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Alvic

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





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Alvis Car Club of Victoria (Inc)

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Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter
Deadline - first Friday of the month.

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PRESIDENT'S REPORT

Rob-Roy for those of you who didn't go, missed a great day out and one that won't be repeated for a very long time to come. It was certainly the "right crowd," but due to the weather, there was a bit "of crowding" but that didn't manage to dampen any of the enthusiasm. To Graeme Steinfort, congratulations on a job, well done.

I had all the right intentions of competing, having paid my money, bought a new fire extinguisher and even applied the numbers to the car, all ready to "shake, rattle and roll."

Two weeks earlier I had re-soldered and re-drilled the main jet and because of the rain over that period, never got to test the car. The last thing I wanted was to use Rob-Roy to check the functioning of my Solex carburettor. Because of the continual rain leading up to the big day, I never had a chance to see how it performed. There will always be another Rob-Roy.

We were saddened to hear the passing, recently of Alan East. Alan and Thelma were with us on the J.N.B.C. rally and we have seen them since on various U.K. Alvis events. Our condolences go to Thelma and her family, from all the members of this club.

On a happier note, those of you with long memories, may recall an article I did some seven years ago, titled "Desert Island Books." In it I described my top ten favorite books, of which one was the biography, "Men, Women and 10,000 Kites" by Gabriel Voisin. Some would say that the book should have been titled "Men, Kites and 10,000 Women" as old Gabriel was no slouch when it came to enticing young French maidens.

Anyway, a new book has just been published covering the second phase of Voisin's life; the Voisin automobile. It has been translated into English and is a ripper read as only Voisin could tell it. If you want to read a thoroughly good book, then I can highly recommend it. It's called "My 1001 Cars."

The October AGM is approaching fast, as is the annual trophy presentations. You never know who is up for a gong, so come along and join in the fun.

Well that's enough from me, so take care and we will see you all at the September meeting.

Chester

PLEASE NOTE

MEMBERSHIP FEES ARE NOW OVERDUE & PAYABLE

Your renewal was in the June ALVIC or attached to the email.

If you are operating a car on the ACCV register of the Victorian Club Plate Scheme, you must be a financial member. If not you face being charged with driving an unregistered vehicle.

If you remain unfinancial, this will be your last ALVIC.

SUPPER - Richard Wallach

COMING EVENTS

- 21 Sep General Meeting
- 6 & 7 Oct Healesville Steam Festival The ACCV has supported this event on the previous 3 years and will do so again this year. Sunday is the display day. Some members have arrived Saturday and over nighted at the RACV Club. If you would like to do so, contact Chester for bookings.
- 19 Oct Annual General Meeting
- 26-28 Oct **ALVIS AT AVENEL - note, there is a limitation to accommodation SEE PAGE 5 for details** - John Hetherington
- Nov General Meeting
- 2 Dec Christmas Party Balnarring Beach - Joc & Darrell
(Details to follow)
- Jan Date & venue to be advised
- Feb 21 General Meeting
- Mar 15 General Meeting
- Apr 19 General Meeting
- Apr 28 - May 3 "of Ghosts & Gold" 2013 National Rally

Front page: Chris Storrar's 12/70 at Sognefjellshytta in Norway - see page 10

LETTERS TO THE EDITOR

Chester,

Your comments in the August "Alvic" re Alvis Marketing and the Alvis "image" compared to Rolls-Royce, Bentley, Napier and others, have got me thinking. No doubt they may say I don't have enough to do, but the little grey cells have got spinning.

..... Without wishing to be too immodest, I have a successful lifetime in branded International Business Development, as you have, both technical and marketing, together with 47 years AOC and 29 years BDC membership, serving in each. So I feel well placed to enter the debate. So here would be my opinion, for what it is worth. Alvis was a Company founded by and run by Engineers, with limited financial resources. The fact that Alvis stayed in the business of coach built car making for almost 50 years, under independent continuous ownership, while so many others fell by the wayside, is a matter for great pride.

The fact that there was no scramble from the likes of Volkswagen and BMW, to pay millions to acquire the brand, also speaks volumes. We are fortunate that the brand continues with enthusiasts. It is also a fact that members of the great and good public don't recall the Alvis brand, while all know Rolls-Royce, Bentley and others. Helen had never heard of Alvis before she met me, (what a fortunate young lady) and most of the good and many, think we are a fan club of some obscure pop star from Memphis, Tennessee. The fact that Alvis sales price in the thirties was only just over half of the Rolls and Bentley, yet sold less units, also says much. So what was it?

As you identify, the reason lies in marketing. I use the word marketing, as a future creation discipline, as distinct from the "now" activity of sales. Firstly, as you say, the lack of a marketing champion, like Rolls or Edge, nor brand endorsement from popular figures, like Barnato, or the scores of hero drivers championing Bugatti. Nor the publicity of racing successes after the twenties. Bugatti won le Mans right up to the war, in 37 and 39. Harvey was a great man. But unknown except to the few compared, to the likes of Barnato, Birkin, Wimille etc.

The quality of product was fine. Other than it's silence, I see no product advantage of the Derby over say the Speed Twenty Five or 4.3, yet it outsold these in number, whilst commanding almost twice the price. The answer lies in marketing; the allure, prestige and reassurance of being in the Rolls and Bentley crowd. Creating this requires expertise, time and resources.

