

December 2013

Alvic

The Newsletter of the Alvis Car Club of Victoria



Merry Christmas

The event calendar is published on page 3 and you will see that there are many interesting events.

At a recent Committee Meeting there was significant discussion about promoting the Alvis marque.. The spinoffs from marque promotion are the potential to gain new members. The health of the marque in people wanting to buy Alvises and guaranteeing a custodian for your car when you are no longer capable of fulfilling that responsibility.

In some cases, in that promotion, the events planned are cold radiator events which are not to the likes of most owners. However your attendance is vital for the health of the club and the marque..

.....ed

We welcome Gary Guiver to the membership. Gary lives in Longley, Tasmania and has recently purchased a 12/40 Ducksback. You can read more about Gary's car on page 6

(Dear Ed)

Speaking of sending things - this may be something that could fill a couple of lines in Alvic-

I ordered a few engine parts for my Firefly from Red Triangle. I rang my credit card number through at about 10:00PM local time on Monday evening. On Tuesday morning there was an email advising that the items were packed and ready to go. On Thursday morning at about 10:30 my doorbell rang and a DHL man was there with the parcel. Is this some kind of record?

Best Regards,

Ray McKenzie
11 Yellowjack Crescent
Albany Creek
Queensland 4035

.....ED

OPENING BARBECUE FRIDAY 10 January 2014

(with the Armstrong Siddeley Club)
At the Kevin Bartlett Reserve
(Melways 59 A1)

From 6.00pm

BYO EVERYTHING



The Committee
would like to
Wish All
Alvis Owners
a Very Merry Christmas



CAR NEWS

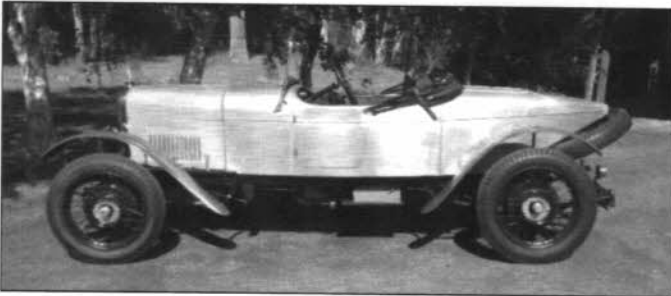
1924 12/40 CHASSIS 2817

Chester McKaige recently had contact with Gary Guiver who lives in Longley, SE Tasmania, in regard to Gary's purchase of a 12/40.

He was looking for history information about the car that he had purchased from Louise Cowan.

The history from the late Eric Cunningham in 2011.

The car is back on the road again after a long lay off.



Chassis No.2817, (original Engine No.3173), Car No.8116, left the Alvis Works on Friday, 25th April 1924 together with 4 other TC series 12/40 bodyless rolling chassis bound for Australia. When these Alvises arrived in Sydney (the most likely importer being Williams Bros.) they would have probably been before being despatched to Chas Kirkham for tourer bodies to be fitted before being displayed in the Alvis Agent's Elizabeth St showrooms.

Nothing is known of this Alvis until a Mr Ian Druitt McEachern, then residing in West Tamworth, NSW, wrote to "Alvibatics" about how he found this 12/40.

It appears that this Alvis had been owned by a Mr Doug Caldwell of Manilla, NSW, and used on his property as a trailer after its aluminium body had been removed, from around 1970. It should be mentioned that a Noel Howarth, of Canberra owned this car in the mid-1980s and he advised me that it then had the partly built (by Max Houston) 2-door saloon body on it. It has been suggested that this body was a copy of that shown on page 144, 1st edition of the Hull/Johnson book, "The Vintage Alvis" and also at p.163 of the 2nd ed. of this book. One can only speculate at the keen interest such a 12/40 saloon would have created if it had been pursued until completion.

Fred Heming phoned me on 30/9/91 to say he had Chassis No.2817 "with bodywork built for Ian McEachern." I have no idea what became of the said body. When Rob Simpson acquired the subject 12/40 he built a replica Ducksback body on it.

