN HETHERINGTON

VALE—BARRY HANN

The ACCV notes the passing of Barry Hann a former member. Our sympathy to his family

Vintage Sports Car Club 24 Hour Team Trial

This event is held every two years and comprises 6 events held over a 24 hour period. Teams should be a minimum of three cars.

The event this year will be on 19-20th July and centred at the Phillip Island Holiday Camp, Marion St, Smiths Beach.

CAMS License is not required.

Visitors are welcome so if you feel competition might be too serious, come down and watch the fun.

For details contact Stephen Hands on 9563 1391 (AH) or Dale Parsell.

Even the best newsletter editor in the world does not have everything backed up, neither did I!

Recently I experienced a hard drive melt down that lost a considerable amount of information that I do not normally back up. So if I appear to have forgotten your article it may well be that I have lost it! Would be happy to receive your reminder.

Many thanks to Bob Graham, a regular newsletter contributor, who went through his rubbish bin and resurrected his notes and retyped the articles published within this newsletter.

John Lang

THE ALVIS CAR CLUB OF VICTORIA (Inc)

A0017202F



VOLUME 42

NEWSLETTER

JUNE 2003

ISSUE 5

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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

June 20 ROUGH RED & PIE NIGHT



*brought to you by
Parkinson Enterprises!
\$5 per head*

For connoisseurs of Rough Red, this is a change of date!

- July 18 General Meeting**
July 20 River Run
Aug 10 Aviation Run with other Clubs

Aug 17 ACCV ANNUAL LUNCHEON at RACV COUNTRY CLUB, HEALSVILLE.
Display of cars on front lawns. Celebration of the 80th Anniversary of the announcement of the 12/50SA. The RACV impose a dress code. More info later.

- Aug 15 General Meeting**
Sep 19 General Meeting

**PLEASE NOTE
MEMBERSHIP FEES ARE NOW
OVERDUE
PLEASE PAY PARKY PRONTO**

Welcome to our new member Ken Cuming, Ken survived the May meeting and is now paying for more! Ken is keen to buy a 12/50—see the advert page.

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HISTORIC WINTON 2003

Having planned to go to Winton on several occasions and finding an excuse to avoid the rain and the mud, 2003 was my first experience of what is a fabulous day for the old car buff (old as in car, not buff!). Having enjoyed the Ball's hospitality on the Saturday night, 45 minutes to the track on Sunday morning with no parking problems and no football crowds.

The track had been roughly halved for the historic racing which meant that you could find a spot to stand and watch the whole race.

It could have been Alvis Day! Geoff Hood, Steve Denner and Douglas Briese were competing, but also rubbed shoulders with Murray Fitch, Andrew Twomey and his wife, Chris Higgins, saw Paul Bamford (in the distance,) Peter and Bev Briese, who again were major sponsors of the event, and Richard Williams who was down visiting his new property and dropped in for the day. Missed seeing Chester McKaige, but he was there too.



John Ball & Richard Williams

Peter, Douglas & Beverly Briese



This also was my first experience of historic racing and so I asked some ignorant questions in relation to regularity events etc. So without embarrassing myself further I will not try and list Alvis placings etc but purely comment on the racing itself.

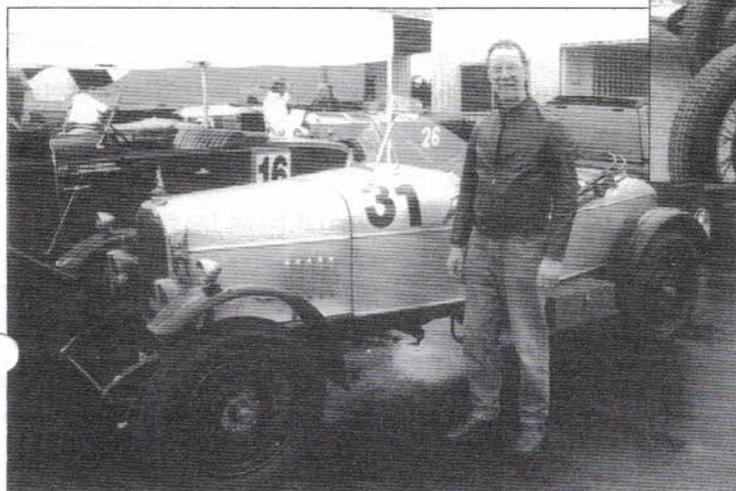
Showers were forecast for the day and again the Bureau of Met were right on the money as what fell certainly made for a slippery track. Geoff Hood's blown 12/50 race car was on song and the performance I saw was polished and competitive. Steve Denner had a glint in his eye, due to his efforts in keeping the gaggle of 30/98s behind him and obviously enjoyed the outing. Met Douglas Briese in the pits and he was totally focused on the task ahead. The SP20 special looked good and performed well.

The racing highlight of the day was the sedan race with a Mustang leading a Cooper S Mini. It was a chapter straight from the 60's and 70's with the Cooper out cornering the Mustang but slipping back on the straights. Someone commented that the Cooper's tyres were still screaming when it got to the next corner and it proceeded to eat up the Mustang lap by lap. On the last lap it appeared to be only a couple of car lengths behind when the checkered flag finished the event and we were all left wondering what another couple of laps may have produced.

