

2010

Alvynic

The Newsletter of the Alvis Club of Victoria (Inc)



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.
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*Front page: Jenny Jarvis (JNBC participants) poses with their car at the 2010 Alvis International.
TA21 Tickford DHC*

President's Report

We have just settled down after attending International Alvis Day 2010 and what a great weekend it was.

Alan and Noeline Mckinnon, John and Marg Hetherington and Sally and I attended a very well organised event that will remain in our memories for many years to come.

New friendships were formed, old friendships re-kindled and there was plenty of laughs and good banter from Poms to Aussies and vice versa. You reading this Mr. Jarvis???

The "International" element consisted of a Danish couple, a German couple and ourselves and yes, we could all understand each other.

We found everyone exceptionally friendly and it was great to catch up with ex JNBC participants and introduced to new ones who had only previously been mentioned by name in AOC Bulletins. One person I particularly wanted to meet was Rex Harvey the ex Bulletin Editor. I had a happy half hour talking to Rex and hope to catch up with him again at a later date.

The quality of cars on display was very high. It was good to see a good selection of 12/50s including one ex Victorian car that Alan and I need to dig further in regards to history. Speed 20s were well represented as were Speed 25s both in saloon and drop head variations. Plenty of TD cars as well. The theme for the weekend was the body work of Cross and Ellis.

At the dinner on the Saturday night, I presented the ALVIC Trophy to Chris Storrar the AOC Chairman that will be presented each year to the organiser of the Alvis International. In return, I was presented with a bottle of Scotch and six AOC glasses. There is move afoot for the AOC to present us with a trophy at a later date.

All in all, it was a great weekend and one that will stay in my mind for years to come.

To me, this is what this funny old car caper is all about. Meeting people with the same interests, enjoying each other's company and having a great time. The cars in many ways are secondary.

Happy motoring and looking forward to firing up the 12/50 on our return.

Chester McKaige

SUPPER - *the NORTHEYS*

2010 EVENT CALENDAR

Jun	18	General Meeting
	27	"Ramble" with the Sunbeam, Talbot & Darracq Club—see details page 8
Jul	16	General Meeting
	17	Combined run with the Armstrong Siddeley Club— <i>NOTE CHANGE OF DATE SEE PAGE 8</i>
Aug	20	General Meeting
	22	Rob Roy Hillclimb— <i>McKaige</i>
Sep	17	General Meeting
	19	Run to Teasdale model railway & tea rooms— <i>McKaige</i>
Oct	8,9,10	Weekend Away at Apollo Bay— <i>McKaige/Remfrey</i>
	15	AGM & trophy award night
Nov	19	General Meeting

LETTER TO THE EDITOR

Hello, everyone,

Many of us in UK often think of our friends in Australia, especially over the past few days when UK temperatures have been higher than those in the Mediterranean and reminiscent of much of the JNBC Tour in 2008.

Early last year a group of Victorian gardeners were planning on how to pack everything into a container for their stand at the Chelsea Flower Show. At that crucial stage much of their growing area was ravaged by bushfires and many of the friends and neighbours died. Obviously, their plans had to be put on hold. This year they reproduced a typical Aussie garden here in London. It was built for relaxing and entertaining. It had shade, water, comfortable seating, a big fridge and naturally a barbie. And on Tuesday of this week it won them a gold medal.

And we thought of you again!

Love to you all, *Alan & Thelma East.*

The May Club Meeting

With the President absent OS, the Vice President Andrew McDougall got his first run in the chair and as is tradition when something special occurs, the chairperson finishes up wearing the Crown of Office.

Andrew was no different and the photograph below was snapped by John Hetherington of a somewhat embarrassed incumbent attempting to look cool as if this was not the first crowning he had been party to.



With the entertainment of the night complete with the closing of the meeting, we were very fortunate to have David Head and his guest Geoff Everett give us a talk on the project that they are part of, in the building of a replica of the first Australian made aircraft to fly in Australian airspace.

In July 1910, John Duigan flew an aircraft he had built on the family farm, making that historic flight.

To celebrate the centenary a group of retired people including David & Geoff set about replicating the original aircraft that is closeted away in the Museum of Victoria. The museum has made no effort to celebrate the event and David tells of the bureaucracy that made their task all the more difficult. While given access to the aircraft for photographs and measurements, David whose background was in automotive engineering was told he was not qualified enough to use an endoscope to inspect the engine.

On top of those sorts of problems was the difficulty in raising funds for the project. David's talk was illustrated with a visual presentation of the various stages to near completion and spoke of the dedication of the volunteers in the project.

David's background found him sourcing an engine appropriate to the era from the Moorabbin air museum and the effort required to recondition it appropriate to the need for its airworthiness. Geoff's background as a chartered accountant was invaluable in the book keeping of a project running into a budget of tens of thousands of dollars.

Our outing on the 17th July is to take part in the Centenary of the flight and members are urged to set the day aside and be part of the historic celebrations and support the work of one of our members and the team.

PLEASE
NOTE
MEMBERSHIP
FEES ARE
NOW DUE
AND
PAYABLE
FOR
2010 -11

Apollo Bay Weekend.

October 8, 9 & 10th

PUT THESE DATES IN YOUR DIARY NOW.

Provisional Itinerary:

- Friday- Meet for lunch at Birregurra then drive to Apollo bay with dinner at Apollo Bay Hotel.
- Saturday- Visit the "Otway Fly" treetop walk and dinner at the Monsoon Asian Restaurant.
- Sunday- A short drive to Paradise Falls then to Lorne for lunch and home from there.

10 Rooms have been reserved at the Coastal Motel in Apollo Bay until 15th September. The 2 night tariff (8th and 9th) is \$230 per room (\$115.00 per night). For those wishing to stay one night only the rate can be negotiated with the owners.

Bookings made direct to the Coastal Motel (03) 5237 6681

Email: coastalmotel@iprimus.com.au

Further details when Chester and I return from U.K.

Sally McKaige

The HISTORY BOOK Project

I am thoroughly enjoying collecting information for the Alvis history book, whose name is still under discussion, and have spent the last week reading past copies of Alvic and Alvibatics and marveling at the dearth of information and interesting reading awaiting collation.

Most of us tend to read a newsletter and dispatch it to the recycling bin. Thus the continuation of many stories can be lost and only a review of past copies reveals many of the stories told over several episodes or from different authors.

