

# AJVIC

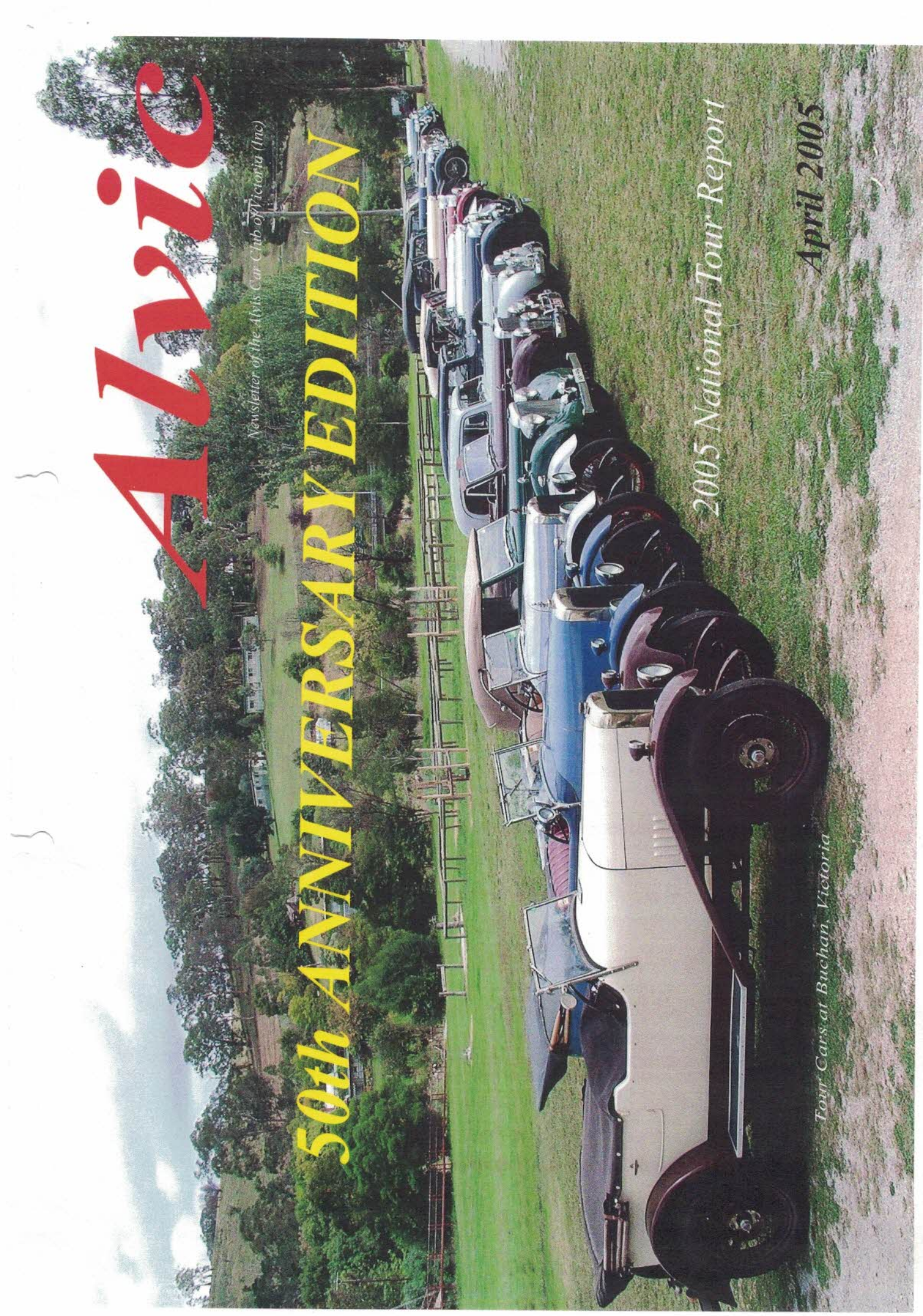
*Newsletter of the Avlys Car Club of Victoria (Inc)*

## 50th ANNIVERSARY EDITION

*2005 National Tour Report*

*April 2005*

*Four Cars at Buchan, Victoria*



# 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

APRIL 2005

www.alvis.org.au

VOL 44 ISSUE 3

## **PRESIDENT**

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

## **VICE PRESIDENT**

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

## **SECRETARY**

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

## **TREASURER & PUBLIC OFFICER**

**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**

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

## **TA14 SPARES & Committee**

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

## **PVT SPARES & Committee**

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

## **VINTAGE SPARES**

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

## **3 LITRE SPARES**

**Ian Parkinson & John White**

## **LIBRARIAN & Committee**

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

## **COMMITTEE PERSONS**

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

## **Chester McKaige**

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

## CELEBRATING 50 YEARS OF ACCV

Although the roots of the ACCV have been well documented by Roy Henderson and can be read on club web site, pinpointing an actual starting date is a little fuzzy.

- SEPTEMBER 1953 Bob Morrow, the accepted "first member" joined the ACCA
- MARCH 1954 Bob placed an ad in Melbourne's newspapers requesting like minded people to meet with him and form a club.

LATER in 1954 Barry Gough attended a meeting at St Kilda at the invitation of Basil Bowes (one of the founders of the Club). Basil was not present but Barry was appointed Treasurer.

The late David Elder considered that he had joined the Club in 1954.

- Late 1957 The Alvis Car Club, Victoria (ACCV) officially formed with its first constitution.

Taking these confusing events into account the committee of the Victorian Club decided it was most appropriate to celebrate our 50th anniversary with all our friends during the 2005 National Rally.

On Thursday evening during the Rally a toast was drunk:

"To the Alvis Car Club of Victoria, its first 50 years and its next 50 years".

In proposing the toast the President emphasised the importance of the Alvis Car Clubs around the world especially (naturally!) the ACCV which is probably the largest Club after the AOC and 12/50 Register of Great Britain. When Alvis ceased manufacturing cars in 1967, spares and service were passed to "Red Triangle Autoservices Ltd". There is no "Alvis" in the title. In Britain vintage Alvis interests are catered for by "The Alvis Register" but this is colloquially known as "The 12/50 Register" or simply "The Register", with the magic word omitted. Alvis plc continued to manufacture military vehicles until September 2004. Then it was taken over by BAe which announced that though manufacture would continue, the name Alvis would be dropped. The BAe web site today still uses the word, but it is decidedly peripheral and cannot last much longer.

So it is vitally important that our Club and our sister clubs around the world remain active for the technical and social benefits of our members - and visible to keep alive the word ALVIS and all that it stands for.

