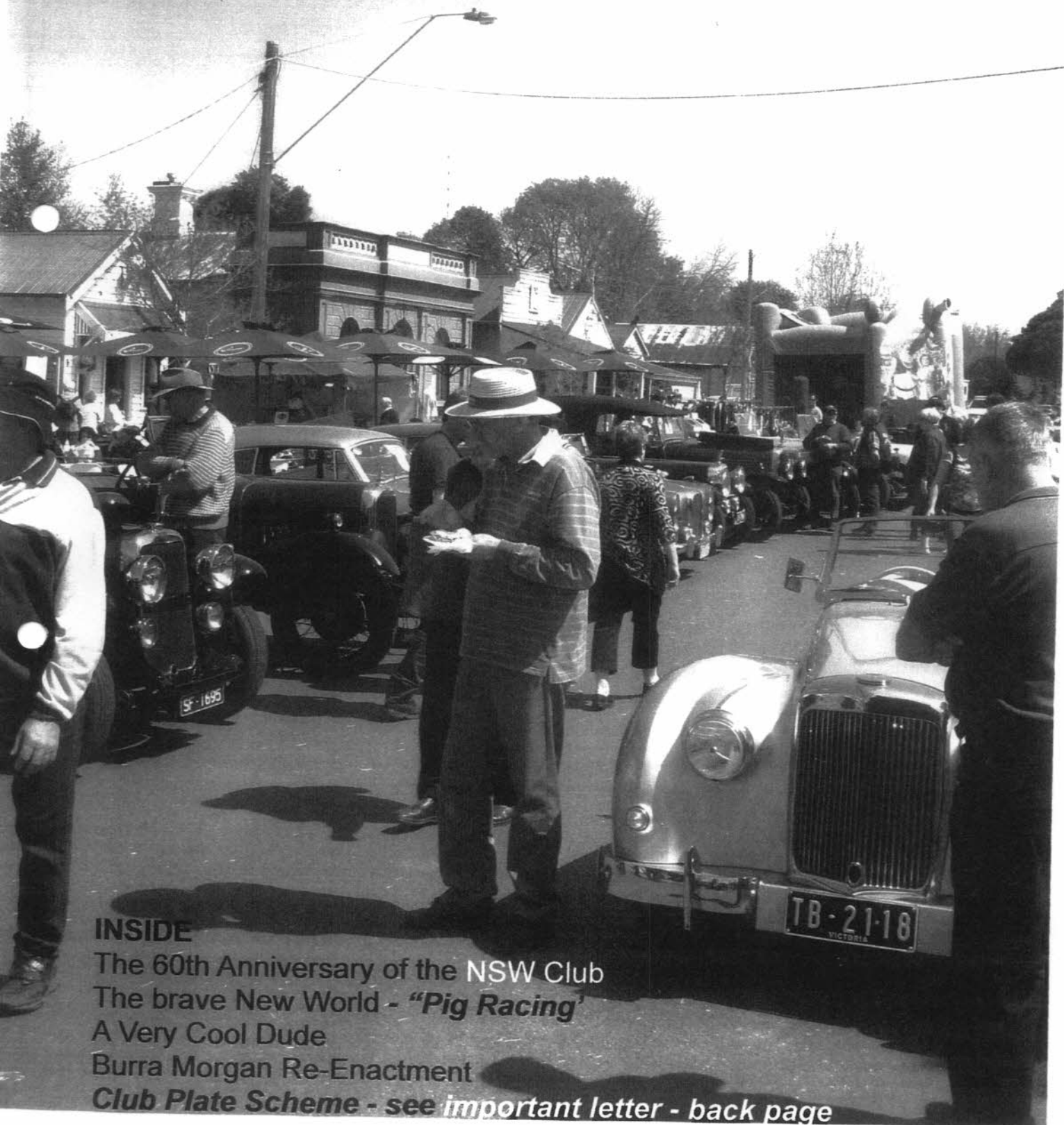


November  
2010

# Alvic

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



## INSIDE

The 60th Anniversary of the NSW Club

The brave New World - "Pig Racing"

A Very Cool Dude

Burra Morgan Re-Enactment

Club Plate Scheme - see important letter - back page

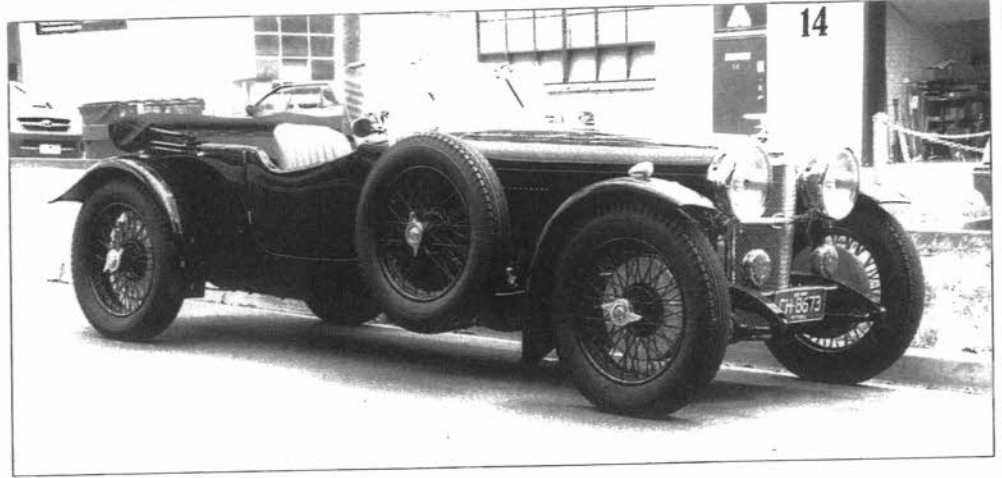
## FOR SALE

### SA Speed 20,

Ch 9851, eng. 10504. Very little use since extensive restoration including body, paint & leather trim. 6 wheel equipped.

Engine overhaul including new crankshaft, conrods and pistons.

Offers over \$180,000 considered.



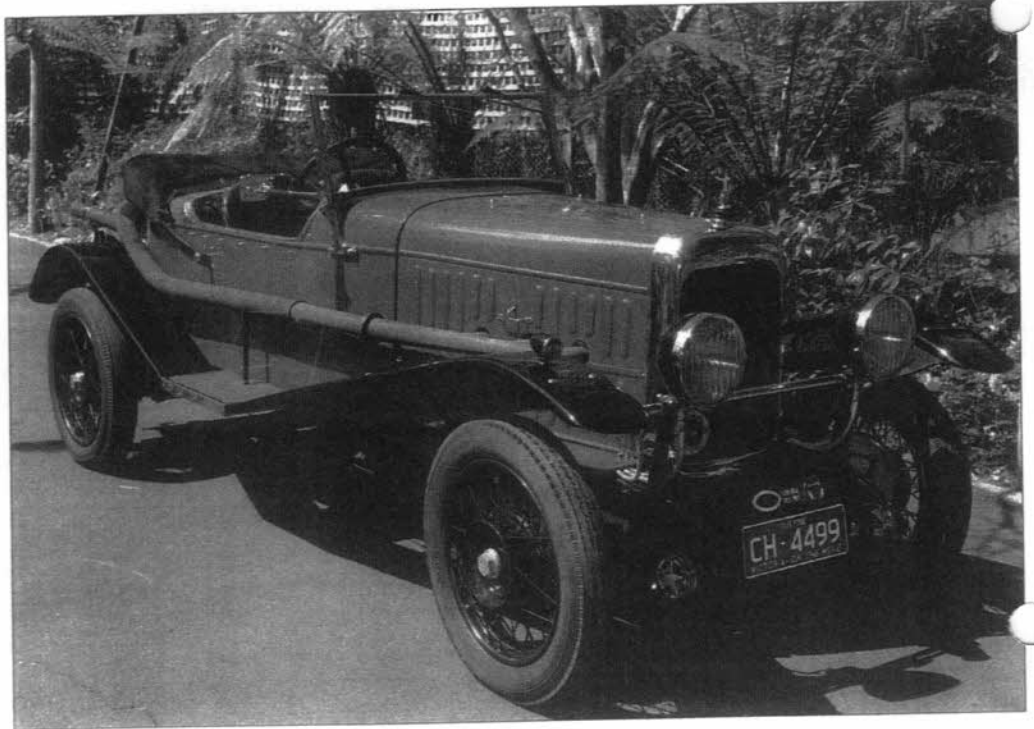
In the first instance contact Paul or Dale (HVR) on 03 9877 0666

## For Sale 1931 Alvis 12/50 TJ

Chassis No. 9145  
Engine No. 9626

Supercharged two seat roadster in excellent condition. Full wet weather equipment in Mercedes cloth with leather upholstery. A well known Alvis Club Car with great performance, reluctantly offered for sale. \$70,000

For more information contact Ray Newell 03 9755 3280 mob. 0428 558 228



**WANTED** bronze bodied 1 3/8 SU carburettors, any condition.

Contact Dale 03 5968 5170 or [dparsell@ozemail.com.au](mailto: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.

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

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its 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 would be appreciated.