Until being given temporary custodianship of some of the late Bob Graham's documentation, I was unaware that a lot of information had been collected in the 1970s with the express intention of creating an Alvis car history book. Correspondence shows that the project was shelved when a publisher provided an estimate of the cost of producing the book. The estimate was far and above the resources of a small single marque club.

The ACCV committee has made no firm decisions in regard to costing the project, but is certainly in a much better position than were our predecessors in the 1970s.

It is my intention to complete this task to the best of my ability. Having said that, in progressively working through the 12/40s and 12/50s I have sent out more than 50 requests for information and have received 12 responses. I requested those who were not able or prepared to respond to the request to return the empty return addressed envelope and I have been heartened that none have been received. I would like to think you are working on the information.

I am about to start on the 12/60 & 12/70s and will progressively mail out to the later models.

Cheers
John Lang

National Motoring Heritage Day Run

16th May 2010

As part of the National Motoring Heritage Day, where vehicle clubs around the nation are asked to hold a run or event which will demonstrate wide spread use of historic vehicles to the public and authorities, the ACCV held a run incorporating a visit to an interesting workshop, passing over pleasant country roads, lunch and a test of economy or lack there of!

Those who participated were: Dale and Maritta Parsell in the Silver Eagle, David and Jan Seath in the TB21, Alan and Noeline McKinnon in the TE 12/50, Richard Tonkin in the Graber, John and Margaret Hetherington in the TE21, John and Margaret Lang in the SP25 and Andrew and Frances McDougall in the SP20 Special.

With the exception of the Langs we all met at the Calder Park lay-by before moving on the short distance to the service centre to top up our tanks. From there we drove to Toolern Vale via Diggers Rest and onto a short piece of gravel road where we caught up with the Langs and into a



Above: the replica Vanderbuilt Cup Stanley Steamer

bush block owned by Bob and Helen Ballinger. Bob and Helen kindly provided morning tea prior to a visit to Bob's huge workshop. This is like a large Aladdin's Cave where Bob showed us a replica 1906 Vanderbuilt Cup Stanley Steamer he has built from scratch and raw materials, using as much original information he could gather. Bob then showed us his Infant Hercules Colonial Boiler with full head of steam powering a turn of the 20thC steam engine, which in turn drove via flat belts and line shaft, a lovely old lathe which dates back to the 1851 London Crystal Palace Exhibition. He then moved on to show us how sweetly twin cylinder veteran car engines run and then provided us with a comprehensive metal casting demonstration. We have the product of the casting demonstration in our club rooms – an un-fettled aluminium echidna. We were most appreciative of Bob and Helen's hospitality and Bob's skills.

It was now time to continue our drive via Gisborne to Bacchus Marsh, where we enjoyed a very pleasant meal at the Golf Club and overlooking the picturesque fairways.



Above: Alan McKinnon, Andrew McDougall, David Seath and John Lang view one of several of the veteran cars in Bob's workshop

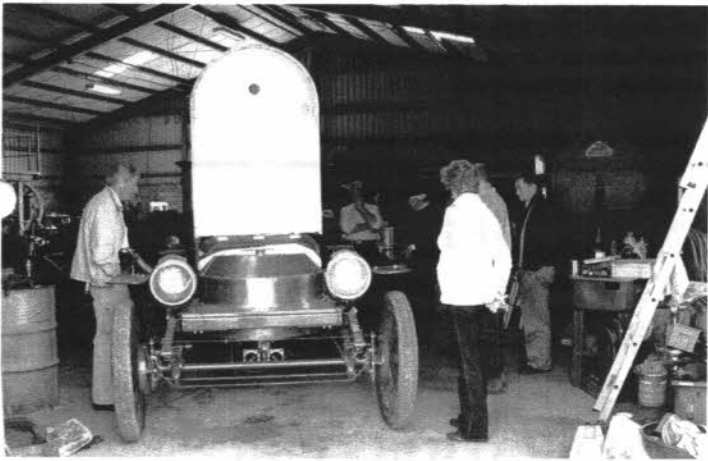
Following lunch, the Langs, Seaths and Hetheringtons headed directly home while the rest of us went via the Coimadai Road back to Toolern Vale and then past the stone cairn commemorating the first plane flight in Australia by Houdini on 18th March 1910. We then continued back to the Calder Park service centre to top up our tanks again.



The journey had been a little over 100km and not surprisingly the McKinnon 12/50 was the most frugal, using 9.64 L, next came a very commendable performance by the Parsell's 6 cylinder Silver Eagle, using 10.35 L. Richard in the Graber used 13.10 and the McDougall's in the SP20, a thirsty 18.36 L. For their efforts the McKinnons were awarded a bottle of wine and also to Richard Tonkin for having a thirsty car which doesn't allow him to purchase his own wine. As the McDougall's were the organisers and had produced too many greenhouse gases, it was not appropriate for them to award themselves a bottle of wine – they drowned their sorrows later.



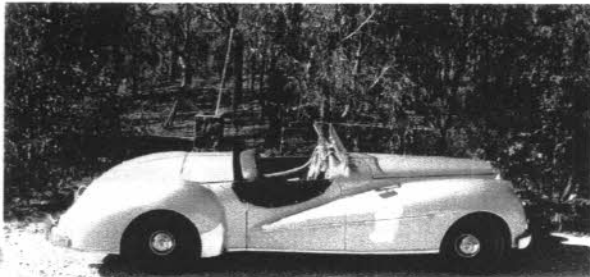
L to R: the Seath's TB21, Parsell's Silver Eagle, Hetheringtons TE21 & McDougalls SP20 Special



The replica Stanley Steamer



The McKinnon's 12/50 in the middle



The TB21



The Tonkin's TA21 Graber



The Lang's SP25

JOINT RAMBLE

Sunday 26 June

The forthcoming Ramble with the Sunbeam Talbot & Darracq Club will commence at the Manhattan Hotel on Canterbury Road Heatherdale at 9.30am for a 10.00am departure for lunch at Tooradin, via a tour through the Dandenongs and a morning tea stop at Cardinia Reservoir

"You'd be mad to miss it"

For more information ring Darrell Horton 5983 2016

ALVIS/ARMSTRONG SIDDELEY
OUTING ON SATURDAY,
17TH JULY, 2010

TO THE CENTENARY CELEBRATIONS FOR THE FIRST AUSTRALIAN BUILT AIRCRAFT TO FLY IN AUSTRALIA

The centenary of the first flight of John Duigan's biplane, in July 1910, is being celebrated at the site of the flight, on Saturday, 17th July at Mia Mia

We have organised a joint run to Mia Mia with the Armstrong Siddeley Car Club, meeting at the Mickleham Primary School, Mickleham Road, Mickleham (Melway ref. 365 H11) at 9.30am for a 10 o'clock start. Route instructions will be supplied at the start. The run to Mia Mia is about 51 Miles (82 kilometres).