*(Drinks for the toast were provided by three members of ACCV and the Organizing Committee of the National Tour. Our thanks for their generosity.)*

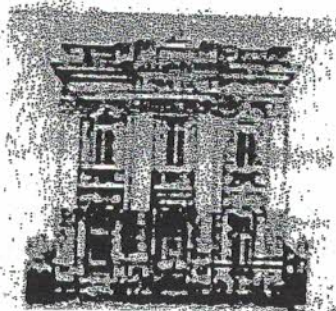


(INCORPORATED IN VICTORIA - No. A0017202F)

## LUNCH RUN TO KILMORE

Grace, Charm, Food and Wine

# Kilmore Town Hall Licensed Café



12.30 P.M. SUNDAY 17<sup>TH</sup> APRIL, 2005

Meet at the Shell Service Station at the roundabout (with the green apple peel sculpture) at the corner of Fitzsimmons Lane and Anderson Street, Templestowe (Melway Ref: 33 F 3) at 10.45 a.m., to leave around 11.00 a.m. for a picturesque jaunt through the countryside to Kilmore. The route will be provided at the start.

If you are going direct to Kilmore, the Kilmore Town Hall Licensed Café is on the right as you go into town from Melbourne. There is ample off street parking via a laneway off the main street.

We will have a 3 course, buffet meal, for \$30 per head, plus drinks, in the private room upstairs.

Any queries, call us  
Richard & Pauline Tonkin  
Ph: 9710 1465 (home)  
Ph: 9435 9044 (Richard work)

## ALVIVACIOUS

What a week that was! The Alvis National Tour took place against a backdrop of wonderful scenery, through near extremes of weather and was enjoyed by about 120 people. I say "enjoyed" with confidence because I have not heard of any dissent. Doubtless in other places in this publication there will be accounts of and references to the Tour so I won't go into detail. We did not get quite the number of Alvises we had hoped for but the number of Alvisti was splendid. Several breakdowns dented the fun for some but they partied on nonetheless. There were no navigational challenges but even so, in true Alvisti style, some got lost! Thankfully they were found again. The week provided that rare mix of superb motoring and great company which makes such rallies so worthwhile. On this occasion there were a remarkable number of Speed cars and Vintage cars and relatively few post war and Noddy cars. Next time, who knows what the mixture will be? Just keep your Alvis, of any shape, for it is a ticket-of-entry to the company of a great group of people who will meet again in the Flinders Ranges of South Australia in 2007. In last month's column I asked what metal could be used as a sacrificial anode in the cooling system to relieve the destructive attacks upon aluminium. Barry Gough tells me it is zinc. Dale Parsell agrees and suggests a strip be attached to the underside of the radiator cap. Thanks fellers. Next question: Where do I get a suitable piece of zinc? Can the Club buy a suitable quantity and cut it up? Job for the Spares Registrar, I reckon.....

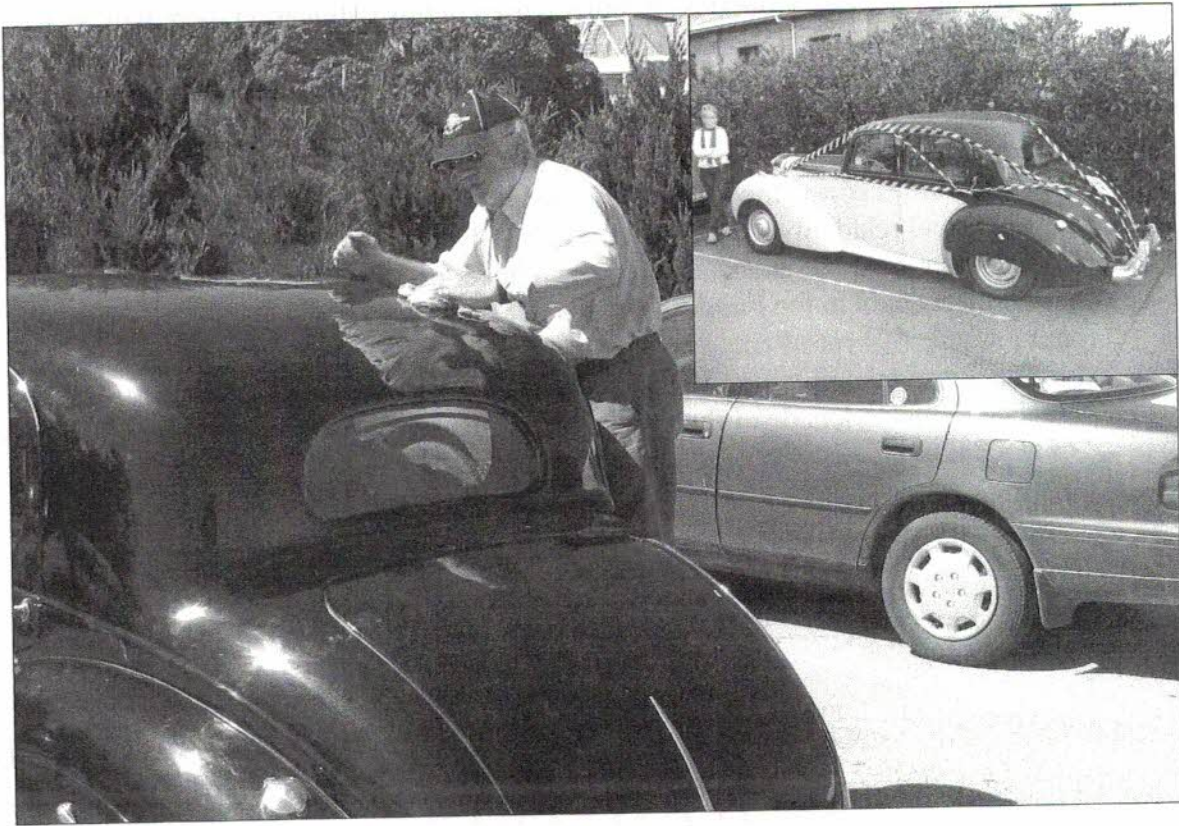
John Hetherington.

## **SUPPER—The MORNANES**

### **EVENT CALENDAR**

- |            |  |
|------------|--|
| April 10   | Kalorama—Vintage & Classic Car Display & Motorkhana—see flyer<br>HELPERS WANTED<br>Ring: Andrew McDougall 9486 4221  |
| April 15   | General Meeting  |
| April 17   | Pub Run to Kilmore—SEE INSIDE FOR MORE DETAILS<br>organiser: Richard & Pauline Tonkin 9710 1465  |
| May 15     | Smeaton Tuki Trout Farm<br>\$22.20 per head, lamb or trout, extensive wine list<br>A booking for 20 people has been made with final numbers a week before.<br>A devious route will be planned. Meet at Calder Park Raceway at 9.00am for 9.30 departure<br>Ring Chester for bookings 0407 113516 |
| May 20     | General Meeting  |
| June 3     | Meeting with the Riley Club  |
| June 10-12 | Weekend Away at Inverloch SEE DETAILS INSIDE+-   |
| June 17    | General Meeting  |
| July 15    | General Meeting  |
| Aug 14     | Frostbite run with the VSCC  |
| Sep 16     | General Meeting  |
| Oct 1—2    | Ensay run. Commemorates the first car journey from Bairnsdale to Ensay. ACCV have intimated that 6 cars will attend. Entry forms available soon.   |
| Oct 29-31  | Camperdown   |
| Nov 18     | General Meeting  |
| Dec 11     | Christmas party at the Langs   |

# *“One of the Great Unsolvable Mysteries of the 21st Century”*



*Whatever could have possessed our esteemed President to volunteer his services polishing a “Noddy” car? And what’s more, to allow a photograph to be taken of the event? As sire of the term “Noddy Car,” and chief pot stirrer at the mention of a 3 litre car, some Noddy Car driver must have spiked his drink on the last night. Or does he really have ambitions to own one? Or maybe he had some hand in the desecrating of the Fastest Noddy Car in the West, as shown in the inset. You make up your own minds, I prefer the latter theory.*

*JL*

The Editor,  
Alvis Car Club of Victoria

Dear John,

After so many years of being a member of the Club I have finally attended a National Tour and what a great Tour and experience it was!