# 2010 EVENT CALENDAR

## CHRISTMAS PARTY

SUNDAY 6TH DECEMBER

from 11.30am

Event to be held at the Bosanquets.  
Not your usual Street Party but an Alley Party

Warning to Husbands

The other end of this Alley is 2 minutes walk to the Chadstone Shopping Centre.  
Could be Expensive!

Address

55 Webster Street  
Malvern East

BBQ'S Tea Coffee will be available  
Some sun shelter will be available  
BYO everything else

- Nov 19 General Meeting - supper The McKAIGES
- Dec 5 Christmas Party - Bosanquets—see inside for details
- Jan 14 Opening BBQ - Kevin Bartlett Reserve, Burnley, Melways 59 A1 from 6pm
- Feb 18 General Meeting  
20 Begonia Festival Rally, Ballarat - details to follow
- Mar 18 General Meeting  
27 Lunch outing to Jindivik (Gippsland)
- Apr 3 RACV Classic Showcase - Flemington - brochure enclosed  
15 General Meeting
- May 1-6 2011 National Rally - Western NSW  
15 more info from Rob Simpson 02 4384 3571 or [meta1447@yahoo.com.au](mailto:meta1447@yahoo.com.au)  
20 National Motoring Heritage Day - details to follow  
General Meeting
- June 17 General Meeting  
19 Lunch at the Whistle Stop



# ANNUAL GENERAL MEETING & TROPHY AWARDS

The October meeting was the ACCV AGM and page 2 of this newsletter lists the results of the election of office bearers.

The changes to the Constitution that were flagged in the September ALVIC were passed and the Rules of Incorporation are amended accordingly.

The annual financial statement is listed on page 5.

Following the meeting the following trophies were awarded:

Basil Bowes - Mark Burns

Barber Literary Award - John Brown

David Muirden Club Person of the year - Dale Parsell (*not pictured*)

Andy Hannam Trophy - John Hetherington

McDougall Trophy - Richard Tonkin

*The Bob Morrow & Simon Ramsay Trophies were not awarded this year.*

# LETTERS TO THE EDITOR

Dear Mr. Lang,

My name is John Oliveira and I am the model secretary for 3.5litres for the AOC in UK. I saw some of the correspondence you had with Chris Storrar last year about the bodywork on Andre's (Chaley) car (now, Dale tells me, in NZ), and I have no doubt the conclusion you came to (new body from the A-pillar back) was right. Just to try and complete the story I wonder if you would put an enquiry into 'Alvic' to see if any member might have a photo of the car with its original Charlesworth body. The chassis number is 13139 and the car number 18182. A very long shot but you never know.

I think Chris said you might come to the UK for the 2011 Tour, in which case we should meet.

King regards and thanks

John

*Can anyone help with information for John?*

*If so please forward to me and I will forward to both John and the new owner.*

.....ed

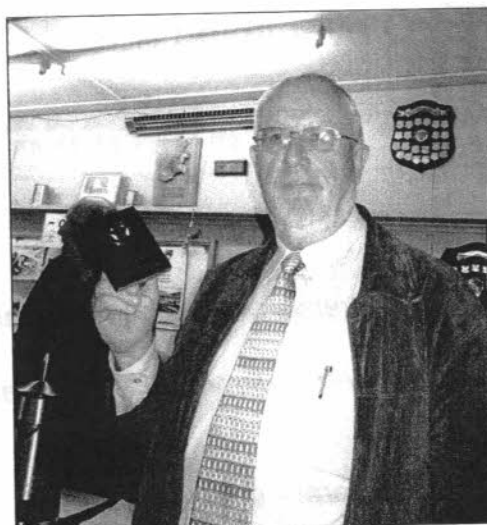
Dear John

Well I'm truly astonished John!!!! This Award is totally incredible and very much appreciated. I really enjoyed writing the articles and particularly the excellent rapport which developed between myself and The Editor. You've got to accept a lot of the credit for the articles coming out so well in ALVIC. Being the Editor of any club publication can be a daunting task because there's inevitably a lot of 'advice' from the readership about how to do the job - but regrettably that advice is not always accompanied by contributions. So, once more my sincere thanks. I look forward with pleasure to placing my trophy where Bill will be remembered for his quick wit and ability to communicate well but whom I never had the privilege of meeting. I hope in the fullness of time to be able to view the trophy itself in your club rooms. It would be much appreciated if you will convey my deepest compliments to Mrs. Barber and Ian.

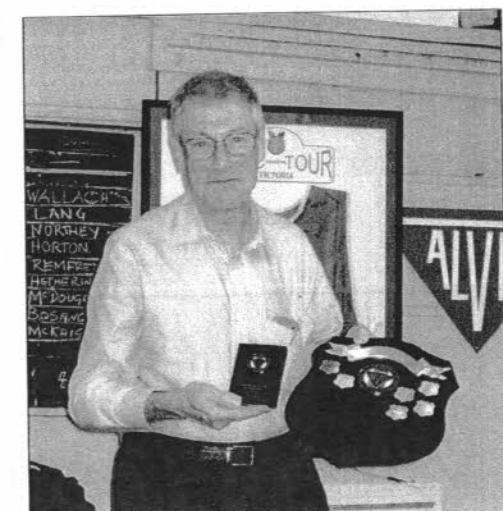
Best regards  
John Brown



*Left: the Bas Bowes Competition trophy won by Mark Burns  
Below: Richard Tonkin with the McDougall trophy for best presented car at the nominated event.*



*Right: John Hetherington with the Andy Hannam trophy for most appearances in a proper car.  
Below: Ian Barber holds the Bill Barber Award won by John Brown*



**ALVIS CAR CLUB OF VICTORIA Inc**  
**STATEMENT OF RECEIPTS AND PAYMENTS**  
**July 1<sup>st</sup> 2009-30<sup>th</sup> June 2010**

<u>Income</u>		<u>Expenditure</u>	
Balance as at 1 <sup>st</sup> July 2009			
General Acc 3082-11381	9797.01	AOMC fees	393.00
Term Deposit 9847-604731	16904.26	Auditor	880.00
Stale cheque	187.00	Bank Fees	15.00
Catalogues	127.50	Canopy	1993.00
Donations	4.20	Consumer Affairs	40.90
Transfer from Rally Acc	565.59	Donation H'ville Sanc	1314.37
Interest Gen Acc	2.88	Federation Fees	40.00
Interest Term Deposit	682.93	Insurance	524.00
Petty Cash	1.60	Library Book	95.00
Regalia	300.65	Newsletter	1369.00
Spares	441.00	Office Supplies	257.90
Subscriptions	3260.00	Pedestal Fan	52.00
Supper	<u>257.10</u>	PO Box Rent	79.50
		Postage	1074.30
		Postal Note Fee	60.00
		Rent	800.00
		Signage	77.00
		Trophies	585.59
		Casting Work (2000)	320.00
		Website Hosting	<u>69.00</u>
			10039.56
		General Acc 30 <sup>th</sup> June 10	4904.97
		Term Deposit 30 <sup>th</sup> June 10	<u>17587.19</u>
		Total	<b><u>\$32531.72</u></b>
<b>Total</b>	<b><u>\$32531.72</u></b>		

**Bank Reconciliation as at 30<sup>th</sup> June 2010**

Add Deposit	4960.52		
Cancelled Stale Chq =1380	<u>187.00</u>	Less unrepresented chq 1429	40.00
	14944.53	Less unrepresented chq 1440	<u>50.40</u>
Less Payments	<u>10039.56</u>		
	<b><u>\$4904.97</u></b>		<b><u>\$4904.97</u></b>

**Term Deposit as at 30<sup>th</sup> June 2010**

Balance brought forward		16904.26
Add Interest		<u>682.93</u>
Balance as per Statement		<b><u>\$17587.19</u></b>

**Petty Cash**

Balance brought forward		9.10
Less Expenses		<u>9.10</u>
Balance as per Cash book		<u>0.00</u>

**ACCV Rally Account**

Balance as at 1 <sup>st</sup> July 2009			
Rally Acc 013-623 4923-68097	19387.63	Rally Acc 013-623 4923-68097	0.00
Receipts Interest	<u>529.33</u>	Term Deposit 9830-87302	<u>19265.31</u>
	19916.96		
Less Payments			
Bank Fees	72.06		
Transferred to Club Acc	565.59		
Vic Roads Booklet	<u>14.00</u>		
Balance	<u>651.65</u>		<u>19265.31</u>
	<b><u>\$19265.31</u></b>		
Balance brought forward		19387.63	
Less payments		<u>19387.63</u>	
Balance as at 30 <sup>th</sup> June 2010		<u>0.00</u>	

**Term Deposit as at 30<sup>th</sup> June 2010**

Balance brought forward		0.00
Add transferred from #4923-68097	19301.57	
Interest	<u>529.33</u>	
Less transferred to Car club Acc		19830.90
Balance		<u>565.59</u>
		<b><u>\$19265.31</u></b>

*document is held by the Treasurer, signed by Geoffrey I. Kidd stating that he had audited the financial affairs of the ACCV. His opinion that the financial report represents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements, the financial position of the Alvis Car Club of Victoria (Inc) for the period ended 30th June 2010 and the results of operations. The document is available for viewing by any member of the ACCV.*



# The Peking to Paris Motor Challenge 2010

The Peking to Paris finished on the 16th October and at that point the official website seems to have lost interest, with other than final results. One might have expected some photographs!