I have mentioned the lack of a Marketing Champion. The second reason is purely that of money. Simon Fisher has written expertly of his research into the finances of the Alvis Company. And frankly, money was incredibly tight. The company was also wise enough to avoid getting too close to the Banks. It would be interesting to know how Alvis' marketing spend, be it top line advertising, product placement or other means, compared to that of Rolls-Royce. It would be small. There just wasn't the money. As New Projects Manager of a major US Corporation, I had access to computer models predicting the likely consequences of capital and marketing spends in new sectors, given accurate base data and the power of advertising spend is enormous. The lack of it also is serious. Launching a new product some years ago, my marketing spend, in research and launch, equalled that of a brand new state of the art factory. We are talking millions. Alvis had to do it without the proverbial shoestring.

Thirdly, we come to the market sectors exploited. This is touched on, in my 2007 Booklet, "Alvis Speed Twenty Models." Alvis had always been an innovative and technically exciting Company. The Front Wheel Drives, both 4 cylinder and 8 cylinder and the Company racing successes in the twenties alone, would have given many a larger concern cause for pride. These of course came to a sudden halt, for reasons given above. The turn of the decade depression had a dramatic effect on the motor industry in the UK and elsewhere. Many marques disappeared and many changed their positioning. Of the quality marques, in which Alvis is included, some changed hands and down traded to cheaper offerings, Vauxhall, Sunbeam and Lanchester, being but a few that come to mind. Some (including Alvis later on) relied on aircraft engines and military vehicles. Alvis remained independent, relying on the revival of the 12/50, but it too changed. In the vintage years, the Company had moved from "light cars," to high quality medium sized sporting cars, where it gained a considerable reputation. The number of vintage Alvis survivors, still cherished and running as briskly as ever, echoes this. Styling, always handsome, was by 1931 conservative. The introduction of the S.A. Speed Twenty introduced leading edge styling, but also importantly, the start of moving the marketing offering to a larger car. Up a market sector. In the brief period from early twenties to the Second War, the Alvis offering moved from the light car sector, to the medium sized sporting car, to the larger sized sporting sector and finally in the 4.3 and Speed Twenty Five to the luxury sporting sector, bang in Rolls Bentley territory. Whereas Bentley, admittedly under new ownership, stayed in the one sector and build on it. "Trading Up" was the right thing to do as unit costs increased. So, Alvis moved sector for the right reasons, several times, without large marketing spend or long heritage in each particular new sector.

In the first two categories, they were able to gain a high price point, at the top of those marketing positions. As we have seen, they were not able to do so in the later two. The proliferation of models in the thirties too, would not have helped in establishing a strong brand identity. Bentley stayed with one model, the 3 and a half, later enlarged to 4 and a quarter, throughout this period of time. So what of the final verdict? Within their financial constraints it found itself, the Alvis story is

a remarkable achievement.

A marketing guru or popular hero of the Edge, Rolls, Barnato type would undoubtedly have helped, especially one with wealthy contacts and pockets. But John and Smith-Clarke were strong individuals. Would they have tolerated playing "second fiddle" to such, as W.O. had to do? Would concentrating on one prime model, as in the twenties, have helped? Simon Fisher indicates that it was the four cylinder cars which kept the wolf from the door, but would they have sold enough at the high price needed? Perhaps we shall never know.

So that leaves us to the present. Alvis never made a bad car. Yet we find ourselves in a position where, apart from the few 4.3 short chassis tourers, they do not command the prices of the Bentley and Bugatti ilk. I recall meeting a Dutchman at a Bugatti gathering in Molsheim, in the late seventies who professed his Alvis as the better car than his Bugatti. I feel the answer lies in the people we are. There are a range of prime types of old car owners. Those out to make money, those who want to play being Biggles, those who genuinely race and those who enjoy playing in the garage and on the road in a lovely character car, almost as one of the family. Both Clubs have a wonderful compliment of real racers. I will, however, stick my neck out and state that the BDC has a higher proportion of the second type and the AOC, Alvic and Register the last. So many WO cars have been sacrificed to make mock racers. As you have complained about, Chester, a 6 and a half saloon has recently been "done" in Melbourne. When I sold my 1923 3 litre saloon, the second earliest remaining, it was professionally valued at less than a replica bodied racer bitsa. By contrast, large numbers of Alvises are conserved, or restored, as original. I own and value two such, one unique. Our social events differ too. When it came to downsize my collection, it was the Bentley that went, to make way to concentrate on Alvises. I wrote to the BDC asking they use their influence to ensure it's survival, and received no reply. Hopefully I will not come across it one day as Birkin's long lost Timbuctu Grand Prix Car. You didn't know there was a Grand Prix in Timbuctu!?

Victor in the Alvis World have a lot to be thankful for.

Chris Storrar

Memo ; To all Clubs

Vic Roads are experiencing delays in processing Club Permit Scheme renewals that are posted to their head office address.

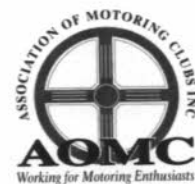
Delays are being caused by the current changes in staff arrangements that will see a large reduction in Vic Roads staff numbers.

It is believed that scheme participants that renew at their local Vic Roads office will not be affected by this delay.

It is recommended that for the time being renewals should be forwarded in person to the branches rather than posted to Vic Roads headquarters.

