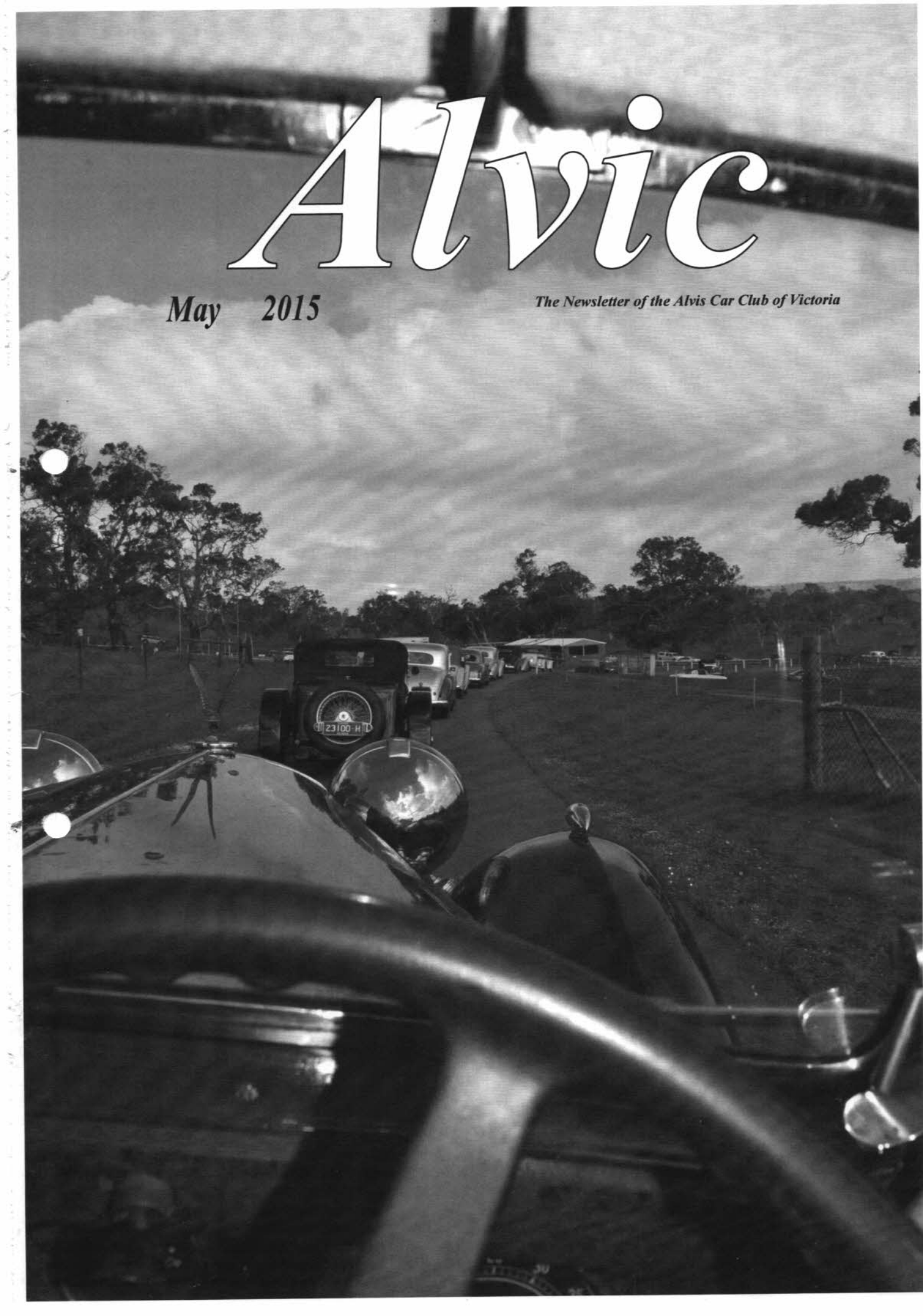


Alvic

May 2015

The Newsletter of the Alvis Car Club of Victoria





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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May 2015 VOL 54 ISSUE 4

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SUPPER THE TONKINS

2015 COMING EVENTS

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

May	15	General Meeting	Nov	8	Combined outing with the Jowett Club to Maldon
May	17	Petanque (National Heritage Day)		20	General Meeting
Jun	19	General Meeting		28-29	Geelong Revival
Jul	17	General Meeting	Dec	6	Christmas Party - the Langs
	19	Kyneton Pub Run			
	19	DECCA Skid Pan event with RR Club			
Aug	16	Rob Roy			
	21	General Meeting			
Sep	11-13	Metung Weekend Away			
	18	General Meeting			
Oct	16	AGM & Awards Presentation			

Front page: the view over the bonnet of Big Red as NatRally cars enter the Collingrove Hill Climb site.