John Lang has arranged a scenic route to Mia Mia via Clarkefield, Romsey, Lancefield and Glenhope, with morning tea at Romsey (bring thermos and some eats). We will be arriving at Mia Mia about 11.30am and parking will be set aside for the cars. If you prefer to travel direct to Mia Mia, it's at Melway ref Map 909 G5

The highlight of the day will be the first public appearance of a full size replica of the biplane (hopefully with the engine running), built by enthusiasts in the Geelong area, including our own David Head, and there will be flying displays of other aircraft.

The Armstrong Siddeley folk are nice people, like us, so come along and meet them – it will be a good day. Catering is available at Mia Mia, or bring a picnic lunch.

Please call Richard a week before for numbers for parking at Mia Mia, and if any queries, on 9710 1465 or 0407 944 987.

The first Australian made aeroplane to fly; the Duigan Aeroplane, was designed and constructed by John Robertson Duigan with the assistance of his younger brother, Reginald Charles Duigan. After many trials, the first flight was achieved by John on 16th July, 1910 on their parents property Spring Plains, in central Victoria, Australia. To celebrate this historic event, a replica is being constructed to be on view for Centenary celebrations in Mia Mia between the 16th and 18th July 2010 and at the Avalon Airshow in 2011.

See www.duiganreplica.org



John Duigan at the controls of his 1910 Biplane
(photograph © copyright "Duigan Family Archive")



The First Australian made aircraft to fly. The Duigan 1910 Biplane
(photograph © copyright "Duigan Family Archive")

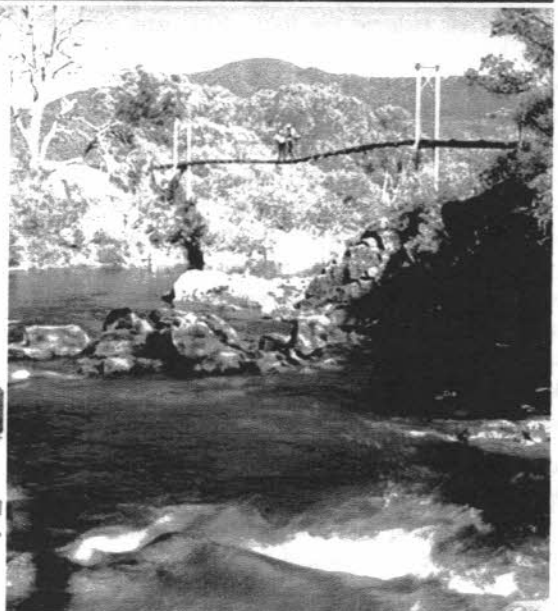
ALVIS NATIONAL RALLY 1ST - 6TH MAY 2011 WAGGA - ORANGE



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AND THE CAMARADERIE OF YOUR ALVIS FRIENDS**

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*A motoring challenge
A stately home
A drop of wine
And beautiful Australian
countryside.
What more could
you want!
Come along and
enjoy the fun*



Forty Seven Years of Red Triangles

When one is going to become involved with funny old cars it is probably desirable to choose one's father carefully. The writer was fortunate enough to pick a father who drove an SC 12/50 fitted with a Cross and Ellis four seater tourer body. In passing if anyone knows the whereabouts of chassis No. 4056, engine No. 4409 any information would be appreciated. At the same time in Somerville, the then manager of the packing shed drove a Delage 14/40 DIS and a family named Adams in Mornington had the Ducksback that Des Donnan now drives so the family 12/50 did not lack for playmates. Moreover cars such as these and the AC that lived a few miles away prevented one from becoming too one eyed regarding the products of Holyhead Rd.

In 1939 Father Barber decided that it was time to update the family transport and bought a TB Silver Eagle Atlantic Saloon. Memories of the derisory offers made for the 12/50 were what stirred the author to agitate unsuccessfully, for the Vintage Sports Car Club to take post-war thoroughbreds under its wing, some few years ago. At the same time an uncle also had a wide two seater TE 12/50, so that the development of red triangular eyes by your humble scribe became inevitable. During 1946 the family conveyance nearly became a Speed 20 SB with a Charlesworth saloon body but the deal fell through so that the SB never came to occupy the domestic garage. The Silver Eagle passed into the hands of John Green by the way and is still extant.

Despite this careful upbringing the writer's first car was actually from the other side of Coventry in the form of a Riley Nine Mk 1½. This was at one stage almost replaced by a Beetle Back 12/50 but student finances being what they were, this one escaped at the last moment! There followed an interregnum of several years during which time the innate vintage inclinations were satisfied by Daimler, Armstrong Siddley, Delage and Bugatti cars before another Alvis entered the fold. This was a blown Front Wheel Drive with a very pretty Martin & King pointed tail two seat body purchased from Lance Dixon. During the latter part of a lengthy restoration project on its engine this car was supplemented by a four seater tourer bodied 12/70 bought from John Murray. This car provided excellent service and was driven for a number of years, the FWD proving something of a disappointment and being eventually sold to Evan Muir. The peak of Alvis ownership was reached when Rod Warriner was looking for a home for the Ducksback 12/50. As it had been a boyhood dream to be able to buy a new 12/50 preferably with Ducksback body this move was inevitable and one that has never been regretted.

In addition to the Alvis cars actually owned, no opportunity to drive other types was ever turned down. For what they are worth this individual's opinion of the various models may be summarized thus;

12/50. The ideal practical vintage sporting car. Fair performance, good handling, although not quite so

exploitable as that of the Bugatti, good if heavy brakes, economy in use in all senses, reliability and ease of maintenance and repair. The earlier sub-frame cars feel lighter and livelier whereas the later chassis feel more ponderous rather like a superior Austin Heavy 12.

