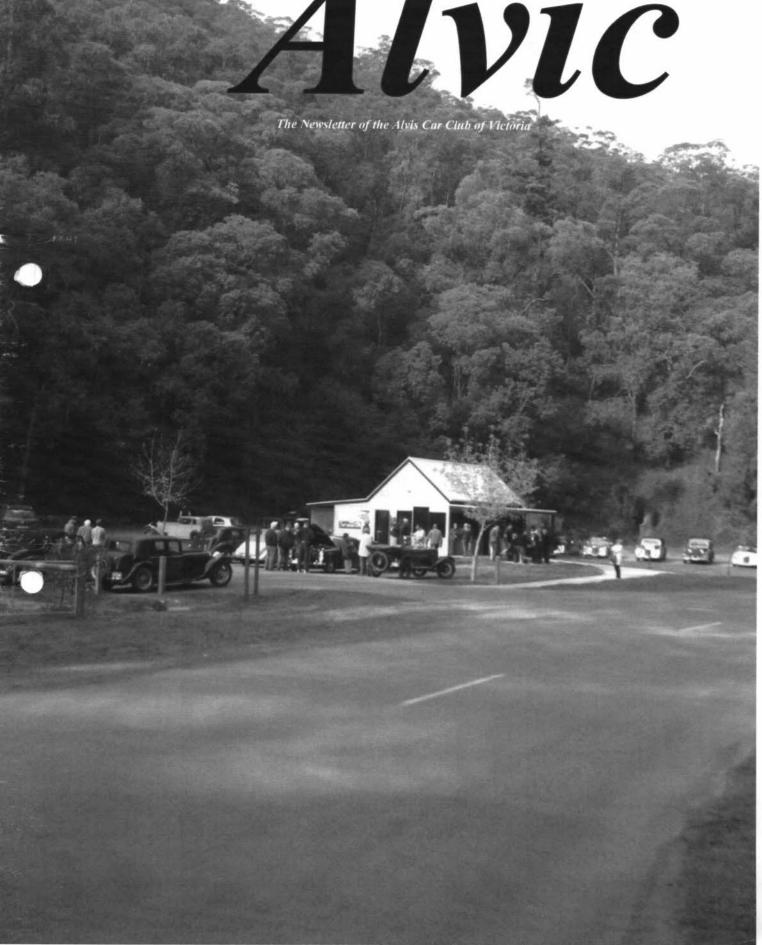
June 2013

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#### JUNE 2013 VOL 52 ISSUE 5

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#### Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter
Deadline - first Friday of the month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

www.alvis.org.au

#### PRESIDENT'S REPORT

There has been little Alvis activity on the home front except for providing the 12/50 with an appreciative service and clean following the National Rally.

As mentioned last month the focus has been on preparing to head north for the High Wheeler Buggy National Rally in Bundaberg and then continuing travelling up north to Cape York. Before turning my attention to getting the buggy ready I spent a few days making lots of swarf on my lathe, turning up gear blanks for the differential centre of my 1909 single cylinder Sizaire Naudin restoration project.

Then to the buggy preparations which were also delayed wh decided to investigate the tow ball (coupling) loading with my tandem trailer/buggy combination. I was aware that they produced a high ball loading. However this became an issue when I realised that I have two tow vehicles capable of towing 2,500kg but that the Toyota Prado has an allowable 250kg tow ball loading (ie a loading of 10% of the tow weight), whereas the VW Transporter campervan only has an allowable 100kg tow ball load (ie a loading of 4% of the tow weight). It appears that the Europeans have designed for much lower tow ball loads. I investigated the fitting of load sharing bars but this doesn't address the issue of tow ball load, so this left me with no option but to look at reconfiguring my trailer. I spent five days on this job, cutting off the mudguards and then progressively moving the location of the axles whilst checking ball loading via a set of bathroom scales, in combination with an eccentrically loaded wooden beam. Eventually I established a new position for the axles under the loaded trailer (even the location of the trailer's 2 spare wheels had quite an effect on the loading) and then redrilled the frame, bolted up the axles and welded the mudguards back on. A trial run showed that the trailer is still towing ok and not taking control of the tow vehicle. The lesson to be learned from this is to make sure that the tow vehicle you are considering has suffi ball loading capability, otherwise you may overload the tow vehicle and negate your insurance in the event of an accident. After all this it was fortunate that it didn't take long to service the buggy and ensure it was running ok. By the time you read this report we will be participating in the rally which I will report on next time.

Another issue which can potentially affect the use of some of our vehicles on the Club Permit Scheme (CPS) is the likelihood of restrictions being placed by Vic Roads on the extent of allowable modifications which can be made to cars. I understand that Vic Roads is close to sending letters out to authorised clubs using the CPS, saying that cars can only be modified to a level prescribed by VSI 8, otherwise they will be subject to a full and costly engineering appraisal under VSB 14 and if the vehicle is approved, it will have to be on the Street Rod scheme. Application of the provisions in VSI 8 is not particularly relevant to our era of cars and has the potential to rub out vehicles modified many years ago and which have been considered to be perfectly suitable for full registration and latterly for use on the CPS. Unfortunately, the Federation of Historic Vehicles is strongly pushing Vic Roads to implement these provisions, whereas the AOMC has prepared a submission for Vic Roads, which

provides for a much more acceptable level of modification, however it appears to be falling on deaf ears. In my view and those of many others, we don't want to end up going down the path of South Australia where vehicles to original specification (taken to at times, unrealistic levels) are only considered acceptable for club permit registration. I will keep you posted regarding developments.

As mentioned last month John Hetherington will be running June's meeting for me, however it will be appreciated if those people intending to eat at the Malvernvale prior to this

and July's meetings, let Chester or Sally McKaige (Ph. 9557 1134, 0407 113 516) know by the preceding Wednesday as they are looking after the reservation of the tables.