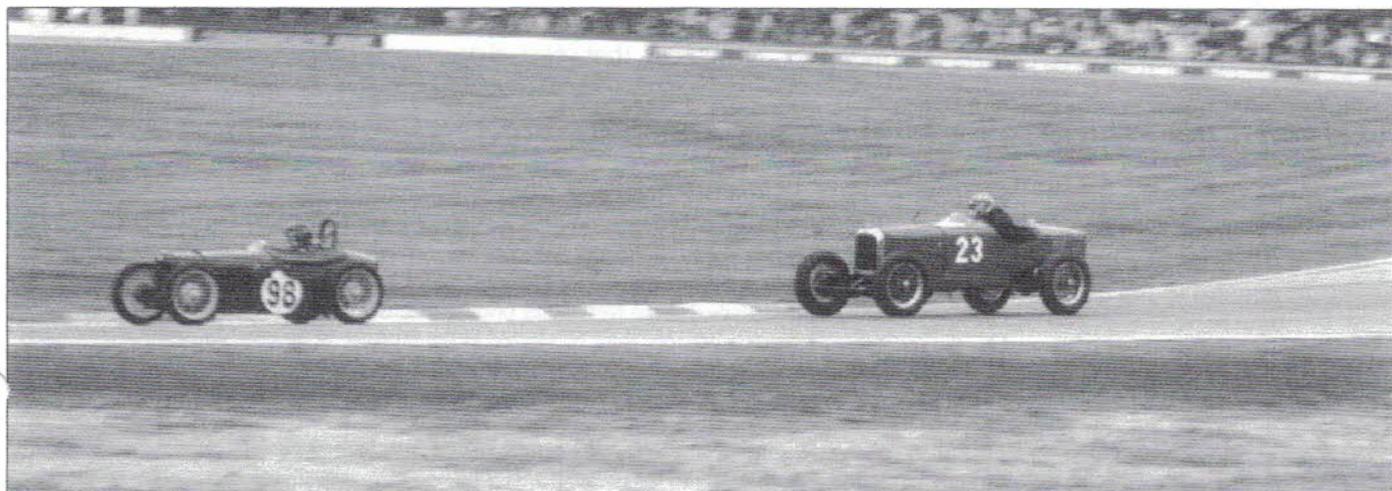
This will not be my last experience of Historic Racing.

John Lang

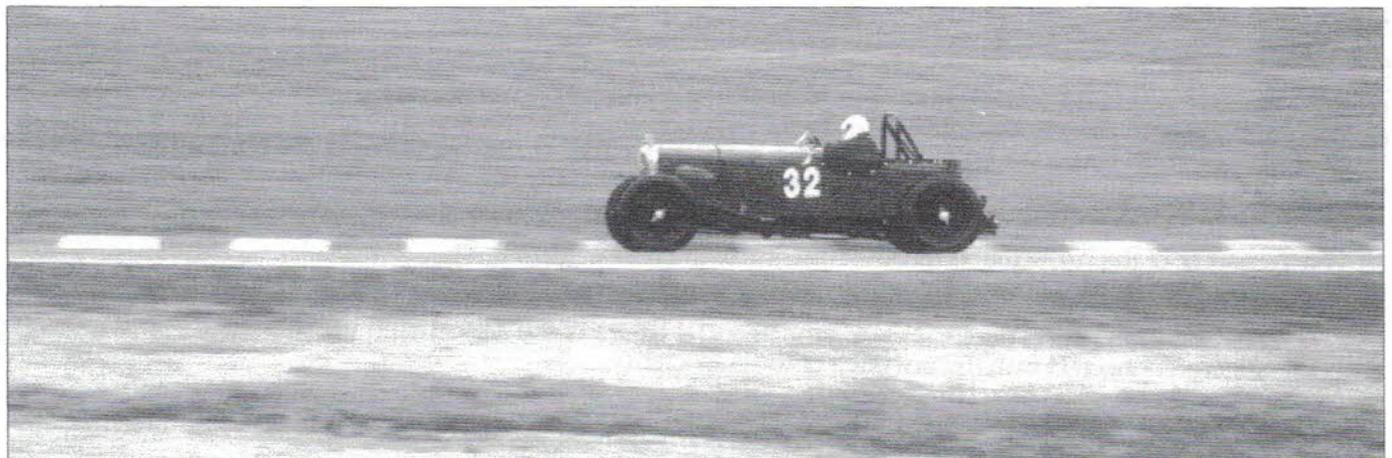
Geoff Hood with some interested pit visitors



Steve Denner and the 12/50



Geoff Hood about to eat an Austin 7



Douglas Briese in the Speed 20 Special

EXTRAORDINARY GENERAL MEETING 18/7/03

An Extraordinary General meeting will be held at 8:30pm 18/7/2003, prior to the normal General Meeting. The meeting will be held to discuss and vote on the following additions/ changes to the clubs constitution as required by Department of Justice.

Add to Rule 11 Office Bearers.