However, the results page suggests that in the Vinteagent Category:  
Car 59, an Alvis Sp20 of Friedrichs and McNeely came 4th and  
Car 36 an Alvis 4.3 litre of Greenhalgh and Walker came 37th.  
The Alvis 4.3 litre of the Wilkinsons is listed as retired.

Pam Mornane is to be congratulated on her feat during the VSCC Alpine Rally. Frank is not driving at the moment and following a quick driving lesson around the block in the Speed 25, Pam drove the event in difficult weather conditions and with mechanical mishaps.

Well done Pam!

## MT TARRENGOWER HILL CLIMB 17 OCTOBER 2010

#	Class	Driver	Vehicle	Capacity	Sat 1	Sat 2	Sun 1	Sun 2	Sun 3
12	1	Andrew Green	Alvis 12/50	1496cc	98.2	89.2	87.2	89.4	87.2
23	1	Nail Murdoch	Bugatti Brescia	1496cc	127.5	121.6	115.9	116.2	115.9
94	1	Graeme Steinfurt	Austin 7	750cc	92.7	95.0	85.0	88.3	85.0
172	1	Mark Burns	Alvis 12/50	1496cc	104.4	101.9	98.1	97.7	97.7
142	1	Allan Tyrrell	Austin 7	750cc	83.2	83.5	96.6	80.4	80.4
15	2	Kevyn Brown	T1 Ford	2898cc	111.1	105.7	112.3	104.9	104.9
77	2	Patrick Ryan	Vauxhall 30/98	4200cc	69.0	69.0	69.1	69.0	
45	3	Allan Wattenhall	Austin 7	803cc	93.2	83.1	83.3	80.3	80.3
2	4	Ean McDowell	Bugatti 135 Ksp supercharged	2300cc	66.1	66.5	65.0	65.0	
31	4	Noel Cunningham	Talbot-Darracq	1485cc	72.4	69.8	65.2	63.1	59.9
131	4	Bernie O'Shannessy	Chrysler 77	4445cc	78.8	75.4	75.3	74.8	73.4
8	5	Doug Keith	MGNA Magnette	1271cc	79.2	78.7	72.7	71.2	71.2
73	7	Warick Anderson	MGL Special	1500cc	63.4	58.4	56.4	56.4	
150	7	John Marnott	Austin 7	803cc	70.2	68.9	68.2	68.2	
4	8	Philip Stafford	MGY Special	2498cc	68.8	63.0	63.5	61.0	59.1
7	8	Peter Whaley	Standard Special	1698cc	64.4	60.5	59.2	60.3	59.2
111	8	Jim Russell	Ford Special	3000cc	51.7	49.9	49.0	50.1	49.8
133	8	Keith Roberts	Macdonberg Special	4200cc	66.4	63.8	63.8		

## VSCC GOLDEN JUBILEE RALLY 11 & 12 SEPTEMBER 2010

### Two Day Rally Results

Andrew Green, Bella Green	Alvis 12/50	210 points	1 <sup>st</sup> Vintage and Orient
Mark Alsop, Sue Alsop	Talbot	470 points	1 <sup>st</sup> PV1
Brendan Furong, Mark Ryan	Mercury Spl		
Felix Cappy, Glen Dodds	Delage DMS	320 points	2 <sup>nd</sup> Vintage
Russell Meehan, Barry Ponchard	Lancia		
Mark Burns, Susan Burns	Alvis 12/50	510 points	
Glen Farrell, Flynn	Vauxhall 30/98		
Bernie O'Shannessy, Rick Furking	Chrysler	500 points	3 <sup>rd</sup> Vintage
Robert Sands	Alvis 12/50		
Graff Hewitt, Liz Fitzpatrick	Alvis 12/50	360 points	

### Team Event

Alvis 12/50's	Green	Burns	Hewitt
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# 60TH ANNIVERSARY RALLY TO ROBERTSON - SEPTEMBER 2010

Annie and I set off up the Hume Highway. We visited friends in Holbrook and then on to Goulburn for our second night. From here we went up to the Highlands and the Robertson area. Before getting to the accommodation for the Rally we visited Fitzroy Falls which has a wonderful Roadside Information Centre where we spent over 2 hours. They had a very large collection of books and I bought one on spider geology. Later on I found Bob Blacket was a retired geologist and was able to answer many of my questions.

Rachel Roxbury was written up and I found her character was similar to Annie's, being strong and firmly held on to her opinions, so I bought her book on Throsby Park.

Throsby Park an old mansion nearby was being given to the historic houses of NSW by the National Parks and was open to the public for this one day only. Throsby Park Homestead had all the original furniture still there. Near the front door was an exquisite Hunting Horn encased in a basket weave container.

One of the features of the house was a Strangers Room, where a stranger could stay the night without entering the main house. It had an open topped tank as a water supply, hardly any electricity and the last inhabitant died in 2006. Near her death she was still running a riding school at the house.

We found some unusual trees which I didn't recognize and was told they were myrtles with interesting bunches of hanging flowers. I felt if I kept looking I would come across a "barn find". It was sinking into a paddock down below the wheel rims and was a battered 1934 KS inter truck.

On to Fountaindale House which was to be the base for the Rally. We had a big greeting from David Macdonald - he had just driven back from the grand final and was going down next week as well - an ex scotch boy - been to every GF since he was 8!

We saw the Gunnell/Goldsmith FWD - now finished and looking immaculate, but has lost its wooden mudguards and therefore, a bit of its character since the NBC appearance at Ballarat.

We shared the dinner table with the Zylberbergs and found Sally had an allergy from her physician. Norman's new car looked spectacular. Had our first chat with Paul and June Lunsman and conversation was easier with 7 people per table and a smorgasbord with simple food that was more than acceptable.

The hotel is fun and basically still in Grand style and the condition of 1924 when built as a three storey hotel and had many lives including a nunnery in a previous life. Most of the plumbing is still original and most rooms were still 1924 primitive. I thought it was like 5 star camping - good fun.

Many people had driven a long way and the first full day of the rally was a tiring tour.

It was very thoughtful and well organized by the NSW Alvis Club.

## MONDAY

At breakfast I had a long talk with Rosemary Chapple who commented on the drop off in tourism around Katoomba and how hard it was for many people.

Then I spoke to Derek Dixon - now retired with Gayle still working - commented on how the easing of restriction on the qualifications needed by tradesmen had been relaxed and they could now build houses and this had caused an influx of tradesmen to Ipswich and there was now a drought of tradesmen in surrounding areas.

Our trip by coach was very interesting on the first full day and we were driven



Above: the ladies in period dress

Below: Eric Cunningham & Max Houston



Above: Norman & Sally Zilberberg with Derek Dixon

Below: the founders table. Mac Job, Bev Anderson, Bill Boldiston, Doug Shannon & Digby Cooke





via Kangaloon and Wingecarribee Reservoir.

On to Berkelouw where we spent an hour in a purpose built huge bookshop (new and 2<sup>nd</sup> hand) with a friendly and excellent coffee shop that is built with a hexagonal roof. There are said to be over 200,000 books. Unusually Annie bought 100% more books than me (she bought 2).

Berkelouw Books was started in 1812 in Amsterdam selling vellum bound theology books to barge captains and seafarers, but Solomon Berkelouw slipped on an icy plank and died in the frozen waters beneath, dragged down by the weight of his bag of books (is there no god?).

The bookshop is said to be the biggest second hand and antiquarian bookshop in Australia and compares more than well with the biggest bookshop (in an old theatre in Hey on Wye). The car section (under transport) was very poor, but other sections were excellent and I enjoyed skimming through them. The book shop is on a route of many similar shops and you could spend a week doing the whole drive.

I have 2,000 to 3,000 books in my collection at home and try to be selective in what I buy now as I think if I read nothing else till I die I could still not read them all.

Lunch at Burrawang was a extensive barbecue lovely spot and a very pleasant person cooked an excellent and extensive barbecue out the back in the garden of the "The Village Hotel". I was fortunate enough to sit with Gwen and Digby Cooke and hear of their exploits – particularly of Digby's success in racing and his 3 or 4 year association with the Alvis Club. He built his own racing Jag and made a lovely job of it. Gwen has had an interesting life so far, growing up in Mallacca, widowed in the Vietnam War, starting her own advertising agency with 100 people and then falling for Digby and they are living happily ever after!

I have heard for years of the Mac Job Special and I had assumed that with the car in the past tense and gone to the UK, I assumed that its owner had also departed. I was more than pleasantly surprised that Mac was very much alive and living at Olinda.

If we could arrange a lift for him he would be more than pleased to come to one or more of our meetings – perhaps as a guest speaker as he did a long time ago.

I find it much more exciting to learn firsthand about a person's life whilst they are still alive, instead as so often happens, that I hear more (even old friends) at their wakes than I do in life.

I think lots of men are very modest about their achievements and don't talk enough (some others of course reminisce too much!!) (Bob Graham always remained a mystery to me).

The trip to the wholesale nursery "Moidart & Gardens" looked like a "fizzer" from the outside, being a dry and dusty drive in beneath huge pine trees. However, it soon became a fantastic garden created by John Burns of Burns & Phillip fame.

