

THE ALVIS CAR CLUB OF VICTORIA (Inc)

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NEWSLETTER

AUGUST 2003

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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

A BIG WELCOME TO ROLY FORSS A NEW 3 LITRE OWNER FROM SOUTH AUSTRALIA

Aug 15 General Meeting

Aug 17 ACCV ANNUAL LUNCHEON at RACV COUNTRY CLUB, HEALESVILLE.

Display of cars on front lawns. Celebration of the 80th Anniversary of the announcement of the 12/50SA. As many 12/50s as possible on the day. The RACV—smart casual dress code. We have booked 40 places.

Lunch \$28 per head
Meet at midday for 1.00pm

Sep 14 Kyneton Run see inside for details

Sep 19 General Meeting

Oct 4—5 Weekend Away—Echuca Area

Oct 17 AGM & General Meeting

Oct 19 Western Wanders

Oct 21 General Meeting

Nov 16 Geelong Speed Trials

Dec 7 Christmas Party

MEMBERSHIP FEES ARE NOW OVERDUE!

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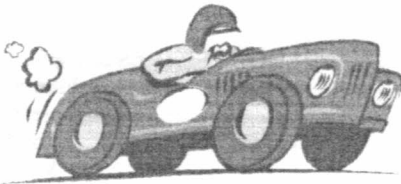
ALVELOCITY

Thank you, Mr. Editor for giving me a ticket of leave for last month's issue. And congratulations on that issue. Although it is still the depths of winter it is surprising how much motoring activity is going on - particularly within the VSCC. And it is particularly encouraging to hear that Alvises and crews did so well in the recent VSCC 24 hour Team trial. And there is all sorts of other Alvis activity as well. Many cars, especially Noddy ones have changed hands recently or are for sale. A TE 21 in quite magnificent condition has recently found its way on to Victoria's roads and another one, nearing the end of a complete restoration, cannot be far behind. And a very original Speed 25 is now trundling around Victorian roads after spending many years in a South Australian garage. At the National Rally earlier this year we saw two magnificent "new" 12/50s and a "new" 14.75. In Sydney a 12/70 semi wooden hill climb special is about to be reborn as a pretty and practical road car. On the downside there have been some casualties especially within engines. Heads with cracks and holes and a cracked crankshaft have beset 12/50s and a Speed 20 but from somewhere spares are found and repairs made so as to regain forward progress. It usually requires a combination of cheque book, ingenuity, hard work and perseverance. I guess those same requirements exist when it comes to restoring a car. And that highlights the age old question about the relative "value" of the cheque book restoration versus the d i y one. Personally I have never done either, though because I lack the skills I would have to use a cheque book if I were in that situation. But because I have never done either I am able to see both sides of the argument. I would be upset if I had spent half a life time restoring a car with my own hands to have it compared with another restored by professionals at great expense. Or if I had just spent a phenomenal amount of money I would be cross if my car was derided just for that reason. From a club's perspective the priority is a little easier to decide. Collectively a club should encourage the maintenance and if possible, the growth of a stock of good cars whatever their origin. That is why we in this club welcome all Alvises and all Alviators. I say "keep on fettling and keep on signing (cheques)"!

JOHN HETHERINGTON

KYNETON RUN

Sunday 14th September 2003.



Run to Kyneton to view Ivan Smith's extensive vehicle and automobilia collection. This also coincides with the Kyneton Daffodil Festival, which will provide a range of additional attractions, whilst visiting the town.

For those people departing Melbourne, meet on the side of the Calder Highway at the Thunderdome, for departure in convoy at 9.30am. On arrival at Kyneton, park on the side of the road at the southern end of the town and await the arrival of other Alvisi from various directions. At 10.45am, for an eleven o'clock arrival, we will move onto Ivan Smith's premises where he is providing morning tea and showing us his collection. Afterwards enjoy what the town has to offer and make your way home safely, in your own time.

PLEASE RING or email (macily@tenex.com.au)

Andrew or Frances McDougall, ph. 9486 4221 and let them know if you are coming.

