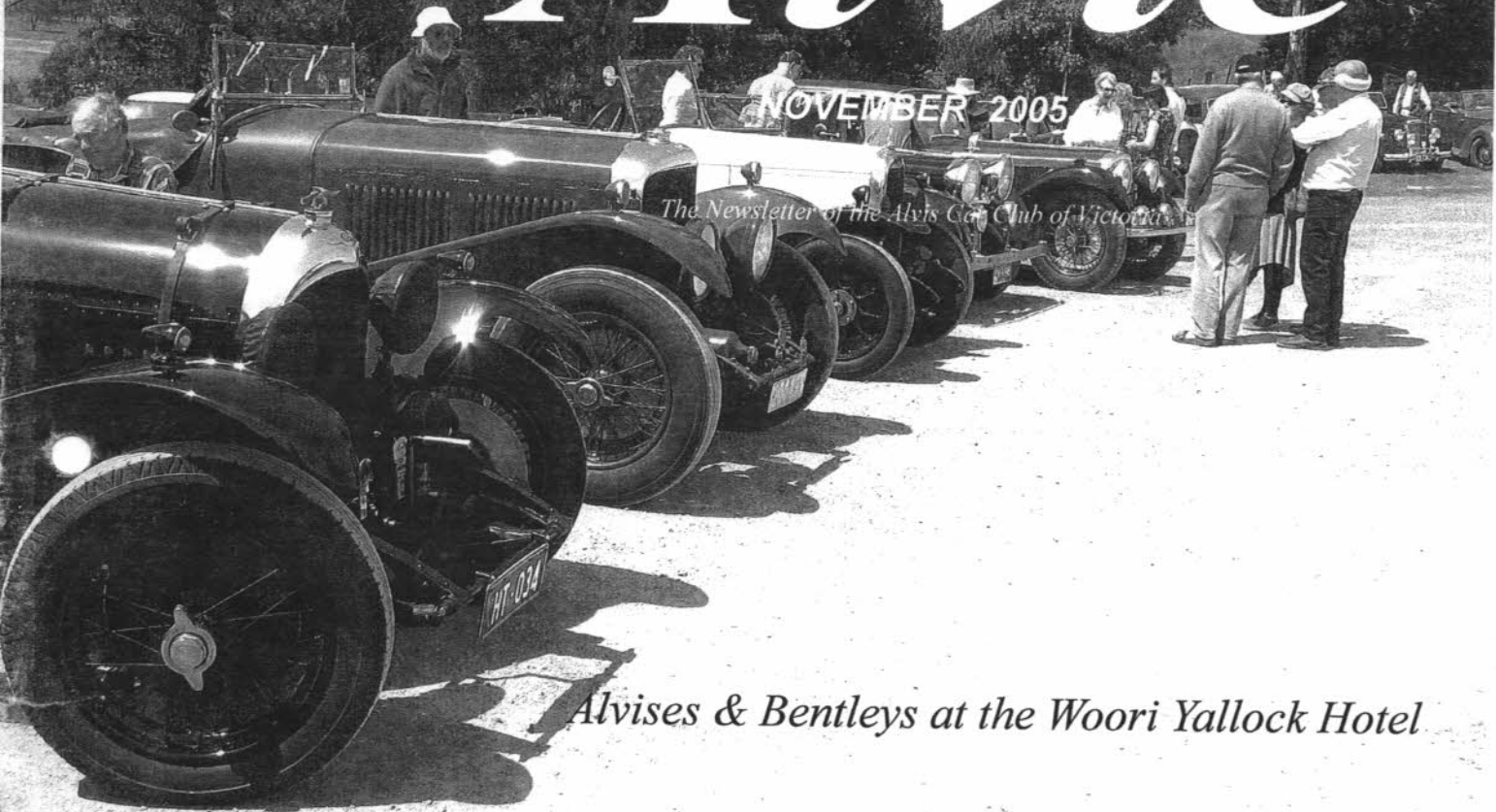


Alvic

NOVEMBER 2005

The Newsletter of the Alvis Car Club of Victoria



Alvises & Bentleys at the Woori Yallock Hotel



The Parkies Speed 20 at its first Alvis outing

The Alvis Car Club of Victoria (Inc)

A0017202F

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
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NOVEMBER 2005

VOL 44 ISSUE 10

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ALVATICINATION

It's that time of the year again. We have had our AGM and the new committee is about to have its first meeting with the top priority being the planning of an interesting and exciting series of events for 2006. I say "new committee" because the old one expired and the new one was voted in – with a couple of changes. Welcome to Chris Higgins who is known widely in Victoria and NSW Alvis circles. Chris has driven, restored, repaired, maintained and lamented over lost Alvises more than several of the rest of us put together. We look forward to his contribution. John White leaves the committee after several years of sterling service. If a job needs to be done, just ask John. He assures me that he continues to be available to help the club in any way that he can. Thanks for the offer, John and thanks for all your practical assistance in the past as well as your words of wisdom at committee meetings. Andrew McDougall has stepped down from Vice President because he and Frances intend to continue traveling widely as well as waste far too much time on funny old veteran machines. Don't you realize, Andrew, that T G John succeeded because he was able to improve upon veteran and Edwardian machines? Andrew remains on the committee so we can look forward to his continued assistance. Chester McKaige is our new VP. With plenty of time on his hands now that he has finished the excellent "Alvis Car Club of Victoria Fifty Year History," Chester's abilities and enthusiasm for matters Alvis can be channeled into new directions.