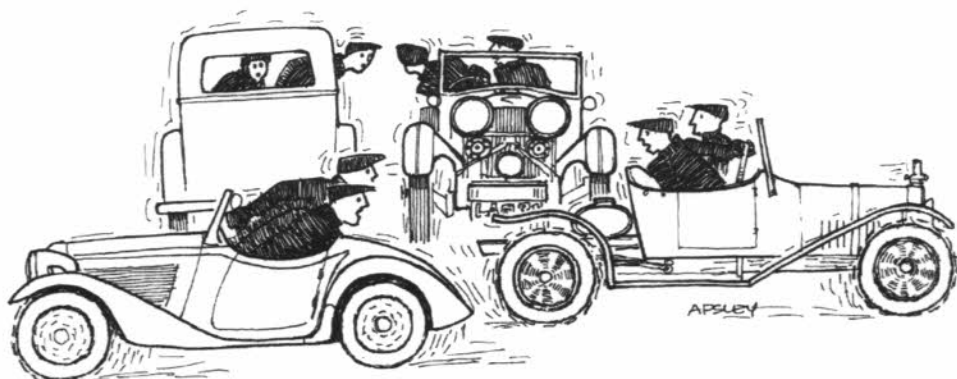
Regards

Graeme Jones



Dale advises that he has also received information from members that they are not receiving Victorian Club Plate renewals. I guess if it went to court, it would be determined that it was the owner's responsibility to ensure that his permit was current.

Might be a good idea to check your documentation.



"DON'T SAY ANYTHING! THEY'RE GOING THE WRONG WAY ... AREN'T THEY?"

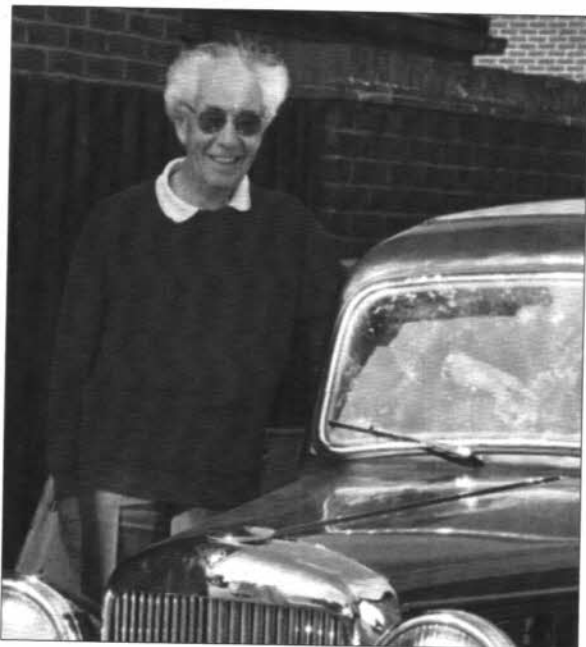
ALAN EAST

It is with regret that we advise of the death of Alan East of Carmarthen on Saturday 8 September. Our deepest sympathy goes out to Thelma, their family and all their many friends in the Club, the Register and in Australia.

OBITUARY

Peter William Holmes
22nd July 1930 – 2nd May 2012

Dad was diagnosed with terminal pancreatic cancer in early January 2012 and, although a shock to him, Sue, and the rest of the family, he was quite remarkable in facing his final few months with determination and stoicism. His major concerns were not to be a nuisance to anyone and to get his affairs in order before he died – not least the transfer of “LWA 683” to the next generation.



Dad was born to Ivy (née Watson) and Fred Holmes – Yes, my grandparents really were a Holmes and Watson! He was born in Tottenham but grew up, from 1933, in the vicinity of Buntingford, Hertfordshire until the end of the war in 1946. As a teenager Dad became acquainted with a Mr Lawrence who ran a jeweller's shop in Buntingford, who also offered a wireless repair service as well. Clearly, helping to keep Buntingford's wireless sets in order, sowed the seeds of Dad's lifelong interest and career in electronics with him subsequently attending The Northern Polytechnic, Holloway Road, London (now the University of North London) for a three year course in Telecommunications Engineering. Being of the 'National Service' age group, set him up enough to gain a commission with the Royal Navy as an Air Electrical Officer. Following this, Dad worked for de-Havillands at Hatfield where he was involved with various electronic 'problems' in the development of the Comet, the world's first jetliner. He flew with chief test pilot, John Cunningham, who was a 2nd World War night fighter ace. From there he worked for Regentone, Kelvin Hughes and the department of Physics and Chemistry of Solids, which is part of the Cavendish Laboratory, Cambridge. After this, he set up his own businesses manufacturing transformers. Cambridge Transformers is still trading, to this day, from Earith in Cambridgeshire.

Of Dad's many achievements I feel the most significant was to build our family house in the early 60's (the now pride and joy of its present owners). He maintained a lifelong interest in photography meaning we have an enviable archive of pictures documenting the family, house building and his many and varied interests and hobbies – not least his canal boating and the Alvis TA14 Woody. The restoration and adventures of LWA 683 have been well documented in this publication, but suffice to say, the family were all really thrilled when, in 2005, as a surprise to us all, he presented the fully restored car which had been off the road for more than half its life since 1972.

It was great that Dad was able to make good use of the car in his late 70's by attending many rallies including the JNBC tour in Australia. He also took part in some of the sections, including the Brooklands hill climb, of the Nick Walker Tour (NWT) in June 2011. He made many friends through the AOC and it was most touching to have five Alvis present at his memorial service on June 23rd. Many thanks to those of you who came. I guess the Woody being somewhat unique, has meant that Dad and the car, have become quite well known in Alvis circles. Please forgive me if I do not remember your names, when you speak to me about the car at future events. Please, just explain the connection with Dad and I am sure the conversation about 'matters Alvis' will freely flow!

Dad is survived, by his wife; Sue, my mother; Betty, his three eldest sons; David, Steven and Trevor and seven grandchildren.

David Holmes



Yarra Valley Railway

The Healesville Heritage Festival is on again— Saturday 6th & Sunday 7th October 2012

Now in its fourth year the Healesville Festival continues to grow and has become a firm fixture in the Yarra Valley events calendar.