They handed out a plan and the main trees were named and the layout explained. I located the Tulip Tree, the Wellingtonia (Giant Sequoia) where the bark is said to be so soft that a man at gallop on horseback is said to be able to hit the tree and not be hurt. (The gardeners on duty declined to test the theory).

The sunken formal garden had beautiful tulips and roses in the beds. I tried to understand what identified a tulip and looking down into the flower in plain view there was a three bladed propeller with 6 stamens for the single colored flowers with each propeller blade separating 2 stamens.

However, the multi-colored tulip flowers had a six bladed propeller so that each stamen appeared to have its own mommy and daddy.

On the way back to the bus, parallel to the lovely large house, there were four terraces including a lovely grassed area with beautiful flower beds, a bottom terrace and blue bell walk – but I had run out of time.

Before the 1<sup>st</sup> dinner in the Fountaindale Formal dining room in the evening, we went to a well presented Eling Forest Winery where Annie and I had tea and David McDonald was able to appreciate their wines (apparently excellent) and purchase some (just in case).

The day was so good Annie and I felt quite exhausted and opted for an early night along with quite a few others where age had caught up, with a lot being over 80 years of age – not bad!

**TUESDAY** saw us at the Bradman Cricket Museum in Bowral, which was even better than Annie and I expected. The history of cricket was explained right back to the earliest days in France when hockey like "sticks" were used and then modified and a hoop like structure protected a hole in the ground.

Films of "Bodyline" bowling were shown and I thought the bowlers were lethal – showing the adage that it's not how you play the game that counts, it's whether you win or lose!!

The upstairs section on Bradman himself was terrific with lots of film and explanation of his life, my only disappointment was not seeing the film (which I had seen in Bradman's birthplace – Cootamundra) – showing him hitting a golf ball against a circular brick tank – continuously with a cricket stump! If only I had that degree of eye hand co-ordination – I could have been a champ at both squash and Royal tennis – but I digress.

On to Berrima where we visited Harpers Mansion, an early Georgian style home set on a hill



overlooking the village. This visit gave a good look at the times and showed that it was easy to borrow a lot of money on land and a nice house and have problems when prices go down and the bank forecloses. The tour guide was excellent.

Then we went to the "home for wayward girls" but didn't meet them as they were behind bars, so we contented ourselves with the courthouse museum. It was a wonderful recreation of a courtroom scene in early times. A guide "trained in the law" answered all my questions – sample – when called to the bar originally, where did a barrister go? Why is a fob watch so called etc?

The trip to the Alpaca shop was informative with virtually everything being imported from Peru. I would have bought a near life-sized Alpaca, but they had run out. I had intended to get it for my beloved (she has 5 real ones) and put it in the living room at home in Williamstown, as she has forbidden me to install the Alvis there – I felt it would have made a fine talking point.

(In Holbrook on the way to the Rally, we called at one of Annie's old school friends and she let her husband have an antique wool press in their living room – Life is so unfair sometimes.)

Tuesday's formal dinner was the highlight of the 60<sup>th</sup> Anniversary with 3 founder members Bill Boldiston, Mac Job and Doug Shannon and one almost founder member, Digby Cooke all attending and speaking on the night. Bill Boldiston was Master of Ceremonies and tried to keep all the interesting speakers to a reasonable length.

I was doubly surprised to hear there was a man behind the Mac Job Special as I was to find that Digby Cooke was certainly alive and kicking as well as Doug Shannon now in his mid 80's and still going strong.

One of the many highlights of the evening was Bev Anderson, the daughter of Norm Adams (founder member), she gave an excellent speech and told us that her greatest delight was working with her dad, handing him spanners and being mentored by him as to the inner workings of the car. Her mother had stopped trying to get her into pretty pink frocks at age 8 and made her white overalls instead!!

Will Hagon was a surprise, as although I listen to him occasionally on Thursday night on the ABC, I didn't realize that he was an Alvis Car Club enthusiast. He read for us in his sonorous tones, the 4½ minute speech recorded by Eric Cunningham, who had to leave early to deliver a friend home.

The band was absolutely wonderful – trad jazz – but very unusually made up of clarinet, banjo and bass saxophone, which was sensational. They all played so well. The only encore they played was the original "Alvis Song" sung by Rob Gunnell and Bill Boldiston. Lots of fun.

**WEDNESDAY** saw Annie and I on our last day and we spent breakfast time with Richard and Jutta Williams. The tables for four allowed for excellent conversation and avoided conversation going to the lowest common denominator – which happens so easily in large groups.

Norman and I spent time on "men's business" later and discussed the best ideas on continuous pressure assisted machines and masks for those of us with sleep apnea.

Richard and Ann Budd were reasonably local and came in late on Tuesday afternoon. Their TC21 was looking as immaculate as when I saw it 10 years or so ago at Jamberoo – just down the road.

Annie and I had already spent about 2 ½ hours in the Fitzroy Falls Information Centre and at the Falls, so we elected to go to the Kangaroo

Valley, where I had not been for 61 years when I rode my bike from Melbourne to Sydney as a 13 year old.

I recognised the corner that I tried to go around too fast and where I sat in the dirt and respoked my back wheel with some of the double butted spokes that I was carrying (as you did). I haven't respoked anything until I had to replace the new spokes in various wheels on the way back from the Flinders Ranges 4 or 5 years ago. That time it was due to Hydrogen embrittlement from the plating process (ask Richard Budd if you want more details).

There were many beautiful ideas at this "Robertson" Rally, even if they initially sound counter intuitive.

1. There were a small number of people about 32 couples.
2. Only 9 real cars, which meant that I could appreciate the cars one at a time and look in some detail at them (if there are too many – I get swamped and can't identify the owners).
3. The coach on the day one kept us all together so we could talk and enjoy the structure of the day without navigation or car problems – many of us did more than 2000kms.
4. It was a hub rally so we didn't have to repack each time.
5. Being the 60<sup>th</sup> Anniversary, the emphasis was on the founders and reminiscing.
6. The production of the Alvis "Welcome to the Rally book" plus all the work Heather and Robb put in with captioned pictures for each of the 10 year period, allowed me to catch up with much of the history.

No one to my knowledge broke down. Most people came in moderns, which Annie and I felt

ected:

- a) the distance that had to be travelled to the event,
- b) the difficulty of the locals getting through the traffic to get out of Sydney,
- c) the age of the participants driving an old car continuously to a timetable is not much fun and needs a leisurely time frame to dawdle – walk the countryside and stop often at a tree! And let others enjoy your car; and
- d) I guess the most important feature as we get older, is safety, and a modern car is much less likely to damage its occupants and others.

We finished the Rally at Kiama and went home down the Coast Road via the Naval Air Station Museum at Nowra. I hadn't been there since 1957, when I was there for flying experience with the Navy, flying off and back on the Aircraft Carrier, Melbourne and a highlight of my life in the Naval Reserve.

We flew in a Gannet which I think had Armstrong Siddeley engines and had 2 engines driving 2 propellers, one behind the other and contra-rotating to stop torque problems. The plane still looks huge to me today – 50 years later.

Work called us back to Melbourne and we shared the drive back and got home in about 12 hours.

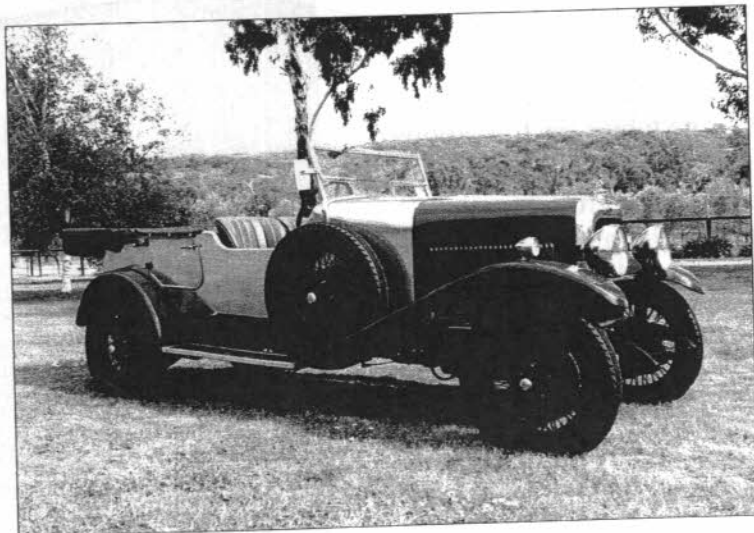
The Alvis cars were the glue that keeps us together and this 60<sup>th</sup> Anniversary allowed us to maximize our time together with our friends and have a little time with our cars.

I caught up with Lu-Lu via the photos and the Ampol trial plus lots of history.

It was a wonderful time.

*John & Annie Link (and photography)*

FOR SALE  
1928 Silver Eagle,  
chassis 7462,  
engine 7949,  
\$ 110,000 SB  
contact Paul or Dale (HVR) on  
03 9877 0666



# AOC TOUR OF GREAT BRITAIN

31 MAY—20 JUNE 2011

See June 2010 ALVIC for details & entry

or contact the ACCV editor

# A VERY COOL DUDE!

For years now I have put up with the Speed Twenty and its overheating and have finally done something about it which I hope will be permanent or at least last until the next guardian takes over in 20 or so years time. (I have now decided not to be buried in it!)

