



Alvic

April 2015

The Newsletter of the Alvis Car Club of Victoria

*Alvis
Car Club
of
Victoria*

60 Years



Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris
(MELWAYS 59 F8)

Meetings—third Friday of each month [except DEC/JAN] at 8.00pm.

Newsletter Deadline - first Friday of the month.

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SUPPER THE TONKINS

2015 COMING EVENTS

Club events are listed in **BOLD** and non-Club events are in *Italics*

Apr 14-23 **Pre-NatRally Tassie Tour**
17 **General meeting**
25 **60th Anniversary Dinner**
26 **Cranbourne Botanical Gardens**
29-2 **Rally to the Rally**

May 3-9 **NatRally**
15 **General Meeting**

May 17 **Petanque (National Heritage Day)**

Jun 19 **General Meeting**

Jul 17 **General Meeting**
19 **Kyneton Pub Run**

Aug 16 **Rob Roy**
21 **General Meeting**

Sep 11-13 **Metung Weekend Away**
18 **General Meeting**

Oct 16 **AGM & Awards Presentation**

Nov 8 **Combined outing with the Jowett Club to Maldon**
20 **General Meeting**
28-29 **Geelong Revival**

Dec 6 **Christmas Party - the Langs**

PRESIDENT'S REPORT

As I write this report Frances and I are in the Bay of Islands near the top of the North Island of New Zealand. Like all good things they come to an end and so it is with our trip as we are now in our last week. Some people have been able to follow our trip on the blog, but for those who haven't been able to we have had a great time in both the North and South Islands and currently we are finishing up the trip in the far north. Most of our driving has been in a borrowed 1968 Riley Elf, a badge engineered mini but importantly with a larger boot which allowed us fit one suitcase in the boot with the other on the back seat. I have to say that the old mini did a great job and it certainly flew around corners as though it was on rails. Many modern cars struggled to hang onto the mini on the twisty roads of NZ. However at one stage I was reminded of a particular mini foible - we were on the west coast in low cloud and rain when we stopped at a lookout. The car had been running well up to this point. After peering through the gloom at the spectacular coast line we climbed aboard and the car started ok but stopped a further 5 metres on. The engine would not start again. A nice English family who admitted that they had no mechanical skills offered us a cup of tea and a Japanese man held an umbrella over me whilst I peered under the bonnet. I established that we had spark at the coil and at one of the plug leads. So I went looking elsewhere to check that the electric fuel pump was working and then that we didn't have a sticking needle valve. Still no go until Frances recalled that in her early mini days she often had to wipe out the distributor due to moisture ingress. Sure enough this was the problem with sparks jumping all over the place instead of going in order. Once dried the car fired up and we were away again which was just as well as the other tourists had moved on and there was no phone reception. I then thought of my friend Mark McKibbin who in one of his blogs issued a couple of days prior to this incident, when experiencing apparent fuel problems with a couple of his vehicles, found that in the end they were ignition related. He made reference to me, stating that in the past I have said that 80 percent of carburettor problems are in fact ignition related. As far as the mini is concerned I should have heeded my own advice!! We have to say that overall we have been very lucky with the weather and that we have found all the New Zealanders we have met to be extremely friendly and helpful.

Easter is a very busy time for the old car movement in New Zealand. At Wanaka we saw 150 Ford Model A's and at nearby Cromwell there were around the same number of Ford Zephyrs and Zodiacs. Also on the road we saw a number of Jaguars as well as other classic cars. The only Alvis we saw was a TD21 in the Southward Car Museum. It was amazing how many people came up to us when they saw we were in the little Riley. People who had owned one as their first car and even a couple who went on their honeymoon in one.

Also as I write this report most of our UK friends will have arrived and will have started the Tour of Tasmania. I wish them all a great time and in particular I hope the trip goes

along without any hitches, especially so for the Todds as they are driving our Speed 20 special which on the previous occasion that they borrowed the car it failed with a slipping clutch.

The timing for us being away in New Zealand has been unfortunate in relation to the preparations for the Club's 60th anniversary dinner. However our trip was arranged prior to the dinner being planned. I have to say how grateful I am to the subcommittee of the Langs, Mark Weller and Richard Tonkin for all the work they have put into the preparations during my absence. I am pleased to report that we have in excess of 80 people coming, including some who have connection to the Club going back many decades. Unfortunately this is the maximum number of people we can accommodate and I apologise to any people who may have wished to come but that we couldn't fit in. We are looking forward to the night where there can be much reminiscing, enjoying the company of others and the welcoming of our UK Alvis owners.

I look forward to our return home and participating in the many upcoming Alvis activities: the 60th Anniversary Dinner, the run to the Cranbourne Botanic Garden, the Great Ocean Road drive and then the National Rally in South Australia.

Andrew McDougall





PAT HANNAM (CENTENARIAN)



Hi John and Marg,

I hope this finds you well and happy and thank you both for your efforts in helping 'remote' people like me on Magnetic Island to have a bit of an idea of what you all get up to in the 'deep south'. Newsletters and finances are both time consuming tasks and I admire your dedication in doing them so well.

I noticed that your next meeting is on the 20th of March which happens to be the day that Pat Hannam turns 100 so I thought it might be of interest to those who remember her and those who have no clue but would recognize the name linking it to the Andy Hannam trophy.

On her birthday on Friday she will be surrounded by her 2 children, 5 grand-children and 2 great grand-children as well as a crowd of oldies in the Noosa Nursing Centre at 119 Moorindil St., Tewantin, near Noosa Heads. She has been resident there for 5 years now and is not mobile at all but is in surprisingly good health and we still try to get her out and about as the Morgan picture shows down on the Noosa River. We try to visit as often as possible even taking the Firebird a few months ago and it is quite a significant photo as Mum is 100 and the car is 80 this year and has been in the family since dad convinced his Uncle Ted Hannam to purchase the Firebird off the showroom floor where dad was working in Lancaster in 1935, delaying its first registration to 1936 to get the new numberplate allocation which was as shown, BTE 33 in England and re-created with a personalized plate here in Qld. They even drove it around together between Christmas 1935 and New Year 1936 on a trade plate to achieve that aim!

I will send you down some more photos of the day after the event so in the meantime all the best to everyone in the club.

*Very best wishes,
Tony, Beni and the (grown up) girls.*



NIC DAVIES

It is with regret that we note the recent passing of Nic Davies in a rest home in the U.K.

My last direct communication with him was prior to the JNBC Memorial Rally when he provided information for the FWD celebration that took place on that event.

Nic was a long time member of the ACCV until his entry into aged care some five years ago and had continued to receive ALVIC.

