

THE
ALVIS
CAR
CLUB
OF
VICTORIA (Inc)

April 2004



Mark Burns about to embark on some serious business in the Classic Adelaide

ALVALACRITY

A few years ago Mrs. Prez and I were planning a trip to Hollywood, not I hasten to add, expecting an Oscar, simply to have a look. A friend recommended that we hire a chauffeur driven car for a day to see the sights and he gave us a business card from a previous visit. In due course I rang the number on the card from the hotel room and booked a car for the following day. No problem. A very polite bloke on the phone took the booking and the whole day was a great success. But it was not a "car". Oh, no – it was a "Limo." Not only was it a Limo, it was a "stretch Limo" and would sir prefer a "regular Limo, or one with a jacuzzi in the back?" I regret to report that we wimps opted for the regular version, preferring to do our sightseeing dry and shod rather than barefoot and dripping beneath a bath robe. The regular vehicle we used would have appealed to Eartha Kitt; there was certainly "room for a bowling ally in the back"! But "Limo"? Short for "limousine", named after a province in France. It rains a lot there, so there was a cloak called by the rest of France a "limousine". Then cars came along but early ones were entirely open. Later the posh passengers in the back were covered but the long suffering chauffeur up front remained in the open. Then they covered him over and called the resulting vehicle a "limousine" because, like the cloak it protected everyone from the rain. Just like what we call a "saloon" and the Americans a "sedan." Each of those words must surely also be derived from French, but have had their meanings much mutilated by the motor trade. The Americans would want more comfort in their "auto" than they could get in a sedan chair and the poms would be lucky to get a drink in an Austin! "Limousine" came to mean a large luxurious closed car as opposed to a "six light saloon" which though large was not luxurious. It was likely that limousine passengers were separated from the chauffeur by a glass partition which may or may not have been capable of being lowered, but they would have communicated with him by speaking tube whilst quaffing cocktails from the cabinet and admiring the fresh flowers in the vases. Then the posh people wanted to be seen and to be able to take the air so they followed the lead of the King of the Belgians and had the rear of their limousines fitted with a drop head roof – the so called "Roi de Belge" style of body. Meanwhile a lesser caste of citizen with a family was making do with a saloon which was boring, but may have been enlightened by a sunshine roof. That was alright except that the owner's handbook said nothing about keeping the drainage channels clear so they all got blocked leading to a leaking roof and rotting timbers. He could have avoided all that by choosing a "four seat tourer" which was draughty and probably leaked in the rain anyway. It also probably required a team of four on each side of the car to march its length to assist in putting the roof up or down. The owner would then have the grisly job of counting the fingers which had been amputated by the mechanism during the process. Or if still single and without eight friends, he drove a "sports car" which had a rudimentary canvas roof or none at all. He didn't mind his hair shirt getting wet and rather expected his gal to be equally happy in discomfort. If he couldn't afford a sports car he may have pretended that his "two seat open tourer" was one anyway. Then came the best of both worlds – the **Drop Head Coupe** - or "DHC". Best of both because you could choose near saloon type weather protection beneath your lined hood and with the windows wound up, or near tourer type open air motoring with the hood down. But not really the best because those hoods weigh a lot and severely limit rear vision with the hood in either position and especially if it is a very large hood of the "cabriolet" variety. So, what would be the ideal style? I don't know but I wouldn't mind a long "demo" of a stretch limo with a jacuzzi in the back, cocktail cabinet, TV, DVD player, flowers in vases, air conditioning, sunshine roof – and driven by a young chauffeuse. For some reason I don't think I would bring it along to a club meeting as "car of the month"!

JOHN HETHERINGTON

IN REMEMBRANCE

With all the sadness and trauma going on in the world at the moment, it is worth reflecting on the death of a very important person which almost went unnoticed last week.

Larry La Prise, the man who wrote "The Hokey Pokey," died peacefully at age 93.

The most traumatic part for his family was getting him into the coffin.

They put his left leg in. And then the trouble started.

PARKY IS CONFUSED ABOUT HIS RELATIONSHIP WITH ONE OF HIS FAMILY & ASKS "WHAT RELATION IS MY MOTHER'S AUNT'S ONLY NIECE'S HUSBAND'S ONLY DAUGHTER TO ME?"

Tonkin deals in those sorts of matters, ask him!

.....Ed

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NEWSLETTER

ISSUE 3

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.
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SUPPER—the CALDWELLS

PLEASE NOTE THE NEXT GENERAL MEETING IS ON FRIDAY 30 APRIL

- | | |
|-----------|---|
| 16 May | VSCC Day Trial |
| 21 May | General Meeting |
| 29-30 May | Historic Winton |
| 11-14 Jun | Queens Birthday Weekend Away
(Linga-Longa at Yarrowonga) |
| 18 Jun | General Meeting |
| 18 Jul | Rob Roy Hill Climb |
| 5 Dec | Xmas Party at the Parkies |

FEES ARE NOW DUE & PAYABLE



**PLEASE PAY
PARKY PRONTO!**

ALVIS SPORTS REPORT



Since my last report a number of Alvisi have been seen out in competition.