A full report on the 2015 NatRally will appear in June ALVIC

PRESIDENT'S REPORT

It has been an exciting and hectic month since I last wrote my report for April from New Zealand. Upon arriving home it was straight into the final preparations for the 60th Anniversary Dinner for our Club. It turned out to be a great night, with 82 people in attendance, including a number of the early members and their families, some of our newest members, Heather Bowes as the Club's guest and a great representation from our UK visitors. The room looked terrific with all the memorabilia, balloons, Alvis place mats etc. There was constant chatter as people reminisced and caught up with recent friends and some from long ago. There were toasts to TG John to whom we owe a big thankyou for providing our reason for existence and enjoyment and also to the Club in commemorating its 60 years. An impromptu speech by founding member, David Muirden was very informative and well received as was the potted history presented by former Club editor and president, John Hetherington. Mike Baker gave a short speech of reply on behalf of our UK visitors. Events such as this do not just happen successfully without a lot of planning and preparation. I particularly wish to thank all those members who were involved in the preparation and the running of the evening. As a lead up to the celebration, the Club has had made special 60th Anniversary lapel and grille badges. The lapel badges were handed out gratis to Alvis people attending the dinner, whilst the grille badges are available at \$30 each. For members who were unable to make it to the dinner or the recent National Rally you will be given or have sent to you a lapel badge in due course.

I have actually got ahead of myself as there was much Alvis activity happening prior to the dinner, with the Tour of Tasmania for the visiting UK people. They had a fantastic trip and were fortunate to have great weather most of the time. Noeline and Alan McKinnon had arranged a full and interesting trip for the visitors. Generally the vehicles went well, however the only imported vehicle from the UK, Tudor Francis' beautifully prepared TE 21 drophead blew an engine filter seal and dumped its oil, with consequential damage to the engine. This was most unfortunate, but of course is repairable, either here or in the UK. Fortunately Tudor was able to continue his Alvis motoring with others.

The day after the 60th Anniversary Dinner we enjoyed a wonderful day run to the Cranbourne Botanic Gardens, which the Parsell's had organised. Even though the weather was a little showery it proved to be a most interesting and informative place to visit. If you haven't been there then it is well worth the effort and is highly recommended.

Then 3 days later many of us were off again on the Great Ocean Road trip across to the National Rally. The weather was absolutely superb which provided great vistas and driving experiences not only for us but for our UK visitors. Again Noeline and Alan had excelled with their organisation and attention to detail. They are legends following on in the footsteps of our former long distance trips organiser, Ron Wilson.

Of course whilst we were on the Ocean Road trip there were many other Alvises and enthusiasts from various parts of Australia converging on the Barossa Valley. A serious incident occurred at Tailem Bend when John Hetherington's car went off the road and collided with a power pole. Fortunately John and Margaret weren't too seriously injured, however the car is not in good shape. It is a testament to the strength of the TE 21 that it protected the occupants. John spent a few days in an Adelaide Hospital and unfortunately didn't make the National Rally. Many people rallied around the Hetheringtons, however special mention must go to Don Bosanquet who went out of his way to assist and then drove John and Margaret back to their home in Shepparton. It is the spirit such as this which makes our Club so special.

Even though there had been the Hetherington accident and the weather turning cold and showery for the week of the rally, it didn't dampen the enthusiasm and enjoyment of the event. It was great to catch up with the regular attendees as well as having the opportunity of meeting new people and seeing cars that we hadn't seen before. Many thanks are due to the South Australian organisers for giving us such an enjoyable rally. They were Stuart and Claire Macdonald, Wendy and Frank Smith, Anne and Peter Mott, Fred Jones and Richard Dyson-Harvey – well done!

Unfortunately all good things come to an end and it was time to depart and go our various ways. The UK folk were taking a bit longer in going via Mildura under the care and direction of Alan and Noeline and we hope all went well for them, although I suspect some of the journey will have been quite wet. It was certainly the case for us heading directly back to Melbourne. However our small convoy managed it well. On a personal note my 12/50 covered 1611 miles (2578 km) and consumed 11/2 pints of oil, which is equivalent to 3000km per litre, with much of the driving being done at 90 to 100 kph. The car gave absolutely no trouble which is a testament to the quality of the original design. The car will get an appreciative pat. Also the Speed 20 Special being driven by Jo and Ian Todd from the UK appeared to be having a fairly uneventful time with only a few minor issues. I hope it remains that way through to Melbourne.

With all this Alvis motoring many will be feeling tired, however we do have our monthly meeting this Friday night, preceded by a meal at the Malvernvale Hotel and then on Sunday we have the all important interclub Boules challenge at the Pringle's place down on the peninsular. I hope to see as many as possible come and defend the title of champion club. The long term weather forecast is good for the day!

Andrew McDougall

Hi John,

Firstly a quick note to say how much we enjoyed the 60th Birthday Bash. It was great to catch up with so many people and a big thanks and congratulations to all who put it together.

Now as I was passenger on the recent National Rally I spent a lot of time just observing things. One thing I noticed that was very dangerous was the persistent use of rallyists driving in convoy and therefore leaving no room for modern cars to pass. A typical example was the leading car stopping to have a conversation with another official on the brow of a hill with ten or so cars pulled up behind. This is great recipe for a monumental accident.

Also I noticed a number of TA cars driving well under the speed limit holding up not only other Alvises but also other road users and again with no room to overtake. I thought this model had a bit of get up and go?

It was good to sample a Speed 20, a model that I have not had much experience with. Am I converted? I think I'll stick to 12/50s and Speed 25s but I can see why so many people like SA Speed 20s and that good old "vintage feeling."

Chester McKaige

Dear Andrew,

Amanda and I want to thank you for a most wonderful evening yesterday and to tell you how much we enjoyed it. It was a wonderful celebration of a vibrant and happy club – we felt privileged to be included.

