



Alvic

DECEMBER 2005

newsletter of the Alvis Car Club of Victoria

*The Alvis Car Club
of Victoria wishes
you all a Merry
Merry Christmas
and Prosperous
New Year*

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
www.alvis.org.au

DECEMBER 2005

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PRESIDENT

John Hetherington, 71 Hawkins St, Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586 jfh@mcmmedia.com.au

VICE PRESIDENT

Chester McKaige,
129 Tucker Rd, Bentleigh, Vic 3204
Tel (03) 9527 8423 mckaige1@bigpond.com.au

SECRETARY

Dale Parsell 14 Symons Rd, Avonsleigh, Vic 3782
Tel 03 5968 5170 dparsell@ozemail.com.au

TREASURER, PUBLIC OFFICER & 3 Litre Spares

Ian Parkinson, 38 Nobelius St, Emerald, Vic 3782
Tel/fax 03 5968 2927 parky@alphalink.com.au

CLUB CAPTAIN

Alan McKinnon, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079
Tel 03 9497 3414 alan@antiquetyres.com.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O.Box 129, Gisborne, Vic 3437
Tel/fax 03 5426 2256 jdmelang@netcon.net.au

SPARES REGISTRAR & Committee Person

Bob Northey, 2 Orrong Rd, Elsternwick, Vic 3185
Tel 03 9528 6767 rnorthey@melbpc.org.au

PVT SPARES & Committee Person

Eric Nicholl, 17 Ternes Rd, Upwey, Vic 3158
Tel 03 9754 5412

LIBRARIAN & Committee

Frances McDougall, 424 Wellington St, Clifton Hill, Vic 3068
Tel 03 9486 4221 macily@tenex.com.au

COMMITTEE PERSONS

Richard Tonkin, P.O.Box 280, Greensborough, Vic 3088
Tel 03 9710 1465 rtonkin@austarmetro.com.au

Andrew McDougall, 424 Wellington St, Clifton Hill, Vic 3068
Tel 03 9486 4221 macily@tenex.com.au

Chris Higgins, 41 Cootamundra Ave, West Rosebud, Vic 3940
Tel 03 5986 1510

VINTAGE SPARES

Geoff Hood, 37 Thomas St, E.Doncaster Vic 3109
Tel 03 9842 2181

TA14 & 3 Litre SPARES

John White 30 Lyndhurst Cres, Box Hill, Vic 3129
Tel 03 9890 7066

ALVATICINATION

There was a remarkable line up of cars at the club Christmas barbeque last Sunday, hosted by John & Marg Lang. We thank them for their hospitality, including the use of their paddock for parking. The variety of models attending brought to mind the fact that Alvis produced an extraordinarily diverse range during the PVT era. Family saloons, tourers, sports tourers, grand tourers, large saloons and limousines were all produced by different body builders. Those body builders needed a diverse range of chassis upon which to build. Perhaps, in Britain, only Riley equaled or exceeded Alvis with their wide range of sports cars and tourers. Even Riley made no attempt to compete for the "Carriage Trade" as Alvis did with their Crested Eagle six light saloons and limousines, but Alvis did not have the sporting Imps and Brooklands of Riley. The "big boys", Morris, Austin, Standard and Hillman each had a limited range of models, as did Rover and in particular little in the way of "sporty" ones. The "top deck" brands of RR, Bentley and Lagonda made superb motor cars but they were all very big and very expensive. These thoughts sprang to mind during and following a Christmas party conversation with someone who knows my interest in Alvis but asked "why Alvis"? He is a bloke with a keen interest in Italian motor bikes and supercharged motor car engines, so it was not easy to fob him off with an assertion like "they are well engineered" or similar. So, here is a challenge for the silly season: as you engage in navel contemplation while waiting for a surfeit of rich food and wine to digest, ponder the question "why is it Alvis that we love?" There will be a PRESIDENT'S PRIZE for the most convincing answer published in "Alvic". Whilst pondering, have a very Merry Christmas and look forward to a Happy, Prosperous and Healthy New Year.