Those with a recall of ACCV history will be aware that at the time of Basil Bowes' death in May 1963, there were three Alvis cars on the Melbourne wharves that belonged to Nic Davies who was in the process of immigrating to Australia.

One of those "cars" was the remains of two of the 8 cylinder FWD cars in which he was rebuilding into the only survivor of the model.

Nic achieved that aim and the car was driven prior to its purchase by Tony Cox and Alan Stote.

It is general knowledge that due to the model incompatibility of the marriage of the parts, that their formidable project will result in two 8 cylinder FWDs. A sports car and a GP car.

The memory of his preservation of the 8 cylinder FWD remains, is etched forever in Alvis history.

.....ed



From Jan Barnett

Dear John

Thank you very much for sending *Alvic* to me all these years, I always read it for old times sake.

Sadly it is 7 years now since Warwick passed away and I miss him and the vintage car life, dreadfully. Especially the *Alvis National Rallies*, but I don't have any link now with the old life except being friendly with some of the Brisbane people, which is very good.

Also I've moved and downsized so probably cross me off the list with regret.

Thanks from Jan Barnett

EDITORIAL

At a time when many are asking themselves, what is happening to the world today, it is refreshing to be able to look to a good news event when we celebrate the 60th Anniversary of the *Alvis Car Club of Victoria*.

Many common interest clubs have come and gone in the period and one must look at the successes and ponder the reasons for their success.

The stories of their beginnings. The people who advertised and promoted the formation. Those who have over the decades, accepted the responsibilities of office. The ability of the committees to lead them through the difficult times and have provided guidance through changing times. In our case, the benefactors who have provided solutions when otherwise there was not one.

The ACCV has been graced by such people!

Certainly there were members who had difficulty accepting decisions that were far reaching and difficulty in accepting the changes that many issues outside anyone's control imposed on the workings of the Club.

The early days of little value placed in old cars and the idea that they were expendable, saw a significant value in competition events and the camaraderie that resulted. Over the years, the consideration that there really was some value in old cars and the resultant was, the Club focus gradually changed to preservation and the social benefits of membership.

Over the years, the change from competition to social was also as a result of authorities' much greater emphasis on road safety and the threat of litigation to clubs and individuals.

Long gone are the days when you could drive around on a chassis, sporting a fruit case for the driver to sit on and certain death if you fell off.

The early days saw a concentration of membership near the club rooms whereas now the membership is global and the Club's outlook similarly.

One of the keys to the success of the Club has been the use of its own club rooms for nearly 60 years. We will for ever be beholden to Basil Bowes, Belle Bowes and Heather Bowes for their incredible generosity.

Another element that must be acknowledged is the *Alvis Aura*. T.G. John and the men who established and headed the *Alvis Car and Engineering Company LTD*. Their resilience in difficult times when many other car manufacturers closed down. Sure they made their share of decisions that writers have questioned while sitting in their comfortable living rooms.

The Company and the marque gained their reputation by making sound and innovative business and engineering decisions.

Also the dedication of their work force; proud to say "I work for *The Alvis*" obviously reflected a great respect by management for their workers.

Interestingly, I see this in respect of Club members for one another and also on a global basis with *Alvis* people being welcomed into others homes and important friendships formed because of this common *Alvis Aura*.

Most Club members will have a copy of Chester McKaige's 50 Year History book and his Preface is an excellent reminder of the Club's earlier years.

It is copied below.

.....John Lang

When Bob Morrow placed his advertisement in "The Age" newspaper that day in March 1954, it probably never occurred to him that 50 years later someone would be sitting at a computer writing up the first 50 years of the club's history.

Likewise, it probably never occurred to Basil Bowes when he built the clubrooms on his property in Edgar Street, Glen Iris, that fifty years later, the Club would still be meeting there on a regular basis.

What is it then, that has kept this Club going for so long?

The answer to this question lies buried deep in the early years of the Club and can be attributed to the foresight of four individuals; Bob Morrow, Basil Bowes, David Muirden and Roy Henderson.

These four gentlemen built the framework of the Club and little has changed since.

Bob Morrow had the initial foresight of establishing a Victorian Club in its own right and Basil Bowes the wherewithal to provide, first his garage and then the clubrooms as a meeting place for Club activities.

David Muirden the quintessential Editor, shaped the newsletter to what it is today. Introduced "The Austral Alvist's Aide" followed by "Alvic" and set the scene that would see the re-emergence of "Alvic" under the Editorship of John Hetherington.

Roy Henderson as President during the years 1958-1961 was a stabilising factor during the first seven years of the club and it was during his Presidency, that membership grew and the finances consolidated by Andy Hannam.

From 1960 onwards, thanks to these four men, the Club could only go forward.

All things being equal, the Club also encountered a few set backs. Membership fell away during the 70s and many of the events that had appeared in the calendar on a yearly basis attracted few participants.

It was during this time that Ron Wilson took it upon himself to organise touring events, often involving other States. These three, four and five day rallies were extremely popular attracting a large number of cars and people. These outings and those organised by others saw a move away from the more competitive type of event that had dominated the calendar in the fifties and sixties. These events remain popular with the V.S.C.C.

From this period on, the Club slowly changed direction, becoming more of a socially orientated club, so much so that for some years there was no recipient of the Basil Bowes Memorial Trophy (a trophy awarded to a member for sporting achievement in an Alvis in designated club events).

Today (2005) the Club is in good hands. Membership stands at 112 and the calendar of events is such that not a month goes by without a club function, rally or something to do involving the Alvis marque.

Chester McKaige

Melbourne 2005



FOR THOSE COMING TO THE 60TH ANNIVERSARY DINNER

Saturday 25 April

Venue: Veteran Car Club Australia (Vic) Club rooms at Lynden Park,
Wakefields Grove, Camberwell, (off Through St) Melways 60 F4.

6.30 for 7.00pm

If you haven't booked, please be advised that the capacity of the venue has been reached and there are no places available.

SO WHAT OF THE PAST 10 YEARS

2006

President: John Hetherington

EVENTS

Andrew & Frances McDougall recover a barn find Speed 25 from Mackay and presented it at the opening BBQ which was held in Burnley. Earlier in the car's life it was owned by Michael Mays.

The Echuca Weekend Away was held at the Nirebo Motel and we welcome several members of the NSW Club for a fun weekend.

Alvis was the featured marque at the Macedon Ranges Grand Tour. Several Alvis cars were present. It was the event that the Police Re-enactment Group was present during which Pat Parkinson was seen chasing one of the coppers down Gisborne's main street with an umbrella, when he tried to arrest Parky for snow dropping. Pat was shouting that he had only tried to pick up the neighbour's washing because it had fallen off the line. The Gala dinner was held in a marquee at the Hanging Rock Winery. During a pantomime celebrating the competition successes of Ruth Urquhart-Dykes, Bob Northey drove the actress into the darkened marquee in his ducksback. The ladies seated in the temporary toilets were quite put out when all the lights were turned off for the ducksback's entrance.