(1) *Vacancies*

The office of an officer of the Association, or of an ordinary member of the committee, becomes vacant if the officer or member-

- (a) ceases to be a member of the Association; or
- (b) becomes an insolvent under administration within the meaning of the Corporations Law; or
- (c) resigns from office by notice in writing given to the Secretary.

Add to Rule 12

(1). *Proxies*

(a) Each member is entitled to appoint another member as a proxy by notice given to the Secretary no later than 24 hours before the time of the meeting in respect of which the proxy is appointed.

Add to Rule 15 Meetings

If notification of a General meeting cannot be given at the previous General Meeting, then it must be sent at least 21 days prior to the meeting.

(1) Notice may be sent-

- (a) by prepaid post to the address appearing in the register of members; or
- (b) if the member requests, by facsimile transmission or electronic transmission.

(2) *Manner of determining whether resolution carried*

If a question arising at a general meeting of the Association is determined on a show of hands -

- (a) a declaration by the Chairperson that a resolution has been-
 - (i) carried; or
 - (ii) carried unanimously; or
 - (iii) carried by a particular majority; or
 - (iv) lost; and
- (b) an entry to that effect in the minute book of the Association is evidence of the fact, without proof of the number or proportion of the votes recorded in favour of, or against, that resolution.

Add to Rule 16 Quorums

(1) No item of business may be conducted at a general meeting unless a quorum of members entitled under these Rules to vote is present at the time when the meeting is considered that item.

Rule 25 Dissolution of the Club:

The Club shall only be dissolved by a $\frac{3}{4}$ majority vote of **Remove** all financial members **add** at a meeting convened to discuss such a motion. **Remove Voting shall be conducted by postal ballot.** An initial notice to dissolve shall be given in writing, proposed and seconded by two financial members, to be debated at either an Annual, or Extraordinary General Meeting. This notice of motion must be made at the previous monthly meeting, and published in the Newsletter prior to meeting for debate.

Remove {If the motion is adopted by the meeting, 2 returning officers shall be elected at the meeting to prepare the ballot vote forms, conduct the ballot, and report the result to the Committee. } .

Remove If the postal vote confirms the motions, the Committee shall call a further Extraordinary General meeting to put into effect the winding up of the Club.

If the motion is denied, the Committee shall immediately inform, by post, all **Remove** voting members of the Club of the result, and no similar motion may be raised within 12 months from the date of the **Remove** postal ballot.

Rule 25. Alteration to the Constitution. Voting shall be on a $\frac{2}{3}$ ^d majority of financial members present. **Replace 2/3 with 3/4.**

Replace Constitution with "Rules and the Statement of Purposes. **Add**, These Rules and Statement of Purposes must not be altered except in accordance with the Act.

Add new rules

33. Custody and Use of the Common Seal

- (1) The common seal of the Association must be kept in the custody of the Secretary.
- (2) The common seal must not be affixed to any instrument except by the authority of the committee and the affixing of the common seal must be attested by the signatures either of two members of the committee or, of one member of the committee and of the public officer of the Association.

34. *Funds*

- (1) The Treasurer of the Association must-
 - (a) collect and receive all moneys due to the Association and make all payments authorised by the Association; and
 - (b) keep correct accounts and books showing the financial affairs of the Association with full details of all receipts and expenditure connected with the activities of the Association.
- (2) All cheques, drafts, bills of exchange, promissory notes and other negotiable instruments must be signed by two members of the committee.
- (3) The funds of the Association shall be derived from entrance fees, annual subscriptions, donations and such other sources as the committee determines.

END OF DOCUMENT

PREDICTABLE

I recently was loaned a copy of "Thoroughbred & Classic Cars" published in 1980. In it was an article about a TA 14 Alvis and the author said the TA14 was a Cinderella among classic cars.

Now I used to be in the engineering business and what I liked about it was that engineering is the business of the predicable. If an engineer designs a bridge, he knows that it will bend a precise amount under a certain load. And you know what? It darn well does. In the business of precision machine tools, if Holden wants a machine to process a certain complex part every 30 seconds to such-and-such dimensions, Holden darn well gets its! That is what I mean about engineering being in the predictable game.

I am sure that TA14 owners agree about that Cinderella remark. So what I like about the TA14 is that it is so totally predictable. The motor always starts and I have never heard of a TA14 breaking a crankshaft. The hypoid differential goes on and on forever and neither have I ever heard of a broken back axle. The whole car is very reliable and predictable. The handling is predictable and its performance will see off a contemporary sports car such as and MG TF, you can fit the family in out of the weather and you know you will jolly well get there.

Predictable- - - I love it!!

Rob Graham

Calendar 2004

Would you like your car to feature in next years publication?

If so, you will need to send me a clear sharp colour photograph of a single car in an appropriate setting in a landscape format.

If you have something special that does not fit these criteria, I would be happy to consider it also.

Photos to John Lang, PO Box 129, Gisborne, Vic 3437, or jdmelang@netcon.net.au

T e l l T a l e s !