I wish those going to the Richard Tonkin organised museum visit in June an enjoyable time. Please don't forget the Petanque/Boules Day on 11<sup>th</sup> August and it is important that those people going on the October Weekend Away to Halls Gap make their accommodation booking.

Andrew McDougall

## **SUPPER - Jocelyn & Darrell**

## MEMBERSHIP RENEWALS

Please note Membership Fees are now due and Payable.

If you receive a printed Alvic there is a renewal notice in the envelope.

If you receive an e-ALVIC, there is a separate file attached

New Members, Norman & Claire Blundell (UK) are welcomed to the fold.

Following their baptism to Aussie Alvis people at the NatRally, I thought they might have preferred a refund!!

Also Patrick Jones (WA) who is restoring a 12/50 that has a long history in his family.

#### 2013 COMING EVENTS

(please note: items in bold are designated club events. The remainder are either under consideration for inclusion or options available for your individual attendance)

- Jun 21 General Meeting
  Lunch Run to the Fox Museum see page 5
  Jul 19 General Meeting

  Aug 11 Petanque/Boules/Bocce challenge
  16 General Meeting
  18 Rob Roy

  Sep 20 General Meeting
- Oct 18 General Meeting 18-21 Weekend Away - details inside
- Nov 15 Annual General Meeting
- Dec 1 Geelong Sprints (planning a short weekend away—overnight Geelong)
  8 Christmas Party at the Langs

#### Letters to the Editor

Hi John

I have been reading an article by Dick Wilkinson in the Register Bulletin 246 (Spring 2011) about the development of the beetle back Alvis. This body style is very appealing to me as my first Alvis, was Steve Denner's "Mother Goose."

I found this photo in a book I have, showing rush hour on Sydney harbour bridge in 1930.

I have zeroed in on what's looks like a beetleback 12/50 Alvis but on closer inspection I don't think it is. The reverse curve of the front guards doesn't match any beetleback Alvis I have seen. The radius between the top surface of the boot, and the side panels is also much smaller than an on an Alvis.

Many American cars with "rumble seats" or what we call "Dickie seats" had a wide tail like a beetle back to accommodate a double seat in the back, but if only one seat was required then a much sportier look could be achieved by narrowing the back.

Rob Gunnell has always been of the opinion that the beetleback was an Australian design, as six TE 12/50's were dispatched to Australia as chassis only, between the 12th December and 1925 and 18th June 1926 and they were all bodied as beetlebacks. The first beetleback in the UK ,was apparently Harvey's car as used in the 1926 Production Car Race at Brooklands on the 17th July 1926.

I have to say that the first car despatched on the 12th December could certainly be a candidate. If it took a week to load at the wharves followed a typical 40 day passage to Australia (in 1925) then another week to unload, gives an arrival at the coach builders on the 3rd of February 1926. This gives the coach builder six and half months to body the car before Harvey turns out at Brookands in his beetleback. I think that Rob would be right in saying that there was a beetleback in Australia before there was in UK.

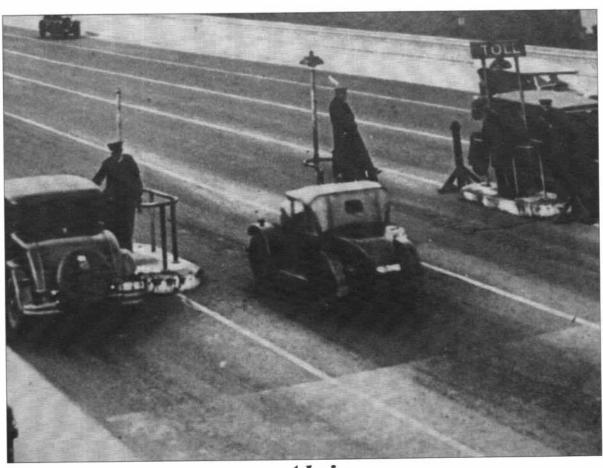
To prove it, we would need to know the identity of the car despatched 12th December 1925 and then it's first registration date in Australia. A likely date would be April or May 1926.

I don't think their is any conclusive evidence yet, but I was wondering if the Beetleback design might have been used on other vehicles, before being used on Alvis.

If it was possible to find another vehicle here with a beetleback bodywork that pre-dated July 1926, then this strengthens the argument for Australian design.

Maybe Mother Goose is the one?

Interesting isn't it? Cheers Paul Bamford



Hi John

Many many thanks for your contribution and I look forward to reading it.

Regards John (Fox) Alvis Archive Trust

Ed note:

From the Alvis Archive Trust on receipt of an electronic copy of "A Record of an Eventful Trip Darwin to Adelaide."

#### Greetings !!

First thing we find on getting home last night is your book in the post, which we look forward to reading shortly. Sounds like an exciting sort of fella. Glad it is all recorded. ...... Does the car still exist, or at worst, its fate known.? Anyway, many thanks.

We too have had an exciting journey. 2026 driven miles home to home, plus two train trips. But is has been so wet, torrential rain all day, day after day, hood down only four times in a total of 18 days. At times we felt like Captain Scott and his merry mates trying to reach back to base. It is a shame, as what a fabulous trip and good people. The dry days were wonderful, Split, Dubrovnic etc lovely, Bosnia a bit basic, lots of stray dogs in the road, but Slovenia and Croatia lovely. Dramatic seascapes, forests and mountains.

d promised myself that when we reached Dubrovnik a photo of Helen in the open car by the Adriatic. Images of warm sun, son sand, blue clear skies, glittering seas, lovely smile, sunglasses and sun top. Tremble oh ye Gods and Despair!! ..... Wipers at the ready, roof up, woolies on.