We would very much like to talk to you about the prospects of an Alvis Club Rally in North East Victoria and how we can best promote that idea.

Would you be kind enough to convey our thanks to the Committee and everyone who made a contribution to such a wonderful and successful evening.

Yours sincerely,
Rowan Swaney

To the Alvis Car Club members

It was such a pleasure to be able to come along on Saturday night. We had a wonderful time catching up with people who had so much influence on our lives over the years as well as meet all the new faces (to us at least). It was a proud moment to hear how much Dad meant (and still means) to the club and how well he is remembered by old and new members alike. He would have been humbled, but chuffed just the same.

Mum in particular had a fabulous night. For her it was like stepping back in time and she was rapt that so many of you came up to say hello and as the night went on she had a great time 'working the room' like when she and Dad were so much a part of the Alvis Car Club in days past.

Congratulations to all who put the night together and most importantly, congratulations to the Club for reaching 60 years. It was said on Saturday that it is the members that made this club what it is; it was true then and is still very true today.

*Kindest regards
From (as it appears we are now known) The Henderson Clan*

Dear John.

Through the pages of Alvic, if we may, we would like to say how much we enjoyed and appreciated the National (or should I now say International) Rally.

Firstly a big thank you to the organisers for their obvious hard work. Secondly, how much we appreciated the Barossa Valley (and Adelaide afterwards), And most of all, for the wonderful fun and friendship which are priceless.

A WARM WELCOME awaits any who visit Europe, at the Storrars near Dover on the route to France.

Chris and Helen Storrar.

THE 60th ANNIVERSARY DINNER

I must admit to being a little daunted when Marg & I arrived at the Veteran Car Club rooms and thought how can we change this venue into a Gala Dinner.

Even the weather was against us having rained overnight and intermittent drizzle now.

The room was certainly suitable for the Boules group who were happy to get wet outside and adjourn for afternoon tea.

However, me of little faith, participated in the transformation, with table cloths, cutlery and all the trappings of high tea.

The photographs attest to my description!

The informal half hour that accompanies an invitation of 6.30 for 7.00pm re-introduced people who had not seen one another for many years and introduced new members to what the ACCV is all about - what I call the Alvis aura. It brings together people in a friendly atmosphere of common interest.

Andrew McDougall welcomed all present and acknowledged the apologies of those unable to attend. A special welcome was made to our UK friends who were with for the celebration and for the National Rally.

It is dangerous to mention names when reporting an event, however David Muirden, one of our life members who was one of the four who really got the Club on a successful footing, was present, and later made an impromptu speech about the early days.

David mentioned another member of the four, in the late Roy Henderson. We were honoured to have five members of the Henderson family present including Roy's wife Joan who has continued to be interested in the workings of the Club since Roy's death.

Peter Henderson, representing the clan, spoke of the family's involvement in Alvis matters and events. Peter mentioned Joan's wish to acknowledge Roy's contribution by making a suitable donation in his memory.

The committee will meet and make a recommendation on how this might be carried out.

The success of the night can be judged by the fact that when the dinner was over, nobody really wanted to go home.

Congratulations to all who attended as your presence certainly ensured a worthy celebration.

.....John Lang

*John Hetherington
proposing a toast to
T.G.John*

*Mike Baker responding on
behalf of those present*

*David Muirden reminisces
about the early days of the
ACCV*





SO WHAT OF THE PAST 5 YEARS

2011

President: Chester McKaige

During the year, the ACCV Committee decided that the Club would no longer provide a spares service. The reasons were that there was no one to administer the service. The difficulties in providing an adequate service to all models and the reasonable availability of parts from other sources.

EVENTS

The RACV Classic Showcase was staged at Flemington Racecourse during which, Chester McKaige's Speed 25 won the best pre-war car award and John Link's TD21 DHC won the best post war car award.

The "Alvis Escape" National Rally was held at Wagga & Orange and was written up by Peter Mott.

The "Tassie Explorer Rally."

The Eynesbury Run to Lunch commenced adjacent to Science Works in Williamstown and followed by a navigation exercise to the Eynesbury Estate Homestead for lunch.

Several ACCV members and their cars journeyed to the UK to participate in the "Nick Walker Memorial Tour."

The Whistle Stop run commenced at Melbourne Airport and journeyed to New Gisborne for lunch.

The Club attended the Healesville Railway Heritage Festival and overnights at the RACV Club.

The Christmas Party was held at the home of Allan and Jan Willingham where among other things, we were entertained by "Suns of Suction" during which it was commented that Silent Night would never be the same again.

PEOPLE

The following new members were welcomed into the Club: Ian & Jo Todd, Peter & Susan Holmes, Angus Gibb, David Stagg, Norm & Claire Blundell, Warren Bonning and Bill Anderson.

John Lang was made a ACCV Life Member.

The Club noted the death of the following members during 2011: John Brown, Frank Mornane, John Mitchell, David Woodburn, Bob Anderson, Eric Cunningham.

Geof & Erica Littlejohns (UK) visited

ALVIC

In a letter to the editor, Iain Galloway expressed his concern for the safety of members in Both Queensland and NSW who were affected by the disastrous floods.

An article entitled the "The Moxley Murder Car," reminded us that not all Alvis cars are owned by nice people.

Chester McKaige wrote a comparison between 12/50s and the 3 litre Bentley.