JOHN HETHERINGTON.

NEW MEMBERS

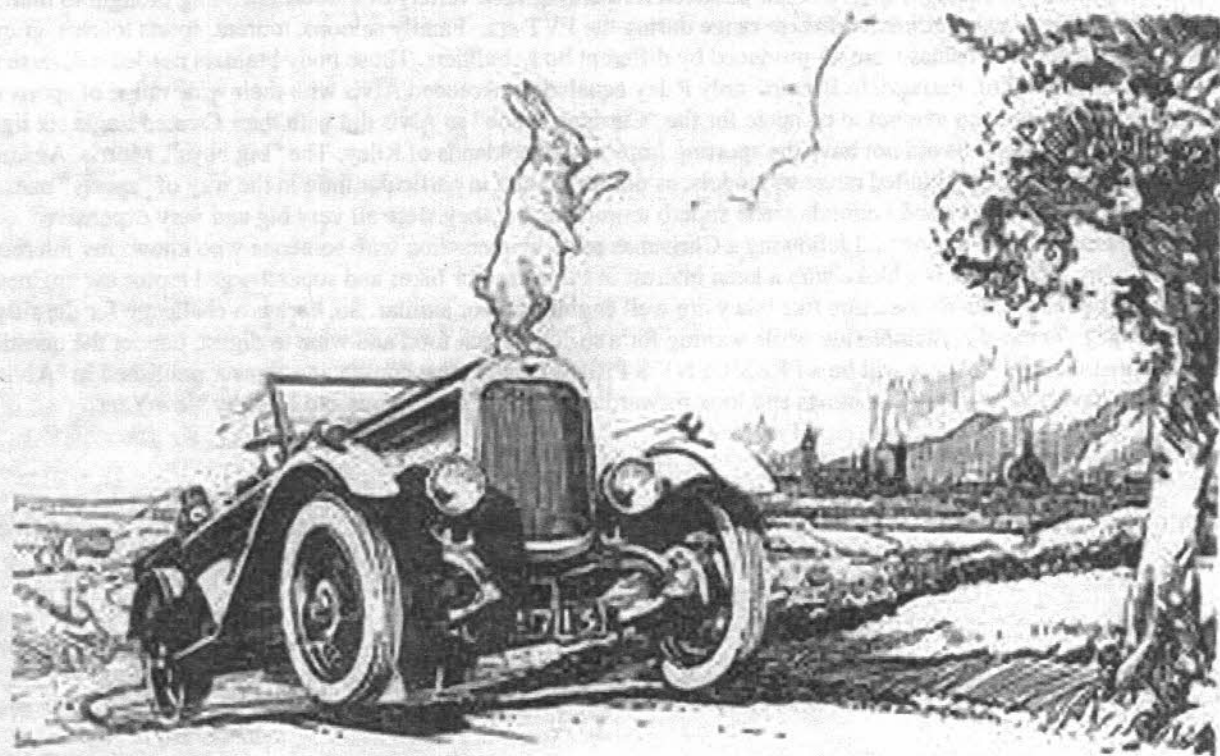
A very warm welcome to Max & Judy Houston, well known in Alvis Circles

also

Allan & Janet Reid who sat through an hour of Alvis meeting nonsense at the November meeting and still saw fit to part with their membership money. (*must be our very persuasive Treasurer!*)

PRELIMINARY 2006 EVENT CALENDAR

- 13/1 January BBQ Kevin Bartlett Reserve Richmond from 6.30pm
Melways 59 A1 or 45 A12 (FR Smith Drive off Yarra Boulevade)
BYO Eats & Drinks—electric BBQ available. *Chester 0407 113 516*
- 22/1 RACV Great Australian Rally
- 11/2 Macedon Ranges Grand Tour (*John Lang 0419 552 892*)
- 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.