This Alvis by now had a replacement 12/50 engine, No.3495. This Alvis was acquired by an Englishman, Jeremy Oates, who has allowed it to remain in Australia in the care of his daughter and her husband, David Cowan. So the car is now shown in the Alvis Club's records as being owned by David Cowan, Nelsons Plains, NSW.

Eric Cunningham



1932 SPEED 20 SA CHASSIS 10090

August ALVIC reported that Mark Weller had purchased the 1932 Speed 20 chassis 10090 from Richard Williams.

As reported at that time, the car had been imported from the UK by Brian Wilson and purchased by Richard Williams during the 1990s. It carries a Cross and Ellis tourer body.

Mark has done quite a bit of work on the car and a lot more to do to gain his satisfaction. He drove it to the November club meeting.

It was interesting to see him extricate the car from the confines of the pub car park.

Great to see the car back on the road after many years.



1934 FIREFLY CHASSIS 11878



11878 was despatched to Bambers in Sheffield in September 1934, right at the tail end of Firefly production (the last chassis produced was 11882). It had a C&E DHC body.

Starred in the film "A Prize of Gold" made in 1954.

Advertised as sold for £4,350 in the Classic Car Mart of May 1995.

Owned (1998) by Member No 9157Wa: Mr OC Stokes, Narberth, Pembrokeshire, Wales. Confirmed by AOC Membership List.

Graeme Kane of Coffs Harbour 2450 NSW AUSTRALIA emailed in August 2011 to say that he recently purchased this car.

This 1934 Firefly Coupe, chassis 11878, engine 12068, car 16653 was put up for sale some time ago and was recently sighted at a VSCC event in Melbourne. We understand that it is now owned by John Balthazar.

Pictured above on the VSCC 2 wheel brake run on 8th December. Courtesy of the VSCC Newsletter



SPEED 20 SC CHASSIS 12041

1924 12/50 CHASSIS 2786

Also seen at the VSCC 2 wheel brake event in December. Photograph courtesy of Alvibatics

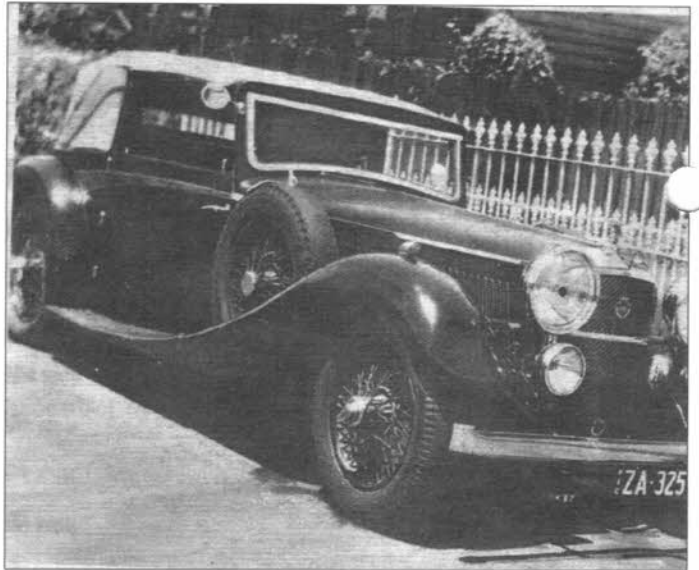
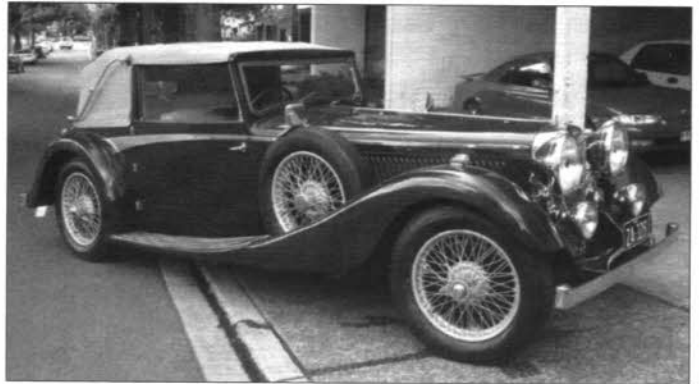
Chassis 2786 left the factory on 14 May 1924 and carried a Cross and Ellis sports tourer body in green and black.