The last twelve months have been good ones for our club. Attendances at meetings have been high – so high in fact that on one memorable occasion there was standing room only. I do urge any member who is not in the habit of attending meetings to do so. They are usually a lot of fun and you can gather some useful Alvis information as well. My rough count tells me that seven "new" cars have come on to the road this year, covering pretty nearly the lifespan of the marque. From 12/50 to TD 21, anyway. And in line with other marques, the standard of restoration is now astounding. So high are standards nowadays, that the phrase "older style restoration", used in advertisements, has taken on a new meaning, probably something akin to Real Estate Agents' "renovator's delight!" Our club outings, no longer of a competitive nature, have, nonetheless, been great fun. We have visited interesting places and driven magical roads. Well done to all the organisers. Of course the main theme this year has been our fiftieth birthday and I think we have done it proud. Many members have told us how they treasure the photographs that were gifts at the "Summit to the Sea" Tour. And it was great to be able to drink a toast to the club and its next fifty years. And there is "the BOOK." We are entitled to be proud that such a small club has been able to publish a volume as well researched and presented as this. It has received near universal acclaim, probably to some extent because its publication adds to Alvis lore, not just to ACCV lore. The major event of the year was, of course, the "Summit to the Sea" tour. It was a memorable affair in several respects: the entertainment, the scenery, the arrangements, the company and the cars. Two thousand and six cannot be another 2005; nothing can repeat that. But it can still be a very good year. Here's to it!

JOHN HETHERINGTON

SUPPER - THE WILLIAMS

PRELIMINARY 2006 EVENT CALENDAR

- | | |
|----------|--|
| 13/1 | Informal Meeting Kevin Bartlett Reserve Richmond (Chester) |
| 22/1 | RACV Great Australian Rally |
| 11/2 | Macedon Ranges Grand Tour (John Lang) |
| 17/2 | General Meeting |
| 26/2 | Lunch at Seville Winery (Short tour through the hills) |
| 12/3 | Scoresby Steam Rally |
| 17/3 | General Meeting |
| 26/3 | Kalorama, 50th Anniversary event. |
| 21/4 | General Meeting |
| 28/4-1/5 | Weekend Away, Echuca. |

EDITOR'S NOTE

Having just accepted the newsletter editor's position again for the next year, it is timely to thank everyone who has supported my efforts in the last 4 years. Thank you for your contributions, photographs and ideas because without them there would not have been a newsletter. Thank you to Marcia Barber and the Barber family for initiating the Bill Barber Book Award as it is a trophy that reflects the importance of the newsletter to the club.

Please keep up the good work.

JL

ACCV CHRISTMAS PARTY

Sunday 4th December



at The Langs
64 Kirribilli Rd, New Gisborne
5426 2256
From 11.30am



Directions:

From Melbourne—take the Calder Highway to Gisborne. Do not take the Gisborne turn off continue another 3km and take the New Gisborne turn off and turn right underneath the highway. You are on Station Rd. Drive through New Gisborne Township, over the railway line. Station Rd becomes Barringo Rd. Continue for another 3km (down the hill over the bridge and around the curves to the T intersection with Wooling Rd). Turn right into Wooling Road, left into Mt Robertson Rd, turn right into Kirribilli Rd. Down the hill, past the armco railing sweeping left, up the hill. Number 64 is on the right hand side. Moderns only into the drive way. Alvises continue 150 metres and turn right into Cooraminta Cres, entry to the Langs is on your right.

Barbecue facilities will be available. BYO food & drinks. If you have room please bring your own chairs.

Everyone is welcome

The RACV sponsored

Macedon Ranges Grand Tour

Saturday 11th February 2006

Fully catered tour of the Macedon Ranges for vehicles older than 25 years.

Breakfast & flag off from Gisborne

Morning tea at Romsey

Lunch at Shepherds Flat

Afternoon tea at New Gisborne

Gala Dinner at Cope-Williams Winery

Vintage & Classic routes

\$175 per car (2 people) all inclusive

Extra passengers at \$80 pp

Closing date 27 Jan 2006

Places limited

Missing Edinburgh Police Car—part 3

By Frank Mornane

The Body

My building of the timber complete used American segments but I

I used the original had to construct scuttles were framework

I was able to car except the and had to be a nightmare

I used the car and doors as chemical paint the doors. I was pleased

the Cross and Ellis body number 31025 stamped on it.

The car was towed to Dune Bodyworks in Cheltenham. They made new running boards, bonnet tops and door valance and they repaired the guards by cutting out the torn and rusty sections and rolling and welding in new pieces. They then body-filled and primed them and temporarily fitted them to the car. They also made a new air vent. The whole car was body-filled where necessary and prepared for painting.

It was now almost Christmas 2004 and with only three months until the Alvis National Rally I was beginning to get nervous as I had vowed that the car would be on this rally but there was still so much to be done.

Friend and fellow club member Bernie Mack (the owner of the Austin Top Speed 20) runs a panel-beating business and offered to paint the car in the quiet time between Christmas and New Year. I gratefully accepted his offer and this task was duly performed. I decided to paint the car black as this was the original Edinburgh Police Car colour.

The car was towed home early in the New Year and I undertook the final assembly, being careful not to scratch the new paintwork. I fitted the guards, doors, bonnet, boot lid, running boards and the original windscreen, which I had earlier had replaced and new glass and rubber. I used the original instruments, just cleaned them and installed them in the car.

I had previously restored the original hood frame and replaced the hoodbows and while doing so, had discovered the original window in good condition wrapped in the rotting hood canvas.

VSCC member Gerhard Zanety fitted all the electrics on the car, including lights, windscreen wipers, traffic indicators and horn.

With only two months remaining until the rally, I had run out of time to have the car upholstered. I still had no seats so I borrowed a pair from Dale Parsell. He had kindly offered me the seats from his Crested Eagle while it was off the road. I had a tonneau made to protect the exposed timberwork and luggage inside. There was no time for a hood to be made to protect the occupants.

I took the car to be roadworthy, then registered it on Classic and Historic plates on the same day. That evening saw me heading off in it to attend a VSCC meeting. This was the car's first official outing.

I was somewhat apprehensive about driving an essentially untried car through city traffic to an evening meeting but my fears were unfounded. The brakes could have been better but the handling and pickup were good and it tracked well. The gearbox was delightful and the steering was light. The car performed extremely well and I was very pleased.

One week later I drove the car to the Alvis meeting where I received a warm welcome and the car received a lot of interest and attention. I particularly appreciated the award of some champagne from long-term members Ron Wilson and Bob Graham to celebrate the occasion.