Frances and I wish to record our heartfelt thanks to Pat and Parky, Marita and Dale and all the Alvis Alpas for a wonderful tour. The locations, accommodations, route, scenery and activities were tremendous, but the additional effort of organising and presenting the entertainment was fantastic and really appreciated. There is enough work to do in planning a large event such as this without taking on the additional load of entertaining and looking after us all. We hope that all those involved will now be able to relax a bit and do something for themselves.

It was particularly special to be able to finally meet many interstate members who in the past have only been names. The fellowship of this event was terrific and most enjoyable. The Alvis fraternity is a great bunch!

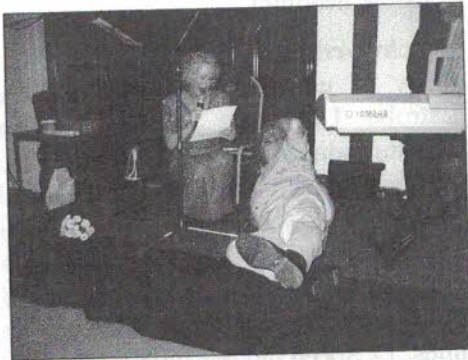
I also wish to record my appreciation of the efforts of Austin Tope in creating the Speed 20 Special, as it ran faultlessly throughout the entire tour and is fun to drive.

Well done all!

Andrew McDougall

## ***Brian the Lion Hearted!***

Brian Hemmings was unfortunately involved in a medical emergency on his way home after the National Rally and has been in care at the Royal Prince Alfred. Brian, all those present at the Rally and many more wish you a speedy recovery and look forward to seeing you and Joan at the Flinders Ranges in 2007. To give you some incentive, here are a few photographs that will remind you of your participation in Summit to the Sea and our need to see you in South Australia.



## **Wanted**

Chester McKaige is compiling a history of the club for publication later this year. He is urgently in need of photographs of early club runs featuring cars and people. Slides, prints ok as they will be scanned and returned to owners. Please phone 0407 113516 if you can help.

## **Queens Birthday Weekend at Inverloch**

Friday 10<sup>th</sup>-Monday 13<sup>th</sup> June 2005

We have booked 12 rooms at "Marks Villa by the Sea"  
24-26 a'Beckett Street, Inverloch

We have been given a special rate of \$135.00 per double per night with cooked breakfast for the 3 night stay (the rate is normally \$220.00 per couple per night at this peak time so it represents a significant saving).

Bookings are to be made direct with the motel ring 5674 1311 or 5674 1377 mentioning the Alvis Club. These rooms will only be held for us until the end of April so if you intend to go book early as it will be a first in first served basis.

Runs have been organized in the area for Saturday and Sunday and evening meals will consist of a BBQ at the motel Friday evening (BYO booze and glasses-all else supplied), a meal at the Inlet Hotel on Saturday night and a Chinese banquet on Sunday-all venues within walking distance of the motel.

Any queries ring Chester McKaige on 0407113516, 95571134 or email [mckaige1@bigpond.com.au](mailto:mckaige1@bigpond.com.au)

**PLEASE NOTE  
MEMBERSHIP FEES ARE NOW  
OVERDUE**

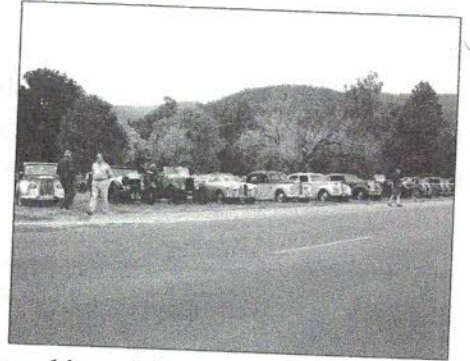
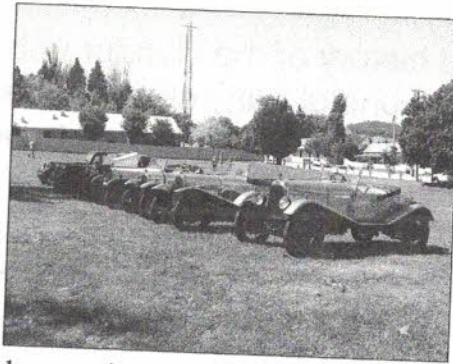
**Please pay Parky Pronto!**

2005

# From SUMMIT to SEA

## NATIONAL TOUR

week there were 13 12/50s, a FWD, 4 Silver Eagles and 1 Firebird at various times, 12 Speed models with a 4.3 and a 3.5 litre just for good measure. 6 x 3 litre cars, 3 x TA14s and a lonely Sunbeam 14/40 wearing a rabbit on its radiator cap that had been mated with The Phantom.



Registration was easy and the rally packs contained a backpack with all you would need for a picnic beside your favourite Alvis.

Sunday dinner saw a welcome to the Rally and a bevy of haloed Alvisers (*ladies*), dancing around the tables to Pat Parkinson singing the *Alvis Walk*.



**Monday** found us in the historic Beechworth Court House in a recreation of Ned Kelly's trial, with Judge *Frank Moore* ruling over a riotous packed gallery as Ned *Dale Hanley* pleaded his innocence as Chief Constable *Richard Tonkin* fought to be heard.



What was a pantomime, that on many occasions, had obviously been very carefully staged by our minders, was skillfully whisked from their control and a free for all developed that looked as though it would change history and rob Australia of one of its legends.

Monday dinner was the showpiece of, in some cases, many hours of work to satisfy the judges that people had tried hard enough to wear something pink. As introvert as us Alvis people are, the theme certainly brought out the best and worst in some of the pillars of Australian and New Zealand society.

The cross dressers and snow droppers in our midst had a field day and in many cases outdid the other half of the population who are allowed to wear pink everyday.

Photographs on the next page provide an insight into some of those who are easily identified in other roles.

### WOW!

This was really a benchmark event that had something for everyone and everyone had something for it!

There were so many elements of the week that will best be reported under separate headings.