As with so many 90 year old cars, it has had a chequered history.

Assembled from two separate cars, it is a credit to several owners that the car survives at all and reflects the dedication of individual restorers.

John Langhorne was the main architect of the rebuild which took him about 10 years to complete.

Andrew McDougall purchased the car in 2011 and Mike Farrell in early 2013.



Paul Bamford's Speed 20 is back on the road again after many years of layoff. DHC body No. 13400 by Charlesworth.. Despatched 27/2/1935.

First owner Maxwell Watt of Avoca Victoria. Then Devon Motors, Melbourne, Eric Mackay, Hawthorn, Walter Terry, Mont Albert, W.Hiscock, Toorak, Lawrence Fitzpatrick, Brighton, William Donaldson, Ron Allan (former ACCV President, David Muirden, current ACCV Life Member, Paul Bamford, Burwood East since May 1965.

The car is burgundy with a cream hood. It is complete and original with all original accessories. The car has original panels over new timber framework.



GEELONG REVIVAL

MOTORING FESTIVAL

NOVEMBER 30 + DECEMBER 1 ~ GEELONG WATERFRONT, VICTORIA

It must be considered presumptuous for the Newsletter Editor to put his car on the front page however in this case it was a matter of the last man standing.

The Geelong Revival was just that: a revival of what used to be called the Geelong Speed Trials, which was first run in 1956 under the direction of the late Murray Rainey.

As a boy living in East Geelong, I could walk or ride my bike to Ritchie Boulevard on Geelong's waterfront in the area known as Eastern Beach.

On one side of the track is a steep grassed embankment and on the other, a parking area adjacent to the beach proper. The beauty of the venue is that it is impossible for the organisers to secure it and as such the event is free entry.

I recall over the years having watched the likes of Stirling Moss, Jack Brabham, Lex Davidson, Tony Gaze, Stan Jones and so many others, driving the fabulous cars of the era.

With the redevelopment of the Eastern Beach foreshore it became more and more difficult for the event to continue and it ceased in 2003.

This year's revival was the second in a new era.

The Alvis Club had decided to put the event on the calendar

and see what interest there was. There were some difficulties getting information and it was only the day before the event, that it was realised that due to the display area on the grass at Eastern Beach would only be accessible via the track, it would commit display participants to lock in from 9.00am to 5.00pm.

This immediately knocked out 2 of the 5 cars due to driver's other commitments. Richard Tonkin had previously advised his availability was for Saturday only, so McDougalls and Langs were the only starters. During Saturday night, Frances McDougall fell ill and needed to go home Sunday morning.

So the last car standing was "Big Red."

We decided that one car representing the club would not be a good option and intended leaving mid morning. Having parked the car in the main street we found one of the organisers directing traffic and explained the situation. We were directed to a prime spot at the foreshore and spent a very pleasant few hours talking Alvis and enjoying the attention that Alvis was getting.

The event was well run with an interesting selection of cars and bikes and certainly has something for everyone.

Join us next year!

John Lang



PRESIDENT'S ANNUAL REPORT FOR 2012 – 2013 YEAR

I wish to report that we had a good and active year, following the election of the new Committee in October and my first year as President. I must thank Chester McKaige for the outstanding job he did in leading our Club for the past 6 years. Much was achieved under his stewardship.

We have seen a few improvements to our Club Rooms, with the laying of a new carpet and the repairs to the doors. Whilst our clubrooms are basic, but with lots of character, we have been fortunate to have had access to them for such a long time and we really appreciate that Heather Bowes is happy for us to stay – long may it continue!

Earlier in the year we enjoyed the company of some of our English Alvis friends at the Christmas barbecue and also where 12/50s dominated – there being four in attendance.

Our events were many and varied: the New Year barbecue in the company of the Armstrong Siddeley Club and in total 5 Margarets; a day run to Hogan's Pub; the well supported display at the RACV/AOMC Flemington Racecourse car show where we took out 2 of the awards; the excellent and very successful Alvis National Rally in Traralgon, run by our Club; the winter breakfast run to the Fox Museum; Emerald Community display and the most enjoyable Grampians weekend away where we also appreciated having the company of our South Australian members, Stuart and Claire MacDonald. Unfortunately the combined clubs Petanque Day had to be postponed, at short notice, but I am happy to report that it will be held in May next year. Of course many people continue to enjoy Alvis ownership and motoring on other occasions

and at other events.