The National Rally (March 2005)

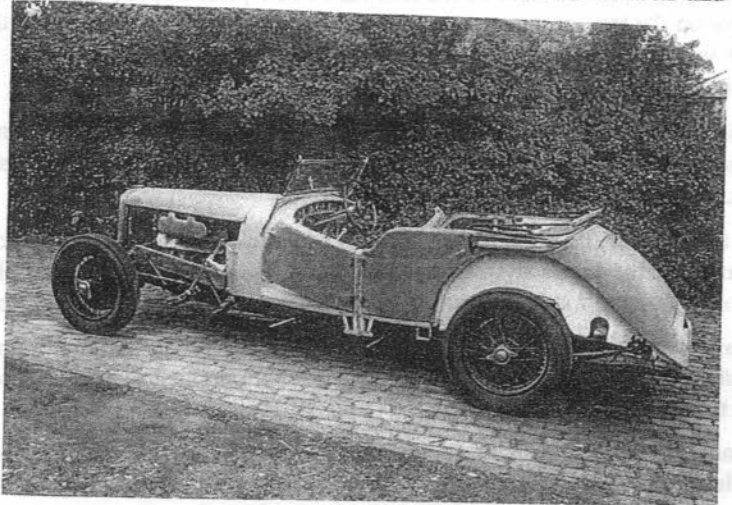
Two weeks before the National Rally the head started to leak again and I decided to chance it and take the car anyway, taking plenty of oil and water with me to top up as required. Previously, I had been concerned about the lack of hood in relation to wet weather, but the forecast for the day of departure was 35°C. I hadn't counted on temperatures like this in mid-March and was now concerned about exposure to the sun, particularly on the three to four hour drive along the Hume Highway. While my wife Pam was packing the car the night before the rally, I decided to fashion a temporary hood out of a bed sheet which I tacked onto

ion of the body easier as I was able to do the timberwork myself. I removed the original emplate to replace all the timber framework except that in the doors which looked fine. I for this purpose. The rear wheel arches proved the hardest task. The original ones were in curve then cut it out to the correct shape on the band saw after gluing it with waterproof glue.

of the car and the original scuttle. This made building the framework for these awkward as I metalwork instead of constructing the timber framework first. The rear section and primed and the timber re bolted to the chassis.

brackets on most of the ackets which were rusty the doors proved to be a l.

the boot, bonnet sides condition, only requiring brass angles to reinforce the frame for the boot lid p the original timber with



the hood frame. It looked terrible but as long as it did the job, that was the least of my concerns.

I wanted to leave at 6.00am the next day to avoid most of the heat but to my dismay, the car refused to start. Even using a can of "Start You Bastard" failed to yield a result. The magneto was not producing enough spark and I thought the rally was over for us before it had begun. I rang my friend Greg Smith, who arrived at 8.00 am, and was also unable to start the car. However, by raiding bits from one of his magnetos, we were finally able to get it running and we were on the road by 11.00am now unfortunately, in the heat of the day.

Twenty kilometres out of Melbourne a screeching noise issued from the speedo cable so I had to reach over to the passenger side of the car while driving to disconnect it. Another teething problem that reared its head was that the square shank on the hand throttle assembly that I had made was too tight, causing the throttle to stay open which in turn made gear-changing difficult. I had to stop and disconnect it.

I was alarmed at the number of modern cars I saw pulled up on the side of the road, obviously suffering heat problems so I kept a close eye on the temperature gauge, not wanting the hand to go too far to the right. It did so on the hills but was OK on the flat. In fact this was the first time I'd driven the car at any speed on the open road. I sat on 45-50 mph and was pleased with the way the car handled.

My fuel gauge wasn't functioning and two hours into the journey we ran out of petrol. I pulled off the road (as usual in these circumstances no trees, hence no shade) and the car began to boil. By this time we were almost boiling ourselves and had to resort to drinking the water that was intended for the car.

I filled the radiator, then put in four gallons of petrol and pressed the starter motor. The car burst into life so we set off once more. We turned off the highway at Benalla to fill up with petrol and also replenished the water. By this time it was so hot even the bitumen on the road was sticky and we were beginning to feel like Burke and Wills on their epic trek.

We finally reached our destination of Beechworth late in the afternoon and I quickly dismantled my makeshift hood before being seen and ridiculed by other rally participants. After purchasing a box of cold beer we headed off to the rally venue, feeling relieved to have made it this far.

By chance, I happened to park next to another Speed 25 which was the original Glasgow Police car owned by Dale Hanley from Queensland. As more people arrived the box of beer got smaller and the Alvis stories got bigger. A cold beer had never tasted so good!

It was great to meet other Alvis enthusiasts and admire their cars and I was surprised at the number of Speed models that were on the rally. I thought all the cars looked pretty good but in my opinion the best was Trevor Eastwood's immaculate 1936 Mulliner bodied 3½ litre from Western Australia.

I thoroughly enjoyed the rally and was pleased with the car's performance overall, not even the steep ascent of Mt. Hotham posing a problem. However, as the rally progressed the car became increasingly difficult to start because of the magneto and it even required several people to push start it on the last day. It also continued to lose water.

Since the rally I have purchased an aluminium cylinder head from the Red Triangle and have assembled it with the original cluster springs. I have had the magneto overhauled and the car is now running well. I was missing a bumper and Duncan Scott from South Australia, who was on the rally, subsequently supplied me with one.