**Beechworth** had a hidden treasure that many of us were unaware of - the Latrobe University campus. The accommodation, the grounds, the conference facilities, made it the ideal place to start. **Sunday** saw the Alvis arriving in what turned out to be a fantastic display of what The Alvis did best - make motor cars! During the week, 12 Speed models with a 4.3 and a





*Roland Comfort as never seen before*



*Darryl Horton, a picture in pink*



*Jutta Williams*



*The Tonkins dressed to kill*



*Duncan & Clova Scott*

Henshaw entertained us in a cabaret atmosphere in which she performed songs from the decades between and 1967. The audience was involved in such songs as "Is that the Cat that Chewed your New Shoes" with whistles blowing at the appropriate times.

night, during the week, a number of door prizes were held and on each occasion Tasha and Keisha Hannam drew winning prizes.

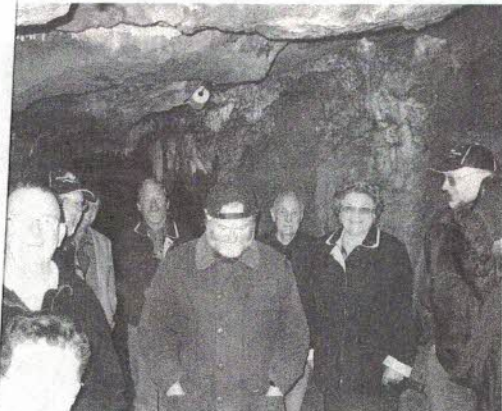
Day dawned with about 270km of exciting country to traverse, a morning tea stop at the Millawa Cheese Factory, lunch at Mt by a climb up Mt Hotham and the night at Dinner Plain. The cars SP25 had developed an increasing grumble in the back axle during the rally and a decision was made to drive direct to Dinner Plain and forego the diversions to rest stops. At Bright, following advice from several Alvis friends, it was decided to truck the cars back to Gisborne and limit any damage being done.



Hopefully someone else will take up the story and report on Tuesday and Wednesday.

**Tuesday.** Part of our adventure was 3 hours sitting in the front of a new turbo charged RACV flat top truck with a 25 tail gating us all the way back to Gisborne to pick up the modern.

Arriving in time for pre-dinner drinks at Lakes Entrance, we rejoined the rally and enjoyed dinner at the Bellevue Hotel and listened to Valda Street talking about Sir Weary Dunlop, one of Australia's wartime legends.



**Thursday** took us on a trip to the Buchan Caves and lunch at the Buchan Recreation Reserve where the front cover photograph was taken. You can't beat a country town lunch! The rally organisers had provided an easy route back to Lakes Entrance and also an adventurous one taking in Wulgulmerang, Amboyne Crossing, Bonang and Orbost. Dinner was at Metung following a magic boat trip on MV Thunderbird, one of the big cats built in Hobart. A fabulous sight as we arrived at Metung was to see Barry & Verna Gough steaming down the road in the SP20 having missed the boat. Barry claimed he couldn't find the boat, but we all know he just wanted to drive his Alvis. Pub meals are good and this was no exception. On arriving back at the boat, the ladies were presented with a single red rose that on further inspection, turned into a red and black G string or thong as is the modern term. No thong saw action in its rightful place and the *thong became a thing*,

decorating heads of both male and females.

**Friday's** drive was a short one to Nerrimalang Homestead for morning tea for an escorted tour of the homestead and other things of interest.

Dinner was in a South Seas setting with Brian Hemmings, Alan McKinnon, Bob Blacket, Bob Northey and self dressed in grass skirts appropriate for the theme. Happily we were not wearing them as kilts as the season had not been kind to the thickness of the grass. Their progression through the diners brought all sorts of comments and propositions but as far as I know all dancers preserved their modesty to the end.

During dinner, a toast was made to celebrate 50 years of the ACCV and various Alvisists expressed their appreciation for the massive amount of work that went into preparing and carrying out the event. Presentations were made to Pat & Ian Parkinson and Maritta & Dale Parsell and their efforts applauded.

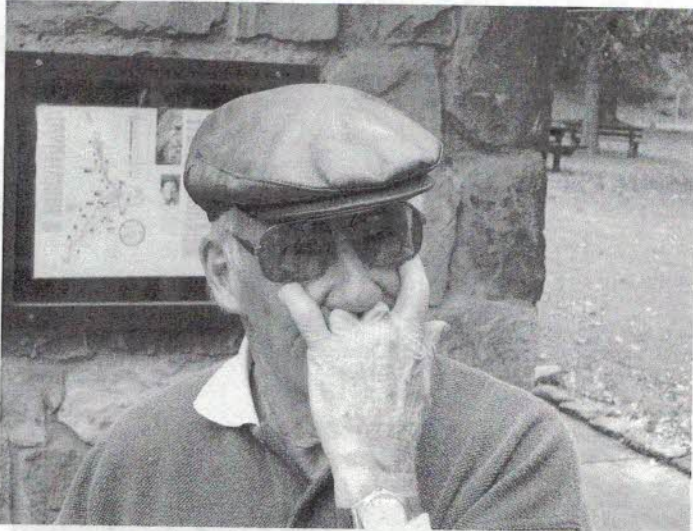
All participants were presented with a photograph of their car on a framed certificate as a memento of the 2005 Rally. Stuart MacDonald and Duncan Scott gave a presentation on their plans for the 2007 Rally in the Flinders Ranges and a flurry of entries were made there and then. John Hetherington presented a cheque from the ACCV to start the rally fund.

Stuart and Duncan had obviously already done a considerable amount of work on the event and it promises to be another fabulous rally.

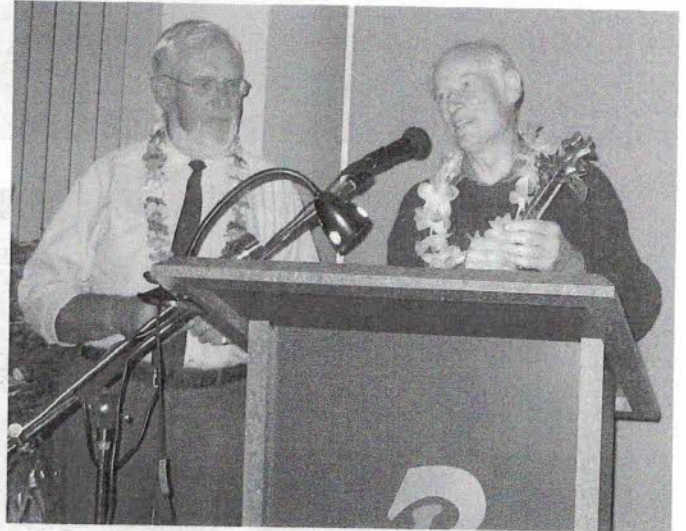
Sincere thanks to the Parkinsons and the Parsells and all those who were involved in the organisation and running of the event.

Please feel free to fill in any of the spaces I have left with your contribution to the story, either fact or fiction.