GOOD-BYE LONDON—I'LL BE IN EDINBURGH TONIGHT!

*See—Hear—
The Alvis Home Model.*

THAT "Certain" Feeling is one of the many joys which go with every Alvis car. London to Edinburgh in two days is more than most would dare—yet with an Alvis you can do it any day—in comfort and with ease.

Mr. H. E. Bule, in the "Autocar" of December 31st, writes:

"I have driven Alvis cars over 45,000 miles, including 10,000 miles abroad, and every mile I drive them I like them better. It is a duty you owe yourself to try an Alvis at Henlys to-day."

IT'S fair to be "Sure," but to be doubly sure is better still.

Buy an Alvis from Henlys and you will be doubly sure. For Henlys are by far the largest Alvis Agents in the country, and have a reputation for upright dealing which they jealously guard.

Further, Henlys will definitely give the highest price for cars in exchange—and themselves finance unique terms of payment. Why not call and judge for yourself. Even if you do not intend to buy at present, you are sure of courteous attention.

FULL RANGE OF MODELS ON VIEW AT

HENLYS

81, 83, 85, 87, 89, FORTLAND STREET, W.1. Telephone: LANGHAM 1961, 1962

Sole London Distributors

for **ALVIS** cars

Dear Mr. & Mrs. Lang,

I would like to thank you very much for your kindness and hospitality in inviting me to your Christmas party on Sunday, 4th December last.

I thoroughly enjoyed meeting your Alvis friends and admiring the beautiful cars on your lawn.

I hope that your guests enjoyed the little presents that I was able to hand out and thank you so much to Mrs. Lang for being my delightful assistant.

While, as I said, I thoroughly enjoyed myself, my spirits were a little dampened when your President threw me into the swimming pool. While I am sure that everyone was amused, especially by the revelation that Santa can float, and while your President was no doubt greatly enthused by the event, he may not be aware that Santa has very significant powers. Your President may have thought that the recent incident involving a motor car and a garage door at his home was an accident. I can now advise him that it was, in fact, Santa administering retrospective justice.

Notwithstanding the above incident, I am sure that a great day was had by all. Particular mention needs to be made of those who brought their Alvises to the gathering, being **Peter and Beverley Breise** (Speed 20), **David Caldwell** (TA 14), **Barry and Verna Gough** (Speed 20), **John and Margaret Hetherington** (Speed 20) (you are forgiven your trespasses), **Chris Higgins** (12/50), **John and Margaret Lang** (Speed 25), **Andrew and Frances McDougall** (12/50), **Chester and Sally McKaige** (Speed 20), **Frank Mornane** (Speed 25), **Ray and Anne Newell** (12/50), **Ian and Pat Parkinson** (TA 21), **John White** (TA 14), **Richard and Pauline Tonkin** (the spectacular Crested Eagle). I have included **Keith Williams** and his newly-acquired TA 21 which, although it was at his property next door, I believe certainly rates an honourable mention as a new acquisition to your Club.

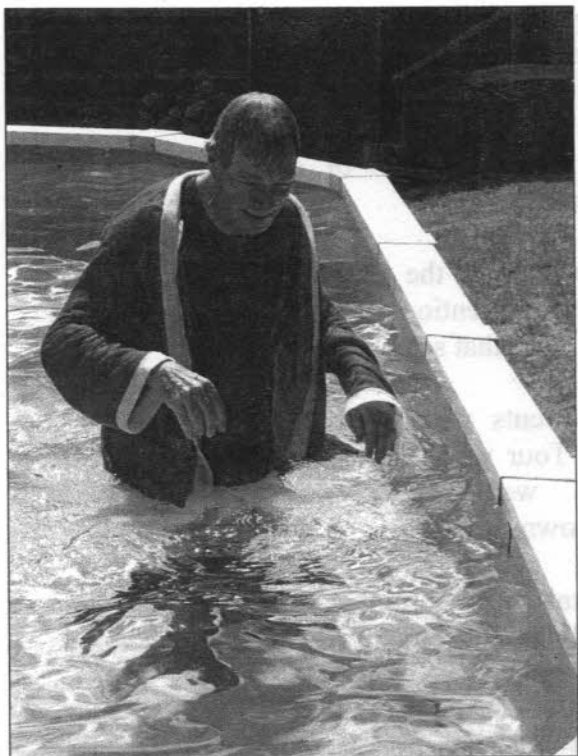
Once again, thank you very much for a wonderful day and I hope to be invited to next year's Christmas party – I will wear my wet suit.