A run to Seville was also a highlight of the event calendar.

Kalorama attracted the Alvis cars of Messrs Caldwell, Barber, Newell, Donnan, Higgins, Mornane and Tonkin.

A pub run to the Blackwood Hotel was enjoyed by many and a contact from one of the hotel patron's was about an Alvis that was previously owned by John Twomey with whom he had worked. It was Chester's Speed 25 and the enquirer was thrilled to find it parked near the hotel.

Winton saw Trevor Eastwood, Mark Burns, Geoff Hood and the Briese' Speed20 competing.

During the year a return visit was enjoyed with the Riley Club. The highlight of their members was the Alvis ladies supper which surpassed their normal teddy bear biscuits and tea.

A visit to the Tramways Museum and lunch at Kilmore became a bit farcical when the food did not appear, but the other patrons were getting theirs. The owner then arranged one of his staff to sing telling us that people normally had to pay for this privilege, but on this occasion there would be no charge.

The "Otway Odd-y-Sea" was held at Aireys Inlet for the year's weekend away.

A pub-run to Trawool was organised by the Newells.

PEOPLE

Thorpe & Carol Remfrey, Alan & Jan Willingham and Ross & Margaret Williams are welcomed into Club membership.

Friend and Club member Julian Collins died.

The October AGM saw Chester McKaige elected to the Chair. In stepping down, John Hetherington was thanked for his good work as President.

The Christmas Party was held at the Mornanes and Nola Morgan, Horrie Morgan's widow was welcomed back to a Club event.

ALVIC

Paul Bamford's epic FWD restoration was reported in episodes during the year.

The very interesting history of Dale Parsell's Silver Eagle featured in the pages.

CARS

Warrick Hansted's Silver Eagle was offered for sale.

Likewise Dale Hanley's ex Glasgow Police Speed 25 was for sale.

David Caldwell's 3½ litre saloon was on the market. Its interesting history was published in Alvic.

A static Geelong Speed Trials memorial event was held in which David Head's Silver Eagle won the 1930 - 39 Concours.

We celebrated Mrs Simpson's (the Tonkin Crested Eagle) 70th birthday during a Club meeting during which she was decked out in helium balloons and champagne was had by all.

2007

President was Chester McKaige.

The membership varied around 115

EVENTS:

Year commenced with a January BBQ at the Moorabbin Airport Museum under the wings of a World War II Bristol Beaufighter.

The Lunch & Hat Run took place at Gordon, near Ballarat & participants took their turn in trying on funny hats at the "Hat Man's" shop.

The National Rally "Alvis in the Outback" was organised by the South Australian Alvis owners and attracted a significant attendance of most Alvis models. Frank Corbett was unfortunate to have a major engine failure going to the rally and on return was looking for significant engine parts.

Expressions of Interest were invited from Alvis owners to take part in the JNBC memorial tour of Victoria in 2008. EOIs were sent to both the Alvis Owner Club and the Alvis Register.

Kalorama was well endowed with Alvis cars which saw the following owners present: Higgins, Newell, Northey, McKaige,

McDougall, Caldwell, Cuming & Tonkin.

13 Alvis attended the August Rob Roy event.

The Bellarine Better Ripper Fun Run, aka, what you do on a Melbourne Cup Weekend when you don't go to the races, was held at Point Lonsdale and saw lots of horsey goings on following Saturday night dinner.

CAR NEWS:

Eric Nicholl's 14.75 was returned to the road following a comprehensive restoration.

Mike Williams TA14 which Mike had owned since 1966 and used as an every day driver, was back on the road following an extensive restoration.

Geoff Hood's Australian Grand Prix FWD was for sale with the caption "Licence to build a serious car for serious money."

David Caldwell's 3½ litre car was for sale.

Andrew McDougall was making some progress on the barn-find Speed 25 that he was restoring.

Richard Tonkin purchased a TC21 Graber from the UK.

Des Donnan having previously purchased the remains of Graeme Cook's FWD, sent photographs of his restoration progress.

Stuart Paton's Speed 20 is back on the road following a 4 year restoration.

Mike Williams was making significant progress on the restoration of the ex-John White TA14 DHC.

PEOPLE:

Richard Wallach joined the Club and purchased the ex-Tonkin, ex-Willey TA 21 and commenced a rolling restoration.

With the help of Alvis owners, John Hetherington compiled a very useful Census of Alvis cars and owners in Australia. It is a document that is still in use by Club administrators.

John White turned 80.

Doug Stewart rejoined the Club.

In September, we lost Roy Henderson, one of our foundation members.

October ALVIC posted a photograph of Ray & Anne Newell having cross dressed for a VDC event. It was the beginning of "Alvis People Behaving Badly." It is noted that they always have and still do.

Dale Parsell was made a Life Member.

Chester McKaige was elected President for the coming year.

ALVIC:

The April edition carried an article from Ian Parkinson with a quote from retired Victoria Police about the back seat of the

Alvis 4.3 litre cars they used on pursuit and general duties. "Knees above your ears and testicles on the floor."

Trevor Eastwood, Geoff Hood & Mark Burns competed at the Phillip Island Historics.

March reprinted Horrie Morgan's story as published in the "Hell's Confetti Gazette" of the history & intrigue surrounding the AGP FWD.

April also carried a photograph of Mike Burns and navigator in the 12/50 complete with roll cage ready for the Burra Morgan re-enactment of 2006.

In July A LTTE from Bob Graham was published expressing his concern about replica cars being imported into Australia and the impact they may have on legitimate marque models.

Ray McKenzie writes about his story of a mammoth Firefly restoration with its Martin & King saloon body.

Steve Denner in reading Ray's story reopens the debate on owners destroying saloon bodies in favour of DHC and tourer.

2008

President Chester McKaige

EVENTS

The opening BBQ was held in Surrey Park, Box Hill.

Advice of the 2009 "Alvis on the Downs" National Rally was received.

The JNBC Memorial Rally was under serious planning as it had received significant interest from interstate Alvis owners and overseas members of the Alvis Owner Club and the Alvis Register. The rally was to take three weeks and other than a short period at Penola, would be contained within Victoria.

Kalorama attracted five Alvises and it was noted that the event was not as attractive as it had been in the past.

We joined many other classic cars at the Arthur Whittaker Memorial Fly-In for an enjoyable day, in the Dandenongs.