The main aim of the Festival is “to bring the past back to life” through static and interactive displays of all things historic. The Festival is located at the Healesville Station Precinct and features railway locomotives and rolling stock, steam traction engines, steam wagons, steam rollers, veteran / vintage / classic cars, commercial vehicles, fire engines, buses, spinners, weavers, blacksmiths, just to name some.

The Festival is an opportunity for your group to share your passion and achievements in preserving our heritage with other enthusiasts and the public. It also gives you the opportunity to promote your group and recruit potential new members. To ensure all exhibits are fully protected, security guards will be on duty all Saturday night.

The Yarra Valley Railway is committed not only to the preservation of the railway, but also the heritage of the area. All proceeds from the Festival go toward restoration of the Healesville to Yarra Glen railway line, enabling steam trains to return to the Yarra Valley.



ROB ROY HILL CLIMB

SUNDAY 19TH AUGUST

A record number of entrants and spectators gathered to celebrate the 75th anniversary of Rob Roy Hill Climb this year. Unfortunately the weather preceding the event had been awful with a lot of rain, especially on the Sat. It didn't rain on the day but conditions were decidedly squelchy underfoot and more than a few people were spattered with mud when cars left the pits.

Chester had entered with the 12/50, but on seeing the weather on Saturday, he decided to leave the old girl at home (that's the car, not me). I welcomed this decision as I was doing signing-on and the extra pair of hands were useful processing the entrants. There were a couple of hiccups, but considering the number of entries (93), it ran relatively smoothly.

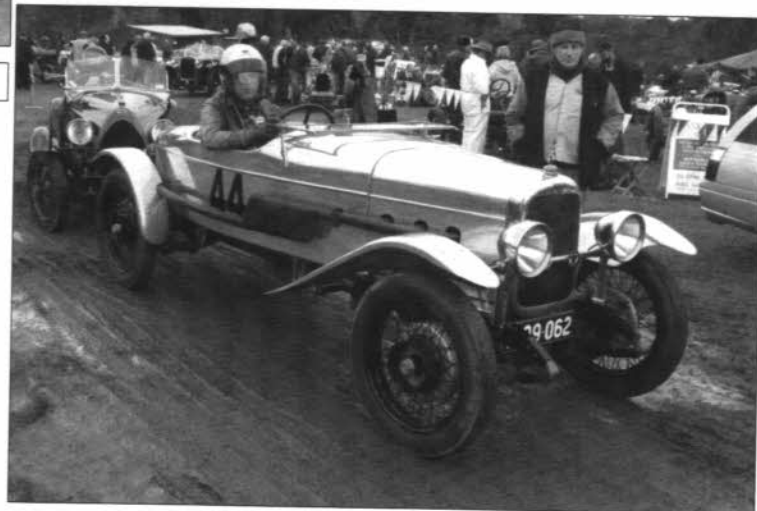


Geoff Hewitt - 12/50

I lost count of the number of spectators with whom I had a quick word but I remember seeing Don Bosanquet and Richard Tonkin and if there were any other Alvis people spectating, I either didn't see you or I don't remember. The Alvis marque was represented by the 12/50s of Andrew Green (who won his class), Mark Burns (who also did work behind the scenes) and Geoff Hewitt, while Ian Barber competed in his Silver Eagle, as did Dale Parsell. Alvis owner Steve Denner was driving Graeme Steinfort's M.G. as Graeme had his hands full organizing the whole event and Graeme Jackson was competing in an M.G.

I didn't get to see much of the action during the day as Frances McDougall, Maritta Parsell and myself were busy rounding up the competitors, so that they got to the starting line more or less in order. I would liken the process to something akin to herding cats! Most were pretty good, but on more than one occasion we would find an empty car in the pits with no driver in sight. When the driver finally appeared, there was a mad scramble to fit them into the appropriate class. Still, no-one was going to argue with an ex-school teacher (Frances!)

Due to the number of entries and a few holdups on the track, the whole event ran about an hour behind schedule, but everyone had a practice run and 2 timed runs and those who wished, had a third run.



Andrew Green - 12/50

The catering this year was organized by Dom Dimattina with help from volunteers from William Anglis trainee chefs and it was very good. I particularly enjoyed the coffees! There were various non-competing cars on display and lots of spectators who seemed to be enjoying themselves.

All-in-all I would say it was a very successful and enjoyable day and I'm sure the organisers would be pleased with the turnout given the effort that they put in. Hopefully everyone who participated felt the same.

Sally McKaige.



Ian Barber - Silver Eagle



Above: Sally McKaige & Marrita Parsell, herding cats!
Right: Frances McDougall, who normally is behind the camera, caught in her ex-school teacher role



Above: Richard Tonkin jumped his back fence to join the spectators.

Right: Mark Burns 12/50 in the background



UK members, Chris & Helen Storrar recently participated in the Scandinavia Tour and provides the following resume of the trip. Peter Bering, a Danish AOC member sent me a disc of incredible photographs, some of which I have reproduced with Chris' article. Many thanks to Peter, for permission to use them.



"Batten down the hatches, we're in for a monsoon. Britain will be battered by a "European monsoon" today as winds of up to 80mph and torrential rain sweep the country, forecasters warned last night. Severe weather warnings have been issued for London, the South East, Home Counties and central parts of the country with 23 flood alerts issued."

So announced the front page of the "Daily Telegraph" of Friday 8th June, as we prepared to drive to Harwich for our overnight crossing to Esbjerg in Denmark, sea sickness pills packed with some foreboding. We need not have worried.