Merry Christmas and a Happy New Year to all of you.

Love from Santa.



Left: Santa doing what he does best!



Right: Santa with wet Jocks!

2005 *in*

However one looks at 2005 in regard to their personal achievements, the year has been an incredible one for the Alvis Car Club of Victoria.

We all have criteria by which we judge success and from my view point I would list such things as, did the membership increase. Are there more cars on the road or in the hands of club members than the previous year. Have events been well attended. Have events been well organised. Have members enjoyed themselves. Have members brought friends with them on outings.

The answer to all these is a resounding yes!

We gained 11 new members plus their partners during 2005.

We saw the following cars returned to the road—Frank Mornane's SP25, John Link's TD21, Ian Parkinson's SP20, Simon Ramsay's SP25, Ken Cuming's 12/50 at an Alvis Rally for the first time.

We saw the purchase of the ex Cooke FWD by Des Donnan who is actively restoring it.

Keith Williams the ex Ray Bowd TA21.

The SP25 from Far North Queensland by Andrew McDougall

John Lang the SP20 SA formerly owned by Roger Cameron and Barry Turner—restoration has started.

(Please tell the editor of any others he has forgotten)

All the events of the year were well organised, with special mention of the 50th Anniversary National Tour that set a bench mark.

All the events were well attended, even in a National Tour year, the two weekends away, 25 members were at Inverloch and 18 at Camperdown.

On several meeting nights, there was standing room only in the club rooms and many guests were welcomed.

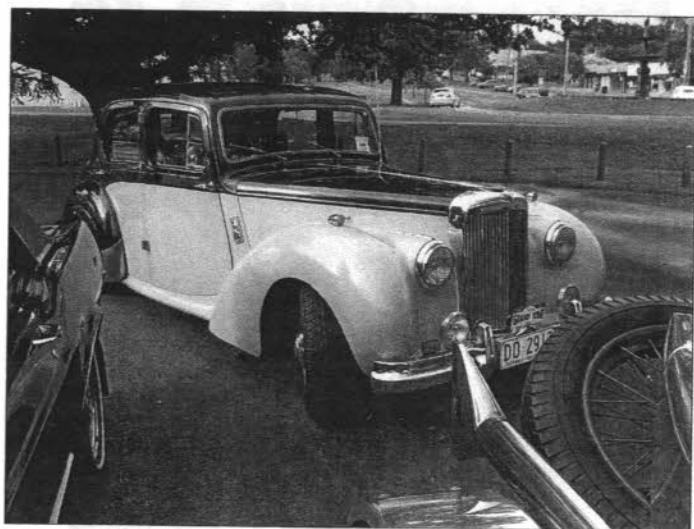
Much of the success is due to the active committee and the leadership of John

Hetherington. The President never gets the recognition that is deserved of the position, he is involved in the selection of trophy winners and never gets a guernsey, he doesn't get acknowledged at the Annual Meeting—by the time someone thinks about a vote of thanks the meeting is over and the opportunity has gone.