Mike Williams wrote a three episode article about his ownership of a TA14 since 1966.

Nick Simpson wrote an article on adjusting Speed 20 brakes.

An article on the company who made Leveroll seat runners provided

some back ground to the adjusters that many Alvis owners rely on for seat runners.

The Club archive was the source of a Bill Barber gem entitled "A Myth is not a Female Moth."

The AOMC Newsletter reported a change in the country-wide requirements for child restraints in old cars and the Club Plate Scheme was again in the news.

"Drawing on the Past" about David Attwood, threw the spotlight on the technical artists who provide drawings for instruction books and magazine illustrations.

History information formed an article on the Bob Blacket FWD formally owned and raced by Miss Brooke Adie.

Another archive article of Bill Barber entitled "Wattle." What'll she do mister?

A report was listed about the success of the "Harey Beasts" in the VSCC 24 Hour Team Rally with members, Northey, Hewitt, Burns and Sands making up the Alvis Team.

The August Editorial suggested that banter about member's cars should be taken in the light hearted manner it was intended and is part of the Alvis culture in the ACCV.

The Alvis People Behaving Badly page displaying five members in different poses attempting to lower the spare wheel from beneath Richard Tonkin's Graber. Also another edition had Andrew McDougall reclining with a hooker in mouth in a Bedouin camp in a Dubai desert.

"Of Silver Eagles" was an article from Dale Parsell on his experiences on the differences to be found in Silver Eagles.

CARS

Alan Bratt sold his two TB14s and bought David Seath's TB21.

John Layzell (US) won a concours with his Speed 25 at Boca Raton, Florida.

The ex Warrick Hansted Silver Eagle was for sale.

Peter Daley's TC100 was for sale.

Darrell Horton's TA21-DHC was offered for sale. As was a 12/40 needing its restoration completing. A red Fire Fly coupe, a Speed 20 tourer, a 12/50 tourer, a FWD, a 12/50 and a Speed 20 Saloon were also offered.

An editorial at the time commented about the fine array of Alvis cars for sale.

Nigel Steele-Scott's 12/50 was back on the road.

Eric Cunningham's 12/70 was for sale.

Heather Goldsmith bought "Rough Red," a 12/50 from the late Bob Anderson collection.

Andrew McDougall purchased the Langhorne 12/50.

2012

President was Chester McKaige.
Then Andrew McDougall following the 2012 AGM.

EVENTS:

The opening BBQ was again held at Burnley

Mac Hulbert again graced our February meeting with another very interesting talk about ERA R4D.

The RACV Great Australia Rally was held at Mornington and several Alvises were displayed.

"Head for the Hills" the midweek run to the Macedon Ranges. The Websters and the Todds (all UK) joined us.

The Great Escape was a short weekend away to Castlemaine.

The ACCV again supported the Healesville Heritage Festival.

The Rob Roy Hill Climb was given help from the Club and Frances McDougall was so efficient in organising cars to the start line that she was asked to come back the next year to carry out the same function.

Alvis At Avenel was written up as one of the funniest and enjoyable Weekends Away.

CAR NEWS:

Richard Tonkin imports a TE21 from New Zealand

The following cars were for sale:
Two rolling chassis 12/40s in NSW.
Mike Fitzpatrick's 12/40.
The ex-Vic Elliott 12/50.
John Doig's 12/60 Beetleback.
David Manson's 12/40.

PEOPLE:

We lost Peter Holmes, Ron Wilson and Alan East and Fred Heming, during 2012

ALVIC:

John Hetherington, in relating an accident that had occurred to one of his friends, reminded drivers of the need to only drive at a speed as you can stop within the distance that you can see ahead.

The Garlick Alvis will always be a topic of conversation and several articles were published.

Phil Dadd wrote an article entitled "The Story of Two TAs." The reference being to his TA21 and his MG TA.

Simon Fisher provided an article entitled "Saved By the War" which chronicled the parlous state of Alvis finances and the effect the war had in its survival. Also later in the year, "80 Years of Firefly."

John Hetherington wrote three articles on his car experiences during his university days as a med student.

Frances McDougall described the Veteran motorcar across Australia Rally which celebrated the 1912 Centenary Expedition 2012 from Perth to Sydney.

An article on James Baxter's Alvis powered Fraser Nash in the UK, further endorsed the reputation of the 4.3 litre engine.

An Alvis People Behaving Badly photograph has Ian Todd asleep in the sand dunes in the Falkland Islands; sick of watching elephant seals on the nearby coast.

The successful Alvis Tour of Tasmania was reported by Frances McDougall.

Workshop related matters were featured. Some of which were the "DWS Jacking System."

Richard Wallach on Clutch Judder in Ta-TCs.
Member Nick Simpson again flagged the need for certain Marles steering boxes to be fitted with a kit to prevent steering failure in some models.

An RTS "Top Tip" on 3 litre cooling was well received. Also another TT on the distributor and another of security of 3 litre bonnets.
Richard Wallach wrote of the Saga of a TA21, that would not match the 1950's advertisement claims. Also an article on which shocker are best for TA-TC cars.

Des Donnan wrote about how he fixed wheel wobble in his Speed 20. In another article he wrote about his restoration of a Silver Eagle.

The Alvis Archive Trust was explained for those who were unaware of its presence.

Frances McDougall wrote of their Alvis Register weekend in Hereford where Tony Cox had brought the ex Powys-Libbe 12/50 E12-60 racing car.