Getting home has been an adventure in itself. We were due to leave Lublijana in Slovenia (a lovely city), on Monday morning for a leisurely drive of 64 miles into Austria for the AutoZug train back to Dusseldorf that afternoon. The wipers had broken down the day before, (thank God not earlier) but almost home. Rain, rain, rain, railway through the Alps flooded, train now starting in Munich, 270 miles away across the Alps that night. But told good road. Rain, rain, rain. Visibility poor. The car does have hand knobs for the wipers, so driving with nose to the screen, one hand working wipers, other on steering. Tiring. Rainex (bought at Victoria Market, Melbourne) didn't work as well as hoped in this level of rain. Delay for one hour as lorry crash blocking tunnel. Then near Salzburg, another queue for over an hour. Motorway flooded and closed. Diverted to back roads. Nadir came when the grub screw fell out of my wiper knob, zero visibility, pull over. No probs sez he, take out grub screw from other wiper. That too missing. (Bakelite threads worn). So down on knees over running board in pouring rain, tiny grub screw searching. If not found that would have been it. Recovery vehicle, train missed (runs only once a week). Found. In fact, both grubscrews found. So rest of trip, finger holding grubscrew in as wipers were turned. Eventually got to Munich after over 300 miles and 10 and a half hours on the road. On a different road into Munich than instructed, so in the dark had to ask around to find the AutoZug depot. Made it. Fortunately because of the weather, they had delayed loading from 9 until 11 at night. Otherwise, too late for us.

The AutoZug is something to avoid. Very basic, just flat bunks, no towels, loo blocked, loo at other end of carriage locked "for dining room staff only." Dining room very basic and seemed occupied by staff. And was closed on the way out. So Helen and I red a bag of nuts and tried to get some shuteye.

Yesterday, 300 miles drive back home via the tunnel. Thank God no rain. Got very lost twice on the German-Netherlands border, despite sat nav, or maybe because of it. We took a longer route back to Antwerp in Belgium before getting back on route. Belgian driving mad, as bad as China.

Doug (Young from QLD) and his mate Bob, great blokes. Also two other Alvises, Robert Ball and Josephine Pollard in 1961 TD21 Drophead and Philip and Teresa Singer in 1967 TF21, nice people and we look forward to seeing them at International later this month. We arranged a line up of the three Alvises and crews at the Rail Depot before we all went our own ways, but my camera had been affected by the damp. Wonderful memories, but good to be home.

All the Best to ACCV friends,

Chris and Helen Storrar



Doug Young, with name tag, at Ljubljana railway museum

#### Ghosts and Ghouls (sic)

A huge thank you to you all for making us so welcome on the tour. It was a fantastic few days. We found the visits very interesting as much was done differently from home (robotic dairy), while others were so similar ( car museums and breweries!!!)

Not forgetting morning coffee and afternoon tea of course.

The blue Silver Eagle behaved impeccably (more so than the members on Wednesday evening!) and we thoroughly enjoyed the driving.

Everything went so smoothly thanks to the organisers who obviously had worked very hard to ensure we all had a good time. You were all such good company.

We are still smiling about the two pieces of advise we were given at various times

Never follow another Alvis unless you really want to get lost.

Do follow another Alvis if there are warnings of animals on the road----then they will be hit first.

All tongue in cheek of course!

Thanks again to you all. We hope to make the trip to Adelaide

Norman and Claire Blundell

#### THE ALVIS FAMILY

I first heard of the Alvis Family, when I received a letter from the AOC Chairman, Chris Storrar. I had written to the AOC Registrar, advising him of my husband, John's death and requesting that our AOC membership be transferred to my name only. I was therefore pleasantly surprised to receive a letter of condolence, in which the AOC Chairman said that, hearing about the support & encouragement I had received from other Australian Alvis owners, had made his job as President all worthwhile!! I was unaware of the difficulties he faced at the time!!!

So it is with many, many thanks that I write to congratulate the Alvis Car Club of Victoria on the recent National Rally at Traralgon, near Melbourne. We had visitors from across the "pond" as we call our New Zealand friends, as well as Norman & Claire Blundell, from the UK. The organisers did a great job for all of the *Alvis Family* present so a special thank you to the McKaiges, the McDougalls and the Langs.

A Queensland contingent of 5 Alvises and 1 Bentley (which snuck in under the radar – albeit with an Alvis logo stuck on the back!) added 12 people to the total attendance, even if two of them were Aston Martin & Bentley/Alvis drivers!! My sincere thanks go to Brian McMillan, Bruce Jorss, Greg Berkman and Frank Corbett for their invitation to join them on the nearly 3,000 miles round trip, which I am happy to say went without any of the 3 cars missing a beat!! We had Bruce's 12/50 ducksback and Frank's 12/40 (the oldest car at the Rally) alongside my TC 21/100 DHC Grey Lady, which my husband had so carefully restored over the last 4 to 5 years of his life. We had lots of fun, especially when the drive involved some steep hills as the Extra Ballast, supplied by one of the team, was moved to the most appropriate vehicle. The hills and the weather had something to do with the clamour to drive in my car, especially setting off in nearly zero temperatures early in the mornings. We are used to the sub-tropical climes of S.E. Queensland so ice on the cars in the morning was something new to some of us. Fortunately we had been forewarned and we placed blankets over the radiators overnight.

The highlight of the Rally was the drive to Walhalla, an ex Gold Mining town up in the mountains behind the La Trobe Valley venue. A winding road with huge trees and in gullies, the deep green of large tree ferns, plus no traffic, was memorable, especially as I had a drive in Bruce's 1926 12/50. A steam train ride along the valley, crossing the historic Thomson River Bridge, where Gold had been found in excreek bed, all added to the adventure. The town itself has been rebuilt several times due to fires & floods but is preserved with the mid 1850s style of buildings – some like the old hospital, clutching onto the steep hill side. Wearing hard-hats & led by expert guides, we entered the Long Tunnel Mine (created in the period 1865-1911) – not for the claustrophobic, where the Geology and working conditions of those early miners were explained. They may have earned a lot in their day but they did not live long to enjoy the efforts of their labours!!