Deadline 10 September

50th ANNIVERSARY OF THE ACCV

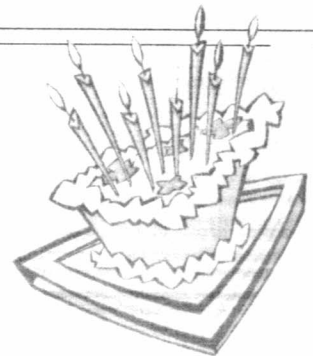
In 1953, Bob Morrow, one of our founding members, joined the NSW Club and formed a Victorian Chapter.

In 1955, the chapter moved to the Edgar St Clubrooms, where we still are today.

In 1957, the ACCV was formed as a stand alone club.

The history comes from Roy Henderson and in the light of this information, the committee has decided to celebrate the ACCV 50th Anniversary with all our Alvis friends on a special night during the 2005 National Rally.

All correspondence relating to this decision should be addressed to Dale Parsell, Secretary of the ACCV.



BASIL BOWES COMPETITION TROPHY

..... report from Dale Parsell

A Sub Committee was formed to discuss the future of the Bas Bowes Competition Trophy and after further discussion at a recent Committee (Main) meeting the following rules are presented for discussion at the August members meeting.

Trophy is to be presented for performance competition in an Alvis.

At the current time we should align the events with the VSCC as it will be easier to ensure the correct type of events are used and results etc are more accessible. Interested Post War car owners would be allowed to join the VSCC although would not be eligible for VSCC trophy's.

Should be recognition for getting out there and using your car competitively.

Should not be awarded for only one type of event

Events will fall into two category's:

Type A Events, Day Trial, Alpine Trial, Two Day Trial, Night Trial

Type B Events, Sprint (Eddington or Geelong), Hillclimb (Rob Roy, Mt Tarrengower, Camperdown), Race/ Regularity (Phillip Island, Sandown, Winton). Targa Tasmania and Classic Adelaide.

Performance competition events organised by the ACCV should also be included.

Awarding of Points:

Attendance (Entry) for event	1 Point
Completing event	1 Point
Getting a place in class	1 Point

To be eligible for the trophy: a) Must attend a minimum of four events.
b) Must achieve at least 8 points in the competition year
c) Must include at least one of each type of event.

The trophy is not to be awarded if the above minimum requirements are not met.

It is also recommended that the perpetual trophy be engraved with the winners name and car but remain on display in the club-rooms.

VINTAGE SPORTS CAR CLUB 24 HOUR TEAM TRIAL 19-20 July 2003

It is a good omen that at a time when the club is about to re-instate the Basil Bowes Competition trophy, 6 Alvis cars (7 if you count Peter Fleming, co-organiser, Firebird) and 13 Alvis owners were involved in this years 24 hour team trial. The event is held every two years, this being the 5th one.

The Alvis fielded two teams.

The Unsightly Hares made up of Andrew Green, 12/50; Rob Sands & Mark Burns, 12/50; Steve Denner, 12/50 and Bob Northey (Navigating for Paul Latham in Paul's M45 Lagonda).

The Silver Eagles comprised Rod Amos (navigating a friends 3L Lagonda), Geoff Hood & Paul Bamford, Silver Eagle; Alan & Ben McKinnon, 12/50 and Dale & Maritta Parsell Silver Eagle.

(My apologies to Andrew and Steve's navigators, and Rod's driver, I missed their names)

The event comprised of 6 separate trials held in the 24 hours from 10am Saturday to 10 am Sunday with each team fielding one car for each event except the Treasure hunt in which two cars had to work together to gain maximum points. A transport leg (comprising some special tests such as changing wheels and spark plugs) took the event from Brandon Park (in Melbourne's Eastern Suburbs) to the Phillip Island Base camp. A 6 hour Day Trial was next, followed by a 3 hour Economy Run, 3 hour Scatter Run, 6 hour Night Trial, and then 3 hour Treasure Hunt. In between teams could gain points by performing a short comedy skit and going for a swim in the Southern Ocean.