The following is a brief pictorial resume of 2005



January BBQ at the Moorabbin Air Museum



February—Macedon Ranges Grand Tour. Parky's TA21 behind Northey's Ducksback

RETROSPECT



Left: cars on the National Tour parked behind the Beechworth Court House in March



Right: the Kilmore Pub run in April



May—the Tuki Trout Farm at Smeaton



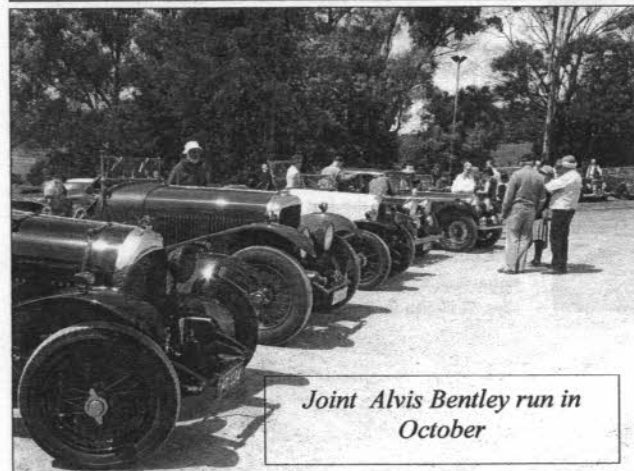
June—Inverloch is invaded on a Weekend Away



The South Australian Alvis owners on a local run in July



Camperdown bears the brunt of an October Weekend Away



Joint Alvis Bentley run in October



November—celebrating the VSCC 60th

John, This might create a bit of a rush or at least a few phone calls!
Rydokem

a man HIS SHED

The term 'work in progress' might have been coined for Paul Lunsdenn's restoration of his 1923 Alvis, which has been under way for four decades. For most of this time, the car has been in pieces on the floor of his shed.

"I acquired it in 1965 and immediately pulled it apart – that was a big-mistake," he says dryly. "I thought I'd fix it in a fortnight, but 40 years later it's still not done."

He almost finished it 10 years ago, "only another car got in the way". That was a 1938 Vauxhall that Paul's wife, June, inherited from an aunt. Paul painstakingly restored it to roadworthy status. "It's a nice car, not very powerful, but with lots of style and character." (Although not a patch, he admits, on a fellow enthusiast's 1909 Daimler – "A really fantastic eight-litre car, like a huge horseless carriage" – that he co-drove to Canberra for a rally in 2000.)

An electronics engineer who enjoys "fiddling with mechanical things", Paul, 64, is a walking encyclopedia of automotive lore – so long as the automobile in question is vintage. (That term is reserved for cars built between 1918 and 1930; those manufactured after that date are categorised as 'classic', and a vehicle must be at least 30 years old to be eligible for an historic car number plate. Anything much younger than that, he sniffs, is a "plastic" car, quite without character.)

Yet there is just such a car among the Lunsdenns' five-strong fleet. Apart from the Alvis and the Vauxhall, there's a 1947 TC MG Paul drives to work, a Holden HQ ute ("that's quite modern – a 1972 model"), as well as the 'plastic' car: "It's a Subaru Outback or something – it's only three years old."

Clearly, he likes cars. A laconic bloke with a self-professed "utilitarian approach to life", Paul likes to take his time. Vintage-car restoration – "an interesting little hobby", as he describes it – has been a long-term labour of love, involving acquiring the skills necessary to return both Alvis and Vauxhall to mint condition. "Over the last 20 years, I've gone to TAFE at least once a week, doing courses in panel beating, spray painting, upholstery, electroplating for the chrome bits and foundry courses for casting panel badges and decorations," he says. "I'm not a collector or a trader, I just like to keep old cars going."

What's their appeal? "I like the intricacies of the design that went into them; they all have some feature that makes them special. For instance, the Alvis has an aluminium crankcase to reduce its weight – quite advanced for its time."