Chris Prince (UK cars & parts for post-war cars) wrote about some of the many cars he has owned.

APBB featured a photograph of Pauline Tonkin fondling a large bronze goat.

Ian Parkinson provided a story from a Tassie newspaper about his Speed 20 SA and its interesting history.

Paul Bamford provided information on his progress with both FWD and Speed 20 restorations.

In Letters to the Editor, Chris Storrar responded to Chester McKaige's article on Alvis' Marketing and Image.

Chris Storrar wrote of his participation in the Tour of Scandinavia.

Paul Bamford wrote of a source of slotted stainless steel screws.

An article on the 8 cylinder experimental Alvis engine indicated that due to various problems the engine was not put into production.
Wayne Brooks provided history on the Barson Special which has one of the 8 cylinder engines.

Andrew McDougall wrote of his on going, long and difficult Speed 25 restoration project.

2013

President Andrew McDougall

EVENTS

The January BBQ was shared with the Armstrong Siddeley Club at Burnley.

"Hogans Heroes" was an event commencing at Melbourne Airport and proceeding to Hogan's Hotel in Wallan.

RACV Classic Showcase was held at Flemington Racecourse with a fine showing of eight Alvis cars. Andrew McDougall and John Lang came away with trophies for their 12/50 and FWD cars.

Andrew McDougall shared his extensive history on his 12/50

A visit to the Fox Museum and lunch.

A Petanque completion was played and won by the Alvis team.

The "of Ghost & Gold" National Rally was held based in Traralgon.
Halls Gap was the venue for a "Weekend Away."

Lunch was shared at the Coach and Horses Hotel at Clarkefield.

Several Alvises were present at the Emerald Antiques, Classics and Collectables on the Hill.

Alvis was at the Geelong Revival.

The Christmas Party was held at the Langs.

PEOPLE

Ronnie Brown tells of the Alvis people who provided her with support following John's death and later, the help she received with a car problem prior to driving home following the 2013 National Rally.

New members, Paul Braybrooks, Gary Guiver, Laurence Storey and Norman & Claire Blundell were welcomed into the Club.

John Layzell and son Brett were planning for the Peking - Paris event.

The McKinnons did the Targa Tasmania in a VW Beetle.

Ronnie Brown reports on a Queensland event during which the owners of the three Alvises present, decided that they could form a mini Alvis Club.

Norm & Claire Blundell wrote of "Alvising in the Antipodes."

Sadly we lost Jan Willingham.

McKaiges moved to Tasmania.

ALVIC

Richard Wallach provided an article on the steering idler box. Also an article entitled "Lucas - Give Credit Where Due." And "Timing is Everything."

Top Tips provided maintenance advice on 3 litre cars. Also advice on the maintenance of hubs and drive plates. Also the avoidance of corrosion in the bores of old engines. Also the maintenance of Dunlop disc brakes on TD TE TF cars.

80 years of the Speed 20 was celebrated.

By courtesy of the AOC Bulletin, an article on the use of the reserve tank in TD, TE, TF car was titled, "Does it Click."

Mike Hirst (UK) with photographs, wrote lamenting the snow in spring.

John Link told the saga of "The Two Road Worthy Certificates." Two like cars at different test stations with widely varying standards.

Nick Simpson provided advice on the handling of pre-war engines.

Mark Burns achieves a trifecta in receiving the Crossley Trophy, the Alpine Cup and the Vickery Trophy in VSCC competition.

From the archives, the story of "Alvises Star in Radio Announcer's Coup."

Nick Simpson responds to a question from Richard Wallach regarding Crankcase Ventilation in Alvis cars.

Courtesy of the AOC Bulletin was one owner's approach to car

security.

Articles celebrated 50 Years of the TE21 and 90 Years of the 12/50

Paul Bamford sent a period photograph of what may have been a 12/50 Ducksback crossing Sydney Harbour Bridge. Robert Smith responded suggesting it was most likely a Q type Swift similar to his own.

Warrick Hansted purchased a 23/60 Vauxhall.

Mark Weller purchases Richard Williams Speed 20 SA.

Paul Bamford recommissions his Speed 20 after many years of storage.

Des & Edna Donnan in the UK and their FWD sighted at Shelsley Walsh and Prescott.

Jon Voller described his nightmare drive following the 2011 National Rally when his engine had a major breakdown requiring a flat top truck to return it to Queensland and the saga of having the engine repaired.

Frances McDougall writes of a Tasmanian event with Siddeley Deasy and Alvis.

Chris Storrar wrote on the Speed 20 VdP bodies.

Dale Parsell tells the history of his ex Alf Wilson Silver Eagle.

Fitting Pistons to Early Alvis Cars from Red Triangle Services.

An article on modifications of the reverse gear catch on SA Speed 20s.

The saga of changes to the Victorian Club Plate Scheme

CARS

A letter was received from Noddy (Ian Parkinson's TA21) advising that the photograph was of him during wedding duties in southern Tasmania.

The Roland Comfort Speed 20, David Horrocks TE21 DHC, Richard Molesworth's TA21, Bill Anderson's TD21 Series 2 DHC, were for sale.

2014

President

Andrew McDougall

Dale Parsell updated the website.

EVENTS

RACV Classic Showcase had Peter Miller's Speed 25 chassis on show.