Whilst at the Grampians weekend we appropriately celebrated the 90th and 50th anniversaries respectively of the 12/50 and TE21 models. Long may they continue to shine and perform!

We have also constructively contributed to support the log book based Club Permit Scheme and have provided considered responses to surveys and requests for comment.

We sadly had some members pass away which only serves to highlight that we need to do more in capturing the history of early members for the benefit of those who follow. We will make a concerted effort to record this information in the coming year.

I, through participation in old vehicle activities with other clubs, spent quite a deal of time away during the year. I wish to thank those people who stood in for me during these occasions, especially John Hetherington, Chester McKaige and John Lang.

Our challenge is to try and grow the membership and introduce more people to the delights of Alvis ownership and motoring. All ideas on how this can be achieved will be gratefully received.

To all those people who participated in our events and those who work behind the scenes to make our Club the success that is please accept my sincere thanks.

Andrew McDougall



ALVIS CAR CLUB (VIC) INC

STATEMENT OF RECEIPTS AND PAYMENTS for the period 1st July 2012 to 30th June 2013

	\$	\$	\$
Cash Balances brought forward (1 July 2012)			
ANZ General Account 3082-11381	8,445.51		
ANZ Term Deposit 9848-60431	19,725.31		
ANZ V2 A/c 2997-62172	10,312.10		
ANZ Term Deposit 9830-87302	<u>10,971.90</u>		
TOTAL MEMBERS FUNDS AS AT 1 JULY 2012			49,454.82
Receipts 1 JULY 2012 TO 30 June 2013:			
Interest - General Account	20.26		
Interest - Term Deposits	2,017.04		
National Rally	89,372.60		
Sale of Spare Parts, Badges, Ties & Booklets	196.00		
Sponsorship Tas Govt	3,000.00		
Subscriptions	4,505.00		
Sundries	260.00		
Supper	<u>138.35</u>		
		<u>99,509.25</u>	
LESS Expenses:			
AOMC fees	147.00		
Auditor	660.00		
Booklet - Darwin to Adelaide	2,250.16		
Consumer Affairs	43.90		
Federation Subscriptions	100.00		
Insurance	637.05		
National Rally Costs	79,159.50		
National Rally Refunds	10,215.00		
Newsletter	991.85		
Office Supplies	285.83		
Post Box Rent	99.00		
Postage	1,187.55		
Rent	1,000.00		
Sundries	686.16		
Trophies & Engraving	<u>183.50</u>		
		<u>97,646.50</u>	
Surplus from year's activities			<u>\$1,862.75</u>
TOTAL MEMBERS FUNDS AS AT 30 JUNE 2013			<u>\$51,317.57</u>
REPRESENTED BY:			
ANZ Bank Account # 3082-11381			9,246.39
NAB Bank Account # 943538818			1,051.35
ANZ Business Premium Saver Account # 3817-93218			<u>41,019.83</u>
TOTAL CASH AT BANK 30TH JUNE 2013			<u>\$51,317.57</u>

Independent Examiner's Statement

In connection with my examination of the records provided by the Alvis Car Club Victoria Inc., no matter has come to my attention:

- 1) Which gives me reasonable cause to believe that in any material respect the requirements:
 - a. To keep proper accounting records; and
 - b. To prepare a financial report, which accords with the accounting records of the Alvis Car Club Victoria Inc. has not been compiled with; or

- 2) To which, in my opinion, attention should be drawn in order to enable a proper understanding of the financial report to be reached.



David J Dunkley CPA
PO Box 815
Rosny, Tas 7018
049 805 9315
dunkley.david@gmail.com

AGM & Trophy Presentations

Andrew McDougall was re-elected as President and as is traditional, was recrowned with the royal tiara.

John Hetherington as Vice-President.

Dale Parsell as Secretary (for life!)

Marg Lang - Treasurer

John Lang – Editor
Committee Persons:
Sally McKaige
Mark Weller
Richard Tonkin
Alan McKinnon



The tiara's annual dusting

TROPHIES

David Muirden trophy - Sally McKaige - for her work in the organisation of the 2013 National Rally.