I have also observed over the years desperate attempts by other Alvis owners to get rid of the heating seeking Genie. This involves putting an electric fan in front of the existing or removing it altogether and then putting in an electric water pump to augment the existing or bypass it completely. Whilst probably effective it is not terribly aesthetic and may not be a long lasting solution.

My solution involved finding a radiator company I could trust and who were enthusiastic about the job. The blokes at Western Suburbs Radiators in Spine Street, Sumner Park (A suburb of Brisbane) proved to be just that and viewed the work as a challenge and a relief from big truck, grader and bulldozer radiators which they are known for.

I delivered my radiator to them in the hope that we may be able to use the top and bottom tanks and build a new core. Not so said they since the previous expert had chopped them around so much in fitting a core out of a Land Cruiser many years ago that they were u/s.

So it was to pass that a whole new radiator was built including new tanks, core and mounting brackets. The only thing that survived was the thread for the filler cap. The whole thing is steel and it has a modern core which will not please the picky but then my car has not had anything but, since the day I bought the wreck.

We then turned our attention to the water pump which was barely shifting any water at all due to the inside of the pump

being so eaten away that the impeller had nothing to push against. Red Triangle had a complete newly cast body so it was duly ordered and the existing impeller installed.

Many measurements were made prior to and following the making of the radiator and the fellows from WSR came out to my house several times for trial fitting. It is amazing how the tiniest variation in the making can cause all sorts of other problems such as the fitting of the shroud and bonnet as well as the top and bottom hoses.

We persevered and finally installation was complete and water poured into the new radiator and then pouring out through the water pump seal owing to it not being seated properly. This fixed we tried again and were delighted to see some actual surging across the top tank from the now happy water pump.

Since then I have tried to get the temperature above 70 degrees including flogging up Mount Cootha in third where it reluctantly achieved that mark but fell back below 60 over the summit.

It is now summer and I am looking forward for the February heat to give it a real test up the mountain. The car feels very good and my only concern is that it is too cool and I may have to resort to a baffle to slow the air down.

Aesthetically it looks very good and would be hard to pick from the original. Total cost of radiator and pump was less than \$3000.00 including new hoses, clips and specialist assistance.

So if you are being driven nuts by constant overheating find an enthusiastic radiator man and bite the bullet then hopefully all of your problems will go away!

Dean Prangley



Dean's 1935 Speed 20 SC DHC. Chassis #16824 Engine # 12407, Car # 17241



# SA's Burra Morgan

## Re-enactment Run Weekend



Left to right: Jennifer Carter/Roger Cross 1930 TB Silver Eagle Beetle Back chassis #8388, engine #8832 car #13221. Peter Mott's SB Speed 20 tourer with body by Terdich, chassis #11326, engine # 11776, car #16316. Mike Osborne's TA21 DHC, chassis #24098, body #20016, body by Tickford.

In 2006, a small group of enthusiasts decided to mark the century of motoring since the Burra Motor Club had made the journey from Burra to the riverside town of Morgan, a distant of just over eighty miles. Such distances are small today, even for some of our older cars, and the road was bitumised in recent times thus making it a pleasant drive.

Alvis Silver Eagle owner, Roger Cross was one of the 2006 entrants and this year he was joined by Peter and Anne Mott with the Speed 20 and ourselves in the TA21 DHC.

Roger put a great deal of effort into publicising the weekend, aided by Merv Matthews and other members of the Northern Auto Restorers Club. Roger has a way with words and his brochure encouraged entrants to join in the spirit of pioneer motoring by dressing accordingly. I am pleased to say that with Roger and Jenny setting a fine example with their flying helmets and goggles, the Motts and the Osbornes were able to also dress to suit our cars, but we were just that little bit more comfortable!

With Burra as the event centre, many of the entrants chose to stay at the old miners cottages known as Paxton Cottages, or the nearby motel. This was a good choice, allowing us to enjoy the local wines.

The Saturday commenced with a short trip to Farrell Flat where we enjoyed a lunch of home made items at the Galley's Meeting house. Our party consisted of several veteran cars including a

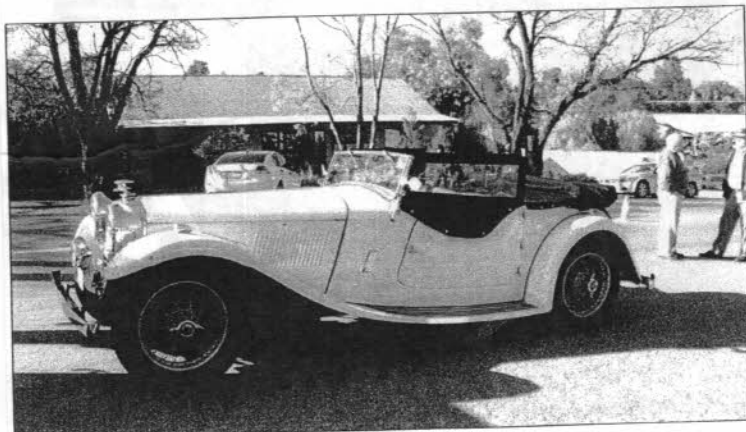
Napier, FN, Hotchkiss, De Dion Bouton, Ford and Humber. Added to this was a wide selection of vintage and classic cars. Sadly the FN suffered a holed radiator that allowed water into the magneto.

After our lunch, we paraded our cars at the Burra Show where Mary and I enjoyed looking at a different sort of horsepower- the four legged kind. Then it was quick change and off to the Burra Hotel for the Gala Dinner. The highlights of that were the Mott's winning a prize for their costume, plus a most entertaining speech from Roger Cross. I am sure he could make a living as an after dinner speaker!

An early start on the Sunday morning saw our numbers swelled by a lot of day entrants with more modern classics. The line up and send off was well programmed, so as to allow the slower cars to go off at times which meant the faster cars did not have to overtake them. Morning tea was taken at The Gums, about halfway along the Burra to Morgan road. Then it was onto a riverside parking spot at Morgan where we were joined by members of local car clubs. We made our way back to Burra, leaving our run back to Ardrossan until the following day, when we enjoyed a relaxing trip through the Clare Valley.

A great weekend and we'll make sure to enter the 2012 run.

Mike and Mary Osborne + Molly the navigator  
(photography by "Molly")



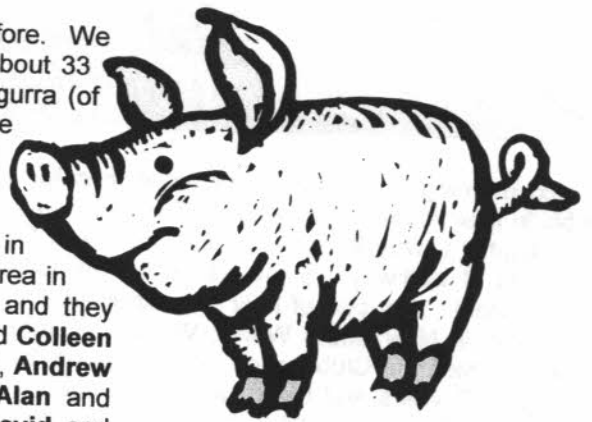
# OTWAYS WEEKEND - 8TH TO 10TH OCTOBER, 2010

**Chester and Sally McKaige** or how I found out about pig racing!  
*(with help from others who are too shy to acknowledge their assistance),*

organised a splendid weekend in the Otway Ranges for the 8<sup>th</sup> to 10<sup>th</sup> October, based at Apollo Bay. My bride of too many summers to remember (I believe that the Queen's letter will arrive shortly) and I set off on the afternoon of Friday, 8<sup>th</sup> October in the TA 21G Graber Coupe ("Mrs. Graber"). Because of pressures of work, we missed the gathering of the retired members of the Club, who lunched (I understand very well) at Colac.

The M3 Freeway bypassing Geelong made the trip much easier than before. We then proceeded west along the Princes Highway through Winchelsea to about 33 kilometres east of Colac, where we turned off and travelled through Birregurra (of more later), then to Barwon Downs, Forrest, Burrumunga and then down the delightfully twisting road through the Otway Ranges, joining the Great Ocean Road at Skenes Creek and on to Apollo Bay.

On arrival at the motel in Apollo Bay, most of the others had arrived and, in typical Alvis Club fashion, they had set up an alfresco drinks and nibbles area in the driveway of the motel, where they had been for a couple of hours and they provided the usual jovial greeting to we late comers. Present were **Alan and Colleen Bratt** in the TB 14 from Corowa, **John and Margaret Hetherington** (TE 21), **Andrew and Frances McDougall** (12/50), **Chester and Sally McKaige** (12/50), **Alan and Noelene McKinnon** (12/50), **Richard and Pauline Tonkin** (TA 21G), **David and Sally Woodburn** from England (in the McDougalls' 12/50 and, later, (no, we weren't the last to arrive), **Dale and Maritta Parsell** (Silver Eagle), **John and Marg Lang**, modern (Sp25 still in hospital).



After a good dinner at the nearby Apollo Bay Hotel, where Chester and Sally had organised a private room and where we were joined by an American couple from Houston, Texas, who happened to be staying at our motel, we retired for the night.





awoke at about 3.00 a.m. to what I thought was the sound of heavy rain. As the rubber isn't entirely waterproof, I opened the motel door to check how bad it was, only to be greeted with a clear, starry sky. The "rain" was the sound of the surf on the beach – you forget about those nocturnal sounds when you live in the country!