Firstly, some words of thanks; to the tour organisers, Alex Vassbotten, Karsten Wikkelse, Krister Ihlenius, Lennart Jansson, Peter Bering and Roger Gooding (and their wives) for all their hard work and hospitality, both during and in preparation of the tour; to Niels Villadsen in Denmark for his hospitality; to Michael Sadolin Pederson and his son and Alex Vassbotten for superb breakdown assistance (fortunately restricted to only a few cars) and to the sponsors, Harald Nyborg, Denmark, and AD Bildebar, AB Sweden, for the gift of tools and blankets, contribution to printing costs and the first evening dinner. Thanks also to all the other tourists, full and part time, for being such good fun. The tour embraced three Countries, Denmark, Sweden and Norway, each with its own character. Home door to door we covered a total of 1,800 miles over 12 nights away, three of which were on the high seas including those above the snowline across the highest pass in Northern Europe, dramatic fjords, mountains, tunnels, hairpins, Alex Vassbotten's salmon farm and a day with a Norwegian Car Club. Cars embraced the Alvis range from 12/50 to TF21, all well up for it in brisk Alvis fashion, with a good mix of pre and post war, both for the whole tour and those who joined us for a welcome day or two. The camaraderie and friendship shared was very much valued.

The photos tell as much of the tale as any dialogue. On arrival in Esbjerg in Jutland, Denmark, on Saturday 9th June, we were met by Peter (to be joined later by Annette), Karsten and Lise, for the drive to Norre Vosborg Manor, a beautiful courtyard estate dating from 1552, before being entertained to dinner at the home of Niels Villadsen with a tour of his beautiful gardens and follies. That evening and the following morning of the 10th produced the most drama in the shape of a dead battery in the Anthony TF21. A dead battery and "absence without leave" of a spark in the Rowe SA Speed Twenty. Both resolved by willing help. John and Judith Rowe in particular are to be congratulated on the good humour exhibited when their car exhibited further (admittedly minor, but stopping) problems later on, but, by the tour end they were beating all comers. I have to admit a bias of favouritism to the SA Speed Twenty! The day took us on a ferry crossing at Hvalpsund, before lunch at the Svinklov Badehotel, an all wooden survivor of twenties beach holidays. Colin and Mary Ayre braved the wet weather for a beach drive from Blokhus to Lokken in the 12/50, perhaps in honour of Malcolm Campbell's exploits in the Sunbeam there in the early twenties. Rain Rain Rain, Drive Drive Drive does rather describe the rest of the drive to Frederikshavn, when the inadequacies of 12/70 pre-war wipers and my eyesight, were tested to the full.

And so, next morning, Monday 11th, to the docks, for the ferry to Goteborg in Sweden and a welcome from Lennart, Gun-Britt and Krister. Now Krister is to be congratulated on the organisation of none other than A POLICE ESCORT out of the city. Whether this was a form of Swedish welcome, or a precaution to ensure these strange folk a swift exit out of their city is not stated. Go through RED LIGHTS we were told. So there we were in convoy, flashing blue lights at vanguard and rear, snubbing red lights baffling Goteburgers to our delight. Not to be repeated on the M25 I suspect. The drive followed the coast Northwards, with a stop at



*Peter Bering with his 12/50, which has an Australian history.
Car No 9010*

Stenungsbaden Yacht Club and the night at the harbour at Kungshamm.

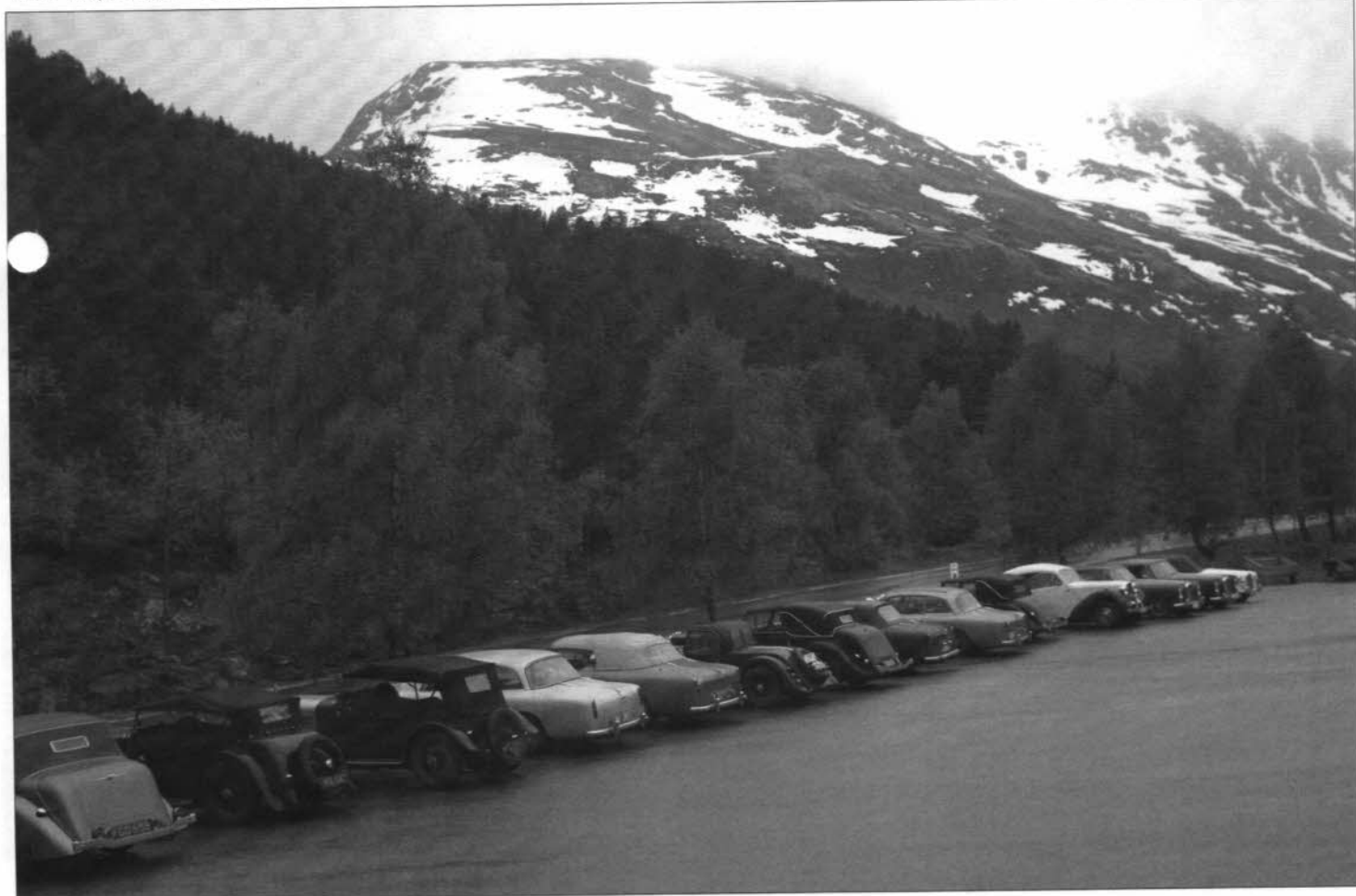
Day 4 took us across Southern Sweden to Arvika, through beautiful forested and lakeland scenery, with visits to Svenneby Old Church, 12th Century, the Vitlycke Rock Carvings and Klassbol Linnevaveri linen factory. By now we had covered 750 miles since leaving home, no elks spotted and the driving really started.