An Alvis Day in the Yarra Valley saw 29 people enjoy the event.

Petanque Inter Club Competition again featured.

The Tooborac Hotel was the lunch stop for an outing with the Jowett Club.

PEOPLE

Nigel Spragg, John Balthazar, Harrie Grey, Ilkka Veijalainen, Peter Mackay, Terry Wills Cooke, Leigh Mummery, John Gove and Rowan Swaney joined the Club.

Notice receive of the death of former member David Seath.

ALVIC

Alan Bratt sends some photographs of the ex Baskin TBJ4 that he is restoring.

An old photograph of a Speed 25 Special asks the question, is the car still extant and if so is it still in Australia. Roger Ealand was the owner at the time.

"When Logic Plays No Part." An article courtesy of the AOC Bulletin on the restoration and supercharging of a derelict TA14.

Richard Wallach writes about the HMV radio often installed in TA-TC cars. Also about AC mechanical fuel pumps. Also an article on 3 litre cars fuel tank pickup and reserves. And on Oils for Classic Vehicles.

Alvis People Behaving Badly finds Nigel Spragg at the RACV Classic Showcase in a Riley.

Red Triangle Services Top Tip focuses on mechanical fuel pumps in 3 litre cars. Also about maintenance to fuel change over taps.

Bob Morrow (son of an early member) relates an outing with his father, when the Publican at their lunch stop was enamoured by a Speed 20 and wanted to see the engine. It was denied because the car had a V8 temporarily fitted, while its own engine was under repair.

"Who Was Joseph Whitworth?" was another published article.

The archives produced some interesting stories of the 1960s.

The death of Terry Plummer was noted. He was one of the early members involved in discussions about the Victorians separating from the NSW Club.

Mike Osborne produces a photograph of his TA21 decorated with young ladies at a South Australian event.

A mystery photograph from the archives identifies Roy Henderson outside Luna Park.

An article was republished on a magazine interview of several ex-employees of the Alvis.

Further information received about changes to the Victorian Club Plate Scheme.

Ronnie Brown writes "Alvis Cars Alive and Well in Queensland."

A cautionary notice was published for trailer users regarding certified D shackles.

August front page carried a photograph of Andrew McDougall in T model Ford perched under a gantry supporting a bucket truck in central Australia.

APBB shows the reason Alan McKinnon fell in love with a German bus driver and why he wanted to become a relief driver.

CARS

A Saracen APC is offered for sale with only 9000 miles on the clock.

Philip Dadd has two Grey Ladys for sale ex Bob Anderson.

Alan Bratt purchases the ex Iain McKenzie TE21 DHC.

2015

President: Andrew McDougall

The website was updated

EVENTS

Opening BBQ at Burnley.

Big Red & Little Red on duty at the Gisborne Australia Day Celebration.

PEOPLE

Roger Bailey, Tony & Catherine Concannon and Allan Wettenhall joined the Club.

The death of Nic Davies in the UK was noted. Nic was part of the early history of the Club.

Pat Hannam, who with her late husband Andy, were early members of the ACCV, turned 100.

ALVIC

Richard Wallach article on TA21 Solex PAAI Dual Choke Carburetors. Also Smiths Heater Water Taps in TA-TC cars. And Lucas Distributors in TA-TC108/G series cars.

Peter Mott asking for history on his Speed 20 SB formerly owned by Austin Tope.

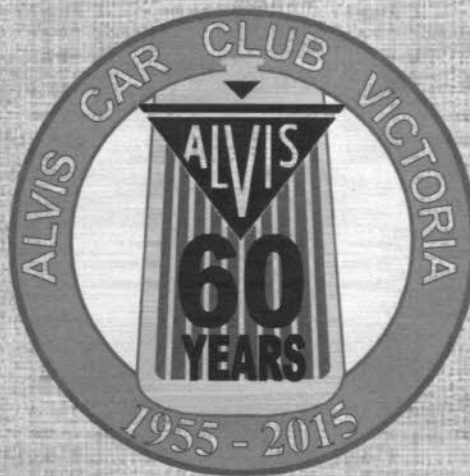
Peter Mackay article on the purchase of his Silver Eagle - "Are You Driving the Car Back to Australia?"

CARS

Stuart Paton's Speed 20 for sale

Tony Concannon imports a Speed 25 Special with significant competition history from the UK.

John Hetherington's 12/50 purchased by Warrick Hansted.





COMPETITION NEWS

Eddington Sprints

Mark Burns Alvis 12/50 24.0 2nd in class3

Photograph Courtesy the VSCC Newsletter

FROM STEVE DENNER

Nice to see the renewed interest in technical and workshop items in the NL. Browsing 'intergooglyweb' the other day I picked up this item in a contribution about oil technology. Worth a few minutes thought?

If you are driving an older classic muscle car or hot rod that has an engine with a flat tappet camshaft, you should be aware of the fact that today's SM and SN rated motor oils contain much lower levels of anti-scuff additive called "ZDDP" (Zinc Dialkyl Dithio Phosphate). The level of ZDDP in current motor oils has been reduced to no more than 0.08% phosphorus to extend the life of the catalytic converter. Phosphorus can contaminate the catalyst over time if the engine uses oil, causing an increase in tailpipe emissions.