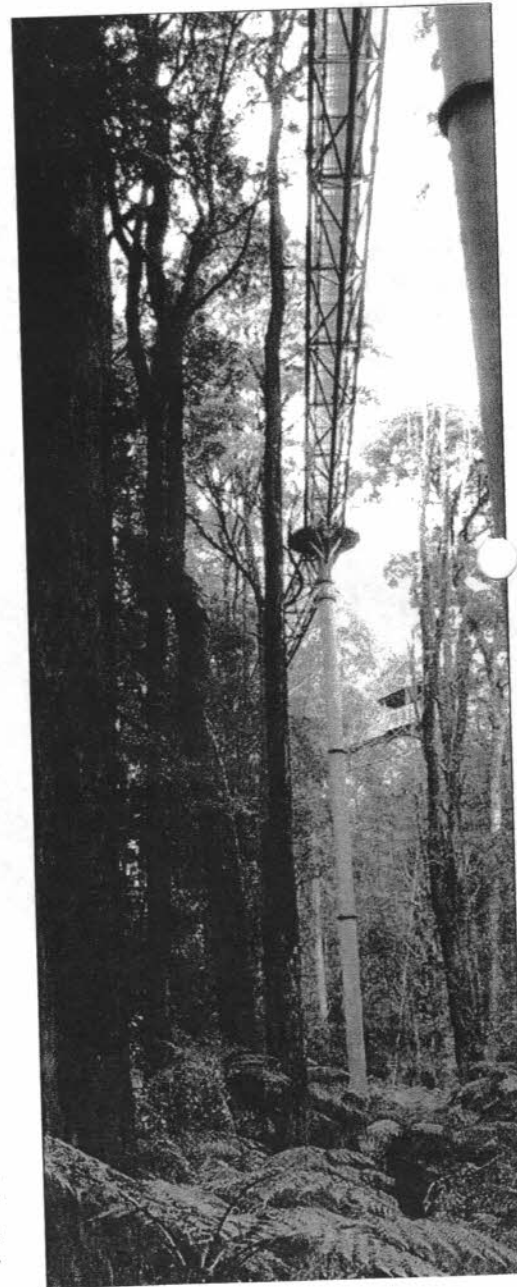
*Alan & Coleen Bratt with a full head of steam in the TB14*

The next morning, most folk breakfasted in cafes in the town while others had Weetbix in their rooms. It was then off to the Otway Fly via Beech Forest, through more delightful Otway Ranges roads. The Otway Fly is a treetop walk, comprising 600 metres of walkway, 25 metres above the forest floor, made from over 120 tonnes of steel. It is one of only four other steel canopy walks in the world, the others being in New South Wales, Western Australia and in the Huon Valley in Tasmania, which the Club visited on its last trip there. The Otway Fly has been operating for 7 years and the structure was fabricated in Launceston, the project taking 10 months to complete. It is a private venture with not one government memorial plaque in sight. The information brochure provided the reassuring facts that it could withstand winds up to 260 kilometres and the 24 metre section that hung out over the forest (and which was pretty scary) could hold the equivalent weight of 14 elephants. We did not come even close to that, notwithstanding good breakfasts. The other feature of the Otway Fly was a spiral tower, comprising 105 steps (Frances McDougall counted 106 and I defer to her more scientific education than mine). It was a most enjoyable experience, especially as Chester and Sally had negotiated a price even below the Seniors' rate.

We then returned to Apollo Bay via Lavers Hill and some very pleasant coastal valley scenery. Dinner that night was at the Apollo Bay Hotel, during which various Club members demonstrated to me the minute size and efficiency of their hearing aides, after I had mentioned that people seemed to mumble and whisper more than they did in my youth.

After breakfast on the Sunday morning, we travelled to Birregurra, where the town was having its annual festival. That involved closing off the whole of the main street, which was festooned with produce and other stalls. Our cars were escorted to a special parking area amongst the displays. There was also a display of American cars but the Alvises, of course, took the limelight. We were joined at Birregurra by **David and Jan Seath** in the TB 21 and by **David Head** in the Silver Eagle.

And now to the pig racing. I have obviously led a very gentle existence, because I was unaware that an organisation exists called "Pig Racing Australia – established 1993." At approximately 1.30 on the Sunday, a large crowd had gathered in the agricultural machinery section of the Birregurra Festival, accommodated on 2 small grandstands and otherwise around a U shaped enclosure, which was fitted with starting stalls, the purpose of which soon became apparent. When the crowd was duly assembled and approaching a fever pitch of anticipation, a Master of Ceremonies appeared, complete with Stetson hat, who spruiked the enormous pleasures of viewing pig racing. Four small pigs then appeared from a semi-trailer







and were herded into dog racing type stalls by a pig trainer (I must admit that I was previously unaware that such an occupation existed). The audience was then divided into four groups, corresponding to numbers on the pigs' backs, and they (the audience, not the pigs) were encouraged to cheer when the pigs raced around the circuit. The pigs were duly released, they ran around the U shaped circuit and then disappeared into the semi-trailer. The race took about 6 seconds. The procedure was then repeated, much to the delight of the crowd, who cheered on their allocated pigs. Surprisingly, the results were completely different from the first race, although, apparently, the same pigs were used.

Then came the Grande Finalé – a pig appeared from the semi-trailer, it trotted up to a sort of diving board, it looked dubiously into a small swimming pool below and then leapt off the board into the pool, making a great splash. It was then rewarded by its trainer with some food. The crowd went wild. A second pig then appeared, the pool, but, on command, leapt off and made a great splash. The crowd went hysterical. The pigs then duly returned to the semi-trailer and the show was over. The whole show took about 13 minutes. It was, truly, a culturally enriching experience – possibly only visible at Birregurra. Nothing could top that and we duly returned home, well satisfied after a most pleasant weekend.

Thank you again Chester and Sally and your anonymous helpers.

Richard Tonkin.



Photography by:  
 McDougalls  
 Parsells  
 Hetheringtons  
 Langs

# IN THE WORKSHOP

Trying to drill a hole in anything round can be fraught with danger particularly when it's a hole drilled through a thread in this scenario to take a split pin.

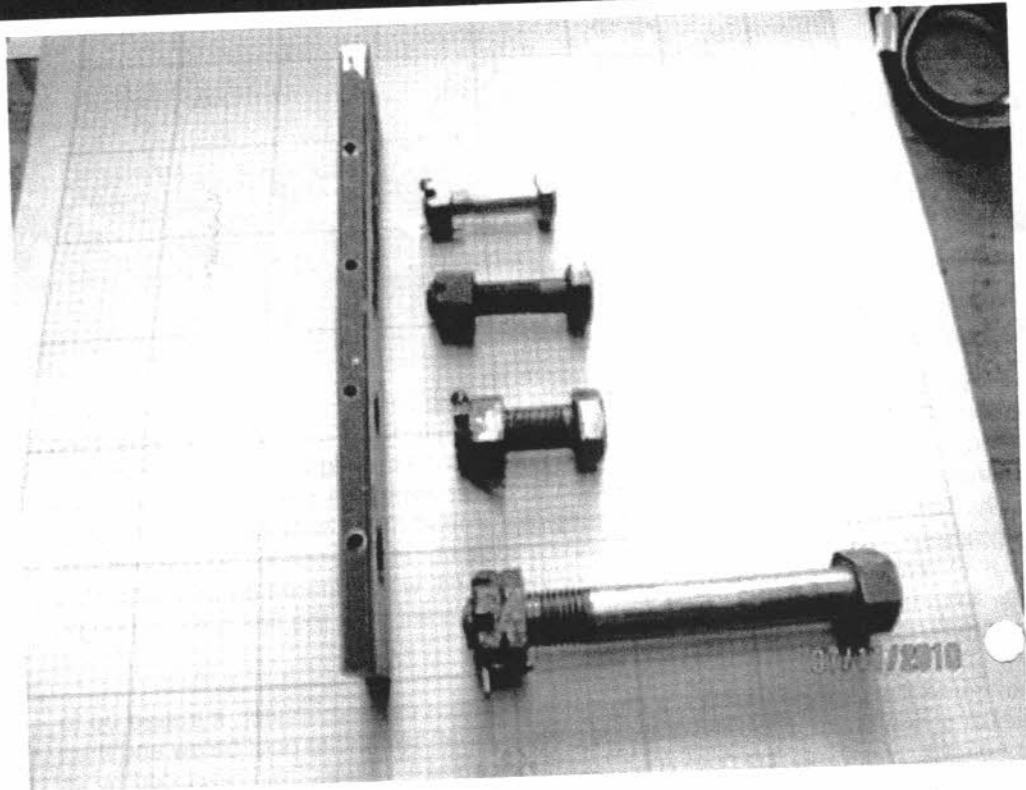
In many applications there is the need for the use of castellated nuts and bolts drilled to take split pins. In aircraft practice, just about every nut and bolt was either wired or split pinned no matter what the size of the bolt.

In dealing with old cars, the most noticeable areas where this application is used are on front and rear spring shackles but in some earlier example of cars, it was not uncommon to see many more areas of chassis components held together with nuts and split pins.