Tonkins were invited to the Parkinsons for dinner at 6 p.m. and given simple (or maybe too simple) instructions. Richard having been there in the daylight twice really didn't need much directional information. At 6.20 p.m. we received a phone call from Richard asking which turn he should take in the township of Gembrook, this being some 20 Km in the opposite direction. He was advised to make a U turn and head back to Cockatoo then follow the signs to Emerald. Some 20 minutes later we received another phone call giving a different location of Pakenham Upper, some 30 Km south of Emerald. He was advised to make another U turn and was eventually located by me looking at the street directory some 200 metres from our premises. On the way home, they encountered thick fog and their speed was reduced, but were able to find it without getting lost.

Moral to the story is, TONKIN is better in the fog than the dark.

I.P.

2003 ALVIS TOUR OF NEW ZEALAND

Following the successful U.K. Alvis Tour to the east coast of the United States a couple of years ago, the convener of that tour, Robin Bendall, and the President of the New Zealand Alvis Club, Allan Bain, and his wife, Judith, together with helpers and supporters at both ends, conceived the idea of a U.K. Alvis Tour to New Zealand. After what must have been an extraordinary amount of planning, organisation and worry at both ends, that came to fruition late in January this year, with the arrival by ship in Auckland of 27 U.K. Alvises. The initial part of the tour was of the North Island. My wife Pauline and I were fortunate enough to be able to join the tour in the New Zealand capital, Wellington, on Saturday, 15th February. We were even more fortunate that John St. Julian, an enthusiastic member of the New Zealand Club and now it's President, loaned us his TC/21 saloon in Wellington for the South Island part of the tour. That, of course, really put the icing on the cake for us.

We caught up with the rest of the tour on Saturday, 15th February, as it arrived in Wellington at the end of the North Island part of the trip. Victorian members, John and Annie Link, had brought their 3 litre special over from Melbourne to Auckland and we joined up with them in Wellington. We spent the Sunday and Monday were spent sightseeing around Wellington. There is a fascinating car museum, the Southwold Museum, out of Wellington, which we visited. This has been endowed by Mr. Southwold, a New Zealand industrialist, and it contains a huge collection of cars, most of them in excellent condition.



On Tuesday, 18th February, we embarked with our cars on a vehicular ferry for the crossing of Cook Strait, the body of water which separates the North and South Islands of New Zealand. That can be a very rough passage and we took our little white pills. However, the weather was calm and both passengers and cars survived the trip, of some 4 hours, to Picton, a delightful little port at the top of the South Island. We noticed open containers on the deck of the ship, containing sheep and cattle. These were being sent by drought-affected North Island farmers to the South Island, where there was green pasture.



On disembarking at Picton, we drove for about half an hour to Blenheim, in the centre of the Marlborough wine growing district, where we were to stay for 2 nights. The tour visited 2 wineries in the Blenheim area and generally took in the sights.

On Friday, 21st, we travelled westwards from Blenheim to Nelson, a cross country trip. Nelson is a delightful city at the bottom of Tasman Bay, at the top of the South Island. Pauline was particularly impressed by the hanging baskets of geraniums and other flowers which adorned the main street. While at Nelson, we visited a rather bizarre collection of cars, in sheds in an industrial area out of the town. A gentleman who is getting on in years has collected some 300 cars, mostly post war British models (including a TC/21), to save them from the wreckers. He admits that he is getting too old to restore them, but we met his nephew there, who was enthusiastic about doing them up at some time in the future – it will be a mammoth task!



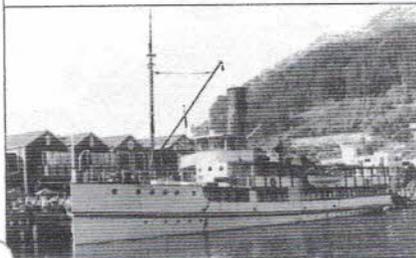
On Saturday, 22nd, we drove, from some 7½ hours, through some beautiful scenic country, from Nelson to Greymouth, which is about one third of the way down the west coast of the South Island. The last part of that trip was along the coast, which scenery similar to the Great Ocean Road in Victoria.

On Sunday, 23rd February, we visited the garden of Alvis owners, Robin and Wendy Ross, just outside of Greymouth. They have created the garden themselves and it is really a magnificent labour of love. Then on to Honakiki, where there is a large jade manufacturing business and a huge variety of jade products were available for purchase. It was at that point that your scribe remembered that he had left, at the motel at Greymouth, a picture of an English Pointer dog, which he had purchased from a dusty antique shop along the way, being an enthusiastic Pointer owner (anyone with 3 English Pointers has to be an enthusiast). After enquiring at the motel as to the possibility of them couriering the picture to our next stop, and dismissing that idea as being slightly impractical (one can imagine this English Pointer picture chasing us around New Zealand, a couple of days behind the tour!). The detour back to Greymouth to pick up the Pointer picture took about 2 hours and there was a certain amount of tension in the front seats of the Alvis.