Day 5, Wednesday 13th was the longest drive of all and took us 270 miles across the Norwegian border into the Jetunheimen Nationalpark at Elvseter, beyond Lom, up in the mountains. The Storrars were determined to motor top down, and made it almost there before the rain intervened strongly. We also had to appreciate a police check, which turned out to be a School's work experience exercise, fortunately we had the papers in

order. The hotel Elvseter was a magnificent enlarged old wooden farmhouse, set in dramatic scenery amongst snow topped peaks and a tumbling torrent of a river and well endowed with contemporary art works. Helen enjoyed the pool, which was too cold for other less hardy mortals, yours truly amongst them.

Day 6 was perhaps the most dramatic of all. Firstly, a climb to Sognefjellshytta, the highest pass in Northern Europe at 1,434 metres, well above the snow line, with 20 feet drifts at the roadside even in June. The pass is a centre for cross country Nordic Skiing, or Ski de Fond as they called it when I lived in Alsace. Then a dramatic descent through hairpins before lunch at Turtagro, a Church visit at Urnes and a ferry crossing across Lustrafjorden to Solvorn where a number of us enjoyed a civilised afternoon tea in the gardens of the Walaker hotel, Norway's oldest, sporting a Victorian period drawing room inside. The fjord flows into Sognefjorden, the World's longest at over 200 miles, where we overnighted at Sogndal.

Day 7 Friday 15th also produced some dramatic driving and scenery, with a number of narrow tunnels, the longest 7 kms long. The Fjaeland Glacier Museum explained the history of glaciers, plus a dramatic film of a helicopter flight, before we stopped at the magnificent Boyo Glacier. The pool at the foot, up a footpath, exhibited some of the clearest blue water to be seen. It reminded us somewhat of New Zealand last year. Alex and Anne Karin Vassbotten kindly invited us to their home at Steinvik for a showing of Alex's extensive car collection, which he houses in a large museum building. The veteran Maxwell was hand started. I felt a bit like Laurel and Hardy sitting behind the wheel. He owns four Alvises, a very smart TD21 Series 1 saloon, ex Tony Cropper, newly acquired via Nick Simpson (and on the Tour,) SD Speed Twenty and 12/70 specials and to the writer's mind the most interesting, a 1931 Silver Eagle tourer with an almost certainly original body obviously not Cross & Ellis. Alex had no details, but my guess would be Australian. We were then generously entertained to salmon and a tour of the Vassbotten salmon farm. Alex reassures me that due to the demanding water conditions, he



does not fear Far East competition, which from my experience is refreshing. Some of us, including the writer, also availed ourselves of his hoist to attend to some overdue chassis greasing.