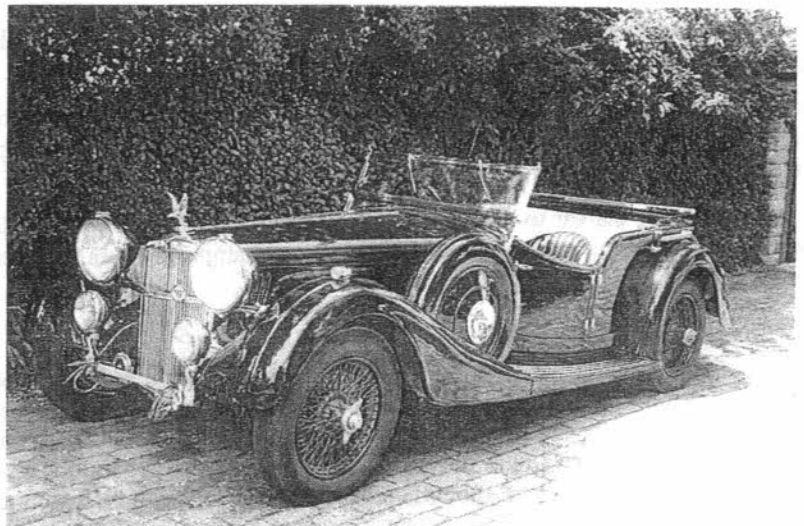
So far, the restoration has taken me four years and the car, although running, is still unfinished. It is missing Lucas horns, Luvax shock absorbers, air silencer, sliding crank handle cover, the clock out of the rev counter, instruction plate on the rocker cover and seats. It is currently fitted with post-war P100 headlights instead of the correct prewar ones.

The next major under-taking will be a new hood. Hopefully by the National Rally in 2007 the car will sport its new upholstery and all the missing parts. In the meantime I have the fun of the chase.

I would like to thank all the people who have helped me with this restoration. They are too numerous to list but all have given generously of their time, advice and have often helped me with parts. I would also like to thank Sally McKaige for her help in the preparation of these articles.

Frank Mornane

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HISTORIC MOTORING COMMENTS AND NOTES

Extracted from Pages 42 & 43

Chapter 3 shows the rapid growth of motoring from the cessation of the War in 1918, the number of motors registered in Victoria accelerated past the fourteen thousand mark and for the first time Australians bought more motor spirit than kerosene from the importers of petroleum products. Throughout Australia there were 70,000 cars with more on the horizon, for the Australian motor building industry was about to burst from its shell. For a couple of years after August 1917 a wartime car which had been designed to conserve scarce shipping space meant that only the engines and chassis of cars could be imported. The bodies were to be made locally. In Adelaide the enterprising father and son firm of H.J. and E.W. Holden moved swiftly. At the instigation of S.A. Cheney, a Dodge dealer, they produced within a couple of months a Dodge body which was sold at half the cost of an imported one.

Car bodies still resembled an elongated open carriage; although the basic shell was now fitted with a canvas hood and detachable windscreen and side-curtains. Such accessories had often been Australian made even before 1917. Car trimmings had been included in the Holdens' leather goods catalogue since 1910 and one of their partners, F.T. Clark, had previously made body parts for Ford cars.

Quick to use mass production techniques, the Holden body-building firm was producing 270 shells a week by 1923. Two years later, when the firm had moved to a newly built plant at Woodville, 1000 a week were coming off the assembly lines and the designs were shaped to fit nearly a dozen different makes of cars. In 1925 the Ford Company began assembling its own chassis, engines and bodies in a disused wool store in Geelong and in the following year the American General Motors Corporation set up its Australian company. It imported chassis from Canada, England and America to be fitted with Holden made bodies in assembly plants in all the mainland capital cities. The Victorian plant was in City Road, South Melbourne.

The first faint shape of an Australian car body was also beginning to emerge. In 1924, despite his father's roared protest that Australians were too fond of fresh air and sunshine to want it, E.W. Holden pressed ahead with the first fully enclosed body, a hardtop. After the Holden firm's merger with General Motors in 1931, the idea of an original design for 'Australia's own car' was urged by L.W. Hartnett among others, but the second world war delayed its appearance until November 1948.

Extracted from Page 45

"The growth of motoring was quite huge in the 1920s with the following statistics for Victoria. The image of motoring was no longer just that of a rich man cushioned in leather and rugs being driven by a chauffeur or a 'motor boy.' Later in 1922 the Club wrote to the Education Department pointing out how useful a knowledge of motor mechanics would be to future owner-drivers and in 1925 its road safety campaign appealed to pedestrians to take care and develop a road sense, since 'you'll be a motorist tomorrow.'

Such an expectation seems to be confirmed by the figures. Between 1918 and 1923 motor vehicles on Victorian roads increased at the rate of more than four thousand a year. During the next five years the rate was a stunning 18,000 a year.

In 1923 the volume of business done at the Motor Registration Branch in Russell Street, Melbourne, grew by forty per cent and despite double the number of clerks (twelve as against six), queues of people waiting to register vehicles and obtain licences often snaked out from the cramped wooden office into the street. In Christmas week, a record 1750 cars and 521 motor cycles were registered and 2340 people obtained licences. Apart from taxi and hire car companies, two government departments owned the largest fleets of motors. One had forty nine, the other thirty eight.

The 'Argus' recognized that much of the motoring impetus came from the fact that the price of an automobile was dropping steadily while wages

were beginning to rise. As an example, a Chevrolet in 1920 cost 545 pounds. Five years later a Chev Tourer cost 210 pounds and the Roadster just one hundred and ninety five pounds, or less than the price before the War. Model T Fords too remained popular and their moderate price was sustained when the new Model A came out in 1927. Second hand cars were in abundant supply and even cheaper. Throughout Australia in 1920 there was just one motor vehicle for every seventy one people. Five years later the ratio was one for every twenty four people and by 1930 it was one to eleven."

Extracted from Page 44

"The next obvious growth area was in education about motor vehicles. The RACV Club wrote to the Education Department urging that courses in motor mechanics be included somewhere in the school curriculum. Boys might then be encouraged to take the course for motor apprentices which began at RMIT in 1923, at Swinburne Technical College not long after and at Richmond Technical School in 1926. The Melbourne and Richmond colleges each invited the Club to appoint a delegate to their governing councils and the tradition has since been maintained.