FWD. Disappointing. The performance increase over the 12/50 is not sufficient to justify all the complication. Handling is good provided the engine is kept pulling. Any necessity to close the throttle in mid corner can result in spectacular evolutions. The whole car is too heavy which is odd when one considers that one of the original reasons behind the FWD idea was weight saving. Really one cannot but think that Alvis would have done better to have followed the Lea Francis line and produced a blown high performance, short wheel base 12/50 in the same way that the Leaf 12/40 was transformed into the Hyper.

Silver Eagle. All the vintage virtues, but with a bit more smoothness, at the cost of more complexity and less economy. The standard gear ratios are too low and raising the rear axle ratio works wonders.

Speed 20. The definitive PVT Alvis. The Silver Eagle despite its date, remains a vintage car in concept whereas any Speed 20 is a new generation. The handling is superb with an intangible feeling of security. Again personal preference is for the earlier axle cars. The steering of the IFS chassis feels springy in comparison, but fine cars none the less.

Crested Eagle. Feels rather like a heavier, less wieldy Sp 20 rather than a later Silver Eagle.

Silver Crest. On the other hand feels much "softer" but still feels like an Alvis to drive.

Firefly-Firebird. Feel like underpowered speed twenties. This is of course what they are. They are often denigrated in regard to their poor power/weight ratios but one should remember the market that they were aimed at. The superb gearbox helps of course but at the same time the pre-selector was much better than is commonly stated.

12/70 provided a sort of half-way house between later 12/50 and the Silver Crest. In passing the Lanchester designed cars are sometimes belittled for being built to a price but some of their economy features are, in fact, better than the traditional artifacts on "superior" models.

Speed 25, 3½ litre and 4.3 can be regarded as later type Sp 20's with more urge and more refinement.

TA14 feels like it is appreciably larger than the 12/70 but otherwise very similar.

TA 21 series cars are rather like better made MkV Jaguars but the Grey Lady is an improvement. All 3 litre cars feel something of a lump after the PVT

ALVIS Tour of Great Britain 2011

The Tour Model - moving around the Country in an anti clockwise direction with one Section "handing over" to the next - however it has been decided to start in the West Country before the International Alvis Day 2011 at Brooklands, and shorten the Tour to approximately 3 weeks. Each Section remains responsible for organising a package of Accommodation, Events and Dinners and the associated Costs within their dates and area, and for clearing routes, including in and out of the Section Area to RACMSA standard. A budget is being constructed with some urgency and details will be announced as soon as possible. Some parts of the Country are very much more expensive than others - so please bear this in mind when prices are quoted. Bringing the Tour forward should also take some pressure off peak rates. The ideal is to have a minimum of at least 2 nights in one place for most of the Tour. Target cost overall is £150 per car/ couple (sharing) per day, for Dinner, Bed and Breakfast. Each Section will be costed as a "Package" and participants will be expected to take up the Tour by Section Packages. Those opting for two or more consecutive Sections will have priority over those just wishing to join for one area. Mileage is expected to total approximately 1500 for the Road Moves of the Tour. Excursions arranged by Sections will be in addition.

This Tour will be self funding, thus monies must be received before being spent. Once names and the number of those expressing interest is known then detailed planning, including commitments to budget, and to hotels, can take place. Payment will be requested on the basis of a Non refundable Deposit to cover the Administration, Preparation of Route Cards, Literature, purchasing of Trophies etc, to be followed by staged Payments for Accommodation and Events; Initial, Interim, and then Final to be paid at least one month before the Tour begins. Refunds for cancellation will be dependant on Commitments entered into by the Tour Organisers.

AOCL TOUR of GREAT BRITAIN - 31 May/ 20 June 2011

28/29/30 May - Late Spring Bank Holiday
Tues 31 May Move to South West to Start Tour.
Tues/ Wed/ Thurs 31May & 1/2 Jun SOUTH WEST - Devon base.
Fri 3 June - Road move to IAD Brooklands area - Approx.150 miles
Fri/ Sat/ Sun 3/4/5 June at IAD - SOUTH EAST contribution
Mon 6 June - Road Move to East Anglia - Approx. 150 miles
Mon/Tues/Wed - 6/7/8 June in EAST ANGLIA
Thurs 9 June - Road Move to North East. Approx. 200 miles
Thurs / Fri/ June- 9/10/ June - NORTH EAST - Consett area, County Durham
Sat 11 June - Move to SCOTLAND - Estimate 270 miles (Consett to Loch Melfort)
Sat 11 June Overnight Stop -Southern Scotland - Approx Half way.
Sun/ Mon/ Tues/ - 12/13/14/ June SCOTLAND Loch Melfort Hotel - day visits
Wed 15 June - Road Move South to NORTH WEST / LAKES Approx. 220 miles
Wed/Thurs/ - 15/16 June - NORTH WEST Touring Lake District
Fri 17 June - Road Move to North WALES - Approx.120miles
Sat 18 June - Scenic Drive - North WALES to MIDLANDS Warwickshire - Est.160 miles
Sat/Sun/ - 18/19 June - Hotel near Warwick - Sat night: Farewell Dinner
Sun 19 June - MIDLANDS Alvis Day (MAD)
Mon 20 June - Tour Finishes and Disperses

Expression of Interest Form. In order to gauge the size of this Tour please complete the attached form if you wish to join for one or more Sections of the Tour. Please remember that entering for two or more consecutive sections gains priority in booking. DO NOT send any money now, but do expect to sign a Commitment to the Tour by August 2010 at the latest, so that hotels may have reservations confirmed nine months ahead of the start. It is hoped that most of the communication will be by e-mail once the Tour Administration has the addresses. This worked well for the JNBC Tour and saved costs on postage.

Loan of ALVIS Motor Cars. During the JNBC Tour, Members of ACCV were extremely generous in lending cars to Brits. It is anticipated that a number of Members of ACCV will join Tour GB. Should an AOC Member wish to reciprocate by lending an Alvis, then please advise Iain Galloway, the Tour GB Co-coordinator, who will put the Owner in touch with an Aussie appreciative of such generosity.

The closing date for Aussies is 30th June. Please send positive responses by e-mail attachment to iaingalloway@btinternet.com There are several Aussies who have already expressed interest in attending for parts of the Tour and more will be very welcome even if we loose the Ashes!

Iain Galloway

TOUR SECTIONS

Please place a X against each Serial Number in which you wish to participate. If joining during a road move, please indicate by placing a X against that road move. Please remember that entering for two or more consecutive sections gains priority in booking.