At the end of that day, about half of the tour arrived at the Franz Joseph glacier and the other half at the Ross

Glacier, the glaciers being about half way down the western side of the South Island. The next day, Monday, 24th February, was to be the great glacier adventure and, in fact, Pauline and I spent some 5 hours that afternoon trekking up the Franz Joseph, which was a fantastic experience. The weather was perfect, there was no wind and it really was a delightful experience. John Link decided that it all looked too much like hard work and he took a helicopter ride to the top of the glacier which he said was one of his greatest experiences. Annie Link, being of a more prudent and conservative nature, stayed in town.

On Tuesday, 25th, we set off from the glaciers for a long day's drive to Queenstown, which is located on a magnificent lake in the south west region of the South Island. On the drive, we experienced beautiful scenery – snow covered mountains with lots of rivers, lakes and spectacular views. We spent the next 2 days in Queenstown, taking in the myriad sights. On the Wednesday afternoon, Pauline and I were entertained by Ian Scoggins, an ex-pat Brit who, with his wife Anne, divide their year between Queenstown and Chichester in England. Their home in Queenstown runs down to the lake and Ian has a 26 foot power boat, which he actually let me captain for a while, after he had assured me that the lake was very wide, very deep and only a real idiot could crash the boat.



On Thursday, 27th, we took a trip on the coal-fired steamer, "Earnshall", on the lake. After that, your author took a gondola ride to the top of the mountain in Queenstown, and he seriously considered the possibility of a hang glider flight over the town. You have an instructor who is with you on the flight and, of course, he does all the work and you simply enjoy the scenery below. I thought about my life insurance policy and what my AMP man in Melbourne would say if I told him I was going to do that and I decided that I would defer it until my next New Zealand visit, and after I had taken him out to lunch a couple of times.

Queenstown really is a beautiful area – there is so much to see and do and we did not even make it over to Milford Sound, on the west coast, which leaves us something to go back for.

I haven't said much about the cars so far. There was a wonderful collection of U.K. and New Zealand Alvises on the tour, the oldest being Peter Lakin's TL 2/60 Saloon from Cheshire, and the youngest a TE 21. In between was a wide variety of Alvises from 4.3 litre tourers to Speed 20s, Speed 25s, Firebirds, Silver Eagles, lots of Noddy cars (3 litres - they actually love them over there!), and a couple of 12/70s. The Brits who had both open and closed cars in the U.K. mainly chose to bring their open cars and they were well rewarded, as the weather was, at least for the South Island part of the trip, magnificent throughout. The cars performed splendidly and the whole atmosphere was relaxed and friendly. The South Island roads were excellent and we were amazed by the lack of traffic.

On Friday, 28th, we had to leave the tour and wend our way to Christchurch, as both Pauline and I had to go back to work on the Monday. We had a leisurely drive from Queenstown to Twizel, the centre of a hydro-electric scheme and the access point to Mount Cook, the highest mountain in New Zealand. We noticed how dry the countryside was – similar to our drought-affected areas in southern Australia recently, in contrast to the north part of the South Island which was quite lush.

On Saturday, 1st March, we travelled from Twizel to the Mount Cook visitors' centre. We couldn't get really close to the mountain but, again, it was a fine day and we could see it rearing up ahead of us, in all it's splendour, snow capped in the middle of summer. On our way to Christchurch that day, we stopped at Geraldine where there is a little car museum, containing 26 cars, including an early 1950s American Willys Aero. Its amazing how these little car museums pop up in the most unlikely places.

On Sunday, 2nd March, it was time for a quick look around Christchurch and then fly back to Melbourne. That, in itself, was a bit of an adventure as Air New Zealand managed to delay us by many hours, as a result of which the flight crew ran out of flying time and the plane had to be diverted via Auckland before arriving in Melbourne in the early hours of the morning. At least Air New Zealand paid our \$70 taxi fare home!

The trip was really fantastic. Warmest congratulations and thanks for their hospitality to Allan and Judith Bain, John St. Julian and the others of the New Zealand Club, who made us, and the Links, feel very special. Thanks also to Robin Bendall and the U.K. Alvisi who helped make the trip such a success and to the many New Zealand Alvis folk who were on the tour, who we met and who made us so very welcome in their country.

I hope that we may be able to organise a similar tour of eastern Australia in a few years time – the Brits were very enthusiastic about the idea when we spoke to them, so long, they said, as their credit cards could recover from the New Zealand trip first.

Richard Tonkin

New Zealand Rally Cars 2003



*1934 Silver Eagle
Geoff & Erica Littlejohn (UK)*



1949 TA 14 Carbodies Drophead. Norman & Claire Blundell (UK)



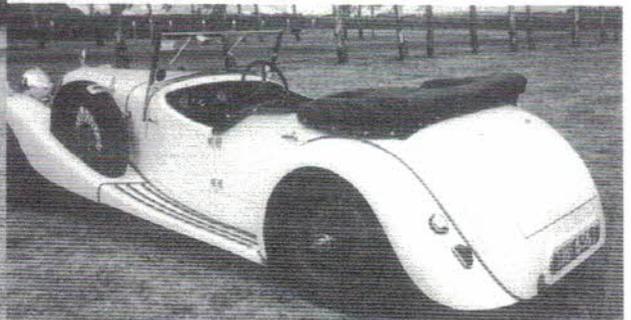
*1939 Sp 20 Van Den Plas
Drophead Coupe
Richard & Jennie Buckley (UK)*