At the 1925 motor show in the Exhibition Building the 'younger generation' surprised the attendants with their intense and detailed interest in the cars, the motor cycles, the oils and greases and electrical accessories on display. Many school parties attended, not only from the technical colleges. The Trinity Grammar School sent 230 boys.

Henry Ford's prediction that motors would soon push horses off the road sounded with an ever more confident ring. The Club committee certainly thought so."

Writer's Comment

Some time ago I read a story about early Sydney CBD in the horse era of around 1880 when the city council clean up duties found that the horse droppings collected each day were equivalent in volume to a depth of 16 feet in a year on the city's roads. So anyone who complains about motor emission polluting the cities might like to think of the earlier and far greater problem. One wonders how many people died from tetanus in those days!

Extracted from Page 65

Traffic congestion was soon to follow. When city

traffic was once more 'a very vexed question' in 1935 the Council began to look askance at parked cars. In an attempt to speed up the slow crawl between parked vehicles and tram tracks the city's traffic committee proposed to ban all kerb side parking in the city centre. Cries of protest from carriers, shopkeepers and businessmen prompted the Lord Mayor to call a 'conference of citizens.' The RACV president, J.M. Ramsay, was one of a committee of nine who were then appointed to collect parking information from the rest of the world and to confer regularly with the Council's traffic committee and the Police Commissioner. Time restrictions on parking thereafter became the norm. There was also some pressure on the Council to build a car park on the old Western Market site but private firms generally made more forward moves than a reluctant municipality. In 1939 when the Victoria car park in Russell Street opened it had space for 450 vehicles on six storeys. The firm advertised that a car could be brought down to anyone of its four entrances in just ninety seconds and while in the parking station it could be washed and greased in a specialised lubritorium. "

The downfall of the railways had been brought about by the advent of motor vehicles as the following extract illustrates.

Extracted from Page 69

"With the sharp onset of the depression in 1930 and 1931 membership of the Club slumped heavily and the whole motor trade came to a virtual standstill. All over Australia rail systems were running into debt and in May 1931 Prime Minister Scullin named the railway deficit of between thirty million pounds and forty million pounds as the primary cause of the financial depression. To Victorian Railways Commissioner H.W. Clapp, motor vehicles were an obsession. He was convinced they were the sole malevolent reason why 'his' railways had gone further and further into debt from 1925; although even when the number of motor vehicles on the road was cut by the depression, railway funds sank still further to a record low. Transport regulation acts were being hurriedly formulated in all States and in Canberra in the hope of stemming the tide.

In Victoria in February 1931 the railways had been given the power to charge absurdly low or outrageously high freight rates to counter specific instances of 'unfair' motor competition and motor buses were forbidden to use the major highways

That paralleled railway lines. Clapp was heard to chortle unwisely that soon motorists 'would not have a feather to fly with', whereupon the motoring community organised to close ranks."

Like all things politics always raise their head, the following extract shows the power of the masses which was a new concept in 1931.

Extracted from Page 70

'In September 1931 the RACV sponsored a conference of automotive trade associations in connection with the socialization of transport. Two previous transport bills had been rejected in Victoria and the conference appointed a committee of five to keep a watching brief over future legislation. At the end of 1932, R.G. Menzies as Victorian Railways Minister introduced another transport regulation bill, the first part of which set up a board to inquire into competing forms of transport while the second part detailed the methods by which the Board was to operate in issuing transport licences.

After studying the legislation the Club 'transport committee' made a deputation to Menzies seeking amendments to what it saw as the sweeping powers given to the Board. Menzies was then a young lawyer-politician, sufficiently skilled in debate to withstand the pressure, even when it included strong protests from country interests. Fruit growers for example who had been using trucks for quick transport to market were outraged by the implication that they would be penalized for not using the railway.

With the government refusing to budge the transport committee withdrew to consider the matter further. It was then that Harry James who was so closely identified with both the Club and the motor trade was given the authority to carry out his idea. On 3 December 1932 a large advertisement appeared in all the daily papers outlining a dozen damaging consequences if the bill were passed. Those who objected were asked to snip off one corner which stated a formal protest to fill in their name and address and send it to their local member. Many parliamentarians received hundreds of these paper triangles in the mail; and judging by their outrage at this unscrupulous propaganda, such an idea for community protest had not been used before in Victoria."

The rate of motor vehicle growth was illustrated

dramatically by the statistics quoted in Chapter 7.

Extracted from Page 118

"On 31 December 1955 and again on the same date in 1962, a census was taken of the number of motor vehicles on register in each State of Australia. The figures defined what people had already sensed - that the flow of motor traffic on the roads was becoming an ever widening roaring stream. Throughout Australia, it no longer seemed unlikely that the number of motors would one day equal the number of people. Included in the vehicle numbers were motor lorries, panel vans, utilities and omnibuses and although the roar of these heavy commercial vehicles might seem noisier there were in fact more than twice as many passenger cars which generated the constant growling undertone. This proportion of cars to trucks, vans and buses has changed little over recent time.

Between 1936 and 1945 there was just one vehicle to every nine or ten people. By 1954 the ratio had fallen to one to five although in Victoria where there was a more immediate access to assembly lines, the ratio was one to four. Victoria once again reflected the national figure of 3.3 people per vehicle by 1962 and in 1970 it was just over two per vehicle."

I do hope these extracts make interesting reading and show us all that we can't allow excess political interference and need the use of people power to keep the balance.

Robert Penn Bradly
19 Sept 2005



VINTAGE ACCV

The Camperdown Weekend Away was just Vintage ACCV nonsense from Go to Whoa!

We set out from Gisborne about midday in the Sp25 for a blast down to Camperdown via Geelong and Colac. The razor backs between Gisborne and Bacchus Marsh are great Alvis country with hills and valleys and fabulous views on both sides of the road.

Bacchus Marsh to Geelong is boring unless you have a semi sitting on 105kph behind you and knowing that a passing manoeuvre would double the number of stone chips you already have. Just at the critical time, having been followed for about 15 minutes the road widened and the truckie did his thing.