1. **Tues/ Wed/ Thurs 31May & 1/2 Jun SOUTH WEST – Devon base
Day Visits and Tours –Dartmoor and Dart Valley**
2. **Fri 3 June - Road move to IAD Brooklands area c.150 miles.....**
3. **Fri/ Sat/ Sun 3/4/5 June at IAD - SOUTH EAST contribution.....**
4. **Mon 6 June - Road Move to EAST ANGLIA c. 150 miles.....**
5. **Mon/Tues/Wed - 6/7/8 June in EAST ANGLIA.....**
6. **Thurs 9 June - Road Move to NORTH EAST c. 200 miles.....**
7. **Thurs / Fri/ - 9/10 June - NORTH EAST – County Durham.....**
8. **Sat 11 June – Road Move to Loch Melfort - SCOTLAND - c. 270 miles
Overnight Stop –Southern Scotland - Approx Half way.....**
9. **Sun/ Mon/ Tues/ - 12/13/14/ June SCOTLAND Loch Melfort Hotel
– day visits eg. Isle of Mull, Loch Ness etc.....**
10. **Wed 15 June - Road Move to NORTH WEST / LAKES c. 220 miles.....**
11. **Wed/Thurs/ – 15/16 June - NORTH WEST Touring Lake District.....**
12. **Fri 17 June - Road Move to North WALES - c.120miles.....**
13. **Fri 17 June – Overnight in WALES – Wrexham area.....**
14. **Sat 18 June - Scenic Drive North WALES to MIDLANDS Coventry
- Welsh/ English Borders – Estimate 160 miles.....**
15. **Sat/ Sun - 18/19 - 2 Night Stay near Coventry - MIDLAND
Sat 19 June - Farewell Dinner**
16. **Sun 19 June – MIDLANDS Alvis Day (MAD) Near Coventry.....**
17. **Mon 20 June – Tour Finish and Dispersal**

ALVIS CAR CLUB OF VICTORIA
(Inc. AO017202F)
MEMBERSHIP RENEWAL

PLEASE RETURN THIS FORM TOGETHER WITH YOUR CHEQUE FOR THE
COMING YEARS MEMBERSHIP TO:

The Treasurer, ACCV, c/o 24 Johnson Street, BALNARRING

DATE **NAME**

ADDRESS **PHONE NUMBER**

EMAIL ADDRESS.....

CHANGES TO CAR DETAILS

.....

.....

.....

TYPE OF MEMBERSHIP:

AUSTRALIA \$60

OVERSEAS \$75

PAYMENT OPTIONS

Payment may be made by:

Electronic funds transfer:

ANZ Bank (Emerald) BSB 013623 Account No 3082 11381

Please quote your name on all EFT transactions,

Please tick if EFT used

Cheque, made payable to:
Alvis Car Club of Victoria (Inc)

ALVIS OWNER CLUB LIMITED

60th Anniversary Tour of Great Britain

31 May to 20 June 2011

Expression of Interest

I/we would like to express an interest in joining this Tour for one or more Sections:

PERSONAL DETAILS

First Name:..... Surname.....

Co Driver/ Navigator.....

Club Membership No:.....Section.....

Preferences: Double.....Twin.....Single.....

Dietary Requirements: eg Vegetarian.....None.....

CONTACT DETAILS

Address:

Town.....County.....Post Code.....

Country

Tel No (Home).....Mobile.....

e-mail address:.....

CAR DETAILS Car to be Entered:

Registration No.....Year of Manufacture.....

Model.....Body Type.....

Signed..... Date.....

PLEASE Complete and Return Both Parts BY WEDNESDAY 30 JUNE 2010

to: Iain Galloway, AOCL TourGB 2011 Co-ord,
The Carriage House, Pitt Court, Curry Rivel, Somerset TA10 0PF
Tel: 01458 251 434 - e-mail iaingalloway@btinternet.com

models though. There that should start something!

One aspect of assessing any thoroughbred of yesteryear is "How does it compare with its contemporary rivals?"

The touring 12/50's even the most pedestrian are streets ahead of anything from Longbridge, as is to be expected. The Delage DI is rather more ponderous but exudes quality from every hole. The AC has suspect handling by comparison. The sporting varieties are left behind by a Fraser Nash or a Bugatti which feel like motor cycles in their responsiveness. However the 12/50 keeps on going after they have expired. Not to suggest that either make is unreliable. In the case of the Bugatti, far from it, but the Alvis has an inherent robustness.

The Silver Eagle is faster than the Lancia Lambda although the dynamic qualities of the Italian chassis are street or alpine passes ahead. The Talbot is smoother, quieter and easier to drive but more tedious to work on.

The Speed 25 is faster than the Bentley and handles better but is not so smooth or refined. The Lagonda is heavy metal vintage in comparison.

Painful though it may be to admit it, the Riley 1½ is probably a better car than the TA 14. The Lea Francis would be a better sparring partner.

The 3litre must be regarded as going down on life's ascending escalator. Good car though it is, by the time the Mk V11 had appeared Jaguar were out in front. Pity the Jaguar feels so bulky though!

Having considered the various Alvis cars that the writer has owned and/or driven and how they might have suited their time one might perhaps consider what the Alvis buyer of yore would be driving today.

The 12/50 customer would be seen in a Porsche 911 or perhaps a Ferrari Dino or a Lotus Elite.

The Silver Eagle buyer would nowadays drive a Jaguar XJ 6, a 3litre BMW, or Mercedes of the up-market variety.

The man who bought a Sp20, 25, or 4.3 new, would nowadays be seen in a Ferrari Daytona, Mercedes

6.3 or an Aston Martin.

The various varieties of Crests would be represented by a Jaguar in Daimler/Van den Plas trim, Bristol, Lancia Gamma or Peugeot 604.

Fireflies and Firebirds would perhaps have metamorphosed into Mercedes 220, Rover 2000 or Alfa 1300's.

The 12/70 would be represented by Lancia Beta, Triumph Stag and so on.

Three litre customers must now buy Bristols or be extinct. Perhaps the two are synonymous.

Motoring is not, never has been and one can but trust, never will be something to be equated with mere transport. Driving an Alvis is a thing apart. In addition, the contemplation of the design and construction qualities of the thoroughbred car, in particular the Alvis, is a constant source of pleasure. This is to the writer the whole point of Vintage motoring in the broad sense. Every age has produced the good, the bad and the indifferent. Alvis has always stood at the right end of this spectrum. After some 30 years of actually driving an Alvis, one cannot only express thanks for the delights of the Marque but perhaps also give thanks that the end came as it did. It is better to remember the magnificence of past models and to salute when the Prince of Wales Light Horse pass by in their ARV's than to bow one's head in shame as a "badge engineered" shadow of a once noble name, looms up on British Leyland's latest attempt to sell glass beads to the natives.