The Phillip Island Historic meeting in February saw a huge variety of cars out on the track. Amongst a number of overseas cars here for the event were 4 ERA's which made the weekend even more memorable than usual. Mark Burns (12/50) and Paul Chaleyzer (Speed 20 special) competed in the regularity whilst Geoff Hood (12/50) got some very strong competition in the racing from Trevor Eastwood (Speed 20 single seat racing) over from W.A.

The Australian Grand Prix is not included in the Basil Bowes due to its restricted entry, but it saw 2 Alvis' out on the track. Paul Chaleyzer (Sp 20 special) and Trevor Eastwood (Sp 20 racing) showed off the marque to the thousands who attended the GP (Maritta and I actually displayed the Silver Eagle but that isn't exactly a sporting achievement).

Next on the agenda was the VSCC Alpine Trial covering about 700km over two days. Mark Burns (12/50) went along and added to his points tally. Geoff Hood (Silver Eagle), Steve Denner (12/50) and John Hetherington (12/50) kept Mark company so he doesn't get too big a lead for the Bas Bowes. Results for this event are not yet to hand and they may help to shuffle the competitors.

Sadly Mark was the only Alvis owner to compete at Eddington Sprints although Rex Roberts, Peter Fleming and Bob & Leslie Northey were noticed in the crowd. Simon Ramsay left his Alvis at home and bought his Lago Talbot instead. Andrew Robison, Welsh AOC Secretary, was in Australia for a few weeks and I took him up for the day (by MGB not Alvis). Andrew was very impressed by the event and commented that even in the UK it was unlikely you would find a pit area with such a variety of pre and post war cars all parked together. This is an event everyone should try and attend as either a competitor or spectator. Andrew was also impressed that a number of the competitors drove their cars from Melbourne, competed and then drove back.

With the advent of the new rules for the Basil Bowes trophy Mark and Geoff have both qualified for the award this year and with a couple of events to go there is still time for a few more to sneak up from behind and make it a very close finish.

Good luck to all.

Dale Parsell



More photographs of Mark Burns and Nick Langford at Classic Adelaide November 2003



.....Photos by Mike Osborne

T h e 4 8 t h K a l o r a m a :



Not having been held in 2003 because of insurance issues, the 48th Kalorama day on 28 March was fortunately made possible by being run as a VDC event. The 33C day was the last and warmest of a long stretch of fine Melbourne weather and the Kalorama oval was just sparkling with over 100 cars, mostly vintage and the overwhelming majority being pre-war.

The normal activities at the oval were supplemented by a very pleasant, if slow, scenic drive from Vermont north through Warrandyte, Wonga Park, Chirside Park, Coldstream, Wandin North, Monbulk and finally to Kalorama.

The Northey 12/50 was the only Alvis to do the drive beforehand and your correspondent can report that it was a beautiful day and drive and even the pedestrian pace failed to spoil it.

Amongst the non Alvis contingent there were (also) some real gems; those that caught the eye were a beautiful Invicta, a freshly built Riley Special, a cute Derby coupe and regal Star and Singer tourers.

The Alvis contingent was quite strong and varied, with the Tonkin TA21 dhc, Eric Nicholl's 12/70, the Parsell Firefly (together with our Welsh guest Andrew Robison) and the Newell & Northey 12/50s.

Our esteemed President John Heatherington and Margaret attended in a modern and the Parky Model A got an airing. We missed Mrs P on the day and wish her a speedy recovery from her present ills.

The gymkhana was entered by perhaps a quarter of the cars, and was very much at the novelty end of things.

Alvis honour was upheld by a solid 2nd place in the "Slip Slop Sledge" event, which involved unmentionable activities with leaking water containers, witches' hats and a Pink Panther soft toy on a sledge. The embarrassment was later eased by the subsequent consumption of the liquid part of the prize later that evening.

All in all a nice picnic day in pleasant surroundings.

Bob Northey



Left: most of the Alvis contingent



Right: the pace was so relaxed that Bob Northey is about to be passed by a kid on a bob sled

LETTERS TO THE EDITOR

Hallo John,

As I was getting into keen Alvis mode, I thought I would look at the price of the David Culshaw's book on the 3 litre. I have used a firm called "xxxxxxx" for the odd book or two before, so I found the price there to be \$119.95, plus next day freight of about \$7. As a matter of interest, I thought I would look on the search system of the internet and came up with Amazon.com. I knew they did books etc. I found the same book, reduced from 49 USD down to 35 USD. They charge 10 USD to ship it fairly slow method, arriving in 3-4 weeks, but 47 SD just over A\$60, so I'll give it a try. There could be duty on arrival I suppose.

By the way, the March newsletter was fine piece of work, with the good colour photos. One odd snippet for you is that we went to the "Power of the Past" show held at Mt Barker, in the Adelaide Hills. There is an emphasis on the machinery, but they now get a good show of cars- about 100 I guess. They had various classes of cars; veteran, vintage and classic, but with a lot of big chrome "yank tanks" present, the Alvis was not likely to attract a prize I thought. However, in the early afternoon, when we were thinking of driving back home, an official told me to "Hang around as it would be to my advantage." So we came home with a nice cast alloy and wooden plaque for best classic car!