A Weekend Away was arranged by the Hetheringtons with accommodation at Nagambie, during which a visit to the Kerrisdale railway saw live steam at work and a picturesque trip in the owner's narrow gauge railway. The planned sky diving feature of the weekend was cancelled due to poor weather. It was never revealed who the member/s who were going to jump. A boat cruise and barbecue on the Goulburn River added to the attraction of the weekend.

A visit to the Como Gardens provided another train ride for participants and the viewing of a fine collection of vintage cars.

Science Works was a no-car event due to the lack of secure and exclusive parking for Alvises, but resulted in a very interesting tour of the historic sewage pumping station and a tour of the stores area which housed some 80% of artefacts that were not on display at the time.

The site of the old Templestowe Hill Climb was revisited. Several of those present had previously competed on the hill. The JNBC Rally was run during which about 30 overseas visitors and their cars were involved and with the option of selective route sections for Australian owners, there were up to 40 cars present at times. The 80th anniversary of the production FWD cars was celebrated during the event with 5 FWD cars present.

The JNBC Rally could be seen as a broadening of the ACCV's outlook and an increased communication and interaction with other overseas owners.

The Christmas BBQ was held at the Langs.

PEOPLE

Peter Mott, David Woodburn, Graeme Steinfort, John Rowe, John Voller and Geoff Shepherd joined the ranks of the ACCV.

Warrick Barnett and Roland Comfort who had both been long time members of the ACCV, died.

The May meeting brought together all the living Life members of the Club. David Muirden, Bob Graham, Ron Wilson, John Hetherington and Dale Parsell.

Peter Miller joined the ACCV.

Don & Jill Bosanquet moved to Melbourne and became members.

ALVIC

Chester wrote of the history of Van den Plas and the history Joseph Lucas Industries.

Bob Graham, began a series of "More Motoring Moments" which were reminiscences of his life experiences in old cars.

Chester wrote on his participation in the Phillip Island re-enactment of the first Australian GP.

Ron Wilson wrote about the delay in opening the completed Eastern Freeway, provided an impromptu quarter mile sprint opportunity for various classic car owners.

The following gem was posted: YOU ONLY NEED TWO TOOLS IN LIFE - WD-40 AND DUCT TAPE. IF IT DOESN'T MOVE AND SHOULD, USE THE WD-40. IF IT SHOULDN'T MOVE AND DOES, USE THE DUCT TAPE.

Eric Cunningham provided a reminder of the history of the two Australian Clubs and their interaction, with an article entitled "The Summit of the Mount" in which representatives of both Clubs met at Mt Panorama on 4th October 1958.

The interesting history of Alan McKinnon's number two 12/50 was written up.

CARS

John Hetherington bought Richard Tonkin's TE21. Peter Mott was the new owner of the ex Austin Tope Speed 20. Robert Peel's TA21 was for sale.

Peter Miller purchased the ex David Caldwell Speed 25.

Michael Wilkinson purchased the ex-Richard Creed 4.3 litre. Bonhams March Auction presented two Alvises for sale. A 1933 Firefly tourer, chassis 10330 and a 12/60 C & E Saloon, chassis 9747.

The Speed 20s of John Hetherington and Duncan Scott for sale.

Ray Newell's 12/50 was for sale.

Si Ramsay's ex John Ball 12/50, chassis 4553 was for sale.

2009

President Chester McKaige

Both the President's report and the editorial, focused on the recent bushfires in Victoria and the impact on the area touched by the JNBC Rally of 2008.

EVENTS

11 Alvis cars at Kalorama. Comments suggest it is not as good as it used to be with the driving events no longer on the program. It is Show and Shine only.

The "Alvis on the Downs" National Rally was enjoyable and well attended and a significant report was supported by photographs.

The Healesville Steam Festival was supported by the presence of six Alvises.

2015 Rob Roy saw Geoff Hood, Andrew Green and Mark Burns competing and the Club provided helpers for the event.

The Macedon Ranges Weekend Away was a great touring event with plenty to see and plenty to eat.

The Christmas Party was held at Darrell Horton and Joc Coates home at Balnarring.

PEOPLE

Sadly we lost Bob Graham and Andre Chaleyser during the year. Daraich Graham became the custodian of his dad's Speed 20 and joined the Club.

Alan & Thelma East, Chris & Helen Storrar, Elin & Bryan Pooley, Nick & Pat Simpson, Iain & Jane Galloway, Ian & Jo Todd, David & Kay Webster, Peter & Susan Holmes, Mike & Ruth Hirst, John Layzell, David & Sally Woodburn and Martin Boothman, joined the Club.

ALVIC

Chester wrote about "Springs and Things" with his Speed 25.

Martin Boothman told the story of his pick up from the South Hampton docks when in freezing weather, his car was returned from Australia and the trip to his home was decidedly cool. He called the article "Flatbeds are for Whimps."

A report on the progress of the VicRoads Club Plate Scheme revision was tabled.

Mike Osborne wrote of "The Return of the Prodigal Daughter."

Significant reports were published on the JNBC Rally.

A useful warning was published on the dangers of grinding aluminium and then steel or iron. The correspondent had done this and was subject to significant burns during a flash as the aluminium particles exploded.

There was a report on the 80th anniversary of the production FWD at a special dinner at Ballarat during the JNBC Rally.

Darrell Horton provided some interesting history on the Birkin SA Speed 20.

There was an article entitled, "The Tale of Two FWDs."

John Layzell whose 12/50 has a significant history within his family wrote "A 12/50 in the Sunshine State" (Florida).

ALVIC

Chris Storrar provided more information on the Birkin SA Speed 20.

Report on the Alvis International Weekend in the UK.

Letters as written by Alan & Thelma East while based in East Sale with the RAAF were published.

A reprint from Classic and Sports Car magazine of an article on Nick Simpson entitled "Hooked on the Red Triangle."

Chester writes on his preparation of his Speed 25 for the National Rally, "Alvis on the Downs."

An interesting article on the purpose and value of the stabilising bumper bars on some Speed models.

In several episodes, John & Ronnie Brown describe a major 4 year restoration of their TC21/100.

Also in episodes is the restoration of the TA14 Woodie of David & Sue Holmes.

The McDougalls report on their Prescott visit weekend.

Chester writes on "Braking a 12/50."

The interesting history of Rob Sands 12/50 as written in articles by Rob Sands and David Manson under the title of "The Tales of a Brace of Hares."

An interesting article by Eric Cunningham on "Australia Accepting its First Alvis."

CARS

Richard Williams advises on the first engine run on his SA Speed 20 C&E tourer.

Andre Chaleyey's 3½ litre DHC is for sale.

Paul Chaleyey's Speed 25 special is for sale.

Andrew McDougall reports on the restoration project of his Speed 25.