The two Alvis teams performed very well and by the end of the Night Trial only one point separated them with the Eagles in 3rd place and the Hares in fourth. Bob Northey and Steve Denner excelled in the Treasure Hunt by winning this section therefore lifting their team to 3rd and putting the Eagles back to 4th.

Twelve teams entered the event and about 50 cars competed with Austin 7, Morris, MG, Lancia, Graham Paige, Oakland, Talbot, Chrysler and probably others all taking part.

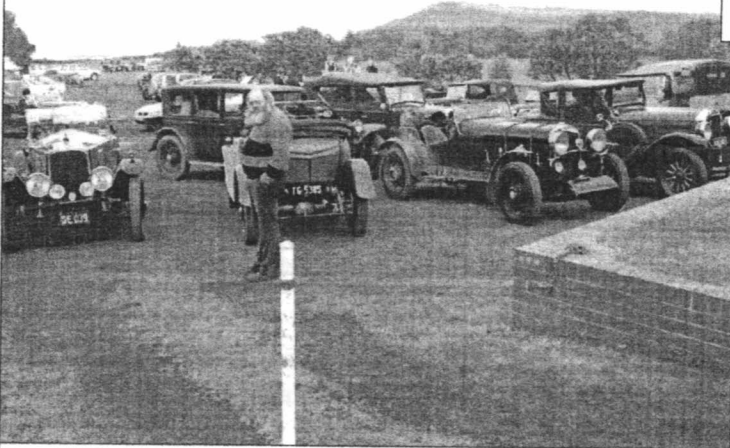
A team of Lancia's (two Lambda's and a Kappa) won the event. The second team comprised a Talbot, Chrysler, Graham Paige and Lagonda with the two Alvis teams 3rd and 4th.

This is a magnificent event with something for everyone and is well worth attending in the future. A huge amount of effort goes in to the organisation and it is a credit to the VSCC that they have both organisers and competitors willing to be involved in this event.