The lower ZDDP content is not harmful to late model engines with roller lifters or followers because the loads are much lower on the camshaft lobes. But on pushrod engines with flat tappet cams, the level of ZDDP may be inadequate to prevent cam lobe and lifter wear. In some cases, cam failures have occurred in as little as a few thousand miles of driving! This is even more of a risk in engines if stiffer valve springs and/or higher lift rocker arms are used.

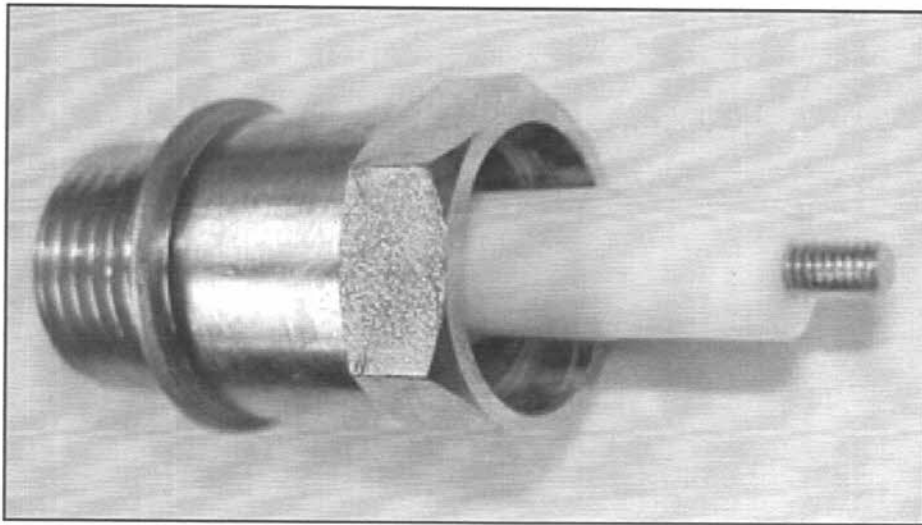
To avoid such problems, you should add a ZDDP additive to the crankcase, or use an oil that meets the previous SL service rating, or use diesel motor oil or racing oil that contains adequate levels of ZDDP to protect the camshaft and lifters.

If you are installing a new camshaft in the engine, be sure to use the cam manufacturers assembly lube and follow the recommended break-in procedure. But you will still need to add ZDDP to the crankcase or use an oil that contains adequate levels of ZDDP for continued protection.

“For the sheer joy of driving I'd like to go there in an Alvis”

(Advertisement in The Motor 1952)

COLOURTUNE



Back in the mid 70's I remember reading about an amazing product that allowed us to see inside our engines and witness the burning of the mixture. Its name was and still is “Colortune.” In those days it was the “Colortune 500.” The advertising language centred on the little device being an invaluable aid when setting the idle mixture. I purchased one as I was always tinkering on my FC Holden. (I couldn't afford anything else being an impecunious university student)



Colortune
Recommended by BLMC, Rover, Ford, Chrysler (U.K.)
Saab (G.B.) Tecalemit-Jackson
Toyota and Mazda (G.B.).

Guarantee
The manufacturers hereby state that they make every effort to secure the highest possible quality of materials and workmanship for their products and guarantee to make good by replacement, or repair any defect which they are satisfied to not exceed by fair wear and tear, misuse, replacement parts, etc. but they accept no liability for damage to the engine or other parts.

The famous
that makes
but economy
quick, easy

What Colortune will show you and what the colours mean

The engine is viewed through a Colortune which permits the observation of a chamber burning in the cylinder being viewed. The mixture, vapour, etc., the appearance of colour, being visible in the air is seen through the tube a view area of 2.0 in. diameter. (Any of our Colortune).

The general colour which is seen through any type of Colortune will vary with the type of engine, however, certain indications for a common carburettor, of fact, if the type of engine is given here:

One of the following seven types of flame will be seen through Colortune.

1. Dark grey, a mixture which is too rich.
2. Dark blue, a mixture which is too lean.
3. White, a mixture which is too rich.
4. No flame, a mixture which is too lean.
5. Intermittent, a mixture which is too rich.
6. Intermittent, a mixture which is too lean.
7. A mixture which is too rich.

The colour could also vary from the position of the Carburettor Lubricant in the mixture.

How to relate the colours to fuel in the engine is given in great detail in the Fuel Diagnostic Procedure.

Multiple carburettors

With multiple carburettors it is necessary to ensure that each carburettor is allowing the same amount of air to be drawn into the engine before adjusting the mixture. The...

Fitting was easy, unscrew a spark plug and replace with the "Colortune." Gently tighten, sufficient for a gas tight seal, add the special spark plug lead and if necessary attach the viewing scope if conditions were bright.

Next start the motor and with the choke disengaged view the colour of the mixture. How easy. With the aid of the brief instructions, adjustment is made until the colour is a nice Bunsen blue as depicted in the image above. Job done. Clean and pack away.

Well I did this, especially the clean and pack away. I have only just rediscovered the little box some 50 years later. In the meantime all sorts of new products have entered the market to aid the home mechanic. I remembered exhaust gas analysers of various types being advertised along with various balancing devices to help set up multiple carburettors.

Surprises continued as I also found in the box a little adaptor that was made by a local engineering workshop that allows the "Colortune" to be used in motors of the 1920's using 7/8th spark plugs.