Three of a kind TD 21's at Blenheim



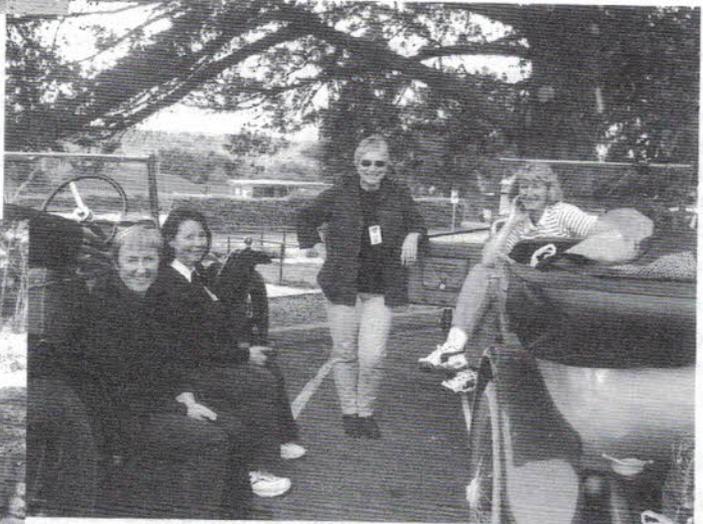
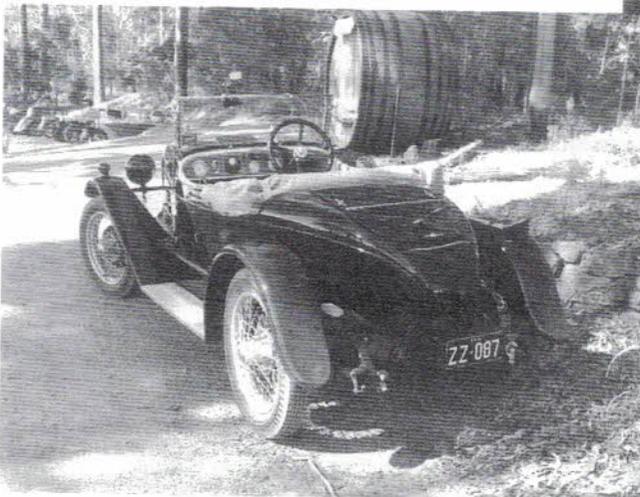
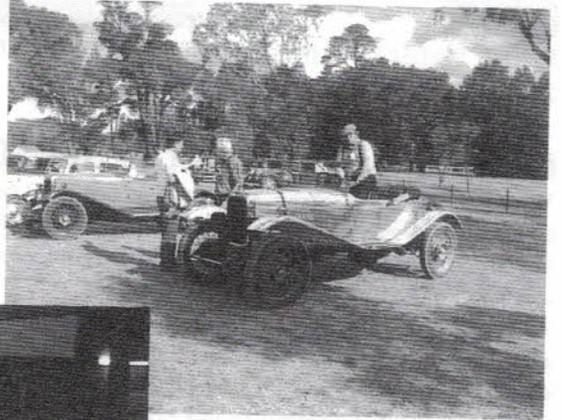
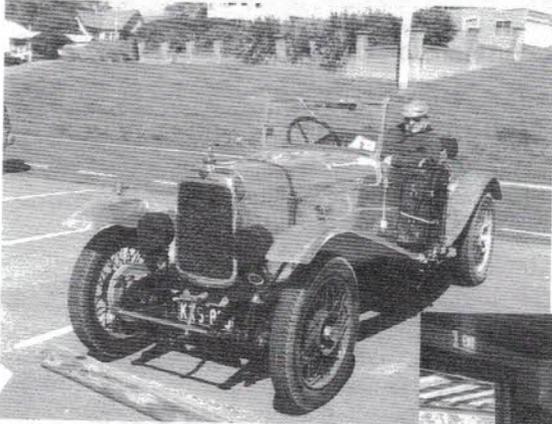
Aniie & John Link at Blenheim

*1937 Sp 20 Tourer
Richard & Roslind Peplow (UK)*



The National Rally

2003



Photography by Chester McKaige



Media Release Minister for the Environment and Heritage Dr David Kemp

11 April 2003

K0076

Federal Government to Set 10 Per Cent Ethanol Limit

The Federal Government will move to set a 10 per cent limit for the blend of ethanol in petrol, while tests on the effects of higher blends on vehicles continue, the Minister for the Environment, Dr David Kemp, announced today. The decision follows initial results of tests on vehicle engines that suggest blends of 20 per cent are not suitable for a portion of Australia's fleet.

"These blends have been on sale in NSW since 1994 but, unlike other States, the Carr government has taken no action either to regulate their use or to require labelling at the petrol bowser," Dr Kemp said. "The Commonwealth assumed responsibility for national fuel standards in 2000 and is determined to address this issue."

Last December, Dr Kemp called on State Governments to use their power to require labelling of ethanol blends at the petrol pump, but most failed to respond.