Trying to drill a hole through the side of a bolt is one thing. Getting a split pin to line up and pass through the nut is another and if you get both of these steps right, then you can next look forward to seeing if you have actually drilled the hole in the right spot. Nine times out of ten, the drill bit has gone round and round in circles, trying to locate something on the thread to centre itself. Then you end up with a concave mess and either a broken drill bit or a tapered hole.

A simple way of producing perfect holes every time is to knock up a simple jig.

I used a length of 32 x 5 flat bar and drilled and tapped holes to take  $\frac{1}{4}$  through to  $\frac{1}{2}$



B.S.F. threads. I also did the same to cover the Whitworth and U.N.F. thread forms. Centering the threaded holes, I then scribed and drilled 1.5mm to 3mm holes (depending on the diameter of the bolt) on the edge of the flat bar. These holes act as pilot holes and are drilled relative to the thickness of the split pin.

The trick is to make sure you have the centerline exact i.e. centerline of threaded hole to centerline of pilot hole.

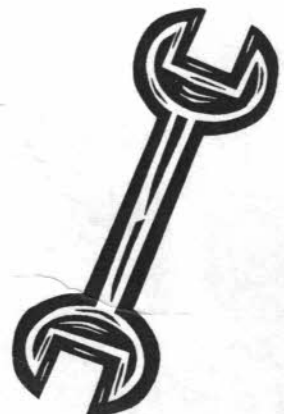
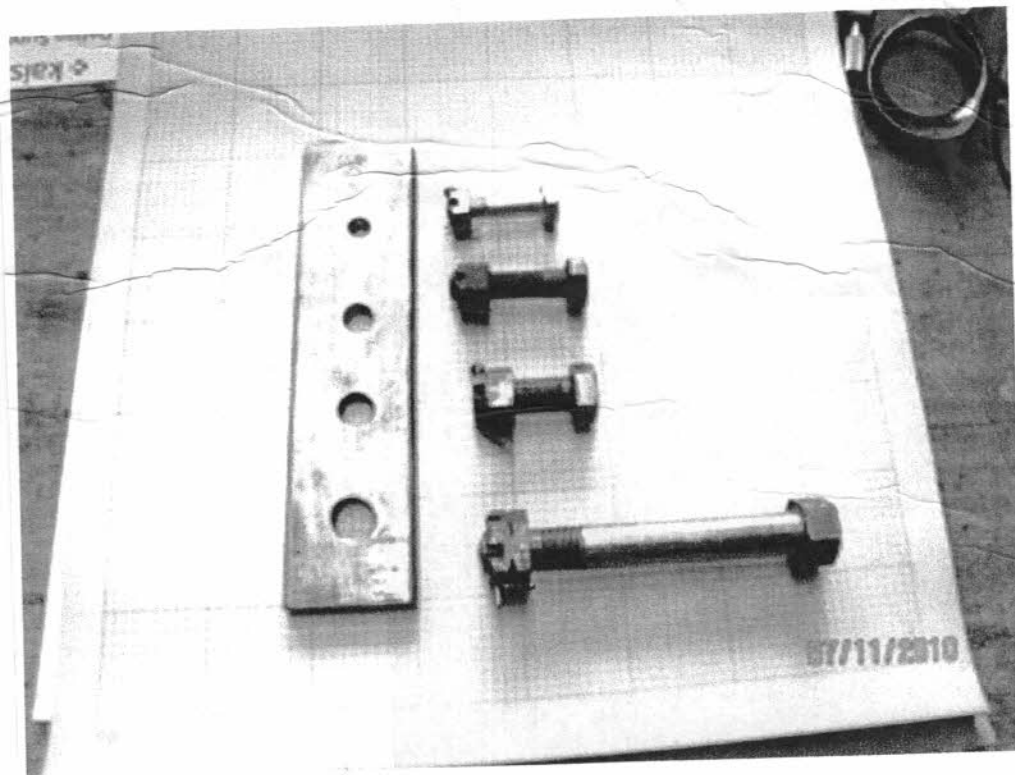
So now it is just a matter of determining

where to drill the hole in bolt. Work out shank length in relation to what you are bolting together. Screw bolt into jig, and then drill hole. Engineering practice states that a split pinhole through bolt should not protrude more than two threads downwards. If you work on this principle, you can soon work out how far to screw the bolt into the jig prior to drilling.

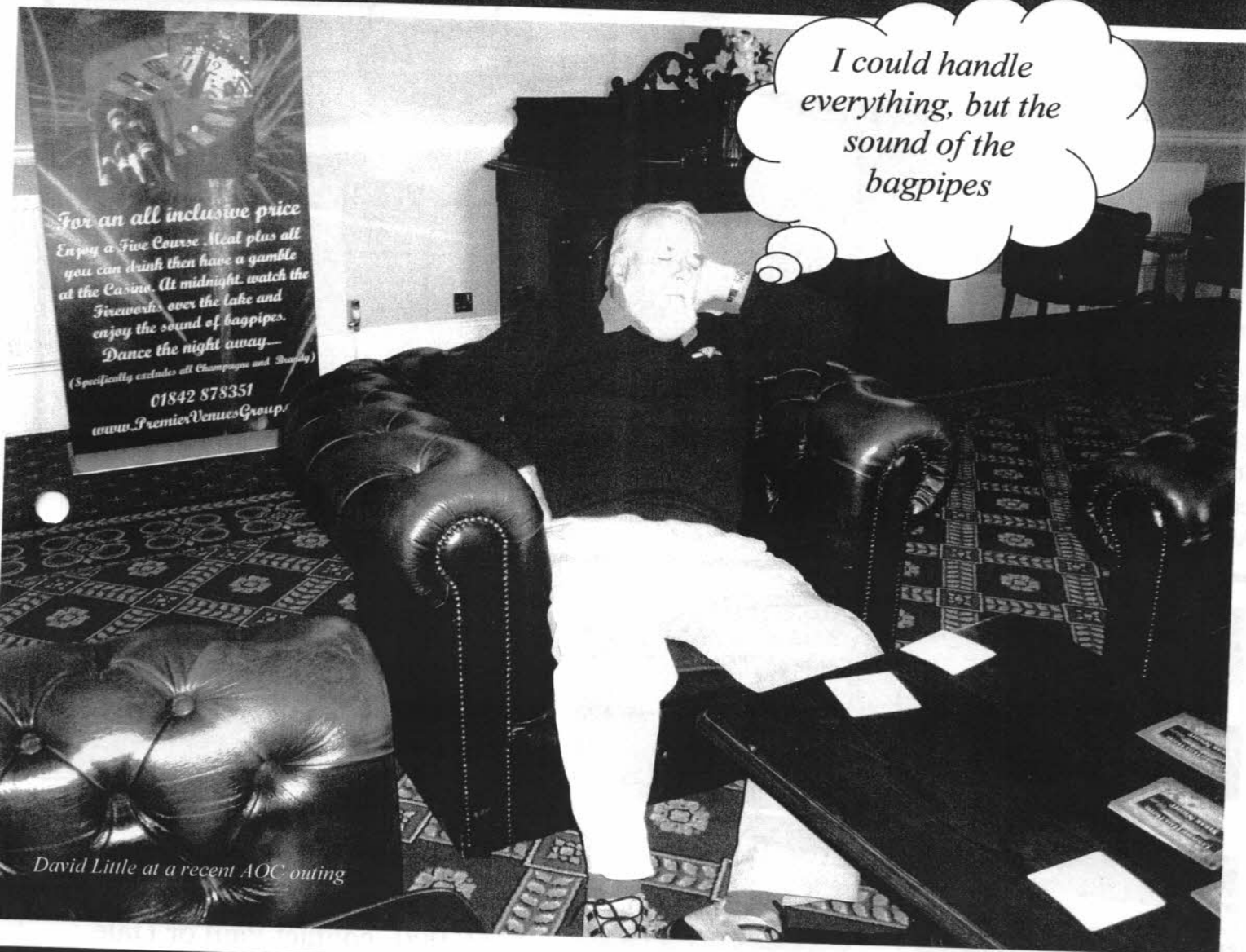
As to which way you bend the split pin is a matter for conjecture. There are a number of ways, but I believe for esthetic reasons one leg turned down over a flat and the other leg up and then over the top of the first protruding thread is the way to go. The other way is to have the split pin looking like a boat anchor but is not pleasing to eye.

Enclosed are a couple of pics to illustrate the above.

Chester



# ALVIS PEOPLE BEHAVING BADLY



David Little at a recent AOC outing

## FOR SALE

1936 6 light TF Crested Eagle saloon - chassis number 13197 "Mrs. Simpson"

This totally unmolested Crested Eagle saloon is offered for sale for the first time since being purchased from Brian Hemmings in 1996. She has been a much loved member of the family and is being offered for sale reluctantly because of lack of space following another purchase. She has recently had the benefit of a full service from Historic and Vintage Restorations in Blackburn, Melbourne.