The late A.N. Davison once remarked apropos of his "little Alfa" that he had learned to drive on that car and that he intended to teach his children to drive on it. Your contributor learned to drive on a 12/50, there has been some sort of Alvis in the family somewhere for over fifty years and his son also learned to drive on a 12/50 and was rude enough to make faster time than his father at Lakeland hill climb. Another cycle has begun.

Red Triangles for Ever!!

Bill Barber

I purposely did not introduce this article before you had a chance to read it! Some would have guessed that it was a blast from the past and immediately recognised the writer. Others may have been affronted by some of the comments about their particular model.

The late Bill Barbour was a long standing member of the ACCV and had the knack, just when the President thought he had the meeting under control, of making a wry comment that brought uncontrolled laughter and he had a diabolical sense of humour that left some newish members wondering if Bill was serious or not.

The annual Bill Barbour Award is a recognition of merit of an ALVIC contribution that in some ways reflects Bill's use of words.

.....ed

SOME PICS FROM THE UK ALVIS INTERNATIONAL 4-6 JUNE 2010



Above: Mike & Ruth Hirst (ex JNBC) with Sally McKaige & the McKinnons



*Above: some of the 200 cars
Below: The Hetheringtons and Chris Storrar with Chris' SA Speed 20 VdP saloon*



Left: a pensive Martin Boothman (ex JNBC) looking as though he forgot to bring the newspaper



AOMC 2010 Winter Seminar Saturday, 3L July

Chevrolet Club Rooms, 1/3 Edgecombe Court, Moorabbin

This year we have again decided to cover a range of topics covering the restoration and operation of our loved older vehicles. We will have speakers from businesses involved in the following:

- Radiator repairs and reproduction radiators
- Wiring looms
- Body panel making
- Body trimming
- Batteries of various shapes, sizes in both 6 and 12 volt

As this will be a seminar of interest to general club members, and not just the club committee, please arrange for the seminar to be publicised both in your newsletter and at club meetings.

The seminar will commence at 8.30 am and continue till 12.30. Tea and coffee will be available from 8.00 am.

To assist with catering for morning tea, please encourage intending participants to contact the AOMC office :9555 0133, or email to secretary@aomc.asn.au

AOMC Delegates Meeting Notes – 24th May 2010

The Club was represented by Andrew McDougall

Issues arising which are of interest:

Club Permit Scheme:

- VicRoads received over 400 submissions of which around 350 were relevant. These have been summarised and passed, with recommendations, through 4 layers of VicRoads bureaucracy and are currently with the Minister. Once the recommendations are accepted there will be the regulations drafting process. In the mean time we continue with the existing club permit scheme.

An adjunct to the review of the club permit scheme is the Development of a Code of Conduct in respect to the acceptance of modified vehicles for club use and permit authorisation. This is to provide clubs with a set of guidelines in determining if a vehicle, which incorporates some modifications, is suitable for club membership and activities without the need to have the vehicle subjected to a more stringent automotive engineer assessment. The South Australian permit system is based on fairly stringent vehicle compliance with original specifications. VicRoads is happy to accommodate a more lenient approach to “reasonable” modification so long as an acceptable code of conduct is developed.

Vehicle Modification Code of Conduct – specifics:

AOMC is seeking to form a working party to assist VicRoads with the drafting of the Code of Conduct. AOMC envisages the working party to have 8 to 10 suitably qualified people and is asking each of the clubs to consider nominating a person from which pool the working party will be selected.

The Code of Conduct will not have to be in place by the time that the revised permit scheme is ready for introduction, however the development of the Code of Conduct should be well underway.

Code Specifics:

Draft prepared by AOMC working group in consultation with VicRoads – should be well advanced by end 2010.

Code modification guidelines for evaluation and comment by clubs.

Draft Code Guidelines to be reviewed by VicRoads consultant engineers.

Specific codes to be provided which are relevant to the different classes of historic vehicles: veteran/vintage, modern classics, motorcycles, commercials etc.

Safety:- modified vehicle must not be less safe than a standard vehicle

Adoption of the code by a particular club is optional – ie if a club is uncomfortable about making an assessment or does not have suitably knowledgeable people, it can elect to have modified vehicles pass through a government licensed road worthy inspection.

AHMF/AOMC Vehicle Use and Expenditure Survey:

As mentioned in the Federation Delegates Notes the request has gone out for CLUBS/MEMBERS TO COMPLETE THE SURVEY FORM: download from AOMC website (www.aomc.asn.au) or complete it electronically

Car Shows:

The RACV Classic (British and European) and Shannons American car shows are the main fund raisers for AOMC – they were well supported this year except that the weather impacted on the American Show.

2011 RACV Classic to be held at Flemington Racecourse on 3rd April

2011 Shannons American to be held at Flemington Racecourse the following week on 10th April. There are efficiencies to be gained by staging these events a week apart.

The running of these shows falls to the same few AOMC committee members and they are seeking more help from member club personnel – VOLUNTEERS PLEASE.

Motor Classica:

This concourse will be held at the end of October this year

AHMF AGM:

The AGM is being held in Perth in August but AOMC will not be sending a delegate, but rather provides written contribution to the organisation.

Bay to Birdwood:

30th Anniversary run to be held 26th September this year.

Vehicle Importation:

Similar discussions to those reported on in the Federation Meeting notes. But also the suggestion that vehicle imports will be restricted to 1 in five years.

Child Restraints:

A guest speaker: Daniel Sangster from Veh_Quip Australia had been arranged to come and address the delegates about the fitting of approved child restraints. He claims to be able to fit properly engineered restraints to any vehicle (cost may be

an issue), however we remained none the wiser as he did not show up.

Separate from anything said at AOMC or Federation, it has been reported to me that a licensed restraint installer in Tasmania who is a member of the VCCA (Tas.) and who owns a vintage Whippet, has said that there is no way he could meet engineering standards in trying to fit restraints to his vintage car. It will be interesting to hear what Daniel Sangster says if and when he addresses the Association.

