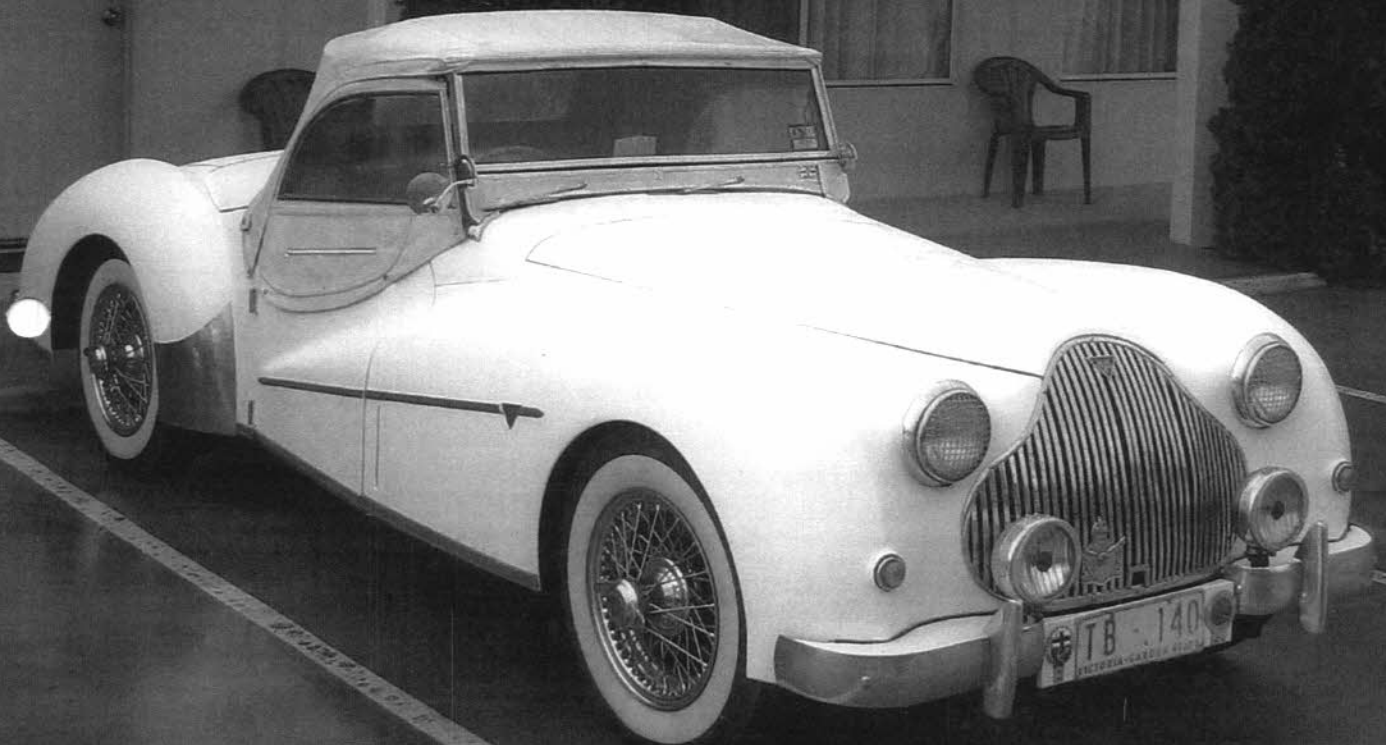


The Newsletter of the Alvis Car Club of Victoria (Inc)

Alvic

June 2008



*Petrol - some interesting facts!
Report - Trains & Boats & Planes
2009 National Rally - update!*

Alvis Car Club of Victoria (Inc)

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JUNE 2008
VOL 47

ISSUE 5

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Front page: Alan Bratt's TB14 seen here outside the motel at Nagambie during the recent Planes, Boats & Trains outing

Presidents Report June 2008.

Things have been very busy for your committee in the last couple of months with organising the JNBC Tour steadily approaching.

Each stage has been completed by a committee member, Dale Parsell has produced the route book and I have just returned home after six days on the road with JFH going over the complete route, checking accommodation and making sure everything is in place.

John and Marg Lang have been busy dealing with the English contingent and working on accommodation bookings and all those good things and Lesley Northey is putting together a souvenir book featuring all cars entered on the Tour.

The opening dinner at the RACV Club on the 7th October promises to be a gala event with over 80 people already booked in. It would be great if we could achieve the magic 100 and I urge you to attend this function if you haven't already booked. For \$60.00 per head it is exceptional value.

There are a number of well known people within our club who still haven't entered. Please give this some thought and let John Lang know your intentions.

I have had a tremendous amount of feedback regarding the last meeting and I would like to thank David Muirden, Ron Wilson, Bob Graham and John Hetherington for coming along to receive their Life Membership award and also for welcoming Dale into their fold. To hear David, Ron and Bob talking about the "good old times" made the evening. The next job is to get all their stories onto tape and then into text for the next generation of Alvis enthusiasts.

In regards to the October meeting, we have decided to bring the date forward to October 3rd as most of us will be on the JNBC Tour on 17th. As there will be a number of our UK friends already in Melbourne, we will have a brief meeting and welcome and then have a slap up supper and chin wag. The November meeting will comprise the AGM. The July meeting is our trophy presentation night so please come along as you may receive a gong. That is about it for this month.

Cheers

NEW MEMBERS

Peter & Edie Miller

Michael Wilkinson—recently purchased the ex-Richard Creed SA 4.3 litre
Martin & King Saloon

SUPPER

The TONKINS

IF YOU HAVE N'T PAID YOUR 2008 MEMBERSHIP - YOU SHOULD HAVE!

EVENT CALENDAR

JUN	20	General Meeting
	22	Visit to Science Works - see within
JUL	18	General Meeting
	20	Templestowe Revisited - organised by Jocelyn & Darrell Horton see within
AUG	15	General Meeting
SEP	19	NO General Meeting due early October meeting
OCT	3	General Meeting
	7	JNBC Memorial Tour

Alvis people behaving badly!



How often have you tried to take a candid photograph with all the subjects focused intently on other things, only to find that some smarty is looking at the camera.

Is there no end to Alvis People Behaving Badly?

Before the start of the Boats, Planes and Trains Weekend, John Hetherington suffered the indignation of having to truck his TE21 to a repair shop. You have all heard of putting the pedal to the metal? It doesn't normally refer to the brake pedal.