The last Friday afternoon, was given to preparing our cars for the long drive home. I was unfortunate to have lost the use of my winking indicators (not a standard feature of my 1954 Alvis but one my family had insisted I install before making this epic journey). The indicator arms are still in situ & I have preserved the original light fittings for when my son & grandsons take over the ownership of this wonderful Grey Lady – (Grace & Elegance personified!!). After a brief visit to a mechanic who was unable the fix the problem due to the lateness of the hour on a Friday afternoon, Andrew McDougall offered to investigate. I drove my Alvis into the Alvis circus & Andrew kindly got under the car to take a look at the Steering Box. Eventually with the combined knowledge of many 3 litre experts, it was decided this was not a job to undertake in a Motel Car park late on a Friday afternoon. Many of the *Alvis Family* gathered to offer advice & I am extremely grateful to Rob Gunnell, who in his usual chatty manner, examined the car & the restoration John had done since the car was once owned, in the 1970s, by his then wife, Anne. Reaching inside to touch the new leather, his hand rested on the steering wheel, which moved round in a fashion which alerted Rob to a potential problem. There was no doubt, with the change in Rob's demeanour & voice that he was NOT happy!! Fortunately Andrew was still underneath the steering at the time, saw the movement & identified immediately that the steering needed tightening. Taking off the driver's side wheel allowed access and with the aid of John's largest adjustable spanner, the nut was tightened & the split pin replaced. The ease with which the latter action was achieved meant a round of applause from the assembled throng – Andrew had done this job before!!. So my sincere thanks to all my *Alvis family* involved, Andrew McDougall, Frank Smith, Phil Dadd, Derek Dixon, Dean & Christine Prangley, and especially Rob Gunnell. My drive home was brilliant

- the steering more like a modern & so much easier to handle. Now I know how it should feel, I shall be able to monitor when the tightening needs to take place again!!!

This was an adventure of a life time & I look forward to sharing my special prize of a Racing Chocolate HARE with my Alvis Family—there will be a crumb each I am sure!!

Ronnie Brown



L to R: Greg Berkman, Bruce Jorrs, Ronnie Brown, Frank Corbett, Brian McMillan

ndrew,

What a great idea to print this amazing story and zap it out to members. Thanks to whoever in the Club made the decision!

These pioneering guys did amazing things and put my worst motoring experience – timing a mag on the 12/50 in the rain in the half dark beside a very busy A1 near Newark with 40 tonne trucks going by at 60 mph about feet away – a mere nothing.

ALHS's career as told in the summary is hardly believable and he did all this without benefit of air transport.

Your trip to Queensland sounds interesting and no doubt you will feel that your world has slowed down as you drive these remarkable vehicles.

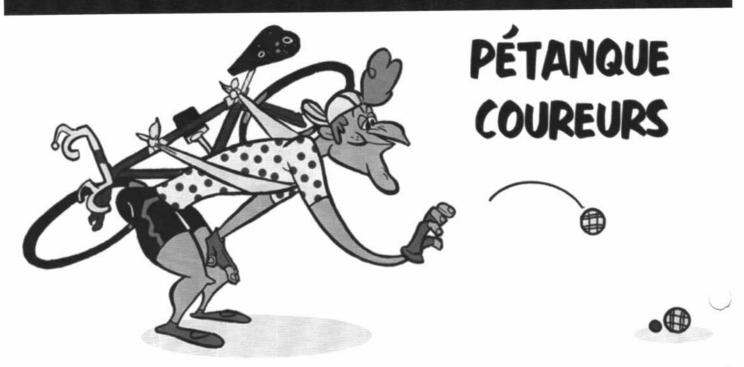
The Traralgon national rally sounds just as good in execution as it did in promotion and I'm only sorry that I can't do every event round the world that I'd like to.

All the best.

Martin (Boothman)

June

## INTER CLUB PETANQUE/BOULES/BOCCE COMPETITION 11th AUGUST 2013



COMPETITORS: Revitalisation of the former competition between Alvis, Bristol and Daimler/Lanchester Car Clubs and now with the addition of the Armstrong Siddeley Club. Competing for the David Wischer Cup.

EVENT: Will be hosted by the Alvis Car Club Victoria under the auspices of the Veteran Car Club Australia (Vic.) and the Petanque Club.

VENUE: The excellent facilities (including off street parking) at the Lynden Park (Bowling Club Rooms) Wakefields Grove, Camberwell (off Through Street), Mel Ref Map 60 F4.

TIMING & FACILITIES: Arrival from 11.00 am for morning tea and socialising prior to lunch at 12.30 pm. BYO lunch and drinks. BBQ and tea and coffee making facilities available. There is a Restricted Alcohol Licence whereby alcohol can be consumed in the club rooms so long as a register is signed by the consumers.

COMPETITION: To commence at 1.30pm and expected to conclude around 3.30pm to 4.00pm with the presentation of the trophy. The "fierce" competition is to be assisted by the support of members from the Petanque Club. Some bowls sets will be available from the Petanque Club, however it will assist if those attending bring along bowls sets if they are available.

NOTIFICATION: It will be appreciated if the respective clubs can establish how many of their members will be attending and then representatives from the clubs advise Andrew McDougall of the Alvis Car Club by phone: 0427 220 249 or email: <a href="mailto:amfi@dunollie.com.au">amfi@dunollie.com.au</a>. by Monday 29<sup>th</sup> July. If there are any further questions about the event please contact.