Andy Hannam trophy - Chester McKaige for his best attendances at ALVIC events in a proper car

The Bill Barber Literary Award - Richard Wallach for his series of articles on the TA21

The McDougall Award - Richard Tonkin for the best presented car at a nominated event. With his TE21.

McKaiges were overseas at the time and not represented in the photographs



Richard Wallach with the Bill Barber Award



Richard Tonkin - the McDougall Award



Richard Tonkin's TA21 Graber

Christmas Party



The 2013 Christmas Party was held at the Langs and more than 20 Alvis people attended. People came from far and wide.

Those who must be mentioned were the Hetheringtons who drove for about 3 hours from Shepparton and back in their 12/50. The Tonkins all the way from Smiths Gully in the Graber. The McDougalls from sunny Melbourne in the 12/50 and the Langs who drove all of 300 metres.

Good talk, wine and food was the order of the day and the BBQ was in great demand.

As is traditional, Richard Tonkin dressed as Father Christmas and with his 2 helpers managed to give away a fortune in presents. For some reason this year it was necessary for him to label his knees.

At least he didn't finish up in the swimming pool as happened on a previous occasion.

All in all a most enjoyable day.

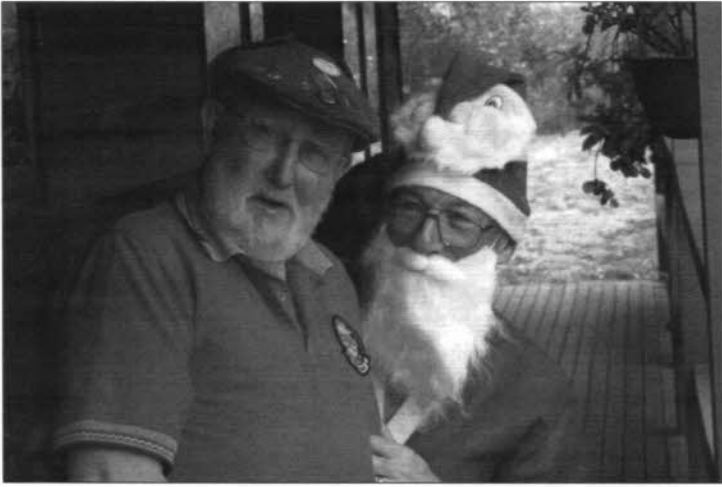
Join us next year at Smiths Gully.

Many thanks to Frances McDougall for her photography



Sara and Gregor





Chris Higgins



Carol Head



Missing from the photograph is the kookaburra that sat patiently by the BBQ waiting for a sausage



Pauline Tonkin



McDougall & Hetherington 12/50s



Maintenance of Dunlop Disc Brakes TD 21, TE 21, and TF 21 Models

With age and wear, the calipers on Dunlop disc brakes can cause problems. The hydraulic pots do tend to corrode internally and can ultimately seize. Fortunately these caliper pots are readily available. As with everything, some preventive maintenance is always worthwhile and there are some measures that can be taken to extend their life as well as maintaining safe braking. *An important point to remember is that over time, brake fluid absorbs water. So with that in mind it is a good idea to do the following:*

Bleed the brakes every 2 years: This process removes the old contaminated fluid from the caliper pots and reduces internal corrosion. Often the pots can become severely corroded on the critical part of the bore where the seal operates and renders them scrap.

Check for piston seizure: Remove the wheel and get an assistant to apply the brakes. If one caliper pot is seized, the application of the brakes may make the disc move sideways slightly. This indicates that one piston is working and the other one is stuck. Also drag will be felt when turning the hub. The faulty pot will require attention or replacement.