Vic Elliot's 12/50 is for sale.

David Seath's TB21 is registered and on the road. Geoff Hewitt has bought the ex John Ball 12/50 from Si Ramsay.

2010

Chester McKaige was President
The website was updated

EVENTS

The January BBQ was held at Burnley with a good rollup of members.

RACV Classic Showcase was attended and John Link's TD21 and Chester McKaige's 12/50 both won prizes for best in their respective classes.

The Point Cook run was challenged both by cool weather and another event in regard to numbers.

The National Motoring Heritage Day featured a run to Bob Ballinger's extensive workshop at Toolern Vale where members were able to view his recreation of the Vanderbilt Cup Stanley Steamer. It also showcased Bob's ability to cast items in alloy for his projects.

The Phillip Island Historics were held with Trevor Eastwood, Dale Parsell, Mark Burns and Geoff Hood competing.

While not a Club event, John Hetherington wrote of a veteran car experience with Chester McKaige at the wheel of his Darracq during the Veteran Car National Rally at Cobram.

This year's attendance at Kalorama was 8 cars and 14 people.

The multi-club Ramble to the Dandenongs was not well attended. The weather had an impact on interest.

The Healesville Steam Festival was again supported by the Club with a good attendance.

Richard Tonkin reported the Otway Weekend Away as where he learnt about Pig Racing. The event was the Birregurra Annual Festival.

The Christmas party was held at the Bosanquet home and provided much incentive for the ladies to disappear to the nearby shopping centre for some retail therapy.

It was announced that the 2013 National Rally to be organised by the ACCV would be held in Tasmania.

PEOPLE

Bev Graham, widow of Bob, died and will be remembered for her service to the Club and also for her brilliant artwork.

Geoff Shepherd died and our loss was that he was not a member for very long.

Mac & Madge Hulbert became members of the Club and enjoyed his talk and videos of ERA R4D at a Club meeting.

We also lost Ross Williams who died suddenly. One of our three benefactors, Belle Bowes died at age 93. Someone who we will always remember her contribution. Nola Morgan died on the 5th September. She was the widow of Horrie Morgan who owned the AGP FWD car. Nola was also one of the Alvis Ladies and one of her contributions was to operate the Gestetner to reproduce the newsletter when Horrie was editor.

ALVIC

Eric Cunningham published an article on "Commercial Alvis Imports Commence." Also "Side Valve Cars in Australia."

David Head wrote an interesting article on the connection between the AGP FWD car and the first aircraft designed and built and flown in Australia.

Mike Williams wrote of his long single car ownership with "Travels in a TA14."

On issues mechanical, there was "Use of Anti-Freeze." "TA14 wiring harness."

"The Right Way to Fit Gland Packing."

"Extracting Broken Axle Shafts."

"Adjusting Fan Belt Tension on TA TC Cars."

"Water Pump Assembly and Dismantling 3 litre Cars."

Dean Prangle's "A Real Cool Dude" His account of fixing cooling problems on a Speed 20.

Chester's method of placing holes for split pins accurately.

Gerry Mitchelmore wrote a quite humorous article about converting his FWD to use methanol and the foibles of the FWD on a "rolling road."

Peter and Susan Holmes wrote of the Woodie on the Beamish Rally in the UK.

A reprint of Bill Barber's "47 Years of Red Triangles."

An editorial questioned the veracity of creating more 4.3 litre cars by the Alvis Car Company.

Chester reported on the 2010 IAW in England.

Chris Storrar wrote about Dennis Knowles who only owned Alvis cars during his life. Chris' 12/70 was the last of the six.

ALVIC carried details of new changes in relation to the safety of children restraints in cars within Australia.

Mike Hirst & Jan Diffey described an Alvis tour across northern Spain under the heading, Santander to Santander.

The Link's report on their attendance at the Alvis Car Club (NSW) on the occasion of its 60th Anniversary.

CARS

For Sale:

2 x TA21s ex Laurie Buckland.

Warrick Barnett's 12/50.

Mike Osborne's TD21.

12/40 chassis number 2361.

Firefly Coupe chassis number 11878

Speed 20 chassis number 11317

HVR Speed 20 SA chassis 8470

Mike Wilkinson purchased a 4.3 litre saloon
Dale Parsell purchases a 1930 Silver Eagle TA 19.82.
Crested Eagle (Mrs Simpson) for sale.

The next 5 years will be précised in the May ALVIC

OF INTEREST

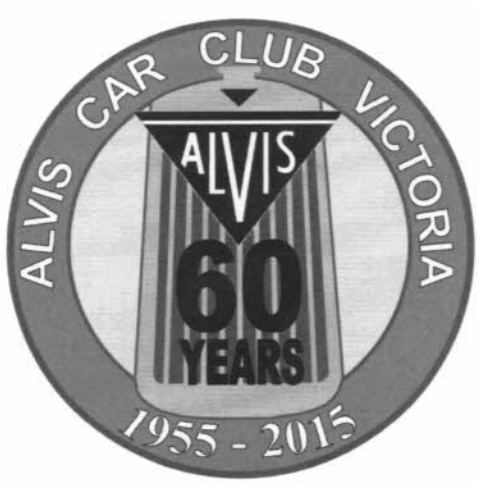
Warrick Hansted has bought the ex John Hetherington 12/50

At our last meeting I advised that I thought I had read that the RACV Classic Showcase was returning to Flemington.

The reference was about the American Car Show which was cancelled last weekend due wet & soggy grass.

Gunther Ibron who was an ACCV member several decades ago, has sent me two posters as a present to the Club.

We thanks Gunther for his kind gift and I will present to the Club at the next meeting.



A Special grill badge has been struck to commemorate the 60th Anniversary of the ACCV. Yellow and green were chosen as the predominant colours, as the original Club badge carried those colours.

\$30 Available at the celebratory dinner or
each at general meetings or plus postage -
contact the Treasurer, details page 2

“For the sheer joy of driving I'd like to go there in an Alvis”
(Advertisement in The Motor 1952)

Lucas Distributor in the TA- TC108/G series of cars

I wonder if any of us have ever paused to ponder how many countless millions of times the distributors in our car have rotated. Distributors as we know them have had their time as electronic firing of cylinders is the norm. Like anything mechanical we have been bought up to clean and adjust or replace the contact points in order to maintain the correct tune of our motors. With focus on the TA-TC series of cars the distributors are well over 60 years of age. Most of us have had the distributor away for an overhaul that usually involves the minimum of replacing the bushing and bearing as we may have seen the consequences when these are worn, namely misfiring as well as the rotor arm chewing away at the contacts within the cap.