Andrew McDougall.

## FOX CLASSIC CAR COLLECTION VISIT

## Saturday, 22nd June

We have arranged a visit to the Fox Classic Car Collection at Docklands, starting at around 10.30am on Saturday, 22<sup>nd</sup> June, followed by LUNCH at the Carousel Café on beautiful Albert Park Lake, from 12.30pm. There is plenty of parking at both venues, so bring your Alvis.

Carousel Café is at 22 Aughtie Drive, Albert Park Lake – Melway 2K,G9 (it's marked on Melways). Carousel has a reputation for excellent food.

The Fox Collection is at 749-755 Collins Street, on the corner of Batman's Hill Drive and Collins Street, Docklands, at the end of the Collins Street extension. Entrance off Batman's Hill Drive, next to the Automotive Centre of Excellence. Melway 2E, H7 (it's also marked on Melways). The Collection houses more than 50 cars collected by Lindsay Fox over a 20 year period (as we all would have liked to do), plus the Sir Henry Royce Foundation Gallery which features some significant Rolls Royce and Bentley vehicles.

The recommended route from Fox to Carousel will be supplied at the Museum. Entrance to Fox is \$10 - \$8 for concession holders (aren't we all?)

Please give me a call by 4.00pm, Wednesday, 19th June for numbers -

Home - 9710 1465 Mobile - 0407 944 987 email - rtonkin@tonkinlaw.com

Richard Tonkin

#### REFUNDS FROM THE NATIONAL RALLY

If you have not yet processed your NatRally refund cheque, please do so ASAP as the Club is changing banks and the cheques will not be honoured.

Also the Editor lives with the Treasurer and he doesn't need the drama in the household, of requests for re-issued cheques.

#### Alvising in the Antipodes

We left home in the early hours of April 2<sup>nd</sup>. The temperature was -2 and it was snowing!

What a start to what our children refer to as "yet ANOTHER once in a lifetime" visit to New Zealand and Australia Half a day later we arrived in Kuala Lumpur. It was 33 and humid. Quite a shock.

A few days later we flew to New Zealand and enjoyed a holiday with relatives on North Island.

Then to Christchurch to stay with Alvis friends --- quite an emotional meeting as this was the first time we had been together since they lost their home in the earthquake. It is almost impossible to describe the damage still very evident 2 years later but the resilience of the human spirit is apparent everywhere in the city.

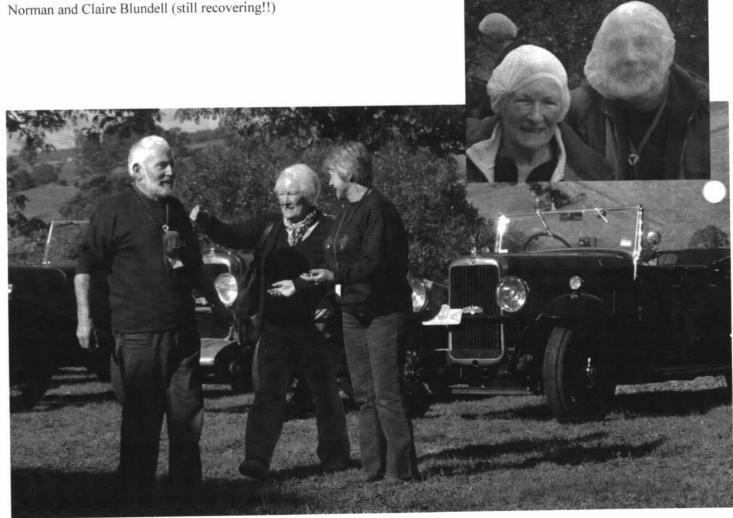
Next we drove to Invercargill to attend the N.Z. AGM weekend. We had a great time meeting up again with friends we first met in 2003 on the N.Z. tour. Plenty of catching up to do and memories to relive. Once the meeting itself was over there were plenty of visits to enjoy. A visit to the Teretonga racing circuit where all the famous drivers of their day had raced; a truck museum with an incredible number of trucks on display; a very interesting maritime museum and of course the gymkhana. Lots of fun. Thank you everyone. It was over all too soon and we said our goodbyes before flying to Melbourne. We were met by Dale and Maritta Parsell who not only provided bed and board and wonderful company in their home in the Dandenongs, but also let one extremely happy Alvis owner use their 1930 Silver Eagle for the Gippsland Tour. Feeding the Rosellas and possums on their decking was wonderful. Then we drove to Traralgon where we were given the warmest of welcomes and met some familiar faces from the Round Britain tour of 2011. So began 6 very enjoyable days during which we

saw a robotic dairy, a brewery, a Heritage Park and a Gold Mine as well as a motor museum. The BBQ lunch at Hallston was a real plus. The drive there was interesting going steadily "up and round" but well worth it.

The sun shone, the view was fantastic, the food delicious and we were treated to music by a country and western style group while we dined. Wednesday night was the Ghosts and Gold Theme Night involving a theatrical performance by 3 professionals and several club members. A murder mystery we were told, set in the gold rush era. It was certainly a night to remember. We were exhausted from laughing and rather taken aback to find we had been staying with the murderer!! Alvis members would make excellent saboteurs.

Our thanks to you all.

We are looking forward to seeing Dale and Maritta in Devon at the end of June when we will give them our completed form and deposit for the Adelaide tour in 2015.



#### OCTOBER 2013 WEEKEND AWAY FRIDAY 18<sup>th</sup> to SUNDAY 20<sup>th</sup> HALLS GAP / GRAMPIANS

As was successfully done last October with the weekend away, in Avenel, this year we are basing our October weekend away at Halls Gap. These weekends are notionally run over three days for those people who can get away on Friday and provide a great opportunity for exercising our Alvises, seeing places of interest and enjoying the company of Alvis friends over an extended weekend. For those people who can't make the Friday day time activities we will be happy to see you Friday evening or on the Saturday.