"A 10 per cent limit on ethanol blends, combined with mandatory Commonwealth labelling of ethanol blends, will restore confidence in the use of ethanol blends among consumers and industry," Dr Kemp said.

"The ethanol industry can now proceed with certainty, while motorists will be fully informed of the content of their petrol.

"Ethanol is a renewable energy source which may be added to petrol as an octane enhancer, and has some air quality benefits which have been confirmed by the Commonwealth's testing. Ten per cent ethanol is used around the world and is widely accepted as causing no damage or operability problems in vehicle engines."

Dr Kemp said the Commonwealth would also proceed with amendments to the Fuel Quality Standards Act 2000 to allow it to require labelling of ethanol blends.

"Consumers have a right to know whether the petrol they are buying contains ethanol and the nature of the blend, which is why the Commonwealth has responded to inaction by the States with the introduction of mandatory labelling," he said.

Dr Kemp said a Literature Review of existing knowledge on the subject last year had concluded that the information so far is 'vague' and 'conflicting', 'leaving the only valid conclusion that testing is required to obtain data to form a view'.

"We have therefore been closely monitoring results of my Department's vehicle testing program as they become available, and the Government is now in a better position to make a decision," he said.

"Latest results provide evidence that ethanol blends higher than 20 per cent would cause problems for a proportion of older vehicles in the fleet."

The testing found that 20 per cent ethanol could cause hesitation and problems with starting in very cold conditions, and could cause deterioration of metal, plastic and rubber components in some older vehicles. Newer vehicles did not demonstrate problems with 20 per cent ethanol, although durability testing will not be complete until mid 2004.

"The major automobile manufacturers have advised my Department that they accept the use of 10 per cent ethanol blends and that such blends will not affect vehicle warranties," said Dr Kemp.

However preliminary testing with one type of marine two-stroke engine by the Commonwealth Government has revealed that stalling may occur when the throttle is opened from low speed with higher ethanol blends, creating a possible safety hazard. Even with a 10 per cent blend some effects on parts and operation were detected, and a number of marine and other two stroke motor manufacturers advise against use of even low ethanol blends. Ethanol blends should never be used in aircraft.

"This reaffirms the need for labelling, even with a cap of 10 per cent on ethanol blends," Dr Kemp said.

Further vehicle tests will provide information on the full effects of 20 per cent ethanol on newer vehicles in the fleet.

The Government is making available the information it has obtained so far on the effects of ethanol blends on engines so that the facts are on the public record. The reports are available at www.ea.gov.au/atmosphere/transport/fuel/ethanol-report.html.

Under the Fuel Quality Standards Act a fuel standard can only be varied after the Minister for the Environment considers advice from the Fuel Standards Consultative Committee.

"I will propose to the Committee immediately that the standard for petrol be varied to place a 10 per cent limit on ethanol, and request an urgent response," Dr Kemp said. "Given their familiarity with the issues and awareness of the Commonwealth's testing program, I do not expect any significant delay in receiving their advice."

"We now have a framework that will deliver certainty for consumers that they can use ethanol safely. We know ethanol can reduce air pollution, we know it can add jobs in regional Australia."

"The Government will announce its long term arrangements for supporting ethanol and other biofuels in the Budget."

"I urge oil majors, the car companies and the motoring organisations to assure motorists that ethanol is a safe, renewable fuel."

Media Contact: Catherine Job Dr Kemp's office (02) 6277 7640 or 0408 648 400

VSCC Day Trial, 25/5/2003.

This years VSCC Day Trial (with Scottish theme) was held in magnificent weather and went of equally magnificent roads to the North of Melbourne covering about 250 Miles (for some, lots more for others.).

3 Alvis members were involved in the organisation (see photo), Mark Burns (Main Organiser), Rob Sands, and myself (Dale Parsell).

2 other members, Ray (and Richard) Newell and Andrew Green competed in their 12/50's (and Steve Denner, 12/50, out for a cruise, joined for the middle section)

Results are not yet to hand however of the 16 cars which started the event it appears 10 finished (including the 2 Alvis).

Dale Parsell



MORE HISTORY

In December 1845, one R W Thomson, took out a patent for a pneumatic tyre. As an aside, Thomson was at one time an employee of Robert Stephenson, the designer of "The Rocket", one of the first successful steam locomotives.

Thomson's pneumatic tyre consisted of a hollow tube constructed of layers of canvas coated with a rubber solution. This tube, called an "elastic belt" was encased in an outer cover composed of a series of leather segments bolted to the wheel rim and riveted together over the tube. The tube was inflated with air via a small pipe which passed through the rim and was sealed with an air-tight cap. Thomson fitted his pneumatic tyres to a horse brougham and covered more than 1000 miles in the streets of London with complete success. It is amazing that Thomson had invented a device which made modern transport possible and that within a few years this device was completely forgotten.

The pneumatic tyre was re-invented by John Boyd Dunlop in 1888.