# RALLY SPYCAM



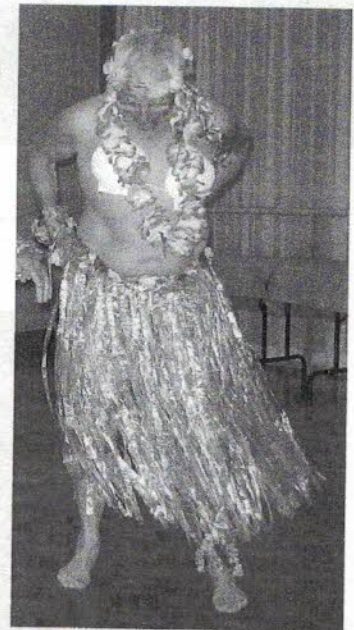
*Bill Chapple deep in thought*



*Bill Austin accepts the Golden Spanner Award*



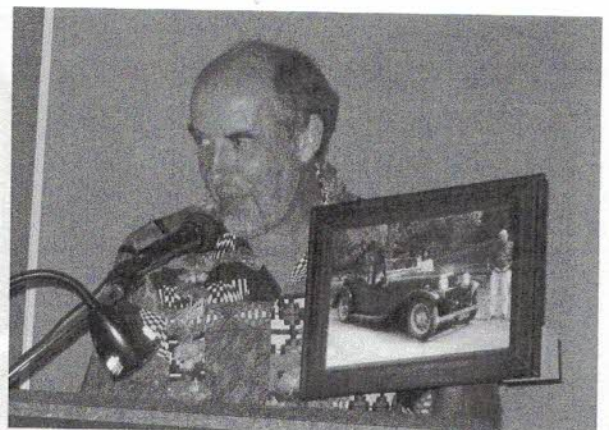
*What rallies are all about!*



*Alan McKinnon trying not to reveal all!*



*Bob Northey with the school kids at Buchan*



*Tony Hannam accepts a Chester McKaige photograph of a recreation of a 1950s print when it was his dad 's car & Tony was in a similar pose at 3 years of age*



*Vic Jarrett's 1937 SP25 Drophead*



*Trevor Eastwood's 4.3 with Mulliner body*



*First major outing for John Link's TD21*



*Tony Hannam's 1936 Firebird*



*First major outing for Simon Ramsay's SP25*



*Menzie's 12/50 & Hemmings SP25*

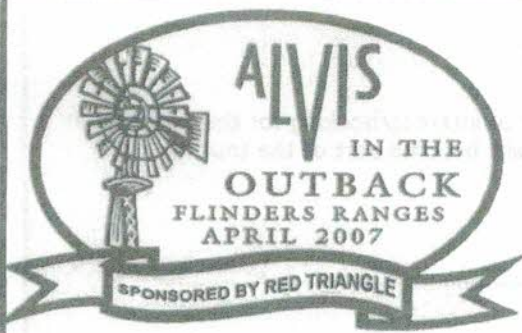


*Ray Newell's 1931 12/50*



*Duncan Scott's SP20*

Sponsored by:



# RED TRIANGLE

The authorised manufacturer and supplier of genuine Alvis parts and restorer of Alvis cars since 1968

*'The Home of Alvis Cars'*

## EXPECTED ACTIVITIES

- A steam powered train ride on the original Ghan narrow gauge line, including lunch stop at a bush restaurant.
- A day tour into and through the Southern Flinders Ranges, traversing two of the historic passes.
- Visit the outstanding "Outback" Wadlata Exhibition at Pt. Augusta and then the Wilpena Diorama at Hawker.
- A day tour into and adjacent to the beautiful Northern Flinders Ranges.

## WHAT IS INCLUDED

- Welcome drinks/nibbles on two occasions.
  - All meals and all accommodation and all admission fees.
  - A steam powered train ride on the old "Ghan" route.
  - 4wd outback scenic tours.
  - A "feral" food lunch at the Prairie Hotel at Parachilna. (non-feral food is available for the less adventurous).
  - Outdoor BBQs away from the resort in a dry creek bed.
  - A wine tasting evening in the restored historic Wilpena Station wool shed.
  - . . . and lots of time to relax and enjoy the Outback and surrounds of Wilpena.
- These are just some of the activities planned and there are . . .

## ADDITIONAL ACTIVITIES AT YOUR COST

- Scenic flights
- Wilpena Station Heritage walks
- a visit to a solar power station
- viewing of Aboriginal rock paintings

## TRAVEL/ROUTES

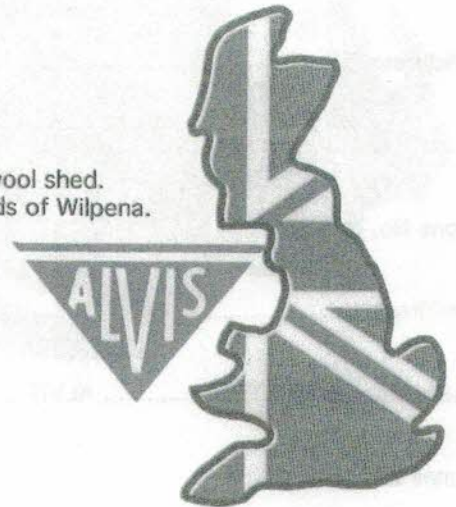
Interesting, quality sealed roads for the entire trip, some nicely twisty through the two passes and some long and straight ones in the Outback. All meals and accommodation are provided. Morning/afternoon teas will be self catering; you will be required to bring all of your own needs including table and chairs, a full thermos, tea/coffee, cups and biscuits etc.

## ACCOMMODATION

Seven nights, eight days comprising three nights at the Standpipe Motel at Pt. Augusta and four nights at Wilpena Pound Resort. The resort offers a well stocked store including newspapers, food, drinks, wine, beer and petrol too. Lots of planned activity but loads of time to relax too!

## MEETING PLACE

Registration will be at the Standpipe Motel, Pt. Augusta on Saturday, 21st April, 2007. We will depart for home from Wilpena Pound Resort on Saturday, 28th April, 2007. The Wednesday is Anzac Day. Other Public Holidays and School Holidays have been avoided.



We guarantee heaps of  
"ALVIVACITY"!!!



Expression of Interest/Entry Form

To the organisers of ALVIS In The Outback 2007. Please accept my/our expression of interest/booking for this tour. I/We are interested in this event and enclose a \$ 50.00 deposit. The deposit will eventually become part of the tour fee.

PLEASE PRINT IN CLEAR BLOCK LETTERS.

Driver's name .....

Passenger's name .....

Names of Additional Passengers .....

Number in party .....

Type of accommodation preferred, i.e. twin, double, single or share room required .....

Standard or deluxe at Wilpena Pound Resort (first come first served) .....

Home Address .....

Post Code .....

Telephone No. (fixed) (.....) Mobile .....

e-mail address .....@.....

Car details, i.e. Model & Year ..... ALVIS .....