This year we have targeted the Western Region of Victoria with a view to, hopefully, enticing some of our South Australian members to join us.

An outline of the event is as follows:

Friday: - Meet at 12.00 noon at the historic National Trust farming property of Mooramong located on the north side of the Glenelg Highway, 6km west of Skipton (it may well be best for South Australians to leave home on Thursday and stay in Horsham or similar so that they have a shorter run to Mooramong via Beaufort on Friday). This will be followed by a guided tour of the house and lunch. After lunch we will drive via picturesque back roads to Halls Gap and book into our accommodation at the Pinnacle Holiday Lodge. The Lodge will be providing a barbecue meal in the evening.

Saturday: - Today we will be driving around and through the Grampians, visiting scenic lookouts, a waterfall, strolling through lovely bush and eating lunch at The Wander Inn. In the evening we will walk next door to the Quarry Restaurant where we will enjoy good food in a separate room assigned to us.

'ay: - There will be a morning run to a venue still to be confirmed, followed by a visit to the historic Bests Winery and then lunch in nearby Great Western at Salingers Café. This will be the end of the formal activities for the weekend and so early afternoon, those people who need to return home can head towards Melbourne or for the South Australians, commence wending their way back. If time isn't pressing and you wish to have a leisurely drive home on the Monday, then join some of us who intend staying Sunday night at the Pinnacle Holiday Lodge. There is much to see in the area so there should be no trouble finding somewhere to drive following lunch and prior to getting back to Halls Gap.

Indicative Prices (some arrangements still to be finalised, but prices are not expected to significantly alter):

Accommodation: Pinnacle Lodge: - One bedroom self contained unit- not serviced daily:

- Double \$110/night, Twin \$115/night

- Two bedroom self contained unit (up to four persons)

\$165/night

 Other room alternatives are available such as wheel chair accessible, Spa Units and serviced daily units at prices upon enquiry.

Mooramong Homestead: entry and conducted tour \$15/head, Catered lunch with wine \$30-per head.

Friday evening barbecue and sweets, \$21- per head

Saturday lunch at Wander Inn, around \$14 each

Saturday evening 3 course meal at Quarry Restaurant, \$38- each plus drinks at bar prices

Sunday morning Bests Winery visit and tasting, free (except if you like their wines and purchase some bottles).

Sunday lunch: Salingers Café: 2 course with variety of cakes (excellent food) \$30- each

The reason for the preliminary notice for this event is that it is important for those who intend coming, that they book their accommodation at the Pinnacle Holiday Lodge Motel by no later than the end of August, as October is a busy time in Halls Gap and demand for accommodation is at a premium. Please contact Mimie (pronounced mi – mee) by phoning 03 5356 4249, 1800 819 283, or emailing: <a href="mailto:info@pinnacleholiday.com.au">info@pinnacleholiday.com.au</a> and mention that you are with the Alvis Car Club in order to secure a reserved room at a special rate.

Also please provide an indication of your intention to be on this event and confirmation of your accommodation booking to Andrew and Frances McDougall by August so that we can finalise arrangements and costs. It is intended that the participants pay directly for their accommodation and meal costs. We can be contacted via: mail – 424 Wellington Street, Clifton Hill, Vic., 3068; Phone: 03 94864221, 0417 310 852; or Email: amfi@dunollie.com.au

We will be away from early June until mid July so it will be no use calling the home phone during this time. Further details of the location of Mooramong Homestead and how to get there and also the location of the Pinnacles Holiday Lodge, will be provided to those who are coming on the weekend.

These are always enjoyable weekends and with good Alvis driving, so we hope that you will give serious consideration to joining us.

Andrew and Frances

There are several ACCV members overseas at the moment providing a significant number of travelling reports. Noeline & Alan McKinnon along with Mike & Ruth Hirst & Dale & Maritta Parsell, are on an organised rally and have recently been through Spain and last report in France. On one morning I opened 6 emails from Noeline and below is an example of some of their adventures and photographs.

Lunch is very leisurely on these rallies apparently. No one is in a hurry to depart. We did hasten to depart when we realized that the driver of the 1926 20hp Rolls Royce was making to move. He has been our main bugbear, once trapped behind him on those narrow roads it is almost impossible to pass and he is so slow particularly as the hills are major. The Alvis contingent made it their mission to pass whenever and wherever possible.

We headed off towards the village of Valcabre with a visit to the Basilique Saint Just where we were having a guided tour by Msr Guy Cassagnet. Just as we left our cars the heavens opened up once again and we all huddled under umbrellas as monsieur commenced his talk. It soon became very obvious that nothing was going to stop Monsieur Cassagnet delivering his well rehearsed spiel. The only thing we didn't have was lightning and I am sure that even if God had struck Monsieur Cassagnet with lightning he would have risen still talking!!! I was huddled under an umbrella with Peter from our group and every time Monsieur Cassagnet finished saying something which was obviously of great importance he would point at Peter and say "comprehende" which of course we didn't as it was all French. He took us all around the outside of the basilica explaining the a roman origins and by the time we had done all 4 walls the group had dwindled somewhat. We looked to find our "alvis' group but even they had deserted us. We finally made our escape and raced to take off before the Rolls once again. By this time it was absolutely teeming with rain and as we drove through all the villages along the way there were no signs of life anywhere. All the Houses had their shutters closed, it was like Driving through deserted towns. Which stands to reason. Only mad dogs, a few Englishmen, a couple of Aussies along with a small bunch of eccentric French would be out in their 'silly' cars on a day like today!! Any sensible Frenchman was at home with his feet up enjoying a bottle of Beaujolias!