Bushes and bearings are relatively easy to come by. What we tend to neglect is the cam that opens the contact points. How many times has this rotated over the past 60 plus years? Like any other part the cam too is subject to wear. Over the years the lobes wear and unfortunately the wear tends to be even. An unevenly worn cam can manifest itself in what appears to be a misfire on one or more cylinders. In essence the points are not opening sufficiently to generate the necessary spark.

The picture below is of a NOS cam that suits our DVXH 6A distributors. For reference the distance between the lobes was measured with a digital caliper to be 18.96mm which was close enough to $\frac{3}{4}$ ".



The part number which can be clearly seen is very important. The majority of us use ebay in order to obtain parts. It is worth our while to use it to source hitherto unthought-of parts, particularly those pertaining to our distributors

Side entry distributor caps have been remanufactured as they suit a few different marques. Their quality is varied especially with respect to the pins used to pierce the high tension cable. Brass screw heads tend to shear quite easily. Why not look out for the original part as they employ steel pins.

The list below are the correct distributor part numbers for our cars. The numbers were obtained from the Lucas Equipment and Spare Parts catalogue for 1951-52. The volume being number 400C.

Distributor cap	415708
Rotor arm	407106
Contact set	407050
Condenser	407044
Cam (as above)	408999
Shaft & Action plate	415730
Bushing/bearing top	416502
Bushing/bearing bottom	410590
Vacuum control unit	419070
Ignition coil	45012B

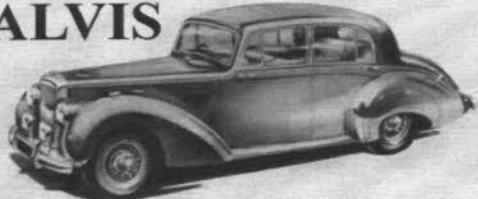
With respect to the ignition coil, Alvis employed a coil with a higher output specification. The same coil was used on Aston Martin, Jensen and Jaguar cars. Later on Lucas manufactured and marketed a "Sports" coil that basically amounts to the same thing. We need to keep in mind that a high output coil should be used on our cars.

Richard Wallach
richardwallach@hotmail.com
 April 2015

RICHARD ADVISES THAT AS AT 17 APRIL, THERE WERE TWO CAMS
 PART# 495999 FOR SALE ON EBAY.
 HE SUGGESTS THAT IF THEY ARE UNSOLD, THAT THEY ARE LIKELY TO
 BE RELISTED

The new 100 m.p.h.


ALVIS



TC.21/100
3 LITRE SPORTS SALOON

The new 100 m.p.h. TC.21/100 3 litre Sports Saloon is one of the fastest standard 3 litre saloons in the world, yet it sets a new standard for smooth silent power. Docile in traffic, it will idle smoothly at a mere 10 m.p.h. In top gear, accelerating rapidly away whenever opportunity offers.


Road holding and steering are of a high order that has always been a feature of the Alvis marque, whilst the sheer elegance of the new coach work, plus the added distinction of wire wheels, makes the TC.21/100 the most immaculate of all Alvis cars. This is a car for the born driver - one who enjoys 'the sheer joy of driving.'





Reproduced by the kind permission of "The Motor Trade"

Price including heater and fog and pass lamps, £1,255, plus £336.10s.6d. per. tax. Standard 3 litre saloon £1,250, plus £321.19s.2d. per. tax. 3 litre Tickford Coupe £333.4s.2d. per. tax.

ALVIS LIMITED · COVENTRY



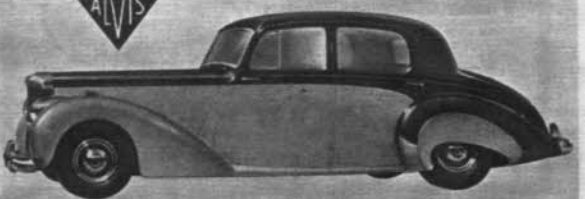
The Autocar, November 5, 1931

WHICHEVER WAY YOU LOOK AT IT, from the summit of the Furka Pass, or of the Grindel on the other side of the valley, you spend about some 7,000 feet to reach this icy heart of the Alps. These eyes and climber, these grunting hoarings, are a challenge alike to a car and to the man who drives it.

For the sheer joy of driving . . .
 I'd like to go there in an

ALVIS
 THREE LITRE



ALVIS LIMITED · COVENTRY · ENGLAND



CRANBOURNE BOTANICAL GARDENS, Sunday 26th April

Start, 9:30 for 10am, Stamford Hotel Carpark, corner Wellington and Stud Roads Rowville {Wellington Road Entrance} Melways Pg 81, H3.

Come and join us for a short but interesting drive through some of Melbourne's outer eastern leafy suburbs and then some of its newest ones (some not even on the drawing board yet) before visiting the Australia Garden at Cranbourne Botanical Gardens. The Australia Garden depicts the wide ranging

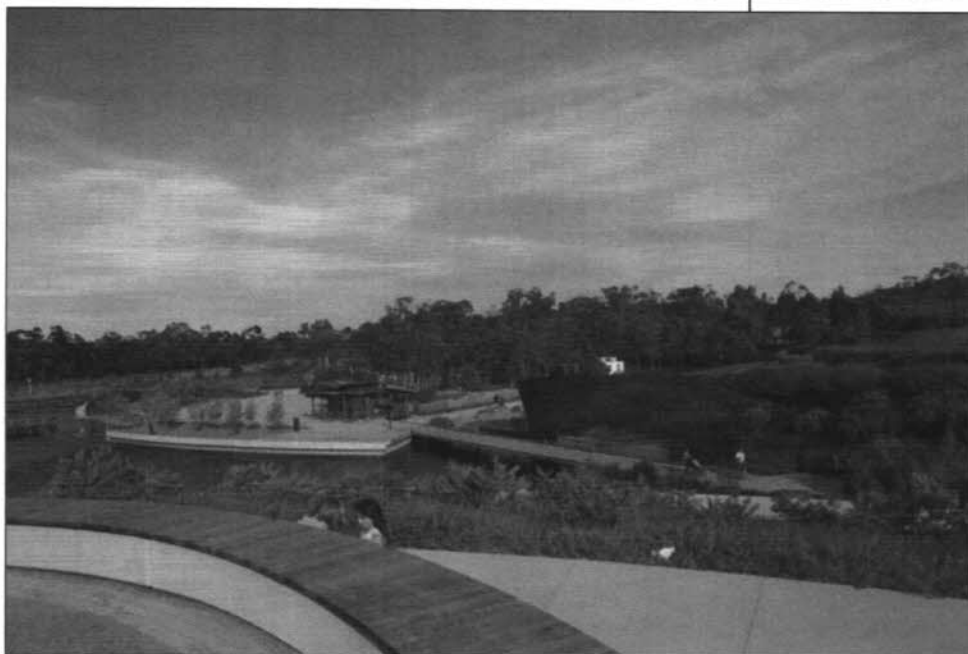
Flora and arid landscapes that can be found across our vast country.