Please mail or fax to:

ALVIS IN THE OUTBACK  
c/o The Sporting Car Club of SA, Inc.  
51, King William Road  
UNLEY, SA 5061  
fax 08-8373 4703

ENQUIRIES: please phone Duncan (08) 8338 4129  
Stuart (08) 8270 1935  
e-mail: dcscott@optusnet.com.au

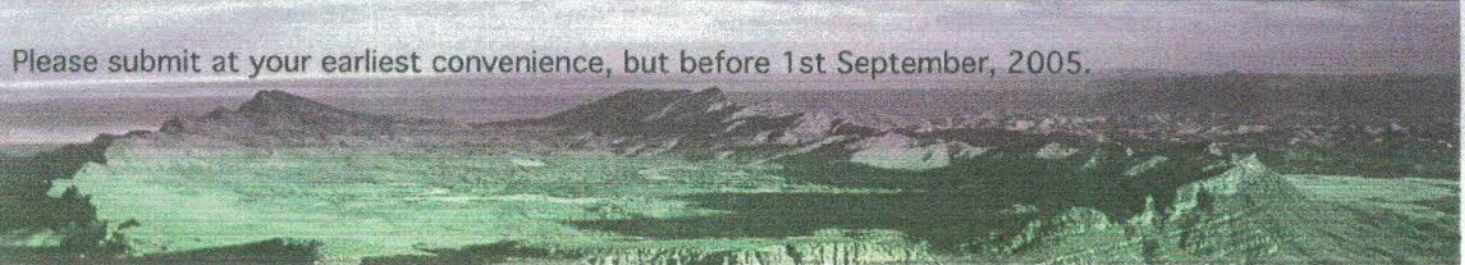
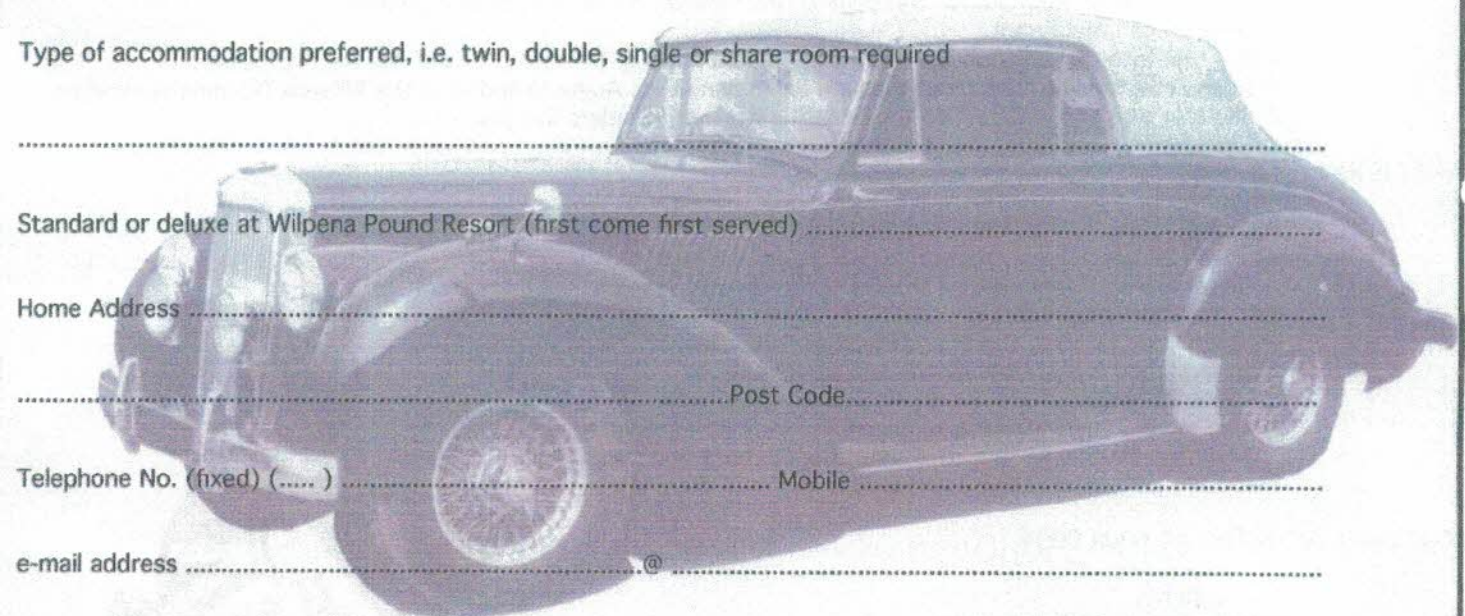
Cheques in favour of The Sporting Car Club of SA, Inc. or Credit Card (only Visa, Mastercard or Bankcard)

Card ..... Number .....

Expiry date ..... / .....

Name of card holder as shown on card ..... Signature.....

Please submit at your earliest convenience, but before 1st September, 2005.



## “PARKERIZING”

### A recipe for making small steel parts a bit more rust resistant.

Small engine parts such as steel brackets, knobs and levers can be given a rust resistant treatment easily at home. It is called “Parkerizing”.

It is often used on non military firearms and gives a grey to black mat finish.

The process consists of thoroughly cleaning the parts back to bare metal, and then boiling the parts in a diluted phosphoric acid solution for about 20 minutes.

This produces a dark grey finish, and by adding powdered Manganese Dioxide

(a very dense, heavy dark gray to black powder), the finish will be made close to black.

I have to confess that I have never bothered with the Manganese Dioxide powder as colour for me is a secondary consideration and I am happy with dark grey.

A spray of “WD40” or some other suitable water inhibitor completes the process. This is also an excellent base for a lasting paint job.

► **NB! If you wish to paint over the “Parkerizing” omit the spray of “WD40” as no paint will stick to that!**

If you would like to know more read on.....

#### What I used;

ü A “pyrex” dish, or other glass container to boil the parts in. ( Opp. Shop)

ü A bottle of “Ranex” “Rust buster” 35% phosphoric acid.

(available from “Bunnings”)

ü A day when your wife’s not home.

(So you can cook the brew on her stove!)

ü Manganese Dioxide (if you want black) Available from “Selbys”

First I made sure that the parts are free from all contamination including rust and finger prints. They must be totally free of grease. Yes even the oils in your skin.

Then I added the “Ranex” to the water in the ratio of 20% “Ranex” to 80% water in a “Pyrex” dish. If I had wanted black, I would have added the powder now.

then brought the brew to a simmering boil and lowered the parts in using a bit of steel welding rod or coat hanger wire with a hook bent on the end.

I then simmer the parts for 20 mins. I kept moving the parts around with the steel hook so that the brew was making good contact with all surfaces. If you leave them sitting on the bottom then where they touch the bottom will not be as well protected from rust.

After boiling for 20mins. I lifted the parts out into another dish and poured boiling water over them to rinse them off. I hooked them out again and let them dry. If you are not going to paint them, spray them with de-watering fluid while they are still hot. The coating is an insoluble but slightly porous finish (I am told), and the as the air cools it draws the D/W fluid into the surface.

The mixture (when cool) can be kept in a stout plastic bottle and be used many times.