Geelong to Colac brought back memories of my first job, 40 plus years ago driving the Princes Highway once a week. Nothing's changed! Its facilities are still in the FB Holden days!

The Old Mill was rated 4½ stars but should have been 10 ½ stars, someone with lots of imagination had renovated / restored / updated the original buildings into various theme apartments, making use in our case of modifying old milling equipment to become furniture.

Richard Tonkin and Maureen (more about Maureen later) occupied the attic above our bedroom level and the clanking of the chains and ghost noises had him asking how long it might go on.

The McDougalls occupied the Vicarage (two sinners in heaven!) with lectern on the island bar and pulpit on the mezzanine floor (more about the pulpit shortly).

McKaiges and Warrick occupied a mock Tudor style suite with mezzanine (more about the mezzanine later).

Hetheringtons, Heads, Thorpe and Carol were in the new wing with all modern inconveniences.

Parking was adequate where we could look at the cars while we quaffed on the huge patio.

Pauline Tonkin was visiting the grandchildren in QLD and significant email traffic relating to Richard's predicament saw the rise to notoriety of Maureen who was originally touted as a blow up doll but in real life turned out to be a lady of short stature with pink hair, unblemished complexion, with fixed stare, incredible cleavage, fishnet stockings and high heel shoes. (breath in now!) Pauline, who thinks of everything, had even created her with spare balloons in her pocket incase she deflated during the night. Maureen arrived sitting beside Richard in the TE21. He claimed he set her there before driving into the motel, how ever a normally reliable informant said she was photographed with Richard going through a red light in Melbourne several hours earlier.

True and tall tales of the legendary Alvislore were told before dinner at the Leura Hotel. The booking was cancelled when Tonkin said he had invited Maureen, but reinstated when she said she didn't want to go. When patrons complained about ice cream being passed down the table on a knife, we told them we were from the Riley Club and they said they understood. Three of the ladies had to be restrained from breaking into a shoe shop on the way back to the Mill as they were not prepared to wait until the morning for a fitting.

Saturday's scenic drive took us to the Timboon Cheese Factory for morning tea and much to the merriment of others, Maureen sat with us at the table. On to Port Campbell and the Twelve Apostles where two Chinese tourists screamed when they became aware of Maureen looking at them as they posed for photographs.

The drive back through Simpson was as good as the trip down

Dinner at the Commercial demonstrated how Henry Ford's production line technology could also be used to feed the millions (well thousands!) We had a private room, the food was good, the red was good and life was good! And the company wasn't bad either!

Sunday morning was a tour of the market and off to Darlington on a road that would test even the best suspension that British technology could produce. I had to replace two spring bracket bolts that had sheared. New shockers might be the answer! Lunch at the Terang Hot Bread shop really stretched the resources of the staff.

Back to the Mill and chew the cud while the ladies all went to Safeway for barbecue supplies. A brief discussion of off to the pub for some male bonding found me, after a brief trip to the unit, minding millions of dollars worth of Alvis cars (well tens of thousands anyway) all with keys in the ignitions and unlocked units 'cause there was no one else, and the security guy hadn't been around all weekend. My situation got worse when the ladies got back wanting to know where the men were. I said here I am, but it didn't work! I was told if I wanted to eat tonight I had better find them. Thanks fellas, your actions have been noted! How did you pump up all those tyres?

Before dinner we were directed to the Vicarage for Evensong. It seems to be Alvis tradition for this sort of thing - Tonkin as President was wheeled into the Ravenswood rec room on a mobile pulpit. JFH used the Northey's mezzanine floor at Castlemaine last year.

But Evensong at Camperdown topped them all. Using the Vicarage pulpit, JFH preached the following:

LETTER FROM JOHN TO THE ALVISTI.

Chapter 2, verses 1 – 10. The lesson used at Evensong on Sunday 30th October 2005.

- vs1 *And it came to pass that on the Eve of the Ceremony of the Running of the Beasts there gathered a conclave of the children of Alvis at a place that is called Camperdown which lies in the western part of the land.*
- vs2 *They were led to this place by the Prophet, Warrick. More will be spoken later of Warrick.*
- vs3 *From around the land the children gathered, mostly true believers but some among them were uncommitted.*
- vs4 *From nearby Batesford came forth David and Carol in an Eagle of silver, which had received both much spit and much polish. So much spit, verily, that the mouth of David grew dry and that of Carol too. They partook of the juice of the fruit of the vine and were restored.*
- vs5 *Thorpe and Carol ventured forth in a heathen machine called Riley and came worshipping the false Gods of Morris and of Lotus too. But it is easier to pass through the Gates of Heaven in an Alvis so they should forgo such foolish ways.*
- vs6 *From a small land across the water to the south came a man who took a woman from a large and very distant land to the north. A land of the bear and of the hammer and of the sickle too. Andrew and Frances are versed in the beauty of the Alvis yet are seduced by pretty French alternatives and old machines which have been proven not to work well. Old machines which long ago were replaced by Alvis. Their faith is weakened and the eye of the prophet is upon them.*
- vs7 *Lang of Gisborne, John with wife Margaret were there. Years ago Lang had wed Margaret and Lang and Margaret begat Nikki. And in the fullness of time Nikki met Dean. And Nikki wed Dean. And Nikki and Dean begat Mathew. And when Mathew came forth there was rejoicing across the land. The coming forth brought lightness of heart to Lang and Margaret and in Big Red came they to Camperdown.*
- vs8 *Chester attended in proper mount but how he found his guiding star is itself a miracle. For the star seeker's seat beside him was barren while the star seeker herself, wife Sally, rode pampered and cocooned with stereo and with heater and with straight-combed hair. But, beware! There is no soft ride to heaven.*
- vs9 *An Advocate amongst us came. In vulgar gold he made his journey. From such gold he banished his wife to the northern sun and took up with and brought with him a pinken haired Jezebel with near naked knockers. Woe is he!*
- vs10 *The Prophet Warrick led us here and led us through. Not for him the minor miracles of turning water into wine or of feeding five thousand with a few loaves and a few fishes. Oh, no. Warrick's miracles lie on a grander scale. He has taught us how to turn small rectangles of plastic into five star accommodation, good food and good wine. Then he adds good company, good roads and good fun. In the words of a greater Prophet: "Warrick, ya done good, kid!"*