Paul also enjoys the sociability of the vintage car network, which includes approximately 100 special-interest groups affiliated with the Council of Motoring Clubs. "The TAFE courses are practically a club in themselves, where old guys –



Words: Megan Gressor

Photograph: Joe Filshie

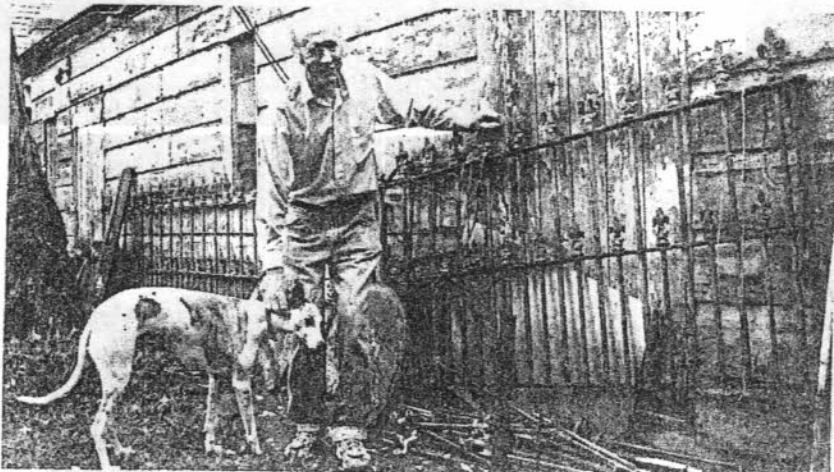
vintage cars tend to be the preserve of geriatrics – go to potter around," he adds. The fruits of this pottering are evident in Paul's ramshackle shed, cluttered with TAFE projects ranging from sample mudguards to headlights. "I don't throw much out, that's one of my unfortunate traits," he confesses.

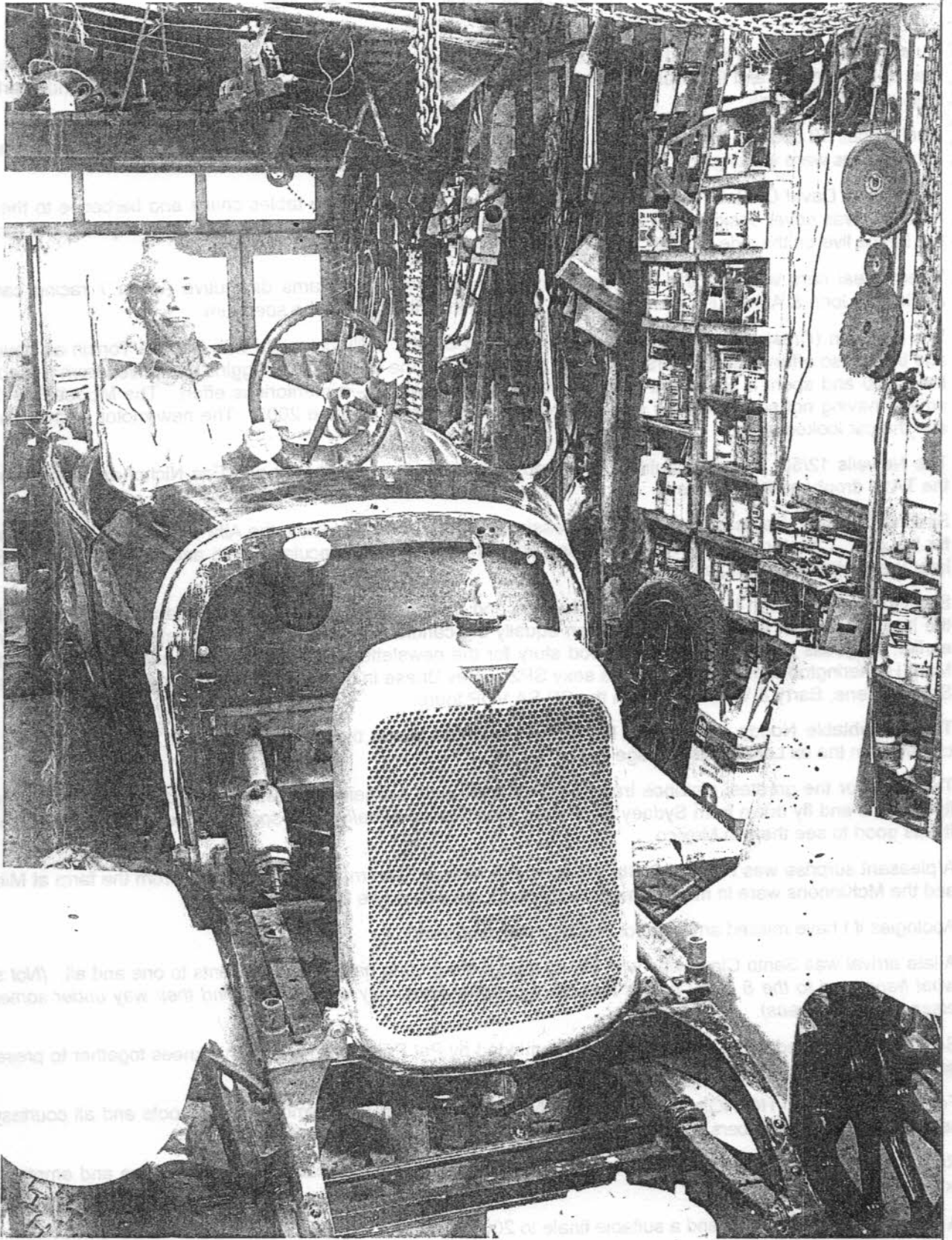
How would he describe his shed? "Too narrow, too low – and extremely necessary. It's where the Alvis lives, and where I work on it."