Thanks to RACV TotalCare, John & Marg were supplied with a Hyundai—little white plastic car reminiscent of Noddy and Big Ears but not so colourful.

Having driven from Melbourne to Nagambie, he explained that the most exciting thing about the car was that the interior light came on when you opened the door!

HISTORY

It is easy in our modern hectic life style to overlook the work of our past members.

Last month's celebration of our 5 life members is an indication that their efforts are in our focus and certainly not forgotten.

Recently, in a spare moment of reading, I found the following in the December 1963 ACCV Newsletter.

"Although the main reasons for the existence of the Club have never, to my knowledge, been formally written down, they are none the less well known to most members.

They are these:-

To preserve from destruction, where ever possible, Alvis cars which come into the ken of members

To seek out, preserve and restore, if possible, the early models of the marque to a condition approximating their original state.

To enjoy the driving qualities of these cars.

To enjoy the fellowship of members who are maintaining their cars from harm and exchange information with them.

To obtain and make available to members the spare parts necessary to rebuild the cars or at least maintain them in running order.

May Meeting

I have been a member of the club for over ten years and the May meeting was one of the best I have attended.

Chester McKaige had made invitation to all the Life Members to first meet for dinner at one of the local pubs and then come to the meeting.

We were honoured to have David Muirden, Ron Wilson, Rob Graham, John Hetherington and Dale Parsell at the meeting.

We expect to see Rob, John and Dale each month and Ron Wilson when he is well enough to join us, but I had not before had the pleasure of meeting David Muirden, one of our founding members.

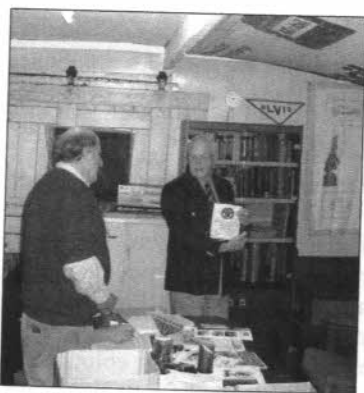
The meeting was up to expectation with the President taking a caning from the floor and the normal amount of banter among the mixed membership and the Office Bearers.

At the end of the meeting, Chester made a presentation to the life members who had never received a formal trophy on their appointment as life members.

Following each presentation, we were enthralled listening to some of the tales and stories of the legendary past.

Supper completed a very pleasant evening.

John Lang



Chester with David Muirden



Ron Wilson



Rob Graham



John Hetherington



Dale Parsell



TRAINS, BOATS AND ALMOST PLANES NAGAMBIE WEEKEND 17-18 MAY 2008

The weekend away to Nagambie started with rain and ended with a fine autumn afternoon for the boat trip between Mitchelton & Tahbilk. The warmth of Alvis companionship and motoring more than made up for the 4° at Kinglake and the crisp air at Kerrisdale.



Jutta Williams in company with Pat & Ian Parkinson

The route from Melbourne took us on a winding road through the Kinglake National Park, the higher we climbed the colder the air got and it was a very welcome stop at the Flying Tarts Café in Pheasant Creek for a chance to warm up with coffee and cakes. By the time we left the rain had eased, as we made our way along the side of the King Parrot Creek, through Flowerdale and Strath Creek to our lunch stop at



the Kerrisdale Mountain Railway. There was some confusion over what constituted a minor road!

The Kerrisdale Mountain Railway is a unique railway built to two foot gauge and makes its way up the mountain side by a zig zag formation. The views over the King Parrot Creek valley, mountains and farmland were superb. The initial climb was at a gradient of 1 in 12.5. The railway and museum has been developed over the last ten years by the owners and a dedicated group of volunteers. The warmth from the various steam engines fire boxes, in the museum, was most appreciated whilst we were having lunch and afternoon tea. The little train made two runs up the mountain to accommodate our group of 27. It is certainly a place well worth a visit.

In the gathering gloom of another rain shower, we made our way to Nagambie via the Goulburn Valley Highway to Seymour and then via the Northwood Road to Mitchellstown and Nagambie. This is a very pleasant drive through rolling farmland that now houses some of the state's best horse studs and past the autumn colours of the vineyards.

After settling into our rooms at the Resort in Nagambie and deciding that the presidential room would be the place for pre dinner drinks, many took the opportunity to go for a walk up the street to the tourist information centre. There was plenty of chatter before, during and after dinner. It was a very pleasant evening.

Sunday dawned overcast and as a result the sky diving planes were not operating. There were a number of activities available to choose from in the morning. Most drove over to Euroa for morning tea and a display of sculptures made from the bits and pieces of metal that are found around every farm and along the side of the road. It was in the old flour mill buildings. The sculptures ranged from an emu made from wire packing strips to other birds made from mattress wire and fencing mesh. Others went to the display of Felting techniques, the scarves made using felt of various colours and thickness were wonderful.



Sunday dawned overcast

The group came together at Mitchelton Winery ready for our luncheon cruise along the Goulburn River to Tahbilk Winery and back. Main course was served on the way to Tahbilk and dessert on the way back. It was a pleasant way to watch the countryside go by and the wonderful old buildings of Tahbilk looked magnificent in the early afternoon sunshine. Once back at Mitchelton, it was

time to head back home after a great weekend away.

Frances McDougall

Having signed a stat dec that we could swim a hundred metres all 80 of us were allowed on the 36 seater boat



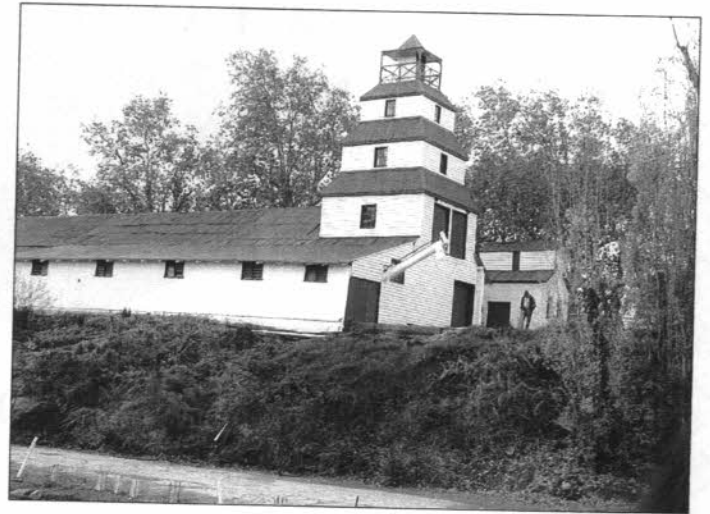


Darrell Horton & Jocelyn Coates having been caught pinching cookies from the afternoon tea