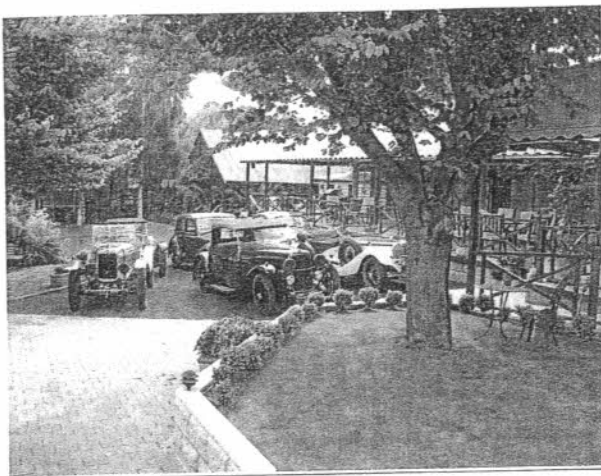
Here endeth the lesson.

As we left the Vicarage we all had the fear that we would be smote by a bolt of lightning.

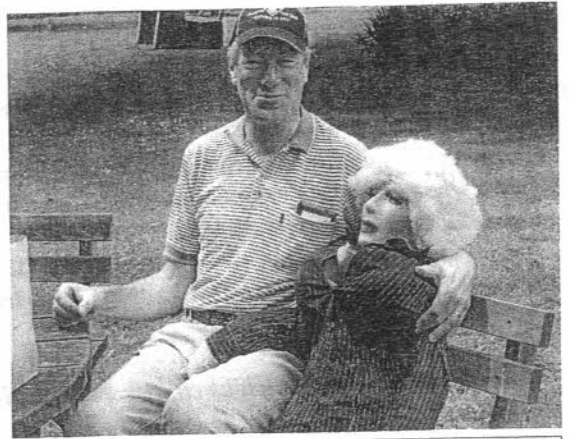
The barbecue was had, washed down with quantities of red and white—and no one died of food poisoning.

We all made it home safely and a fantastic weekend was had by one and all—thanks Warrick. In the words of the profit John, "Warrick, ya done good, kid!"

The next page tells alittle of the story in pics)



The old Mill—Camperdown



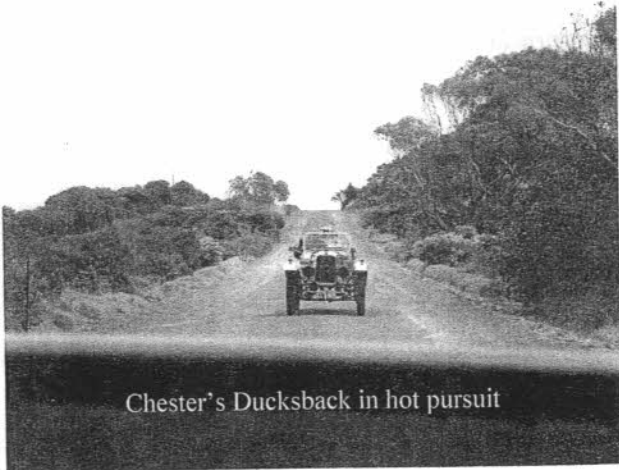
Richard and friend



Only time during the weekend that anyone was serious



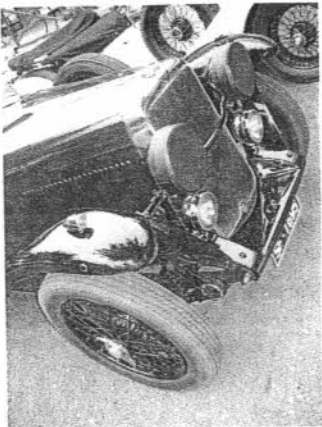
Planning the morning run



Chester's Ducksback in hot pursuit



Japanese tourists inspect the cars



David Head's Silver Eagle



Alvis tourists at Loch Ard Gorge

ALVIS CAR CLUB OF VIC INC

TREASURER'S REPORT FOR FINANCIAL PERIOD 1.7.2004-30.6.2005

EXPENDITURE	2005
Newsletter	\$2,717.68
Newsletter Postage	\$1,260.60
Annual Lunch	\$867.10
Library Purchases	\$207.00
Aust. Post	\$126.70
Trophies/Shields	\$494.84
Auditor Fees	\$120.00
Rent (Mrs Bowes)	\$800.00
Public Liability Ins	\$682.00
AOMC Fees	\$130.00
AOMC Permit Books	\$45.00
Digital Camera Batteries	\$32.00
Stationery	\$548.85
Website	\$69.00
Membership Cards	\$136.35
PO Box Rental	\$56.00
Temp Loan to Rally (2005) A/c	\$1,000.00
Presentation/Flowers etc	\$233.75
Rough Red & Pie night	\$167.07
Purchase Spares	\$715.00
50th Birthday Expenses	\$778.50
Moorabbin Air Museum	\$150.00
Bank Charges	\$38.10
TOTAL EXPENSES	<u>\$11,375.54</u>

NET LOSS

\$2,994.01

This above report has been audited by Susanna Hazelden, Accountant.
The club is registered with the ATO ABN # is 36 118 172 771
The completed report has been forwarded to the Consumer Affairs Office
as is required by the Public Officer

ALVIS CAR CLUB OF VIC Inc
Treasurer's Report for financial Period 1.7.2004 - 30.6.2005