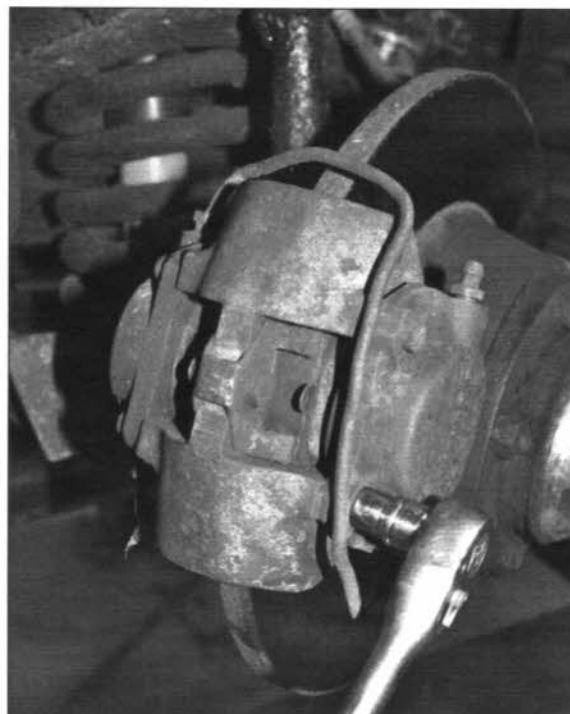
Checking the brake pads: Checking and changing the brake pads regularly, helps to prevent seizure by the fact that the pistons are moved back and the new pads will be free to operate when fitted correctly.

Hints when fitting new pads:

Removal of the old pads is nearly always difficult and often the only way to get them out is to break them up. It helps to slacken off the four small calliper pot-retaining bolts. (a 3/8" AF socket is required). This makes it much easier to get the old pads out and gives space to fit the new ones. The action of re-tightening the 4 bolts evenly, pushes the piston back, which is easier than forcing it back with a lever.

It is also important that the new pads fit freely into the slot. It is often necessary to file a little of the edge of the pad to achieve this. When this work is complete, apply the brakes and check there is no drag.

Dave Langridge - Mechanical Workshop Manager - Red Triangle



3 May - 9 May

Barossa



"Alvis in the Valley"

2015 Australian National Alvis Rally

Autumn is a very pleasant time of the year to be touring the picturesque rolling hills that surround the Barossa Valley of South Australia, that overlook the patchwork of vineyards, bathed in autumnal colours.

The Barossa Valley is one of Australia's prime wine producing areas and the event will be based in the township of Tanunda, which is surrounded by traditional vineyards.

Whilst the first eight Australian Grands Prix (AGP), were held each year on Phillip Island from 1928 onwards. In 1936, South Australia applied for and was granted permission to stage the 1936 AGP in Victor Harbor and then the 11TH AGP and the 15TH AGP, were held in South Australia, at Lobethal (1939) and in Nuriootpa (1950) respectively.

The circuits utilised public roads, which still exist, and so we intend doing a lap or two.

Alvis did make a very modest appearance in those early races, with 12/50's and a FWD and one year a 12/50 did finish eighth.

The Angas family was an integral part of the history of the settlement of South Australia.

We will be visiting the old Angas homestead, which is called Collingrove and we will travel a short distance to the Sporting Car Club's own Hillclimb complex, called Collingrove Hillclimb. We intend to do more than just look at it.

It is important that we receive your Expression of Interest ASAP, so that adequate bookings are made at this very popular tourist destination. The EOI calls for a \$20 deposit. To avoid silly transfer fees for international entrants, the ACCV can make that deposit for you and recoup when entry fees are paid.

FOR AN EOI FORM and/or MORE INFORMATION

email: jdmelang@bigpond.net.au or snail mail: PO Box 129, Gisborne, Vic 3437, Australia

*In the meantime, we wish you good health and good motoring
The 2015 Alvis National Tour, Organising Group.*