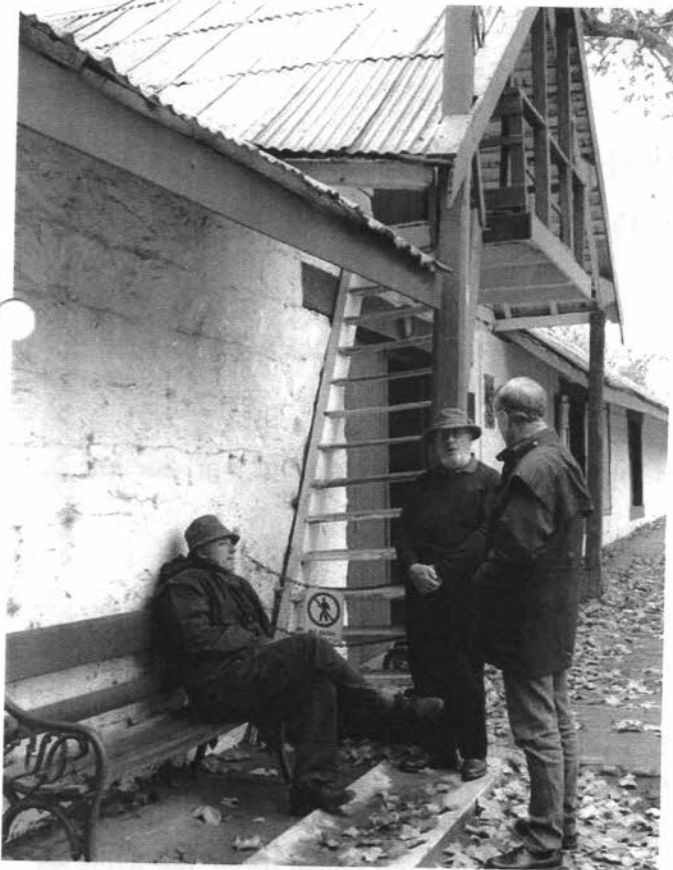
Photography by Frances McDougall & Dale Parsell



There was one to few deck chairs on the upper deck of the Titanic. John Hetherington, Dale & Maritta Parsell and Noeline & Alan McKinnon



Tahbilk Winery established in 1860



Two civic minded Alvesti are seen here trying to befriend a derelict outside the Tahbilk Winery



Yes, even people wearing funny hats could ride the railway. Jan & David Seath with John Hetherington



CELEBRATING **80** YEARS OF THE PRODUCTION ALVIS FWD

"The Company think that purchasers should be experienced folk as the cars will be very fast, and care will be taken in distribution to see that the cars reach only the right type of driver as they will require skilled handling."

In February 1928, this was the brief made available to the public heralding the release of a production Alvis Front Wheel Drive.

However it was May before the cars were released to the public.

The ensuing 80 years has seen a significant attrition of the original 142 cars produced, however records indicate at least 30 cars have survived, many of which are being driven or under or awaiting restoration.

The JNBC Memorial Tour in Australia during October is celebrating the 80th Anniversary with a special dinner on the 15th October to mark the event. On display will be as many as 6 of the original 12 cars that found their way to Australia.

In the light of the high percentage of modern cars that are produced with front wheel drive, the Alvis Car and Engineering Company Ltd certainly deserved the reputation they had for innovative engineering.

The following is an article, identified by John Murray, as being of significance to owners of old motor cars. At a time when we are looking for maximum bang for our ever shrinking "value for petrol dollar" it is well worth a read. Acknowledgement is made to the Alvis 12/50 Register

Letter to the Alvis 12/50 Register from a vintage car enthusiast at BP Research Centre, Sunbury UK.

With reference to the article in Bulletin number 179, "Octane Rating and Performance Problem," I felt that a response was demanded, because of the alarmist nature of the piece. Despite the undoubted hard work and persistence of the writer in building up a test bed specifically for his MG 18/80 engine, the article contains several serious technical errors which have resulted in false conclusions being drawn. It is clear from the article that a poor understanding of the combustion processes taking place inside a spark ignition engine exists, and in particular, that the differences between high and low octane fuels are not understood at all.'

The essential line of argument in the piece is that high compression pressures are necessary to burn fuels of high octane quality satisfactorily, the rationale for this view being that higher temperatures and pressures resulting from the use of high compression will compensate for the allegedly slower burning of high octane fuels. The extension to this argument is that, with lower compression engines, cylinder pressures and temperatures are too low to enable the satisfactory combustion of high octane fuels. The piece concludes with the recommendation that engine speeds above 3000rpm are unwise, the inference being that at speeds above this level, insufficient burning time will be available on the power stroke, and overheating of exhaust components will be unavoidable when operating with high octane fuels.

Octane quality is, unfortunately, a rather misunderstood measure of a fuel's composition. Octane quality is a measure of a fuel's resistance to knock, also called "pinking". Most drivers will be familiar with the light metallic tinkling sound of knock experienced in modern high compression engines where it is more likely to occur. It is for such engines that high octane fuels are produced, since they possess the necessary resistance to the unwanted and potentially damaging phenomenon of knock. High octane fuels differ from low octane fuels in the shape of the molecules employed in their make up. Long straight chains of carbon atoms give low octane quality, while shorter, branched chains, and ring compounds including those called "aromatics", give high octane quality, i.e., they have good resistance to knock. However, in many other respects, high and low octane fuels are very similar. They both produce the same amount of heat when burnt, for example.

The following points are of fundamental importance in correcting the technical errors contained in the piece:

(i) High octane fuels have the same speed of combustion as those of low octane quality, within a narrow range of values. There is thus no significant difference between burn rates for high and low octane fuels.

(ii) High octane fuels do not require extra pre-compression compared to those of low octane quality in order to secure ignition. Ignition of the fuel air mixture inside a petrol engine is achieved by an electrical spark. There seems to be confusion in the article between the ignition process occurring in a diesel engine, where pre-compression is vital to secure ignition and the petrol engine where it is not.