Robert Graham

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 rechroming 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

SWAP, BEG, BORROW or STEAL

WANTED: 12/50 parts

Please has anyone got an early (1921—23) offside steering arm. This is for an early Elliot pattern axle in which the end of the axle is forked and the king pin is located top and bottom, with the stub axle moving on the middle of the pin (or perhaps it is easier to say 'like a Model T') The thing is located by a taper into the stub axle in the normal way, but the outer end of the arm divides into two; one end locating the track rod and the other to the drag link. Desperately seeking one in any condition, even borrow one for pattern to fabricate. Also WANTED a scuttle mounted fuel tank, any condition, or has anyone experience in making one. Any info gratefully received.
STEVE DENNER—Tel (03) 9230 2236 or 0418 510 235, or steve.denner@aspect.com.au

WANTED: a 12/50

Ken Cuming Tel (03) 9818 6013

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:

2 Rear Hub attaching plates, as fitted to a 12/50 or Silver Eagle, not sure about later cars. (fits behind the bearing and bolts to the hub to hold it in place). Also JELLYMOULDS
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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OCEAN GROVE WEEKEND AWAY

How often when you have something important coming up, do you start looking at the long range weather forecast and catch your breath when, as each days progress, the forecast seems to gets worse. Welcome to the Ocean Grove Weekend Away! First forecast Friday 18 degrees—great! Next day, Friday 15 degrees with showers—what's happening! Next day 14 degrees, very windy, snow on the hills—ouch!

Friday in Gisborne saw street signs being

Good 12/50 weather thought the Northeys. JFH arrived at Ocean Grove with steering wheel with both hands on one side or arrived, hood down claiming he had gulped so Northey had a crook back the next day having However their respective ladies arrived with faces. At the height of the weather, Lesley chief pilot when she knocked the fuel pump water on the instrument panel.

Friday night's weather had moderated hopeful.

Friday night dinner at the Bowling Club was break the Pokies bank and took home more

Saturday saw a departure at 10.30am—Tonkins still in bed! A visit to Geelong, the Ford Discovery Centre and the National Wool Museum, with various routes to Ocean Grove on the way home.

Saturday night's dining room was Room 1 (Parsell). Chinese arrived on time and we all tucked in. Tell me, how many birthdays does Parky have in one year? When ever we go away together, it's Parky's birthday. Just so that we were not disappointed he had his 61th on Saturday. So complete with party hats, poppers and birthday cake, we celebrated yet another birthday. After the event, several members retired to the gambling room, room 5 (Parkinson) for some spirited 500. Even the double brick wall did not keep the noise in.

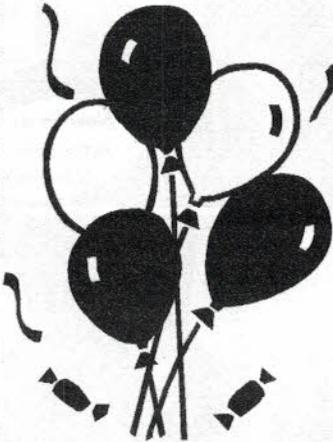
Sunday's departure at 10.30am, with the Tonkins this time, was for Drysdale, Portarlington, Indented Head and Queenscliff. Good country driving! Fantastic views of the Melbourne skyline way in the distance, up Port Phillip Bay. Joined by the Heads in the Silver Eagle, Fish & Chips in the park adjacent to beach and a guided tour of the Queenscliff Fort later in the afternoon.

The guide was very animated and made the facts interesting to hear. That the first shot of the First World War was fired over the bows of a German Vessel that had been given 24 hours to clear Port Phillip Heads and was a little slow to do so. The first shot of the Second World War was fired at a Tasmanian coastal freighter that had forgotten to signal it's Nationality on entering Port Phillip Heads. The fact that a pop up gun at the fort was fired in 1982, after many years of restoration. The blank firing broke many windows within the fort complex and many more within the Queenscliff township. The restorers had forgotten that some years earlier, there was a high earthen wall removed from the rear of the gun placement to increase the size of the parade ground. Its original purpose was to deflect the blast wave up in the air. The gun has never been fired since!

Sunday dinner in room 12 (Northey) cordon bleu Aussie BBQ. More fun, (no, we persuaded Parky not to have another birthday) after the contents were devoured, a presentation bottle on the naming of the Lang's SP25 was made. From this day onward it will be known as "Big Red."

After farewells, we departed on Monday morning, comfortable in the fact that with a minimum of organisation we can still have a lot of laughs together. Thanks one and all.

Observation: if you are driving a modern within a gaggle of 12/50s you lose sight of just how potent they are because you tend to dawdle along on the basis of we'll catch up later. Driving the SP25 over the weekend both following and leading some 12/50s, I was surprised just how difficult they are to catch or leave behind. I now have an understanding of why they carry their envious reputation.



blown off their poles!

Hetheringtons, the McKaiges and the sore shoulders having had to hold the risk disappearing into the bush. Chester much air that he had flatulence. Bob wrestled the Melbourne-Geelong road, rosy complexions and a smile on their Northey caused some consternation to the switch off as she was mopping up the

considerably and Saturday looked more

adequate and Pauline Tonkin set out to than she arrived with.

John Lang

Memories of Ocean Grove