How long before it's finished? "I had it booked in for a rally next Easter, then the home work (ongoing maintenance on the Lunsdenns' 150-year-old house) put that back about six months. The motor's just about ready to be reassembled, so it should be done by about Christmas 2005."

And are there any more vintage cars on the horizon to keep him occupied for the next 40 years? "No, the next big project will be restoring steamboats. I like the fact that they're steeped in history and have lots of moving parts."

Could that be a tad ambitious as far as retirement hobbies go? Just possibly. But as Paul says, "I like to fix things." □





2005 CHRISTMAS PARTY

IT HAD SOMETHING FOR EVERYONE!

Sunday 4th December dawned with not a cloud in the sky at the Langs, and even more desirable - no wind! It was to be outdoors and life couldn't be better. Tables and chairs set up in the vicinity of a large candlebark gum tree - all would be well.

Until about 10.00am! The wind had come from nowhere and the chairs were being blown over and the kookaburras were walking.

Fortunately David Caldwell arrived early in the TA14 and helped move tables chairs and barbecue to the BBQ area that was never designed for 40 people. Fortunately Alvis people are adaptable and in spite of the fact that the Langs live on the side of a hill, everyone found shade or shelter.

Twenty real cars were in "the Paddock" ranging through Keith Williams diminutive Austin 7 racing car and Amilcar to John & Annie Link's American La France at the other end of the spectrum.

Mrs Simpson (Crested Eagle) had made the trip from Smiths Gully complete with Pauline Tonkin as navigator and the not so effervescent Maureen sipping champagne in the back. Chris Higgins had driven from Rosebud in the 12/50 and spent a significant number of hours at the wheel - a meritorious effort. The McDougalls 12/50 arrived having not seen the road since a DNF at Ocean Grove in June 2003. The new motor sounded sweet and the car looked good.

The Newells 12/50, always beautifully prepared, had come from Sherbrook and Eric Nichol and John White in the TA14 drophead from Upwey.

Simon and Aileen Ramsay were given *concessional* entry to the paddock in the Alfa with the SP25 having a rest for the day. Chester & Sally, Thorpe & Carol arrived in the ever immaculate SP25 and Frank Mornane's SP25 kept the hosts' SP25 company.