#### Disclaimer:

I have used this process with no problems but all due care should be taken when handling acid of any kind. If you are familiar with “Spirits of Salts” as used for soldering flux, or adding liquid acid to your swimming pool, then this will require the same standards of safety that you would use for handling that. As I cannot supervise you, then you will have to use this process at your own risk.

Cheers Paul Bamford.

**A Short Novel**  
**Part 2**

*by Chester McKaige*

Bill looked in the direction of the Nash where he saw Tim stowing away the cardboard box and buttoning up the tonneau cover. It would be a shame not to get Tim involved but how was he going to do that and what would he say to Tim's father?

The drive home was done in almost silence, Tim savoring the experience of his first ride in a vintage sports car and the chance meeting of his favorite car, the conversation with John Northly and the excitement of perhaps joining the Alvis Car Club. Bill sat there almost in auto pilot mode, deep in thought about Alvis matters although on a completely different wave length to Tim's.

Bill dropped Tim at home and came inside where Tim's mother had just put on the kettle. "Well, did you both have a good time" she enquired. "Rather" said Tim, "we had a great time and I met a chap who has a 12/50 Alvis and he suggested I should join the club and Bill thinks I should and do you think dad will let me join the club".

"Hang on hang on," said Tim's mother somewhat taken aback by Tim's sudden enthusiasm, you'll have to have a word to your father about that" she replied.

"Is he about" said Bill, trying not to get too tangled up in all the excitement.

"He's in the garden, pruning the apple tree, he'll be pleased for a break, tell him I'm making a cup of tea".

"You young man had better do your homework or you'll have your father to answer to" said Tim's mother. "Thank Bill for the run and run along upstairs, I'll call you when lunch is ready".

"Bye Bill", said Tim "and thanks a lot for the run, I thoroughly enjoyed it."

Bill walked out the back door and down a narrow pathway with beds of roses on either side in full bloom. He noticed how manicured the grass was, a big difference to his patch of grass and dirt at home for Bill was definitely not a gardener.

Near the bottom of the garden he spied the apple tree its cut branches lying neatly bundled together. A tall figure could be seen bending down tying the bundles of branches together with a coil of string being dispensed from an old Tinnings tea tin.

"Goodbye", Allan said Bill, "see you're hard at it then". "Bloody council can't take branches unless they're tied up with string these days" came the reply.

Allan righted himself and held the lower portion of his back with his right hand. "Bloody back of mine, too many years bent over a desk. How you going Bill" he asked reaching out to shake Bill's hand.

Allan was around fifty years old and for the last twelve years had worked for an insurance company in the city. He caught the 8.03 am train in the morning and the 5.09 in the evening five days a week and life for him was pretty repetitive. His garden and vegetable patch his only enjoyment.

"Not bad" said Bill, "have just returned Tim back to you and to let you know that Marge has put the kettle on and I dare say there's a biscuit or two also going begging."

"Sounds good to me," said Allan let's go and have a cuppa.

"Before we do Allan, a couple of things I want to run past you regarding Tim."

"He hasn't blotted his copybook has he" Bill said Allan in an inquisitive sort of way.

"Not in the slightest" said Bill, "in fact he was thorough gentleman and one that could do with a bit more encouragement in regards to his interests and hobbies."

"What have you got in mind," asked Allan inquisitively.

"Well he has this bee in his bonnet that he wants to own a vintage Alvis which from what I can gather has been in his mind for years. As you and I well know, he's been interested in vintage cars ever since he got that book from Graeme and you only have to look at all the other books he's got on old cars to realise that this would appear to be where his main interests lie."

"Go on" said Allan; "Well the bottom line is that I'm sixty, have probably another five or six good years left in running my business and need to do something about my own cars as well as looking after my customers cars and I reckon I could do with a hand.

What would you say to me taking Tim on as an apprentice?"

The two men walked slowly back towards the house, Allan deep in thought and head bowed whilst Bill looked straight ahead wondering to himself if he had made a big mistake in mentioning his plan in the first place.



"You two are in deep thought," said Marge as they both sat down at the kitchen table. "Here Bill, pour your self a cup of tea." Bill poured himself a cup of tea from a white porcelain teapot before passing it to Allan. He helped himself to a slice of fruitcake noticing that it had just been made for it was still warm and fresh.

"Bill has suggested that it may be a good thing if Tim was to do an apprenticeship and help him out in the garage."

Bill's idea had appealed to Allan who had often discussed with Marge about Tim's future and whilst Allan had leaned towards some form of hands on career for Tim, Marge had always taken the view that as long as he was happy, she didn't care what he did.

"What would happen when you retire," said Marge offering Allan a piece of cake after noticing that Bill had helped himself?

"Well the idea, would be to have Tim sufficiently up to speed to take over the business when I retire. As I said to Allan, I have five or six years to go and I think he would be ideal, a real asset."

Upstairs Tim was trying hard to concentrate on his homework. The morning's events were still vivid in his mind. The rasping sound of the Meadows engine in the Nash, the grating sound of gears, the smell of burnt oil and the feel of the wind against cheeks all played merrily on his mind. Above all it was his meeting with John Northly and the chance to view his dream car that put the icing on the cake. Doing homework seemed to spoil the day.

He could hear muffled sounds of conversation from down stairs, a door close and the distinctive sound of the Meadows engine bursting into life as Bill departed. It took a whole half minute for the sound of the engine to fade into quietness. He quietly closed his school books and flopped onto his bed, his mind well and truly on other matters.

"Dinner is ready" Marge shouted from the bottom of the stairs. "Wash your hands and be quick as your father and I want to have a look to you".

"Tim stirred himself from the bed put his shoes on, at the same time wondering what it was that were going to be said to him. He couldn't think of anything he had done wrong, there had been no complaints with his paper round and nothing more was said after the altercation with the school fire extinguisher so curiosity was getting the better of him.

He quickly washed his hands, dried them and bolted down the stairs to the kitchen where he found his father and mother sitting at the table, a freshly made egg and bacon pie the centerpiece. His father cut three pieces and placed each piece on a plate handing them to Marge and then to Tim. A bowl of salad was also passed around and once everyone had helped themselves and had settled down only then did Marge break the silence.

"Your father has something to tell you," she said after pausing to swallow her first piece of pie.

Allan took his second mouthful of pie and took his time chewing it carefully preparing himself for what he was going to say.

"Your mother and I have had a very interesting conversation will Bill this morning and it seems he is quite impressed with you so much so that he has asked me if I'd consider passing you over to him to gain an apprenticeship of some sort in the motor trade." You won't be able to start with Bill until next year and I'm quite happy to put you through trade school provided you stick at it but it all revolves around you and your motivation.

I don't want an instant reply now, so think about it carefully and let us know your decision".

to be continued

### **NATIONAL RALLY TOUR ROUNDUP** from the Organisers.

We would like to start by thanking the attendees of the event. Without you it wouldn't have happened. From an organisers point of view, the thanks from the participants made all the hard work worthwhile.