"Ignition Delay" in the petrol engine (actually a misnomer, because on the passage of the spark, ignition is achieved) refers to the time taken for the flame to grow sufficiently for measurable pressures to be detected. It can be shown in properly conducted scientific experiments that this time interval is not related in any significant way to the octane quality of the fuel.

(iii) Increased compression ratio does not greatly affect the speed of combustion in the turbulent environment of a petrol engine; higher temperatures increase burn rate but higher pressures offset this effect, with the result that changes in compression ratio alone can be shown not to produce large increases in burn rate. Engine tuning measures to produce more power are successful principally because turbulence levels inside the engine are raised, leading to more rapid combustion.

(iv) As engine speed rises, turbulence levels inside the engine increase in proportion, reducing the time taken for combustion to occur. It is thus a major error to assume that the time for combustion will exceed the time available during the power stroke at higher engine speeds. (3000rpm is an extremely moderate engine speed at any event, even for 12/50 engine). If burn time did not reduce as engine speed increases, sports and racing engines would not be able to produce the high power outputs and high engine speeds of which they are clearly capable.

In summary then, there is no cause for alarm or concern in respect of the use of high octane fuels in low compression engines. High octane fuels do not burn more slowly than those of low octane.

High compression ratios are not necessary to burn high octane fuels satisfactorily; these fuels can be used with total confidence in low compression engines. If a low compression engine will attain 4500rpm on a low octane fuel satisfactorily, it will achieve exactly the same engine speed in complete safety with a high octane fuel.

The above statements are made assuming that other operating conditions have not changed, as these can affect the satisfactory running of the engine. One variable which can have a major effect upon performance is the ratio of fuel to air in the mixture feed to the engine via the carburettor and induction system. Petrol engines will only operate satisfactorily over a narrow range of air-fuel ratios, typically from about 12:1 (rich) to about 17:1 (weak) measured on a mass basis. The perfect match of air and fuel is usually achieved with a ratio of about 14.5:1 on a mass basis. The highest burn rates are achieved close to, and usually just richer than, this ratio. Flame speeds decrease as the mixture becomes either weaker, or richer than the optimum. Reduction in flame speed becomes very noticeable with weak air-fuel mixtures, which are also associated with power loss and increased exhaust component temperatures. With very weak mixtures, severe power loss and extremely erratic operation will be experienced, and the engine will probably

overheat and fail to achieve its design maximum speed.

The above symptoms of unsatisfactory operation are notably similar to those described in the article in question. They are also commonly associated with "vapour lock, a condition which occurs when the fuel pump or supply system is unable to provide a satisfactory flow of liquid fuel to the carburettor float bowl, owing to the formation of vapour. It can occur whenever conditions of temperature and pressure local to the fuel system allow the formation of vapour in greater volumes than the fuel system can handle. Vapour bubbles upset the normal functioning of the fuel system, because, up till the point of combination of fuel and air in the inlet manifold, fuel metering equipment is designed to work with liquid fuel. When vapour forms in the wrong places, the intended fuel-air ratio is disrupted. Frequently, the consequence of vapour lock is an inadequate flow of liquid fuel, resulting in too weak a mixture of fuel and air, leading to the symptoms described above. .

The volatility of current petrol is much higher than was the case in the 1920's when the 21/50 was produced. Designers aimed to get a fair amount of heat into the inlet manifold in those days, because the petrol of the day did not produce vapour in large enough quantities at low temperatures to give satisfactory operation without this provision. Unfortunately, what was good design practice for the fuels of the 1920's is not so well suited to today's petrols, which produce much more vapour at much lower temperatures. Vapour lock, frequently associated with weak mixture formation, erratic operations, overheating and power loss, is the lot of those whose vehicles possess fuel system designs which permit or encourage too much heat to flow into the liquid fuel. There have been a number of letters and articles on this subject in the last couple of years or so, as evidence of the problem.

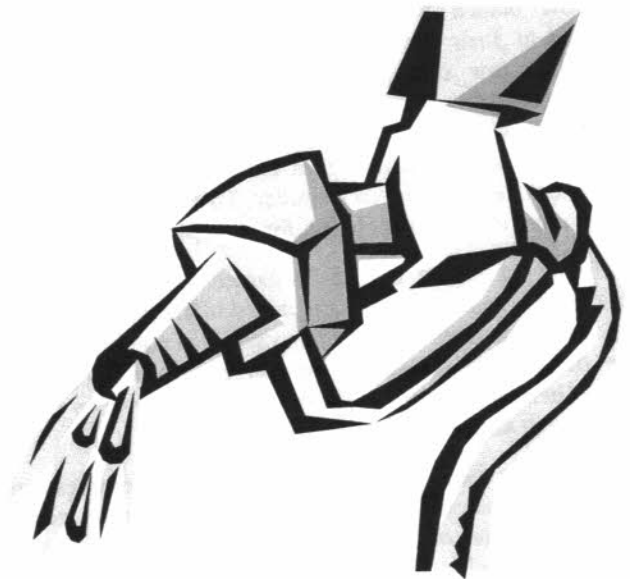
So what? What difference does it make if a car won't go properly because of octane quality which is "excessively high" for the engine, as the article alleges, or because it is suffering from vapour lock? The effect is still just as unsatisfactory, for the unfortunate owner. In fact, it makes a great deal of difference, for the simple reason that if, as the article states, excessively high octane quality leads inherently and unavoidably to overheating, power loss etc., then we would all be suffering from these problems, since the average vintage car has a compression ratio of 5 or 6 to 1, and all commercially available UK petrol has an octane quality of at least 95 octane. Furthermore, since the minimum octane quality of all petrol on sale in the UK since the early 1960's has exceeded 90 octane, and vintage cars were designed to run on 65 to 70 octane petrol, these alleged octane mismatch problems would have been evident for around 30 years, if excessive octane quality cause~ such problems, which of course it does not.

By contrast, vapour lock, whose symptoms exactly match those of which the article complains, is a much less common occurrence, thankfully, and only affects those whose cars unfortunately have a fuel system which through design, execution or both, allows too much heat to get into the liquid fuel upstream of the carburettor venturi. Thus we have an explanation for the fact that only SOME people, and a relatively small minority at that, have suffered the problems complained of in the article. Those who do not suffer from these difficulties, (and I count myself as fortunate that I am one who does not) can continue to use their car's significant

performance to the full without concern. I certainly do. Those who unfortunately do suffer from vapour lock problems can take some simple, low cost, measures to reduce the heat transfer to carburettor, fuel pump or fuel pipework in order to solve the problem, or at least to reduce the frequency of its occurrence.