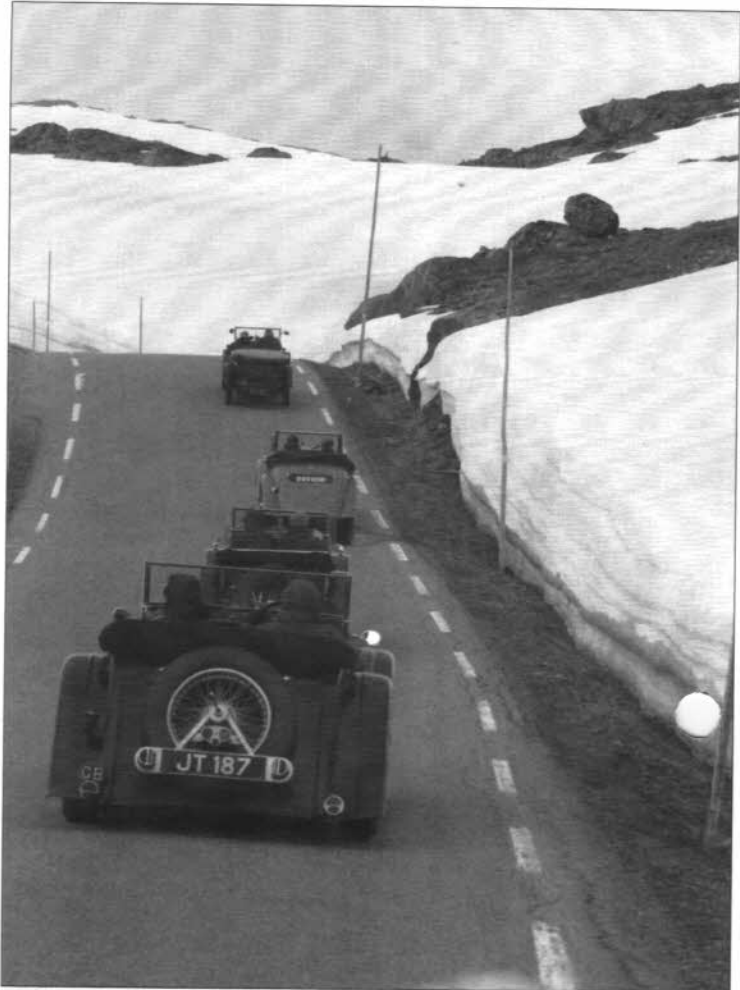
Two nights were spent on the harbour at Floro, on the coast at the entrance to Fordefjorden. It was the town's festival weekend and we were invited, through Alex, to participate in the Firdalopet Vintage Car Run of the Sunnfjord Vintage Car Club, from Eikefjord for a display in Floro town centre. Cars, including the writer's, were duly cleaned in the morning. The Mike and Jan Baker's TF21 DHC was awarded a top prize on the windscreen, but Baker refused to acknowledge it. Now David Little wouldn't play such a trick, would he? The other major Alvis award was presented by the seagulls, who selected the Storrar 12/70 DHC as their dive bomb target par excellence, amongst all these shiny cars. Why they selected my car is possibly best not asked! The dinner in the evening was the venue for presentation of Tour prizes.

Sunday 17th was a 160 mile run South to Sotra, via a ferry crossing at Sognefjord and the ancient port of Bergen. Then in the morning a run back to Bergen for the overnight ferry to Hirtshals in Denmark. The major part of this sea voyage was a run between land on either side, with remarkable views. There then followed a 180 mile run through the green fields and lakes of Jutland back for the Esbjerg ferry and home.

Much fun was had and many good memories. Our Club at its best. The only casualty was Roger and Pam Gooding, who suffered two minor accidents in the Speed 25 DHC, but to their credit kept on regardless. Little sister, the Storrar 12/70 had a faultless tour. The tour demonstrates the international friendships to be made within our Club, and also the excellence of the Alvis car.

Come the next Tour!! Thanks again to All.

Chris Storrar





Paul Bamford advises that the following information might be of use if you are carrying out restoration work:

Slotted screws and how to find them

While working on the Speed 20 Drophead Coupe hood, which has copious amounts of chrome plated fittings, I found I needed to find new undamaged screws to hold all the fittings in place, but could only find screws with Philips or "Posi-Drive" heads.

What I wanted was Slotted heads as originally fitted. After much searching and paying exorbitant amounts from other suppliers, I have finally found a supplier of stainless steel screws at very reasonable prices. Their range of different screw sizes is amazing.



To give an example I needed some 5/32" Whitworth Countersunk "machine" screws with slotted heads 3/8" long to go in the rear window frame in the hood. I rang this company and they took my order for 100 screws over the phone and I received them the next day with a bill for \$11.00 which included postage.

I like using stainless steel because the finish looks so much like the original Nickel plated screws. They also sell wood screws that look rather like "self tapers" but are usually called "long threads" because the heads go right up to the top, and they look like this.



Particularly useful for holding down Chrome bits are the "Raised head" wood screws that look like this. All of their products are made of Stainless steel, either in 302 or 316 grade. Grade 302 is fine for cars, as 316 is used for harsher marine applications.

They also have Stainless Steel hinges that would be suitable for small vintage doors. I have no connection to this company other than that of a very satisfied customer.

They have a thousand other useful things on their website and they will send you a wall chart of all the different things they sell if you ask nicely.

The company is:

Anzor Fasteners Brisbane Branch

PO Box 5, Acacia Ridge

Brisbane, QLD 4110

Opening Hours Monday - Friday: 7:00am - 4:30pm

Contact Phone 07 3711 9977 Fax 07 3711 9777

www.anzor.com.au

Member Mike Hirst (UK) wants to obtain:

WANTED. Early Alvis or D2 or D3 steering box, with column tubes and levers if possible, for 12/50, also early drop arm with the square connector for the box we already have.

Mike can be contacted timbers@mikehirst.f9.co.uk or through the editor



Alvic

ALVIS AT AVENEL

On the last weekend of October ACCV will be spending a week-end away in the country. At Avenel, which is about 1½ hours drive north of Melbourne there is a D B & B with a difference.

“RUSTY SPRINGS” has 16 bedrooms with en-suite bathrooms surrounding a large communal living area for socializing and dining. There are another two bedrooms in a nearby building. BYOG. “Honour system” fridge. We are staying for three nights. Planned activities:

FRIDAY 26/10:- Meet for lunch in BROADFORD. (about an hour north of Melbourne, just off the Hume Freeway). After lunch a short drive on hilly country roads to THE ARMY TANK MUSEUM at PUCKAPUNYAL. Then a half hour drive to Rusty Springs to meet our hosts, Bob & Judi McGrath who will cook a BBQ for us later. Bob is into Jaguars.