The rain persisted all the way to the Mayoral reception in Tarbes. We were given priority parking for our cars right or forecourt at the entrance to the Hotel de Ville (town hall). The presentation ceremony was in an upstairs gallery beautifully painted by a local artist. Every participant received a gift box with a jar of foie GRAS with a complimenting wine, flowers for the ladies and a bottle of wine for the men. Also a certificate which we have not yet opened so can't tell you what it says. We left without partaking of the drinks and food which were once again laid on. We headed back to Barbara and Cedric's home through absolutely teeming rain once again. After an oil change for one of the cars and more food and drink for ourselves we drove back to our village arriving at 9.30 pm in full daylight and perfect weather. Once again the backdrop of the Pyrenees is fully visible as the sun is setting.

A great weekend and we are all worn out. Straight to bed. Alan & Noeline



A choice of cars was on offer. "Fun" or "boring"





So that we don't become too Alvicentric; American member John Layzell who on better days drives his 12/50 or Speed 25, is with son Brett, tackling this year's Peking Paris in a 1970 Volkswagen Beetle. By the time you read this they will be well on their way. If you are interested, you could follow their progress on: http://pekingtoparis2013littlered.blogspot.com/



Andrew McDougall refers to the issue regarding the Club Plate Scheme in Victoria in his President's Report and views the matter important enough to write to Vic Roads, expressing the ACCV's concern about some of the proposals put forward.

Apologies to those living in other states as obviously the matter is not relevant to you.

....ed

ALVIS CAR CLUB OF VICTORIA (Inc) (Assn No. 00017202F) PO Box 634, Emerald, Victoria 3782, AUSTRALIA www.alvis.org.au



Mr Mario Cattapan,
Manager, Registration and Licensing Business Practices (Development),
VicRoads,
60 Denmark Street,
Kew Victoria 3101

Dear Sir.

Re: Modified Vehicles on the CPS

I am writing on behalf of the Alvis Car Club of Victoria, which is a member of both the AOMC and Federation historic vehic' associations.

We are concerned that Federation is not representative of our views and we suspect the views of many other member clubs as well, in respect to allowable modifications for vehicles on the CPS.

We do not support the view that the direct application of VSI 8 or VSB14 are applicable to many of the historically modified vehicles, which have been in the past acceptable for full registration, the previous CPS system or the current system. Also, that these standards should not be applied to recently restored vehicles, which incorporate similar modifications.

We wish you to take the time to seriously consider and adopt the recommendations developed and put forward by AOMC, which permits a sensible amount of modification, without compromising safety. Statistics indicate that vehicles on the CPS have negligible impact on road safety, that they are so low in comparison with the general accident rate and that these vehicles are driven by people who are responsible, more attuned to what is happening around them and who care for the condition of their vehicles.

We do however support, the proposal by AOMC, whereby vehicles which are modified to an extent beyond their guidelines, be subjected to an engineers inspection and application of the VSB 14 rules and on passing these requirements, be allocated a permit under a new modified vehicle category, which is separate from the current red plate and the Street Rod schemes.

We will appreciate receiving your acknowledgement of our Club's concerns and an indication that AOMC's recommendations will be fairly considered.

Yours Faithfully,

Andrew McDougall President 3<sup>rd</sup> June 2013

#### **VICTORIAN CLUB PERMITS**

PLEASE NOTE: Dale is away until July.

Send RENEWALS for processing to John Lang, PO Box 129, Gisborne, Vic 3437

"Machinist's Workshop" recently published information on various penetrating oils. The magazine reports they tested these products for "break out torque" on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a "scientifically rusted" bolt.

#### Average torque load to loosen nut:

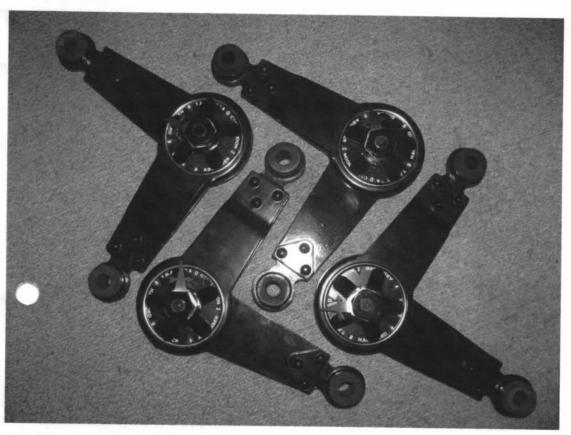
No Oil used	516 foot pounds
WD-40	
PB Blaster	
	127 foot pounds
Kano Kroil	
ATF/Acetone mix	53 foot pound

The ATF/Acetone mix is a "home brew" mix of 50/50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test.

Our local machinist group mixed up a batch, and we all now use it with equally good results. Note also that Liquid Wrench is almost as good as Kroil for 20% of the price.

ATF/Acetone mix is best, but you can also use ATF and lacquer thinner in a 50/50 mix. ATF = Any type of Automatic Transmission Fluid. This was in one of the Military Vehicle Club newsletters >>

ht www.homeshopmachinist.net/home



#### Set of four André Hartford shock absorbers.

Early design with rolled edges, brass inserts, and riveted ends; These come complete with all mounting rubbers and ready to use. Arm length from centre of pivot to rubber mounting hole 180 mm Suitable for use on 12/50 or any similar sized car \$800 the set

Also Polished Stainless Steel Bonnet hinge set, for riveted bonnet up to approx 925mm long Centre hinge 11mm wide, side hinges, 8mm wide, both with 25mm flanges \$150.

Phone: 03 8812 7333

Email: paulbamford45@optusnet.com.au



1965 TE21 DHC. 27263. NSW rego - ALVIS 1.

Complete photographic restoration. Several later 'Australian use' improvements to aid operation in hot climatic conditions.