The following low cost measures will provide some relief from the problem for those suffering from vapour lock: use of an insulating block or thick gasket (eg. 4 - 5mm thick) between carburettor and inlet manifold; a simple radiation shield between the exhaust manifold and the fuel pump, or carburettor bowl; redesign of fuel feed pipework to ensure that it receives the minimum preheating from hot engine components. for those with scuttle mounted tanks, simply keeping the fuel tank fairly full on hot days may help to keep the temperature of the petrol down a bit. Similarly, care taken over parking the car on hot sunny days can help, as a scuttle mounted tank can absorb a considerable amount of heat radiated from the sun, with adverse results, under such circumstances. Good under bonnet ventilation is essential for those whose cars have a tendency towards vapour lock. Also, a thorough flushing of the radiator might be worthwhile.

The above are all short term measures which will help to alleviate vapour lock and its associated performance problems. In the long term what is really needed is petrol of lower volatility, whose vapour forming characteristics more nearly match those of prewar petrol. As it happens, this is exactly what we shall all be getting in the UK, before very long. Probably in 1993, much lower volatility petrol will be introduced to the market, because of environmental measures being taken by the Government to limit emissions of unburnt hydrocarbons. Lower volatility petrol will assist this initiative, but of great interest to vintage car owners will be the substantially reduced incidence of vapour lock. It will be interesting to hear the comments of those who believe strongly in "the fallacious "octane mismatch" theory when the problems have gone away, since the octane quality of these new, less volatile, fuels will be unaffected.



SOLID STATE IN A 12/50?

(not necessarily for better performance)

If you're into bold adventure then, I tell you mate, you should
Join the AL VIS bloody Car Club which contains some folk who would
Make you disbelieve your eyesight with some things they get up to
In the name of stoic passion, cos they're ALVIS through and through.

Take the weekend, for example, back in May-'twas planned to be
A fun ramble north of Melbourne to a place called Na-gam-bee
And for years the bloody weather has been anything but rain
So I muttered " open motoring !" on a country road again.

I had fettled the three litre - hasn't been too well of late
I've suspected some misfiring - ' least it's six and not an eight
Jerks and fluffles just past fifty - like that bloke called Kelly wrote
In "THE BULLETIN," March/ April- jeeze, I thought, and made a note.

Anyway, I packed me handbag - undies, grog and all that stuff
And my girlfriend did her packing - hankies, lippy, bits of fluff
I then filled the boot with " contents," such as water, tools and oil
What you need when you aint got it that can make a weekend spoil.

Came the day before departure, bloody forecast was not good
And I said to her "my Lotus, if we take the "three," the hood
Will be up and firmly fastened, no way we'll be "open topped"
Cos the way they're talking rainfall could be days before it's stopped."

So came Saturday, and " modern" with its heater on full blast
Saw us for our destination under skies so overcast
That I uttered to the driver " bloody Hell, I'm glad we came
In a jigger with good wipers which can cope with heavy rain.

When we got to where we headed I could not believe me eyes
There sat two 12/50's open to the bloody drenching skies
And their stalwart occupiers cold but smiling, , if to say
What a wonderfull fantastic sort of ALVIS motoring day

Well, the weekend passed sublimely and the rain declined a bit
And we shared in happy friendship managing to amply fit
All the program set down for us and by time it came to leave
For return home on the Sunday, more than one was heard to grieve.

And those members in the "opens " - what of them I hear you say
Well, their fate is not recorded - we assume that to this day
They're still bonded to their vehicles like four tombstones, hopefully
Undergoing thawing process dreaming of hot toast and tea.

By "WTHWTBR"

(who the Hell wrote this bloody rubbish)

MORE MOTORING MOMENTS

Rob Graham

These two tales are not about an ACCV event, rather this one was a VSCC event, the Alec Bryce Memorial Rally, in other words, the Two Day Rally. At least we were in an Alvis.

Ron Wilson was driving the Firefly and he kindly invited me to navigate for him in the above mentioned Rally.

It was basically run in the Western District and the first Control was at a pub somewhere near Deans Marsh. We were on the back roads inland from Anglesea and were totally lost. The sky was grey and the sun was obscured and so we couldn't determine North from South. Ron had a compass but one point was shiny blue and the other was matt blue and I didn't (still don't) know which was the north-seeking point.

Fortunately Ron had a book of large-scale maps of Victoria, and driving around for five minutes or so on the gravel roads, I was able to make out where we were. I directed Ron to the Control where we saw half a dozen or more vintage cars all facing towards us. Ron let go and shouted out "Youidiot, you've WDeD us." (translation- come in in the wrong direction).

The Rally Organiser, I remember, it was Rick Furlong, came up to the Firefly and said something along these lines "Gee, I am glad someone has come in facing the right way." I didn't say a word, I just raised a single finger in silent rebuke.

We won that rally, coming first outright and first PVT car. That was the first of our many successes in the VSCC Two Day or Alpine Rallies, Ron driving, me navigating in that wonderful little car, the Firefly.

Another VSCC Rally in the north-east of Victoria, Ron was driving and I was navigating in the Firefly.

All you young people reading this will find out in the years to come, but as you get older, the bladder gets smaller, and when you have got to "go", you have got to "go."

A few words of explanation first. In a navigation trial, there are controls for the competitor to pass through and have your card signed, or maybe pick up a fresh Instruction Sheet, every 100 miles or so. And to make sure the competitor has travelled on the road selected by the organiser, five or so questions are posed for the competitor to name some landmark or prominent building along the correct route.

We were driving along a road somewhere and the time came when we had to "go." After heavy rain overnight, the countryside was flooded and there were no gum trees to hide behind. At last, we spotted, on the left hand side of the road, a church on a bit of rising ground.

Now, a church always has a lavatory out the back, so we pulled into the driveway in the front of the church. We went to the lavatory and coming back to the Alvis, feeling much more comfortable, we saw three or four vintage cars in front of the church. One of the other drivers shouted out "Wilson wouldn't stop here unless

there was an answer to one of the questions." We explained the reason for our stop, but nobody believed us, so we drove off leaving them to seek the non-existent answer.



in just 4 months

Just four months to go and all is coming together. The route survey and proving is just about complete. The accommodation meals and activities are organised and good weather has been ordered.