Entry to the gardens is free however we have organised to have a tour guide who will talk on the **evolution of Australian plants and includes the all day Hop on Hop off bus for \$10/ head (this must be booked and paid for in advance so please let us know if you want to do the tour).**

Lunch is available at the Gardens Café where we have organised a private room (lunch at your expense).

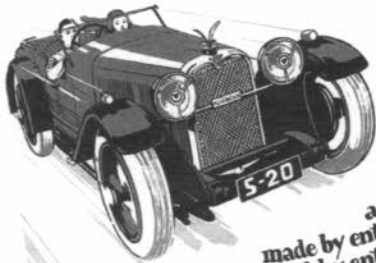
The easiest way for most members to find the Stamford Hotel is to take either the Eastern or the Monash freeway out of the City to Wellington Road, exiting left towards Rowville. Follow Wellington Road to the Hotel which is on your left.

Email dparsell@ozemail.com.au with any questions.



ALVIS The First
SPEED TWENTY
 AN ENTIRELY NEW SPORTS CAR
 the SA 19.92 h.p.
 A GENUINE
 1000cc CHASSIS

Nick Simpson



£695

a car -
 made by enthusiasts
 sold by enthusiasts
 - to enthusiasts

“The First Speed 20 The SA 19.92 HP”

Member Nick Simpson who is also the Technical Officer of the AOC has written this booklet containing history, restoration information, suggestions for improving the longevity of engines and transmissions and a registry of all the SA Speed 20s that left the factory.

Much of the information contained is also relevant to the SB model.

I have 20 copies of the booklet and your copy can be obtained at General Meetings or by contacting the ALVIC Editor on (03) 5426 2256

or jdmelang@bigpond.net.au

\$20

Including P & P

METUNG MERRYMAKING Weekend Away

Friday 11 - Sunday 13 September

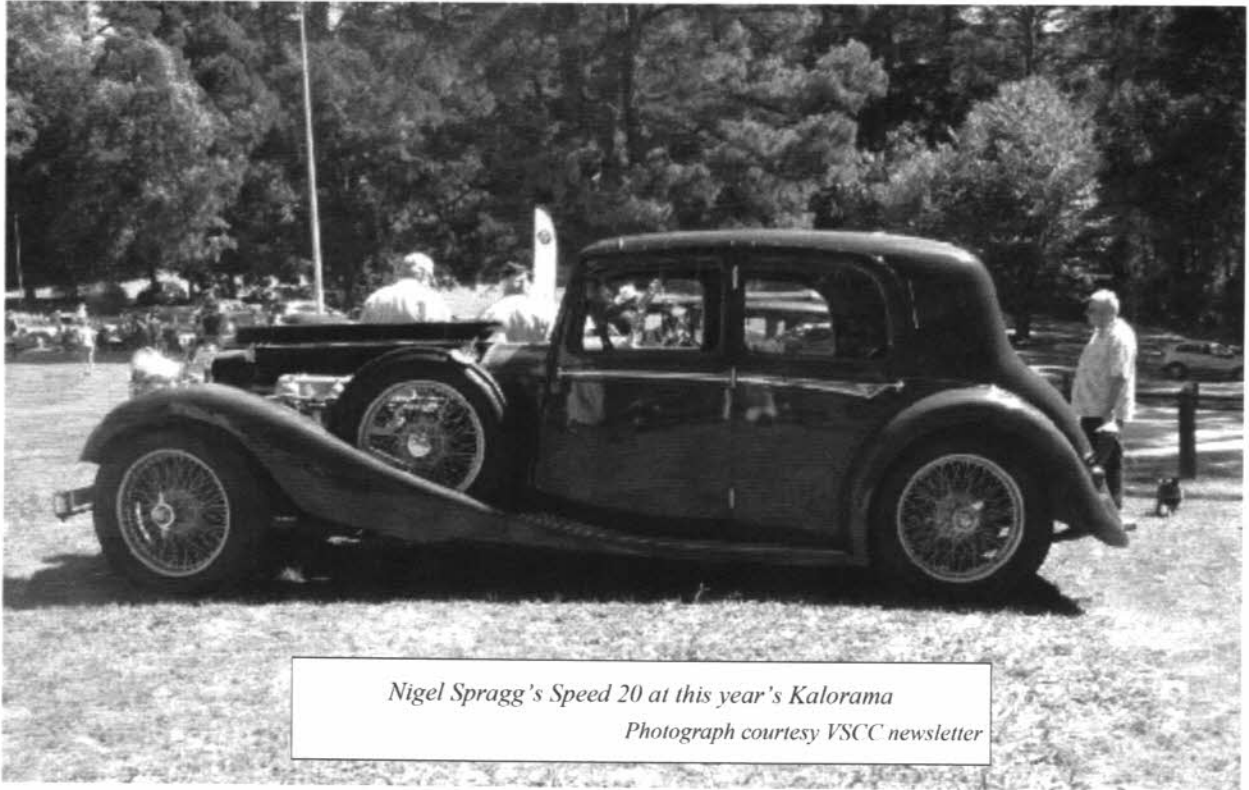
SAVE THE DATES!

METUNG WEEKEND - Friday 11
 to Sunday 13 September.

The Tonkins, Rex Roberts and
 Dorothy Chaleyzer present a
 weekend in

- > Gippsland Lakes district -
- scenic driving through the
 beautiful Lakes country
- cruising on the lakes
 (bring your Amphicar if it's
 running)
- comfortable accomodation
 and
- good food
- catching up with the
 people and
 the cars that make our
 Club great.

More details in May ALVIC.



Nigel Spragg's Speed 20 at this year's Kalorama

Photograph courtesy VSCC newsletter

IT'S ON AGAIN!

THE DAVID & MOIRA WISCHER INTER CLUB BOULES CHALLENGE TROPHY

COMPETITORS: Alvis, Bristol and Daimler/Lanchester Car Clubs, Armstrong Siddeley Club and Jowett Car Club.

DATE: Sunday 17th May, 2015 (National Motoring Heritage Day)

VENUE: Michael & Pat Pringle's home at 113 Sandy Point Road, Somers 3927 (Melway 194 E8).
About 55 minutes from the eastern suburbs via Eastlink and Peninsula Link. Adequate off-street parking; prime positions given to 'classics'

START: Arrival from 11.30 am for socialising prior to lunch around 12.30 pm. BYO lunch and drinks. BBQ and tea and coffee making facilities will be available. Some tables and chairs are available but it might be prudent to BYO just in case.