ALVIS PEOPLE BEHAVING BADLY



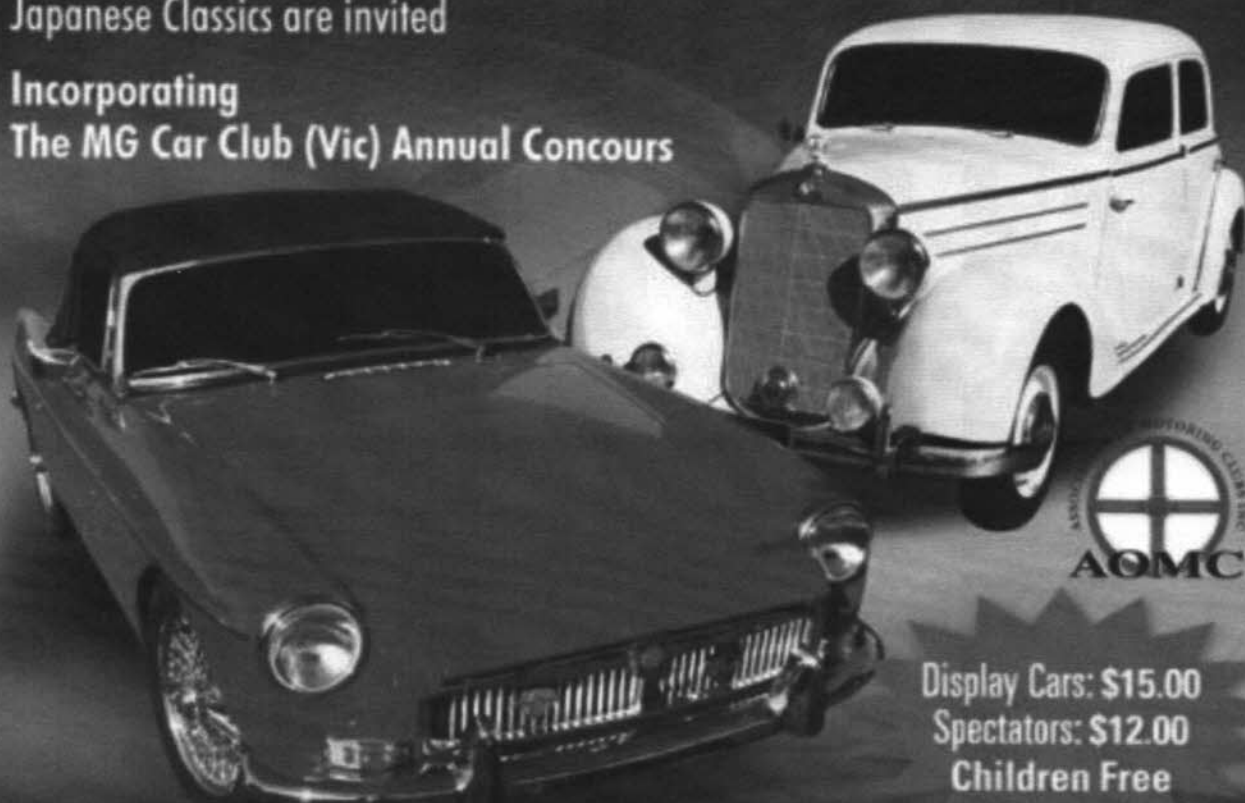
Richard Tonkin whatever were you thinking of?

RACV

CLASSIC SHOWCASE

Open to all vehicles manufactured in England and Europe and for the first time Japanese Classics are invited

Incorporating
The MG Car Club (Vic) Annual Concours



Display Cars: \$15.00
Spectators: \$12.00
Children Free

Sunday 30th March 2014

Flemington Racecourse - Members Car Park

Music, Kids Entertainment, Trophies & Catering available

Gates Open for Display Cars at 9:00 am & Spectators at 10:00am

Club displays encouraged, for more details and site plans contact: 03 9890 0524 or visit www.aomc.asn.au

Proudly Supported by



PENRITE



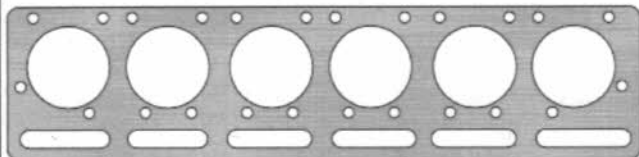
FOR SALE 1952 TA21 DHC - \$58,000 (negotiable)

Car No. 24639 Tickford Body No. 20144

Ring Darrell Horton

FOR SALE

ALVIS 3 ½ Litre Engine COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

\$168.00 + postage

Contact Peter Miller
Email - moulen@tpg.com.au

WANTED:

Radiator cap to suit Speed 20 (2.5" diameter, external thread).

Any existing mascot hole is acceptable.

Mark Weller
(03) 9818 4324

If your advertisement appears on these pages and is no longer

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