The old car sang just that bit more sweetly on the way home.

Best regards,
Mike Osborne

I reproduce this article with acknowledgement to the authors and thanks to the editor of the Alvis Car Club of New Zealand

ALVIS THREE LITRE BRAKE PEDAL TRAVEL ADJUSTMENT [for all models with drum brakes]

Most Three-Litre owners are aware of the long brake pedal travel before the brakes become effective. It has been said by all and sundry that one has to live with this. Don't believe it! My TA21 has a brake pedal within an inch of the top.

Firstly remove the master cylinder and dismantle and clean it. These cylinders do not originally have a true check valve in the bottom of the bore, therein lies part of the problem. Reassemble the cylinder with new seals etc and a proper check valve, which is no problem to obtain from any stockists of PBR or Lockheed brake parts. Cleanliness is essential and also wet the parts with hydraulic fluid before assembly. Remount the cylinder and adjust the push rod from the brake pedal to obtain clearance of about 1/16 " between rod and master cylinder piston. This is most important.

We now go through the brake assemblies. Remove [I do mean REMOVE] the handbrake rods from the rear brake cylinders and then proceed to adjust the micram adjusters in the usual manner on the rear shoes until the drum is just free, then re adjust the handbrake rods until they line up easily with the holes in the cylinder operating levers. Front brake shoes are adjusted in the usual manner, not forgetting there are two adjusters in each assembly. Fill master cylinder with new clean fluid and proceed to bleed through the system. If a pressure bleeder is available you're OK, but if not an assistant is required to operate the brake pedal.

Bleed sequence is L rear, R rear, L front, R front. Pump fluid through till no air bubbles are apparent and then keep pedal depressed while the bleed nipple is shut off. Follow this procedure for all four wheels, making sure not to let the level of the fluid in the master cylinder drop too far during the whole "bleeding" operation. This sequence will probably have to be repeated a couple of times.

Assuming that you now have a reasonable pedal, move the car and apply the brake hard, then recheck the brake shoe adjusters. It also pays to do a final bleed about a week later, as owing to design, the front cylinders do not always bleed 100%. After a week any small air bubbles will have found their way close to the bleed nipples.

After following this procedure one should not have to tolerate a long pedal travel
- Words of wisdom from Ray Thompson and the Club Newsletter 22 years ago.



*This is the
Versace outfit that
I chose for the
Melbourne Cup!*

APPRETTI

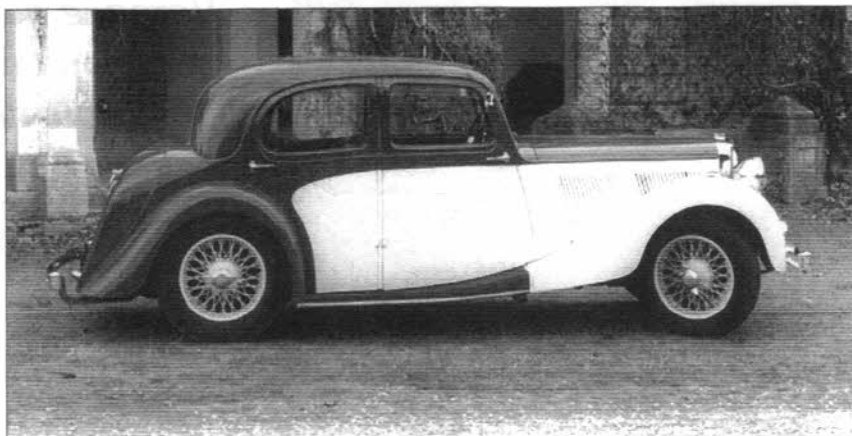
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26	27	28	29	30		

SWAP, BEG, BORROW or STEAL

FOR SALE:

1937 12/70 Alvis Sedan.

Grey and white. Mechanically checked over & in good order. New rings fitted. Fully registered, completely re-trimmed, re-painted and re-chromed. Under 1000 miles since work carried out. 12 months full Victorian registration
\$38,000 ONO



and

Good petrol tank for a 12/50 \$150

Contact Eric Nicholl (03) 9754 5412



FOR SALE:

TC 21 formerly owned by Barry Turner as featured in October 2003 Alvbatics. Rego ADD45V. Red over silver \$20,000 ONO. Patricia Turner 02 6361 7739 or mob 0404 466 881

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:

1 pair steel front mudguards and chassis valances for mid 1920's 12/50 sports tourer. Poor condition but economical proposition for someone with panel beating skills. \$500.

1 pair steel rear mudguards for 12/50 beetleback. Fair to good condition but require some repair - a breeze for someone with panel beating skills. \$500.

4 cast (forged?) steel running board brackets. Approximately 4" stepdown, suitable for mid 1920's 12/50 tourer. 3 brackets are identical and the 4th has slightly longer horizontal arm. \$100. Frank Corbett, A/H 07 3378 7280, B/H 07 3228 6200, email f.corbett@peddlethorp.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:

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

WANTED:

Head light reflector for a 14.75
Eric Nicholl (03) 9754 5412

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

John Lang

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