SATURDAY 27/10:- Visit the AVENEL MAZE and then drive for about an hour to SHEPPARTON to visit the brand new and very impressive MOTOR MUSEUM. A light lunch will be served. After lunch visit the SPC ARDMONA factory shop and/or the Shepparton Art Museum (SAM) where there are some very special sculptures on show. Or head straight off to CHATEAU TAHBILK via a fascinating country road which includes two wonderfully archaic timber bridges and a riveted iron one. At the winery you can taste the wine and/or take a self-guided walk through the WETLANDS. From there a short drive returns you to Rusty Springs for a roast dinner and some special in-house entertainment with a difference.

SUNDAY 28/10:- We take to the hills. Up into the steep and rugged STRATHBOGIE RANGES for morning tea and then on to ALEXANDRA where we become part of their HISTORICAL WEEKEND. The cars will be displayed while we visit the TIMBER TRAMWAY, ENGINE SHEDS and MUSEUM and have a BBQ LUNCH on the 150 year old STATION PLATFORM. After lunch those who need to can return to Melbourne (about 2 hrs) while those of us who are able, will return via the highway to Avenel. Dinner will be “home delivery” pizza or fish & chips.

MONDAY 29/10:- Head for home.

COST:- \$250.00 per person (Yes for the 3 nights!) plus sandwich lunch on Fri & Sat plus morning tea and dinner on Sunday. (These not yet costed - numbers matter.)
The D B & B cost includes full cooked breakfast.
Twin rooms available. Single occupancy at double rate.

First in, best dressed. Expressions of Interest, please to John Hetherington. 03 5821 6422 or 0419 319 339 or email jfh@mcmmedia.com.au. If you can't stay 3 nights you can join later or leave earlier and pay pro-rata.



Noeline & Alan McKinnon snapped this rather emaciated hare on their travels. Does anyone have any grass growing at their place?



Noeline also sends this photograph of the ex-Mike Williams mini that they have used during this year's Coker Tyre Challenge in America.

By the time you read this the event will be over. It was held 13-16 September

FOR MORE INFORMATION
SEE: geelongrevival.com.au



FOR SALE

Men's neck ties
with the ACCV logo

\$25
Each

*(plus
postage)*



CONTACT
Dale Parsell
*his details
page 2*



FOR SALE

Stainless steel mugs with engraved ACCV logo.

\$7.50 each or \$15 the pair

Unfortunately I have run out of "Alvis People Behaving Badly!"



A couple of tail end Charlies

Peter Bering of Denmark sent me some fabulous photographs of the Scandinavia Tour as well as this photograph that he took at Moesgard Beach. As I failed Danish during my school years, Peter translated the above for me which says, "Freida, we can put our bikinis on in this lovely old beachbox."

.....ed

FOR SALE

FOR SALE

For Sale 11 "long" Alvis wheel nuts, as used in closed hub wheels. Nickel plated but some could be replated. \$50 the lot. Des Donnan
dedonnan@bigpond.net.au

FOR SALE

2 x 12/40s rolling chassis - engine #s 1665 & 2017. Chassis numbers not found, however history records suggest chassis 1506 carries engine no 2017. Both cars are missing some significant parts. One car carries a 2 door saloon body frame. There is a cache of spares.

Asking price \$11,000 (neg) for both cars
Malcolm Bailey 0418 462 005

WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable of being fitted as is or with some redeeming restoration.
Contact Ray Dalton 03 5971 1361

FOR SALE

Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$ 300.

ph ALAN BRATT 0427405573
ah 0260332951

Wanted

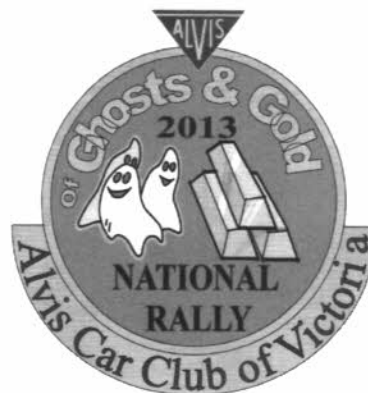
The 2 chrome strips that are on top of the mudguards of a 3 litre just behind the headlights. They are about 30cm long.

Contact Derek Dixon Tel: 07 5443 4320 or
Email: dgdixon@bigpond.com

of Ghosts & Gold

ALVIS CAR CLUB OF VICTORIA

2013 Australian National Alvis
Rally
28 April - 3 May



Contact

John Lang

(03) 5426 2256

jdmelang@bigpond.net.au

for your invitation

or write:

PO Box 129

Gisborne, Vic 3437

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

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NOTICE OF ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS

The Annual General Meeting of The Alvis Car Club of Victoria (A0017202F) will be held on 19/10/2012 at which time all committee positions will be declared vacant and the Election of Office Bearers for the year 2012/2013 will take place.

Nominations for positions on the committee must be received in writing no later than 12/10/2012, using the form below. Nominations may be called for on the night, for those positions which remain vacant. Positions which receive more than one nomination will be decided by a formal vote at the AGM. Proxy votes may be forwarded to the Secretary (Note, only Full Members are eligible to vote or hold committee positions).

I nominate for the position of :
(please tick appropriate box below,)

- President
- Vice President
- Secretary
- Treasurer
- Editor
- Committee Member (up to 7 positions)

on this the Day of..... 2012

Proposed By Signature.....

Seconded By.....Signature.....

Nominee's Signature.....

Note only one nomination per form, (form may be copied).



1991
1992
1993