Federation Delegates Meeting - Bright - May 22nd 2010 Notes Recorded

The ACCV was represented by Andrew McDougall

Issues arising which are of interest:

Picnic Events:

- Pakenham continuing to grow and is an attractive event to attend. Next one to be held 10th April 2011
- Marong Sunday 29th August 2010.

Maffra Shed – this is a new picnic event and will be held on 28th October 2010.

Bendigo Swap:

Gate takings down \$8,500 in 2009 compared with previous years – forecast hot weather may have reduced the number of patrons

2009 swap contributed \$42,500 to Federation funds

Those people who did not trade on their site last swap or only used the site for camping are being sent please explain letters and are in danger of having their sites reallocated to others.

The committee is still seeking to have more volunteers for gate and support duties.

This year's swap to be held 13th/14th November.

Child Restraints:

The various road authorities throughout Australia have reaffirmed the requirement for children under 7 to be placed in authorised child restraints fixed to approved vehicle fasteners. It may well be very difficult, if not impossible to have engineer approved fasteners installed in veteran and vintage vehicles, having a separate chassis and wooden framed body. The possibility of fitting fasteners is being investigated. There is no exemption given for our type of vehicles as was previously given for the fitting of seat belts. Federation is still holding discussions to see if exemptions can be granted for our vehicles. In the mean time the carrying of children under 7 in our vehicles without an approved restraint and fastener is an offence and is subject to a substantial fine.

Vehicle Use Survey:

- The AHMF (Australian Historic Motoring Federation) is again conducting a vehicle use survey and requests the assistance of clubs and members by completing the survey form, in order to help expand the database of information to allow historic motoring organisations to effectively lobby Governments and other bodies on issues that may affect our interest in the historic motoring scene. This will add to the data collected in a survey conducted 5 years ago.

- The AHMF is looking for a greater response this time and to help has simplified the survey form.

There will be copies of the survey form at the next monthly meeting or an electronic version can be downloaded via the AOMC (www.aomc.asn.au) website.

Vehicle Importation:

The Federal Government has clamped down on the importation of modified vehicles which is directly affecting people wishing to import hotrods and other modified vehicles. However, it is also affecting those people wishing to import non contentious veteran, vintage and other vehicles, as the process for obtaining an import license is taking a lot longer than it previously did. Also additional information and photos of the vehicle are required in order to get the application approved (even though this information is not requested on the application form or the website). If a vehicle is imported prior to the receipt of an import permit then there will be significant additional costs incurred or the vehicle could possibly be banned and sent back to the country of origin.

Federation AGM:

This will be held at Drouin on 7th August – they are seeking fresh blood as many of the executive have been in the job for 10 years

Taxation:

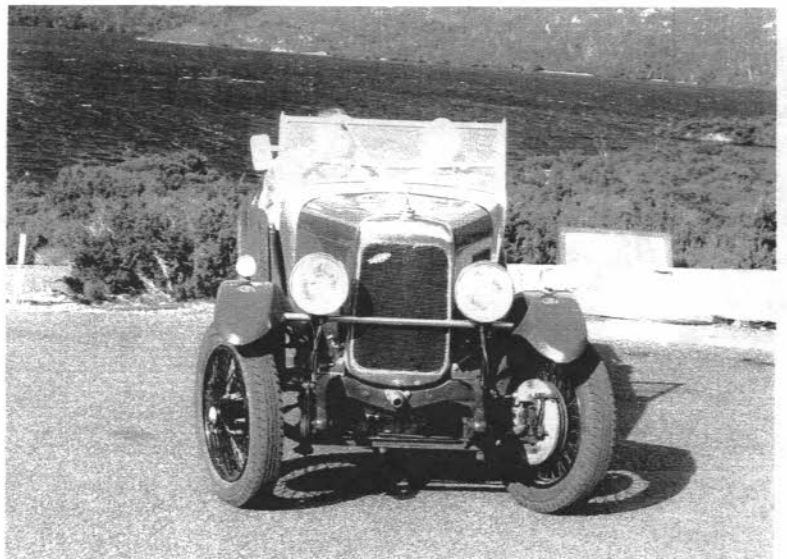
Federation made a submission to the Henry Review regarding exemption from tax on non member income for Non Sporting Clubs. There was an unclear response in the Henry Review and nothing in the Federal Budget.

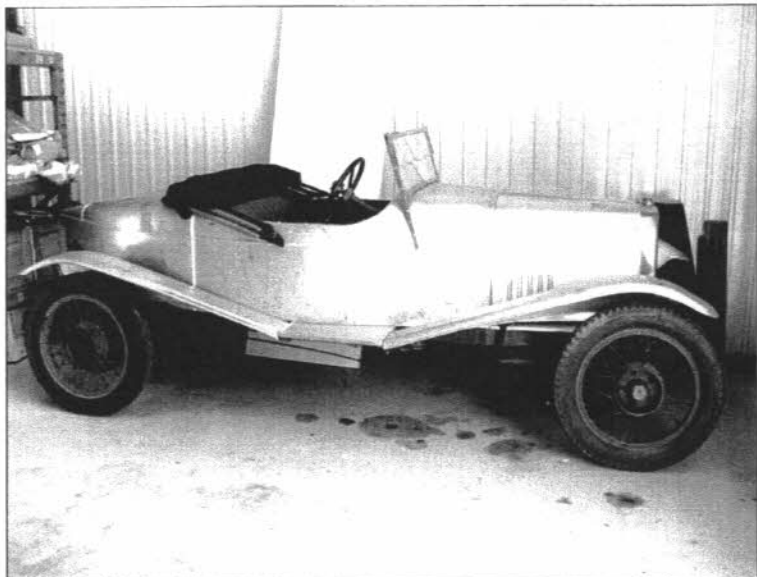
ALVIS PEOPLE BEHAVING BADLY!