Bob Graham arrived in the SP20 Green Machine and parked in the shade under the candlebark. I didn't have the heart to tell him that there had been an equally big candlebark fall over in the same spot a couple of years earlier. I guess it would have made good story for the newsletter if the unspeakable had happened. John & Marg Hetherington arrived in the always sexy SP20. Bev Briese in the Red SP20 drophead and to complete the Speed Scene, Barry & Verna Gough in the SP SA VDP tourer.

The redoubtable Noddy (TA21) with Ian & Pat Parkinson made the trip from Emerald and Peter Briese and chauffeur in the ex Lord Casey Delage DM.

The prize for the greatest distance travelled went to Robert & Sheila Peel who decided to use a few frequent flyer points and fly down from Sydney for the day - *Alvis people really go to some trouble to be part of an event!* It was good to see them in Mexico.

A pleasant surprise was Richard & Uta Williams and Murray Fitch making an epic drive from the farm at Milawa and the McKinnons were in modern mode in the work ute with a tyre for every Alvis.

Apologies if I have missed anyone, you will be listed next year!

A late arrival was Santa Claus who with bunny helper Marg Lang handed out presents to one and all. (*Not sure what happened to the 8 water pistols and other naughty toys, they will probably find their way under someone elses Christmas trees*).

Santa again dressed in red shorts, had to be reminded by Pat Parkinson, to keep his knees together to preserve some dignity.

Following much HO HO HOing, Santa suddenly found himself in the swimming pool, boots and all courtesy of several committee members.

Richard who fortunately has a great sense of humour and sense of occasion sat on the edge and emptied his boots back into the pool!

A good time was had by all and a suitable finale to 2005.

Thanks one and all.

JL



Above & above right: some of the cars in the paddock



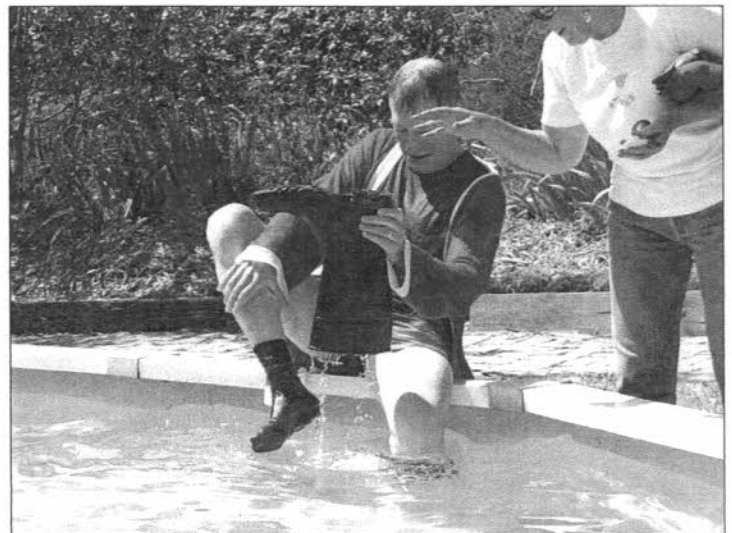
Above: sharing the shade



Above: Jutta Williams gets to know Santa



Above: Darryl Horton gets to talk to Santa



Santa is waterwise as he empties his gum boot in the pool

SWAP, BEG, BORROW or STEAL

FOR SALE:

2005 NATIONAL TOUR on DVD Now available.

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

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

(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 Prangley 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)

FOR SALE

Alvis parts approx 1½ tons of parts. Some NOS, includes SP20 engine, gearboxes, crash & synchro, diff centres, new & SH crown wheel & pinion sets, 4.1, 4.5, 5.2, Solex carbs—small port, big port SV sets. Nickel silver radiator shell & dummy core. Many parts too numerous to list. Please call Max Houston 02 4373 1052 or 0407 669 459

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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