All is in preparation!

We look forward to welcoming the following from the UK:

Martin Boothman & John Layzell
(US)
Iain & Jane Galloway
Jes & Jenny Jarvis
Ernest Constable & Bruce Cousins
Geoff & Erica Littlejohns
Richard & Sushama Day
Ian & June Smith
David & Kay Webster
Peter & Susan Holmes
Chris & Helen Storrar
Bryan & Elin Pooley
Bob & Marie Clark
David & Susan Little
Ian & Jo Todd
Bill Rankin & Terry Alder
John & Mary Holmes
Nic & Patricia Simpson
John Harvey & Gillian Murphy

SHAKE A LEG.

Paul Frere, motorist, motoring journalist, linguist, GP driver and rally driver extra-ordinaire has died aged 91. There is a very interesting obituary in the May 2008 "Automobile." A gem in that obit., written by Charles Bulmer of "The Motor," describes PF driving a Jaguar V12 E Type across France via the autoroutes, attempting to maintain 150 mph. He was able to sustain the speed but was disappointed by his average speed which was severely compromised by the need to fill up with petrol every hour!

In the late '70s I owned a Jaguar V12 XJC. By then SU carburettors had been replaced by fuel injection which was said to have halved fuel consumption. I never tried to drive at anything near 150 mph in Victoria. Even so, you could see the fuel gauge needle moving downwards upon hard acceleration.

Oh! How I wish I had taken the car into the Northern Territory where there were no arbitrary speed limits. Unfortunately, in those days, the Stuart Highway was unsealed between Pimba and Alice Springs, thus providing a physical barrier to high speeds as well as an absolute barrier to cars with low ground clearance! But it would have been fun to have given that motor car its head!

Margaret and I recently took part, in the TE, in a week-end charity car rally involving navigation and observation. It was won by a team in a 1959 Cadillac Eldorado which had been built at the height of the US love of fins. It has fins as high as the Sydney Opera House and a boot, which in the words of Shirley Bassey, had "room for a bowling alley in the back."

Afterwards the owner told me "I'll have to walk to work for a month to return my carbon footprint to average!"

What must it be like to be a sheikh?

TEMPLESTOWE REVISITED

Sunday July 20th

Assembly will be at 9.30 at McDonalds car park at the intersection of Doncaster and Blackburn Roads, Doncaster. (Mel 48 B/C 1)

Departure at 10.00 northwards (upwards on most maps) to the end of Blackburn Rd, beyond the roundabout and along an access road to the historic sight/site of the hillclimb which is clearly marked at the boundary of "mansionville" where we de-Alvis (or otherwise) for an on-site inspection of the remaining track. This will be good exercise for those of moderate fitness or better! Those who feel they couldn't make it up on foot can motor through aforesaid mansions and meet the walkers at the top.

Afterwards, we will depart for an hour or so ramble terminating at Weller's Restaurant to restore the by then flagging energy levels with food and liquid libations. A good day is definitely assured and you'd be mad to miss it!

Darrell Horton.

ALVIS ON THE DOWNS UPDATE

We have had a good response from all States and now have 60 participants and 31 cars including most models from 1924 to 1967. There is a possibility of having 3 Grey Ladies for probably the first time in recent tours and a Silver Crest has also entered.

Getting final costings from our suppliers is akin to herding cats but we are confident that the budget for the tour is now confirmed and will apply as follows:

SINGLE PERSON-STUDIO APARTMENT	TOTAL COST OF TOUR	\$1550.00
SINGLE PERSON-ONE BED APARTMENT	" " " " " "	\$1690.00
DOUBLE /SHARE-STUDIO APARTMENT	" " " " " "	\$2210.00
DOUBLE/SHARE-ONE BED APARTMENT	" " " " " "	\$2350.00

This cost includes accommodation at the four and a half star Plaza Apartments in Ruthven Street Toowoomba. All dinners, all breakfasts for the seven days. Six lunches, four morning teas and entrance fees and guided tours to five attractions.

PAYMENT: We will be calling for three (3) payments. They will be due at the end of November, January and March and appropriate forms will be sent out to each participant.

LATE ENTRIES: There is still room for more participants but to confirm room numbers and pay deposits we would want your form and deposit sent by the end of June to ensure your place. If you can't commit by then let us know so we can hold rooms subject to receiving your deposit and subject to the Hotel being able to provide a room.

NOTE: FROM THE END OF JUNE ALL ENQUIRIES AND PAYMENTS SHOULD GO TO GRAHAM AND DOROTHY SINGER UP TO THE END OF OCTOBER. DO NOT SEND FORMS OR CHEQUES TO PO BOX 279, PADDINGTON AFTER THE END OF JUNE UNTIL NOVEMBER.

INSTEAD SEND ALL CORRESPONDENCE TO GRAHAM SINGER AT 21 MELINDA STREET, KENMORE, QLD 4069

EMAIL: gsinger@bigpond.net.au

PHONE: (07) 33785970 or 0427 117 528

We have worked out an interesting schedule of activities with some wonderful touring to places such as the Bunya Mountains, Jondaryan Woolshed and the haunting Glengallan Homestead. You will be well fed and watered and entertained. Your cars will live in secure underground parking and there will be plenty of free time to visit local antique shops, museums and National Trust properties or remove your gearbox if necessary!

THEME NIGHT!!! WE ARE HAVING OUR USUAL NUTTY THEME NIGHT WHERE WE ALL GET DRESSED UP OR DOWN AS THE CASE MAY BE.

THIS YEAR BECAUSE WE ARE IN THE GARDEN CITY OF TOOWOOMBA THE THEME IS SIMPLY "GARDEN"

So let your imaginations go and begin planning your costume now. You may wish to come as a Geranium, Victa, Hills Hoist, Tomato, Weed or Carrot!! The possibilities are endless.

PLEASE SEND IN YOUR ENTRY AND DEPOSIT TO PO BOX 279 PADDINGTON QLD 4064 BEFORE THE END OF JUNE, or after to Graham Singer at the above address.

See you all in Queensland in 2009!

Dean and Graham.

TOOWOOMBA. OUR CHOICE FOR THE ALVIS NATIONAL TOUR

Back in 1827 explorer Alan Cunningham staggered up the Great Dividing range and found 4 million acres of flat arable grazing land about 80 miles west of Brisbane. He named it The Darling Downs not after a lady of his affection but after Sir Ralph Darling who was the Governor of New South Wales at the time.