The car was the main feature in the National Auto Museum for several years. It has been the Subject of articles in 'Alvibatics' and the AOC ' Bulletin' and general press during the Targa Tasmania tour.

One of best examples of this rare model car anywhere.

Aston Martin silver colour with dark blue duck cloth hood, plus matching full and half tonneau covers. Grey leather interior with dark blue carpets.

Borg Warner auto transmission, Alvis wire wheels, Alvis (ZF) power steering, Michelin XVS tyres.

Expressions of Interest:

Contact David Horrocks 02 4784 3394 0418 600 099

#### WANTED

For P100 H/lamp. 1 outer rim, (top hinged) 1 glass retaining rim extension

A1 condition. Or repairable. Frank Smith. 08 8254 3488 Could pick up at National Rally

#### 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 Hirst timbers@mikehirst.f9.co.uk



#### FOR SALE

#### 1935 Alvis Speed 20 SC Chassis # 12052

Ex-Roland Comfort and lately Roger Comfort, this car has been a regular at Club events. It had a major engine and differential rebuild in late 2007and has always been well maintained.

Asking price \$75,000 or near offer Contact Roger Comfort Tel:: 02 4754 4143; Mob: 0427 907 660; Email: rogercomfort@bigpond.com

#### FOR SALE



Mike Fitzpatrick would like to sell his 1923 12/40 to a good home. Chassis 2316. Asking price \$30,000. Contact Mike on 0408 433 141

#### Alvis 12/50 Items For Sale - \$400.00

Fabric universal unused, I believe from a 12/50 it has 6 holes 7" external and 3" internal diameters

Lever action grease gun with square end to lube flat 12/50 nipples, chrome reproduction

Speedometers – blackface Smiths PA 0-60mph Two complete with shroud One without shroud One in pieces

Hub spanner, unused reproduction

Lucas C45-HL Type 8118 Dynamo complete

Side light good for parts

Email: davelyne@bigpond.net.au Ph: 0439 429572

## ALVIS PEOPLE BEHAVING BADLY



Peter Mott was sketched by an unknown cartoonist on a recent rally and offered this to the editor to use on someone else.

## EXPRESSIONS OF INTEREST

Peter Miller is having some solid copper head gaskets made for  $3\frac{1}{2}$  litre engines.

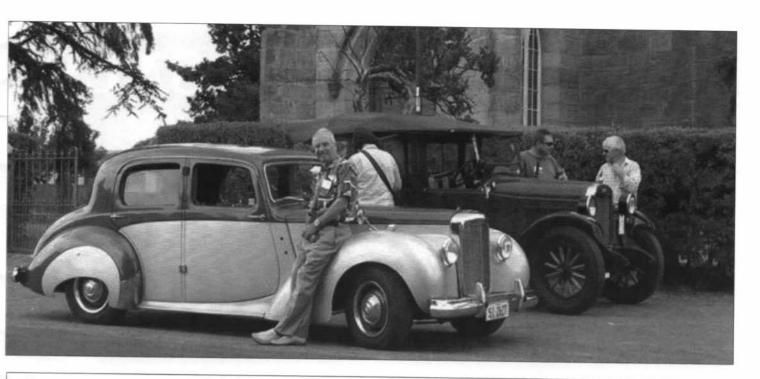
They will be fully finished and annealed ready for use.

Cost not yet determined. Interest will determine number made. No commitment required until cost notified.

Contact the editor soon to list your interest: jdmelang@bigpond.net.au or 03 5426 2256

#### **VSCC DAY TRIAL 19 MAY 2013 RESULTS**

Driver & Crew	Car F	Penalties Pla	acing
Kurt & Sue Schulz & Daniel Zampatti	1937 Riley Falcon		1" O/a, 1" PVT
tan & Sally Barber	1932 Alvis Silver Eagle		2" O/a, 2" PVT
Jim Thompson & Peter Davey	1920 Talbot 25/50		3" O/a, 1" Vintage
Glyn Farrell & Brian Flynn	1924 Vauxhall 30/98		4th O/a, 2nd Vintage
Bernie & Helen Jacobson	1934 Lagonda Rapier	1100	5" O/a, 3" PVT
Andrew Green & Robyn Swift	1927 Alvis 12/50	2000	6th O/a, 3rd Vintage
Rob Alsop & Bruce Rodgers	1956 Lancia Aurelia B	20 DNF	
Marshalls:			
Russell & Greg Meehan	Lancia Fulvia Coupe		
Mark & Sue Alsop	Lancia Flavia Coupe		
Mark Burns	Ford FL Ute Coupe		



## FOR SALE

1951 TA21 Chassis No. 24303 Mulliner Body No. 2451 \$30,000 Ring Richard Molesworth 03 6268 6305 (Tas)



## FOR SALE 1952 TA21 DHC - \$58,000

Car No. 24639 Tickford Body No. 20144 Ring Darrell Horton 03 5983 2016



1962 TD21 Series II Park Ward DHC number 26811first registered MUM21 in June 1962. Later became 389HWR. Now registered S20070 and located in Queensland Australia. Restored 2003-2012. 5 speed manual. \$135,000. Bill Anderson +61 410 430 208

#### 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.

TA14 complete chassis has all mechanicals including suspension front and rear axels steering .. plus t/a 14 gearbox .. speed 20 tail shaft TA 21 head .. reasonable offers..

Phone: ALAN BRATT 0427405573

ah 02 60332951

#### WANTED

Speed 25 or Speed 20 Tourer or DHC Contact Mark Weller 03 9818 4324 or mark.weller@authenticage.com.au

#### WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable4 of being fitted as is or with some redeeming restoration.

Contact Ray Dalton 03 5971 1361

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

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