75,000 ONO

Richard Tonkin  
407 944 987

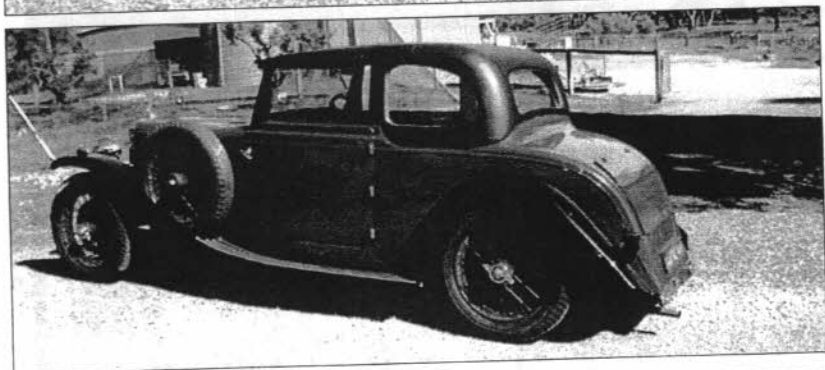
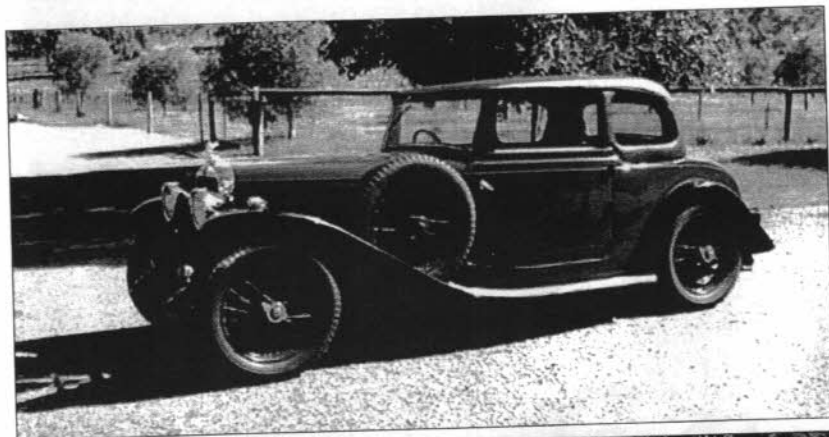
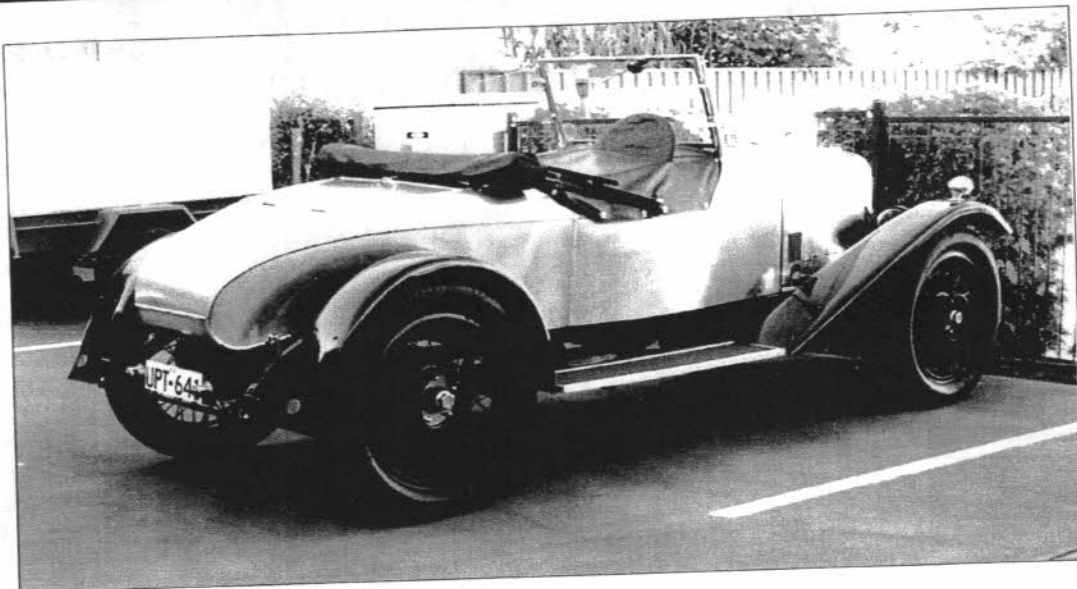


## FOR SALE

1924 Alvis 12/50 SC  
Beetleback  
Chassis #3236 engine#  
3716

Full weather  
equipment. Trimmed  
in Brunswick Green  
Howe leather. Spares  
include crankcase,  
radiator with some  
dents no badge, hubs,  
gearbox casing & some  
internals, cylinder head - some repairs, pedals, front guard stays, stub axles. Spare parts  
catalogue. Copy of Mick Radford's book on the 12/50.

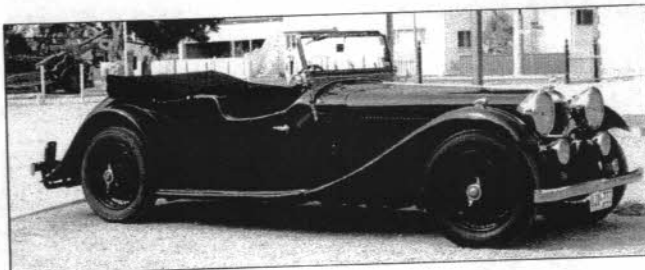
Vic Elliot - phone 08 83310833



## For Sale

Firefly Coupe, car 16653 chassis 11878, en-  
gine 12068,  
\$ 50,000

contact Paul or Dale (HVR) on  
03 9877 0666



## FOR SALE

Speed 20 chassis 11317  
\$160,000, contact Paul or Dale  
(HVR) on  
(03) 9877 0666



**NOVEMBER 2010  
VOL 49 ISSUE 10**

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# 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 the month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
[www.alvis.org.au](http://www.alvis.org.au)



## Greetings

*How is this for a coincidence?*

Good friends of ours live on the Scottish Borders near Kelso. John owns a 30s Lagonda, a 70s Morgan and a 30s Ariel motorcycle that he restored many years ago for a mutual friend that wanted to tour Europe by motorcycle. On his return rather than sell the Ariel, he gave it to John as a way of saying thanks.

John and his wife Jean enter the Ariel in a VMCC rally where they meet a couple at the dinner stop and start conversing. The conversation goes something like this. Introductions followed by a couple of questions. "What bike are you riding"? John says Ariel, other chap says Rudge. Cars come into the conversation. "What cars have you got says John"? Couple of Alvis saloons and a couple of other things is the reply. John asks about the Alvis saloons and discovers his new friend is in the AOC. We know a couple in Melbourne who have a couple of Alvises says John.

We went to Melbourne and toured around Victoria in 2008 organised by the Alvis Car Club of Victoria is the reply. Well after hearing that, all fell into place. The couple that John and Jean had met on their rally was none other than Bob and Marie Clark. Certainly is a small world bought together by an interest in old cars and motorcycles.

Last month we had our AGM, trophy presentation night and the best supper of the year courtesy of Jill Bosanquet. Even husband Don got involved whipping the cream, I'm told.

As we approach the end of the year, what have we achieved? As I said in my report at the AGM, that this year we have concentrated on getting the Alvis name more recognised through the eyes of Joe Public. We have done three static events, Flemington, Mia-Mia and Birregurra the last of which was a most enjoyable day. On that same weekend we also demonstrated to those less fortunate to be able to afford a car (cyclists) that they should stick to a single file rather than three abreast on mountain roads. That is another story.

Early in the year, John Lang produced a little black and white brochure giving a brief account of Alvis history and descriptions of the model range. We have distributed these brochures at all three static events and they all disappeared so hopefully we are spreading the word. If only we could sell a couple of cars that keep appearing in the N/L month after month.

Don't forget the November meeting and the Christmas party.

Chester



## Minister for Roads and Ports

Registration & Licensing Operations  
60 Denmark Street  
Kew Victoria 3101  
Telephone 13 11 71  
Fax (03) 9853 9112

Mr Dale Parsell  
Alvis Car Club Victoria Inc.  
PO BOX 634  
EMERALD VIC 3782

Dear Mr Parsell

### REVISED CLUB PERMIT SCHEME

You will recall that in November 2009, VicRoads released a discussion paper titled "Proposal for Revision of the Victorian Club Permit Scheme" for community and stakeholder comment. The paper elicited a broad range of comments which VicRoads has taken on board. An overwhelming majority of submissions were in favour of the proposed changes.

As a result I have approved a number of changes including the introduction of logbooks to record the use of club vehicles. Other changes are:

- Vehicles will be allowed to be driven within a radius of 100 metres from the vehicle home address without the need for a logbook entry to be completed.
- The current 25 year eligibility for entry to the Club Permit Scheme will be retained.
- The regulations will allow VicRoads to provide information to assist clubs in administering the permit scheme and to apply sanctions against individuals or clubs for misuse of vehicles, number plates or logbooks.

These changes will provide significant benefits to permit holders by increasing the flexibility of use of club vehicles, remove the uncertainties about the legality of using club vehicles on the road and enforcement improvement.

I have asked VicRoads to proceed with the drafting of regulations which will allow the revised scheme to be implemented as soon as possible.

It is expected that the changes will be implemented from February 2011.

You will be kept informed of progress relating to the implementation of these important changes to the scheme.

Yours sincerely

**Tim Pallas MP**  
Minister for Roads and Ports