SWAP, BEG, BORROW or STEAL

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





FOR SALE

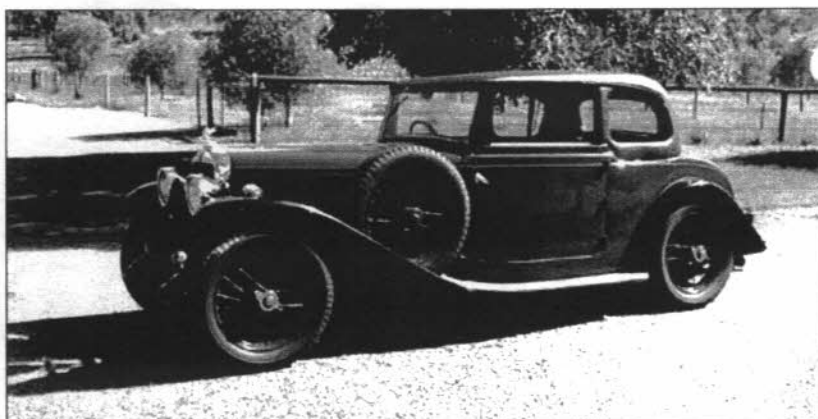
12/40, new body, trim and hood, requires mechanical restoration, ch 2361, eng 2707, \$50,000

Contact Paul or Dale (HVR) on 03 9877 0666

For Sale

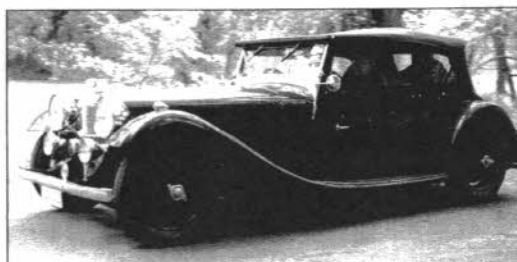
Firefly Coupe,
car 16653 chassis
11878, engine
12068,
\$ 50,000

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



FOR SALE

1930 TA 19.82 Silver Eagle, Chassis 8470, engine 8882

Extremely rare car, one of only 22 built and the only one of this model known to the Alvis Owners Club (UK) .

Extensive overhaul including shackle pins and bushes, wheel bearings, steering box and linkages, engine (crank and camshaft ground, new bearings, pistons, valves etc), new tail shaft and jackshaft, clutch and brake cross shafts rebuilt, instruments overhauled, wiring replaced as necessary, generator, starter motor , magneto, carburetors, new exhaust .

\$105,000 or offers, part exchange would be considered.

Contact Dale or Paul at Historic and
Antique Restorations
03 9877 0666



WANTED 19" wheels for Alvis 4.3 any condition.

Contact Michael 0418387401 or michaelwilkinson@minifab.com.au.

FOR SALE

1927 12/50 SD

Ducksback

Car# 10435

Chassis# 5132

Engine# 5461

This Queensland Alvis has a long and impressive history. Successfully campaigned by Roy Bulcock, the original owner and eventually purchased by

Warwick and Jan Barnett in 1970, they fully restored it. A very presentable and reliable touring car seen on numerous national rallies.

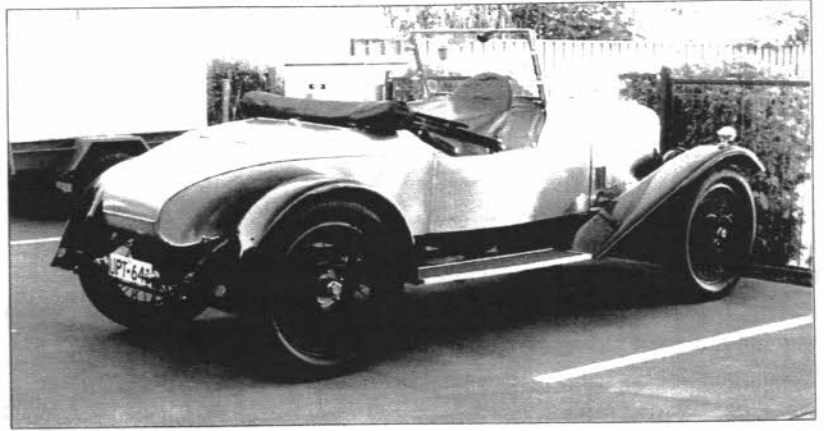
\$60,000.00 O.N.O. Contact Graham Singer 07 3378 5970 or 0427 117 528.



FOR SALE

1924 Alvis 12/50 SC Beetleback
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



WANTED bronze bodied 1 3/8 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

WANTED

Is anyone returning a car from UK after July this year? I am interested to hear from anyone who would like to share container and shipping costs. Please contact Steve Denner at: sgdenner@yahoo.com.au or (03) 9885 4290

FOR SALE

Alvis TD21 Series 2 Saloon, 1963.
Chassis no. 26961. ZF 5 speed manual, 138K miles with UK and Australian history, including Earley Engineering report for 2004. Work since purchase in 2004:
New clutch, stainless exhaust, ULP head, electric fan, new wire wheels and tyres, lamps, shockers and rear springs. Bare metal respray 2007-8. Finished in light metallic blue with good grey interior.
\$43,500.

Mike Osborne 08 88373158, Mob 0427 373158.
ozbornes@internode.on.net



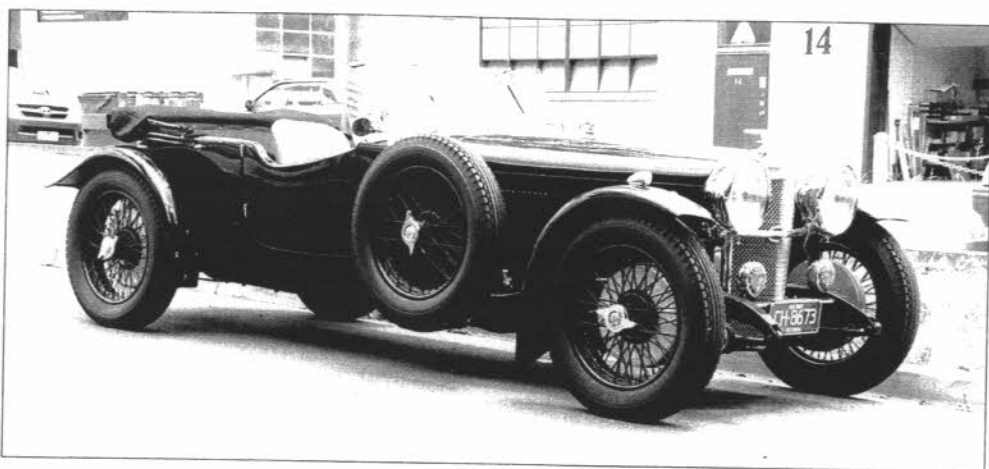
FOR SALE

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

21" Road wheel , open centre to suit 12/50 TG
Bruce Feldtmann (03) 5828 6350

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

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