Dale Parsell

VSCC 24 HOUR TEAM TRIAL

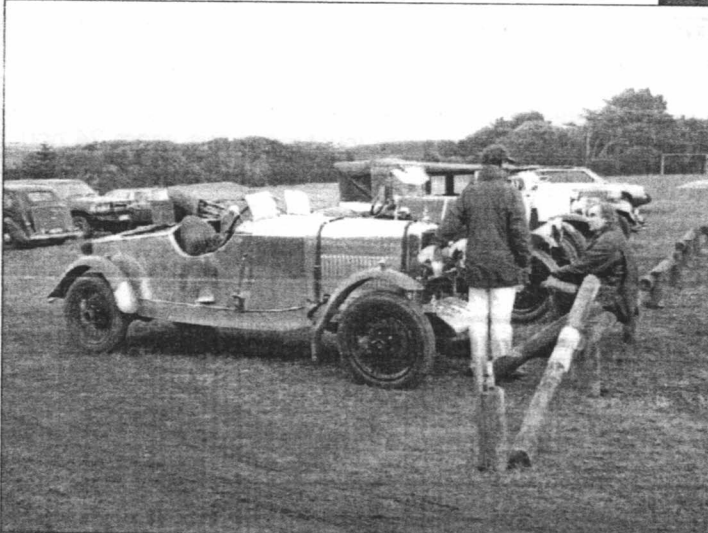
.....photographs by Dale Parsell



The following morning—Rob Sands' car in the foreground

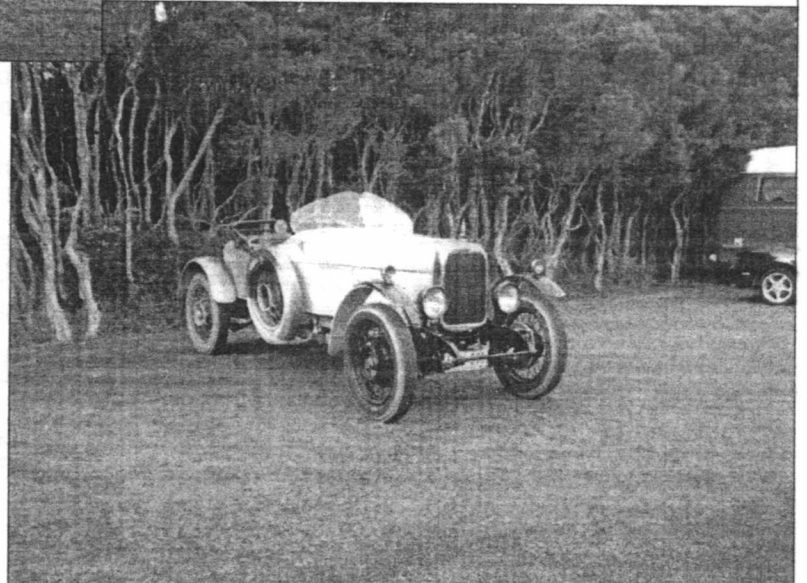


Al McKinnon having navigation difficulties. Standing on the seat to find his way out of the car park



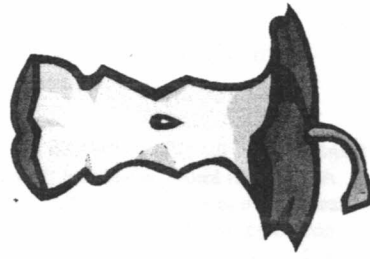
The Parsell's Silver Eagle enjoying a rest

Steve Denners "Mother Goose" looking forward to a shower



TASSIE 2004

(The Apple Core Rally)



We will be leaving Melbourne on Spirit of Tasmania on Friday 16 April, 2004 and returning on the Spirit on Saturday 24 April.

The broad picture is that we will travel down the West Coast taking a trip on the ABT Railway, staying at Strahan and doing a Gordon River Cruise including Sarah Island. Then onto Hobart where we will be doing a day trip to Bruny Island, the Tahune Forest 'Airwalk', lunch at Home Hill Winery, a visit to Barilla Bay Seafoods new restaurant in amongst other activities.

We expect some spirited driving taking in the wonderful sights and sounds that Tasmania's excellent roads offer and the Tasmanian weather is at its best in April.

Total cost for 2 people will be \$2,600. (Deduct \$44.00 each for seniors on Spirit of Tasmania or add \$40.00 per cabin if you require a porthole). This price includes return trip on the Spirit of Tasmania, all accommodation (4 star in Smithton and Hobart and 3 1/2 star in Strahan), full breakfast on 4 days, ABT Railway trip, Gordon River Cruise including lunch, seafood buffet at Strahan, lunch or dinner each day, entry to Tahune Airwalk.

Where there is a planned lunch or dinner we have not catered for another full meal on that day but left it open to personal choice. Where there is your own choice there will be plenty of restaurants to choose from in Strahan and Hobart and on open lunch days we will be passing through towns where you can make your choice

If you would like to participate in the rally then we would like expressions of interest by 31st August and will require a \$300.00 deposit by 8th September, 2003. For further details contact Noeline or Alan McKinnon on 03 9458 4433.

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

REFLECTIONS IN RETIREMENT

From: Robert Humber

I was an apprentice at Alvis in 1932 – 1935 and admired the skill of the best test drivers who occasionally got 90 mph out of a better than average Speed 20 in chassis form. As you will know, Alvis sent their chassis out to specialist body builders such as Carbodies, Cross and Ellis, and all chassis we tested were driven flat out before they had bodies fitted. Ninety was quite a bat in those far-off days; nowadays any bright young man who can afford a secondhand 3 litre Ford can exceed 100 mph but not as safely as Jack Clarke, the Alvis tester.