Secondly, we would like to thank all the willing helpers along the way, this includes all those who offered to help but didn't actually get a job. We are not going to single out any individual helpers but you all know who you are, however, we would like to thank those hardworking members who scoured shops across the countryside to find that delightful wrapping paper with all the car badges. It must be the "2 dollar shops" greatest selling item for the month.

We do apologise to anyone who completed the rally crossword which appears to have been forgotten. We didn't get any questions about it so assumed you were too busy to fill it out. However, if you would like the solution (there is one) just drop us a line and we will get it to you (if there is enough interest we will try and convince the editor to print it).

In closing, we would just like to say we hope you had as much fun attending the Victorian National Rally as we did organising it and that we look forward to the South Australian event in 2007 when we can just come along and have fun.

Till next time,

Dale, Maritta, Ian & Pat.

## ALVIS PARTS AND REPAIRS DATABASE

As a service to members the ACCV Committee has decided to create a database of information on alternate parts for the various models. There is a huge fund of knowledge collectively held by us that would be of immense use to others.

How many people know for instance that certain International Harvester starter motor parts can be employed to repair 12/50 and Speed 20 starter motors? Anecdotally there are hundreds of these acceptable alternatives – we are seeking these.

The intention is to gather these pearls of wisdom in a (spreadsheet) database, which would be made freely available to members upon request. It will be able to be readily sorted and reported by model type (eg: “12/50”), and general area (eg: “front axle and hubs”).

There is no reason why simply-expressed repair hints might not also go into the same database in a comments field – although the intention is not to rival the wonderful *Vintage Alvis Manual* by Micky Radford!

This is a trial – if there is little response the idea will be abandoned within 12 months!

So have a think about it, and please provide your ideas to Bob Northey by email or note: contact details are on the cover of this newsletter. Please provide whatever details you can muster – Alvis part numbers are not required, but if known will be faithfully included in a separate field.

## SWAP, BEG, BORROW or STEAL

### FOR SALE

1949 TA14 Tourer

\$21,000

Ring John White 03 9890 7066

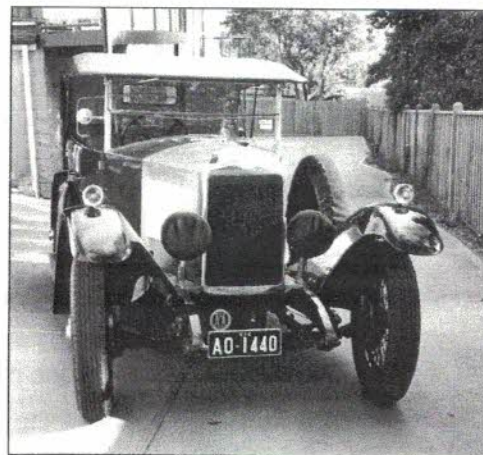


### FOR SALE

1926 Vauxhall 14/40 Princeton  
Tourer.

Excellent condition with matching engine & chassis numbers. 12 months registration. Excellent tyres, an Auster screen, full set of tonneau covers, hood & side curtains. \$35,000

Ring Darrell Horton (03) 5983 2016



**FOR SALE 1924 Alvis 12/50 SA**, originally a Ducksback but now bodyless. It has a braked front axle instead of original unbraked one. It has been mechanically restored with exception of a few minor items (fuel pipes etc). Engine has new crankshaft, rods, pistons and valves. The new crank allows the use of shell bearings and should be very strong. The clutch has been re-lined, gearbox has new bearings and a new tailshaft fitted(original tailshaft included). Magneto, generator, starter motor have all been overhauled. Brakes have been re-lined. Radiator has been re-cored. Wheels have been re-spoked(some with new rims) and new tyres 4.50/21 inch fitted. Spare wheel ditto. Complete set of original instruments (0-100 mph speedo, 0-5000 rev counter, switches etc all included). Headlights, sidelights included.

Sale due to purchase of another project. Price \$26,000

Contact Des Donnan 07-5445 9981 or email [donnan1@powerup.com.au](mailto:donnan1@powerup.com.au)

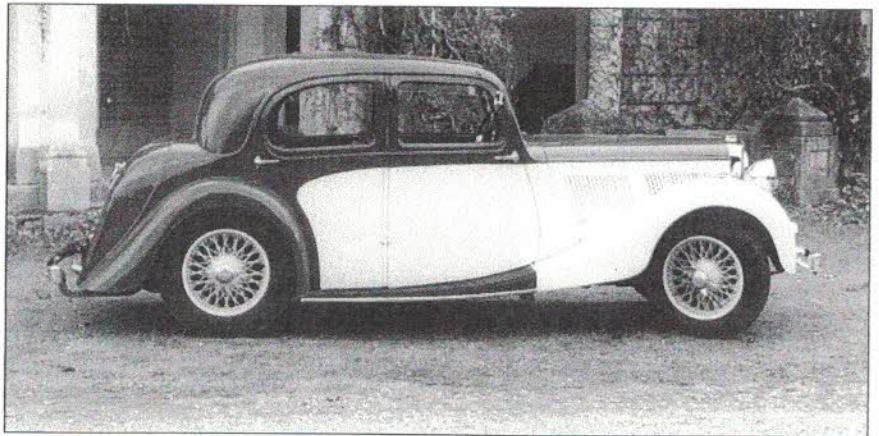
## FOR SALE:

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  
\$33,000 ONO

and

Good petrol tank for a 12/50 \$150  
Contact Eric Nicholl (03) 9754 5412



## WANTED:

Pair 12/50 Bullseye Side Lamps  
Ring Chester McKaige 0407 113516

## WANTED:

Rear brake cross shaft for a late 12/50. Can swap for an early two wheel brake car.  
Dale Parsell Tel (03) 5968 5170  
or [dparsell@ozemail.com.au](mailto: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  
Pass light Glass--2 of  
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:

1928 Alvis SWB FWD supercharged. Car # 11982 Engine #7653 . Rolling chassis. Engine restored some years ago. Front splines worn. No Body, radiator surround or bonnet. Originally carried a Le Mans 2 seater.  
\$30,000  
Call Graeme Cooke (03) 51271401

## WANTED:

ALVIS radiator badge for 12/50.  
Bob Blackett

## WANTED:

Bonnet catches for 14/75  
Eric Nichol 03 9754 5412

## WANTED

At least three, wire wheel hubs or complete 23" wire wheels to suit a 1924 model Alvis 12/50 but will take whatever I can get. If wheels, whatever I can get but preferably a complete set.  
Brian Watt Tel: 02 62958540 (ah) Mobile: 0412 813387 Email: [info@fulton.com.au](mailto:info@fulton.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

## WANTED:

For a 12/50  
Crown wheel and pinion 4.55 ratio.  
Ring Rob Sands (03) 9534 5957

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

*John Lang .....ed*

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), it's officers or it's editor. Whilst all care has been taken, neither the Club nor it's Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement will be appreciated.



*Three 12/50s at the historic Stoney Creek Trestle Bridge, Wawa Nowa, Victoria*