	2005
Cash Balances	
General Account 3082-11381	\$2,202.57
ANZ Term Deposit 9847-60431	\$13,177.61
ANZ Term Deposit 9877-20371	\$5,075.83
ANZ Rally Account 1091-23792	\$47.66
ANZ V-2 Plus Investment Acc 2518-26894 (Rally)	
INCOME	2005
Income Received from ANZ 9847-60431	\$450.33
ANZ 9877-20371	\$72.93
General Acc ANZ 3082-11381	\$0.16
Subs	\$4,655.00
Suppers	\$266.15
Annual Lunch	\$810.00
Souvenir Sales	\$134.00
Donations	\$50.00
Federation Fund	\$20.00
Repayment of Temp Loan Rally A/c	\$1,000.00
Sale Spares	\$875.30
Balance Rally Acc	\$47.66
TOTAL INCOME	<u><u>\$8,381.53</u></u>

Alvis Cars in Australia

Over the years, much has been written and discussed about the possibility of producing a book on Alvis Cars in Australia. Whilst researching the history of the ACCV, I came upon a number of articles in our newsletter referring to such a book. At that stage, Bob Graham had gathered a lot of information that I have since collected and read through. From then it died a natural death. In 1976, Darian Cassidy produced a register of known cars in Australia and recently I obtained from Dale Parsell, Cassidy's original notes and correspondence. He did an excellent job although there were a few small errors and I believe such an undertaking should be done again that will then form the basis of producing a hard backed book. I believe now is the time to review such an undertaking and I'm quite happy to do the hard slog. First of all, I would like some feedback from you the members as to whether you think this is a good idea because, if it is, I will be relying on all of you to provide the necessary information. Please feel free to contact me on the numbers below if you think this is a worthwhile exercise. If I get some good support, I'll go to the next stage.

Kind regards

Chester McKaige

Phone Home 03 95571134

Office 03 95278423

Mobile 0407 113516

email mckaige1@bigpond.com.au

Alvis in the outback 2007.

57 entries as of the 20th of October!

An excellent response from Alvis owners, we are almost fully booked at the Wilpena Pound Resort which is the most limited of our two locations.

We have been able to book further en-suite cabin type rooms at an adjoining establishment, situated on a good sealed road and close enough for people placed there to be fully involved at Wilpena. Remember entrants will be allocated on a firm first come, first served basis.

Duncan and Clova will be O/S from the end of this month, so any correspondence should be directed to Stuart McDonald c/o the Sporting Car Club or by 'phone directly to him, particularly until the middle of January 2006.

The rains have been very kind to the northern areas this winter and the country side is in fine condition, the area we are to visit will be outstanding for the next few years at least!

We asked for entries to be submitted by the end of September. Please do send in any outstanding entries now, we are almost at the limit!

SWAP, BEG, BORROW or STEAL

WANTED

Speed 20 SA third gear at rear of layshaft
(double helix) part # 10354

Phone Ian Parkinson (03) 5968 2927

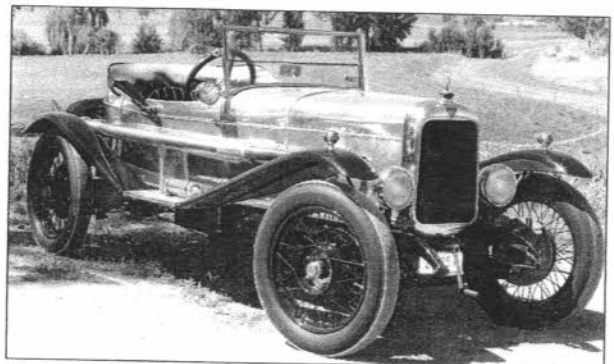
HARES & EAGLES

If there is any interest in obtaining hares & eagles, I will investigate the cost etc. They will be cast in bronze and the patterns will be from the hare with the fine front legs & the eagle from an original high wing. They will be 5 or 6% smaller than originals due to shrinkage in the process.

Contact: John Lang (03)5426 2256 (other details page 2)

FOR SALE

My SC 12/50 Ducksback is well known to Alvis Club members in NSW and Victoria. This car has had a chassis up overhaul, engine recondition, new C/R gearbox and new 4:1 diff. This vehicle has been fitted with a new body that had been stored for over 30 years and only fitted in 1999 with quality antique figured leather trim. An exceptional car with a lively road performance. Regretfully for sale due to "unforeseen circumstances." \$75,000. Less than present day cost of professional restorations to this standard and comes with some valuable spares. Enquiries to Brian Hemmings on (02) 9484 7491



FOR SALE:

2005 NATIONAL TOUR on DVD

Now available.

70 minutes of memory's to delight your friends with.

Get your copy at the next general meeting

\$15 (+ \$5 postage for International orders)

or Contact Dale (dparsell@ozemail.com.au)

(Can be provided on VHS if required, PAL format only for both DVD and VHS)

Thanks to David and Carol Head, Tony and Bennie Hannam, Dean and Christine Prangle and Maritta for providing the excellent footage.

Dale Parsell (dparsell@ozemail.com.au)

WANTED:

SP 25 Hand Brake lever arm. Generator louvred band to cover brushes. 2 x 1/2 Ball and wing nut as located on threaded brake rods. 2 Pass light glasses. Gear Box mounting brackets--offside, nearside and rear
Likely, models other than the SP25 will share the componentry.

Michael Lavender, NZ Alvis Club

Call Collect 0064 33255704 (New Zealand)

WANTED:

Cross & Ellis or Charlesworth Tourer or Charlesworth saloon body to cutdown to tourer to suit SP25 chassis.

Ring David Caldwell (03) 9729 5821 or
email caldwell08@optusnet.com.au

WANTED:

3 litre TA-TD
Flywheel & clutch assembly
Flywheel housing
Manual gearbox
Clutch pedal & linkage hydraulic or manual.
Gharre Dalliston (07)5546 1998

Wanted:

Alvis TA, TB, TC or Grey Lady. Should be in reasonably good cond. (not requiring restoration)

Peter Mott. Ph. 08 8382 2756. mottpa@picknowl.com.au

WANTED:

Pair Bosch 10 inch diameter Headlamps JG 240 or JG280 and a pair of Bosch side lamps J120.
Ring Geoff Hood (03) 9842 2181

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

John Langed

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