One day I was out testing a Firebird, a rather tame Alvis chassis, with Jack Clarke as driver. We saw the Warwickshire Hunt passing over the fields and Clarke, who was a real Warwickshire country lad at heart, said "Let's watch the hunt". We left the Alvis tucked up against a hedge and stood watching the Hunters go by. There was one rather portly gent, dressed in very fresh hunting gear, who had very little idea how to ride a horse and Jack started laughing at him and saying some loud uncomplimentary remarks about his riding ability.

The poor fellow was rolling about on the unbalanced horse like a pig on a pony. "Give yer 'orse its head and let it go, man bawled Jack, and then he suddenly stopped bawling and turned to me. "Come on, let's get back – it's Tommy John, trying to ride an 'orse".

Tommy John in the mid 1930's was the managing director of Alvis!

In between struggling with his poor nag, he kept glancing towards the Firebird chassis – and we made record time back to the Alvis factory!

The Alvis firm was almost unique in the fact that iron and alum came in at one end and, eventually, hand built motor cars came out at the other end. In those days the men at the bench made the best job possible.

I remember a time they were making a special racing engine for Brooklands. I was going through the foundry and, to make the best possible mould for the patternshop, it was considered that horse muck mixed with oily black sand was well worth while for a special racing job. As I was looking out of the window I saw a railway horse and flat-cart come in the central throughway. The horse obligingly produced a nice evacuation of droppings steaming on the floor and immediately two hefty Welshmen from the foundry shop rushed out with shovels and nearly fought each other to be first to collect the horse muck. I thought it was highly amusing, and later I realised that these tough Welsh lads were bent upon doing the best possible job of work for the experimental and racing shop, knowing that their work would eventually be translated into a racing car carrying the Alvis banner at Brooklands. Apparently horse manure mixed with the moulder's special sand helped to make the perfect mould free of blow-holes and that was the loyal spirit of a small British car factory in the good old days.

If memory serves me right, Alvis made a 1500 cc 8 cylinder supercharged front-wheel-drive racer that lapped Brooklands at 118 mph in the 1928- 32 era, Good going for that time. I believe it was an overhead camshaft engine that looked very much like the modern Jaguar engine.

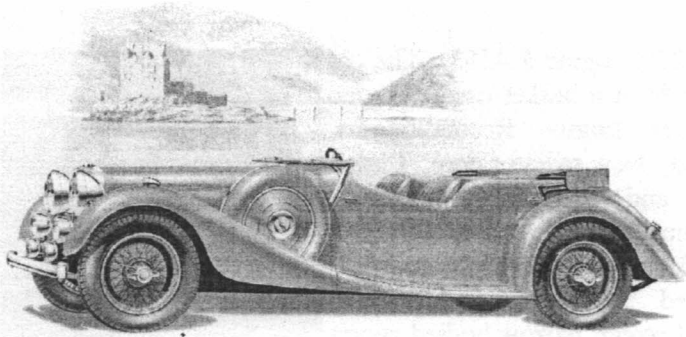
You will know that they made a four cylinder FWD car for public sale, that never really made the grade, but it was way ahead of its time. They won a long distance 200 mile race at Brooklands with a front drive model and barrels of beer were rolled out in the machine shop for all those who worked on the car to celebrate.

Ex: Alvis Owner Club Bulletin.

(Reprinted in "Alvibatics" November 1979)

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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

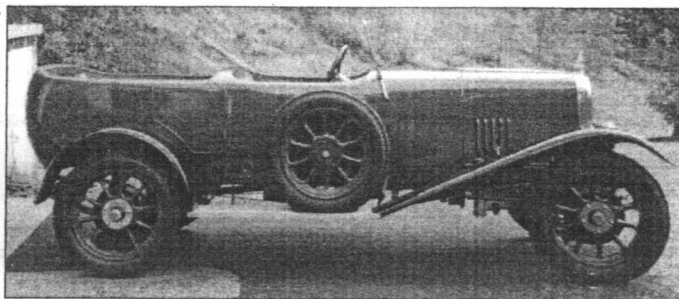
FOR SALE:

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 .

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 or 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 Lang

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