13 years later Gordon and Patrick Leslie founded Toolburra Station 56 miles South West of Toowoomba and became the first settlers on the Downs. More followed and soon a small settlement called Drayton was established in 1840. Towards the end of the 1840s Drayton had grown to the point where it had its own newspaper, general store, trading post and the Royal Bull's Head Inn which was built by William Horton and still stands today. Horton is regarded as the real founder of Toowoomba, although he was not the first man to live there.

The National Trust now owns the Bulls Head Inn and we can visit it during the tour.

Early in 1849 Horton sent two of his men, William Gurney and William Shuttlewood, to cut away reeds in a marshy swampland area a few miles away that nobody from Drayton ever visited. When Gurney and Shuttlewood arrived they were surprised to find a pitched tent among the reeds. The tent's owner was bush worker Josiah Dent who was the first man to live in "The Swamp". This extraordinary news was the main talking point in Drayton for weeks and people became interested in developing The Swamp as useful farming land.

Plans were drawn for 12 to 20 acre (49,000 to 81,000 m²) farms in the swamp (later to be drained and become the foundation for the establishment of Toowoomba) in the hope of attracting more people to the area to support the land and build up the town. Two years later people began purchasing the land but not new settlers. The new farm holdings attracted buyers from Drayton.

1851 saw the establishment of a National School at Drayton, which later became Drayton State School.

On 29 August 1852 the town's only churchman, the Rev. Benjamin Glennie who had lived in Drayton since 1848, christened both children at the Alford home. It was the first Church of England service held in Toowoomba and the first day the word "Toowoomba" was written on a public document.

On 30 June 1860 a petition of 100 names was sent to the Governor requesting that Toowoomba be declared a Municipality. Governor Bowen granted their wish and a new municipality was proclaimed on 24 November 1860.

The first town council election took place on 4 January 1861 and William Henry Groom, who had led Toowoomba people in their petition for recognition, polled the most votes.

On 12 August 1862 Alderman Groom was elected to State Parliament as Member for Drayton and Toowoomba. Also in August 1862, telegraphic communication was opened between Toowoomba and Brisbane.

In 1865 Toowoomba South State School opened, the first State School in Toowoomba itself.

In April, 1867 Toowoomba's rail link with Ipswich was opened. In 1870 Alderman Spiro replaced William Groom as Mayor. In 1873 Council was granted control of the swamp area and offered a prize of £100 for the best method of draining it.

The Toowoomba Gas and Coke Company was floated in 1875 and the Council pledged to erect street lamps to assist with the establishment of the fledgling company. Due to its financial situation Council leased part of the swamp to town brickmakers and also approved construction of the Toowoomba Grammar School which had its foundation stone laid in that year.

Toowoomba today is a thriving City of nearly 100,000 people and is known as the Garden City due to its cool climate producing superb displays of flowers in all of its parks and private gardens.

The City is well stocked with antique shops, restaurants and museums as well as beautiful parks full of old trees to wander in.

Mean temperature for this May is 9 degrees minimum to 22 maximum so bring some woolies with you as it can get down to 4 degrees.

There will be plenty to see and do in this lovely City

SUNDAY, 22ND JUNE

THE SHORTEST DAY
THE LONGEST NIGHT
THE WINTER EQUINOX

**SCIENCEWORKS MUSEUM
AND BBQ LUNCH AT JOHN & ANNIE LINK'S PUMPWORKS**

We have booked a guided tour of the Collections Store at 10.00 a.m. and of the (old) Sewerage Pumping Station at 11.00 a.m. Then to John and Annie Link's own "pump works" for a BBQ lunch.

** THIS IS A NON-ALVIS CAR EVENT. There is no suitable parking at Scienceworks for our masterpieces, so bring your modern.

The Stores Tour is limited to 15 because of the invaluable items located there. These include an Austrian Graft und Stift saloon from the 1920's and some interesting veteran cars. They are trying to find the model of the satellite that Richard helped to build in the 1960s to show us.

The Pumping Station will be operating during our tour.

BYO to the BBQ but the Links have kindly agreed to provide salads.

Scienceworks Spotswood - Melway Map Ref: 56 B1 (just off the Westgate Bridge - well signposted).

The Links - Factory 9 Technopark Drive, Williamstown North, Melway Map Ref: 55 D8 (off Kororoit Creek Road).

Meet at Scienceworks Reception at 9.45 a.m.

Richard & Pauline Tonkin
Home - 9710 1465
Mobile - 0407 944 987

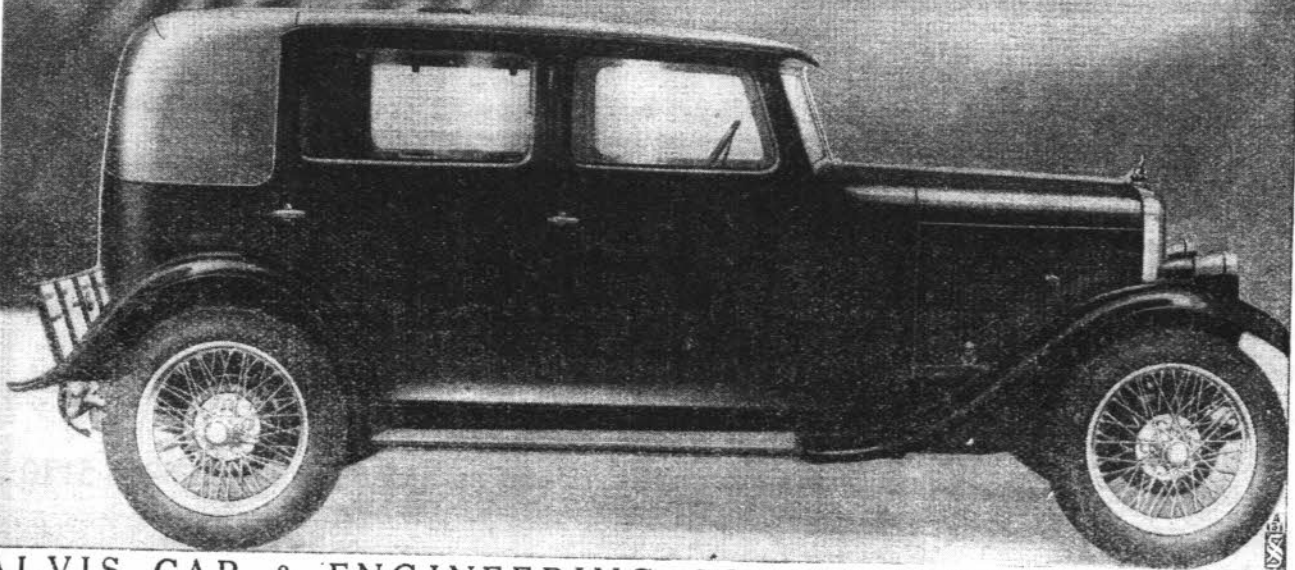


ALVIS ON THE DOWNS

Saturday 2nd May to 9th May 2009

2009 National ALVIS Rally

"The car
of the cultured"