COMPETITION: Which is expected to be 'fierce' will commence around 1.30pm and is expected to conclude around 3.30pm to 4.00pm with the presentation of the trophy. Some bowls sets will be available however it will assist if those attending bring along bowls sets if they have them.

RSVP: Could each club appoint someone as co-ordinator and then please advise Michael Pringle by telephone 0418 311 422 by Sunday 10th May, 2015 of the likely numbers.

**REMEMBER ITS BRAGGING RIGHTS NOT SHEEP STATIONS WE ARE PLAYING FOR.
MAY THE BEST TEAM WIN!**

SPEED
in **SILENCE**



FOUR LIGHT SALOON	£895	<p>The SPEED TWENTY ALVIS from its inception quickly assumed a place in the foremost ranks of luxury sports cars. Alvis engineers have designed and built its engine to produce remarkable power and achieve absolute silence at all speeds.</p> <p>In design, every successful up-to-the-minute feature is incorporated, including silent synchro mesh gears on all four ratios, independent springing and steering.</p> <p>The Saloon illustrated has been built to the special design of Charles Follott, by Vanden Plas, its practical features include exceptional roominess, generous luggage accommodation and "no-draught" ventilation.</p>
DROP HEAD COUPE	£895	
FOUR SEATER TOURER	£775	

BUSINESS RECOMMENDATIONS

I have just experienced a business who very quickly, at my request, overhauled my Speed 20 cylinder head. As well as being very responsive, this engine re-conditioning business has very clean and professional-looking premises; they do all engine work except re-grinding crankshafts. The proprietor is Tony.

Speed Works
1/12 Molan St,
Ringwood.
Tel: 9876 0600

Another good firm that stocks and sources all manner of parts for older vehicles (including having various gaskets made to order) is:

Auto Surplus
35 Rooks Road,
Mitcham
Tel. 9873 3566

MARK WELLER

WANTED

Speed 20 SC water pump carbon seal (to borrow only, to copy for manufacture of new seals).

Contact: Mark Weller, (03) 9818 4324

FOR SALE

1965 Alvis TE21 series 111 saloon

Features:

- All wheel power assisted disc brakes
- Chrome wire wheels
- Power steering
- 5 speed manual gearbox
- Original colour - mid grey
- Sound condition throughout
- Registered in Victoria TE-021

Serious offers considered following inspection.

Contact: Ron Allen 03 5449 6321

Mobile : 0427 843554



FOR SALE 1932 TJ12/50 Doctor's Coupe. Engine 3884 chassis 9367 body 14223. Engine & body rebuilt 1997-8. Runs well. Last 12/50 to come to Australia through an agent. \$45,000 or best offer. CHRIS HIGGINS (03) 5986 1510

HISTORY WANTED

ALVIS 1934 SPEED 20 MODEL SB.
Eng 11776 Chassis 11326

Known History.

Original owner was William Sear, Chairman (or general manager) of Lever and Kitchen in Melbourne, who lived at Gisborne, about 60 km north-west of Melbourne.

David Bamford bought it from Tim Hewison, President of VSCC (Vic) in 1960 for every day use. Due to head coming off a valve and damaging piston, David had engine reconditioned and sleeved back to standard. Camshaft rebuilt and ground to higher performance level.

Sold to Andre Chaleyzer about 1975. After being told that oil pressure was unexplainably low, went on rally and broke crankshaft. Whether replacement was new or used is not known.

Austin Tope may have been the next owner – I believe he was responsible for restoration and I know he had a lot bodywork done by Richard Stanley. I believe Austin kept meticulous records of all work done but their whereabouts are unknown. Upon Austin's death it possibly went to an antique dealer in the Dandenongs, who did not keep it for long then sold it to Bernie Mack (I think).

Information from Ron Allen, former Alvis owner and ACCV President, (by phone 03 5499 6321 20/12/2011) that he knew the car in the 1950s and 1960s when it was owned by Stan Bertram, who purchased it from a policeman at the Russell St Police Headquarters, using it as his daily driver.

During Stan's ownership the crankshaft broke and while it was being repaired or renewed, a SV Ford V8 engine was fitted.

According to Ron it was then sold to a business owner in Service St Essendon, and then to two men, (thought to be in the mid 60s), who owned Epsom Engineering and subsequently joined the ACCV. (Ron may have been thinking of another car as David bought it in 1960).

If anyone has further information, I would appreciate hearing from you.

Peter Mott. 088327 3323. mottpa@bigpond.com

FOR SALE



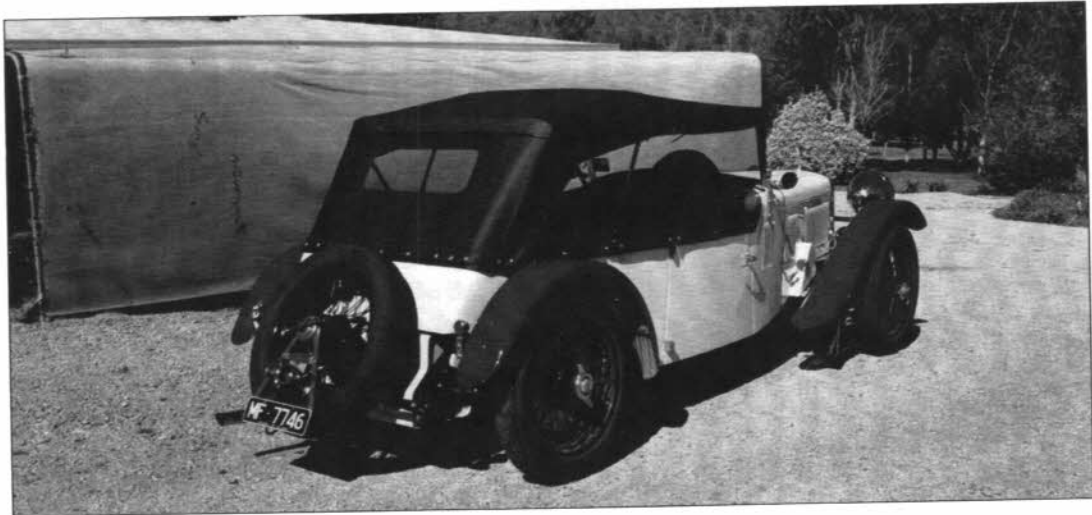
SG Silver Eagle Sports Tourer

12,000 miles since complete restoration including new body & full weather equipment & tonneau. Chassis No. 12684 Original books & full history available

Restoration details available on request.

\$95,000 O.N.O.

Murray Fitch Telephone: 03 5766 2529



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

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