ALVIS CAR & ENGINEERING CO. LIMITED, COVENTRY

London Distributors: HENLYS LTD., PICCADILLY and EUSTON ROAD, N.W

D14

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

SWAP, BEG, BORROW or STEAL

FOR SALE

1926 Alvis 12/50 TF Tourer
Chassis 4553, engine # 5884

In good running order

Recent new radiator core, reground camshaft, new valve springs, pistons and rings.

Alternator fitted, running off the jack-shaft between clutch and gearbox.

RWC provided to a Victorian buyer.

Registration : DV 1926

\$65,000AUD

Ring Si Ramsay (03) 5422 4321 or fax
(03) 5472 4081



WANTED

INFORMATION - At the recent working bee and parts stocktake, it was noted that a TD21 radiator surround that had been stored in the carport area is missing. It appears not to have gone through the parts sales book.

Can anyone shed light on its whereabouts.

Please talk to a committee member.

WANTED

Don Bosanquet has recently moved to Melbourne from South Australia and would like to find a secure garage to occupy or rent for his FWD. He is living in Malvern and would look at all options.

Please contact him on 0415 556 053

LOST Silver Eagle lapel badge (eagle mounted on alvis triangle with silver eagle in arch), mislaid on South Australian National Rally. If anyone found it I would be most grateful for its return.

Contact Dale 03 59685 170 or dparsell@ozemail.com.au

WANTED bronze bodied 13/8 SU carburettors, any condition. Contact Dale 03 5968 5170 or dparsell@ozemail.com.au.

AVAILABLE; Silver Crest Hypoid crown wheel carrier (the alloy part) includes crown wheel & pinion, swap for speed 20 one or something else useful.

Contact Paul Chaley 03 9877 0666 or historic@historicvintagerestorations.com

FOR SALE

Alvis Speed 20 Tourer. 1935 SC. Originally a Charlesworth saloon. Rebodyed in the early 1970s by David and Moira Wischer, as a very stylish two door four seater tourer which says "if you've got it, flaunt it." In the style of VDP. Major component nos. match. I have owned it for 20 years. Well known in Australian Alvis circles. Well traveled. Well used. Well rallied. Well loved. Certainly not concours but it's all there and it all works and it goes very well. Lots of spares. Full Victorian Reg. \$100K.

John Hetherington. 03 5821 6422 or
0419319339. jfh@mcmmedia.com.au



FOR SALE

TA14 PARTS

1 Bonnet, 4 rough mudguards, dashboard, engine sump, gear box, several distributors, water pump, oil pump, cutout, pulley, tail light & box, water connections, valves & followers, block & crankshaft, road springs, wheels, brake bits, front axle & hubs—trailer set.

Also TA21 gearbox cover, 2 Rover gearboxes with overdrive, 2 headlamps approx 9½" diameter
Ring John White 9890 7066

WANTED

A one piece, 4 branch, cast iron exhaust manifold to suit a Silver Crest engine. It is believed that an SC and SD Speed 20 manifold is the same.

A Marles steering box to suit a Speed 25 Alvis. It is believed that the same steering box is used in SC and SD Speed 20s, 31/2 Litre and 4.3 Litre cars.

Andrew McDougall, Phone: 03 9486 4221, Mobile: 0427 220 249, Email: amfi@dunollie.com.au

FOR SALE,

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.

Chassis and engine particulars all as the factory 1936 build sheet.

Body by Bertelli Ltd., Feltham, Middlesex, Sussex, England.

This car is very rare, being one of the only two SA.25.63 3.5 Litre Alvis cars to have been fitted with a Bertelli body. The other was purchased by the late Henk

Widengren, a Swedish racing driver

of the era, and is, I believe, currently being restored in that country. However, Widengren had his car upgraded to 4.3 Litre specification pre-W.W.II., so strictly speaking it is no longer a 3.5 Litre?

History as far as is known:

The factory build sheet shows that the car left the works on the 2nd. of January, 1936 as a chassis consigned to Messrs. G. Hartwell, Bournemouth, U.K. The Alvis service card for the car, dated the 25th. of March, 1936, identified the owner as Mrs. F.E.Wells-Melbourne, 'Silverdale' Fair Oak Lane, Oxshot, Surrey. Nothing is known of the car from then until 1959 when the log book was issued to David Wood, landlord of a pub in Litton Cheney, Dorset, who used it daily until the magneto drive sheared around 1964, after which it stood in his shed for a year or so till the son of a Dorset farmer, Mr. Allan N.W.Percival, bought it around 1965 and from whom I bought it in 1971.

The car was shipped out to Penang, Malaysia in 1971, where I began its initial restoration. It was shipped to Australia in mid-72 and completed in 1978. Its second bare-metal restoration was begun in 1990 on my retirement and completed this year. The process is described in an illustrated article prompted by the late Julian Collins, editor, and serialised by him in the Alvis Owner Club Bulletins Nos. 491, 492, & 493.

The Price: \$100,000

David Caldwell 6, The Outlook, Heathmont, Victoria 3135, Australia. Ph.0011 61 3 9729 5821 e-



FOR SALE

FOR SALE

1951 ALVIS TA21 partly restored.

Original 3 litre engine. Body newly sprayed silver. Red seats and interior lining. Gearbox, radiator etc.

Car located in Maiden Gully, engine has had a total rebuild.

\$12500 or offer

Clive Buckland, 9 Patricia Court, MAIDEN GULLY 3551 Victoria, Australia.

Ph: +61 (0) 354496127 Mobile: 0421344527

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