And today for the typical motorist – who really cares? Cars are now disposable units covered by annual fixed price service contracts with the benefit of 5+ years warranty.

It is however a different story for the motoring fraternity that tinkers with "old" cars. Having rediscovered my "Colortune" I was lucky to find that it was a 14mm version and fitted the TA21 nicely. (As an aside one can purchase an adapter for 18mm plugs). Being the curious sort I decided to see how well I had tuned the twin choke Solex. I have always grumbled about this carburettor, especially its desire to "spit" back. Well I received a real surprise. My settings were way out (even after using an exhaust gas analyser) if one went by my moth-eaten "Colortune" instructions. It was running rich. I followed the instructions by turning out the mixture screw and then turning in slowly until a nice Bunsen blue colour was seen. And did it work? YES. And does it run better? YES!

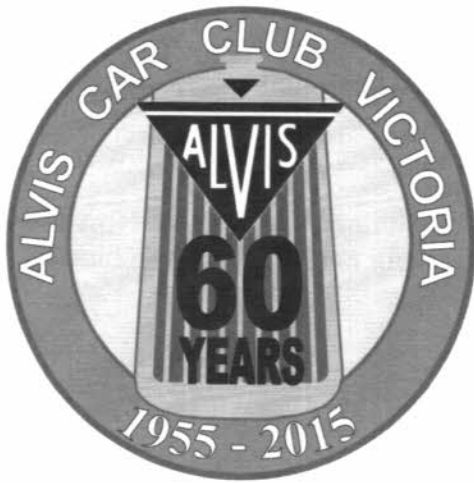
The "Colortune" can be purchased today and is marketed as the Gunson Colortune. It is readily available on ebay. The link provides a good visual of the unit in operation and is well worth viewing. <https://www.youtube.com/watch?v=xEZ0-uN0NA4>

For those interested in reading the instruction manual of the current version, which also explains the science behind the device, are directed to the web link below. http://www.etoocart.com/manual/G4074_Inst_Colortune_English.pdf

Gunson make an interesting array of products. It is worth navigating around their website at:

<http://www.gunson.co.uk/tools.aspx?cat=1352> . I like the look of the front wheel aligning devise.

Richard Wallach
richardwallach@hotmail.com
May 2015



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
each

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

NEW MEMBER

*We welcome
Allan Wettenhall to the
ranks of the ACCV.
Allan has bought the
12/50 previously owned
by Chris Good.*

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.

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!

DECCA SKID PAN—SHEPPARTON 19th JULY

Just a reminder that a few of the ACCV members are invited to come to the Decca Skid Pan and improve their abilities in the cars of their choice.

It is at Shepparton on 19th July and a few of us are arriving and staying on the night before at the Best Western Country Club Motel.

Cost of the day is \$100 to cover the skid pan charge to the Rolls Royce/Bentley Club.

We need 30 cars to cover costs and expect say 3 cars each from the Alvis and Morgan Clubs.

Contact John Link on Mob. 0419 361 237, Home 9391 2970 to confirm your interest in coming.

John Link
Committee
RROC

IF YOU GOOGLE DECCA SKID PAN, THERE IS SOME VIDEO OF THE VENUE

IN THE WORKSHOP

A SALUTORY TALE OF OLD ENGINES

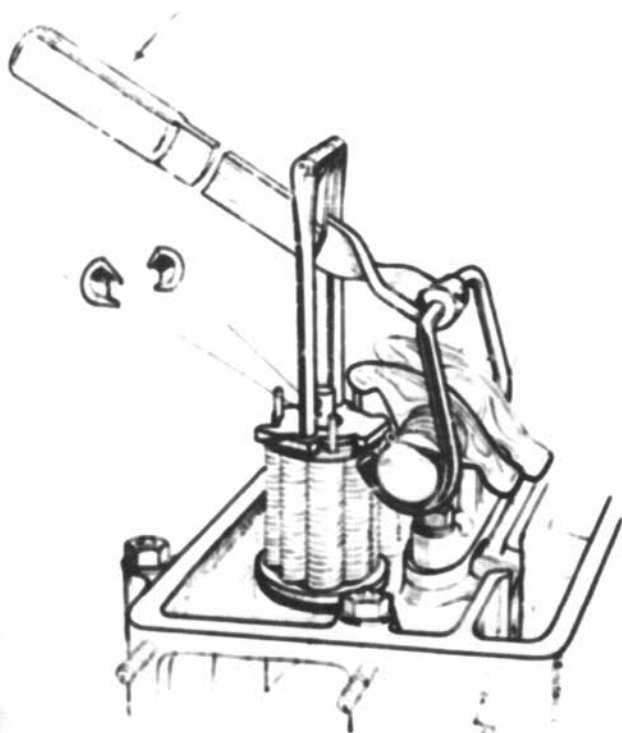
I recently had cause to remove the cylinder head of my Speed 20 to have all of the valves re-ground. On starting the motor after re-assembling the head with its new head gasket, I found that one cylinder had zero compression. I then found that compressed air directed into the spark plug hole was blowing out the exhaust pipe, but not through the carburettor, indicating a leaking exhaust valve.

The man who had ground the valves was mystified and asked me to bring the cylinder head back to him. His tests found no fault with the valve, but inspection of the relevant rocker arm revealed a wear mark on the underside, where it had been resting against the valve spring retainer disc, thereby stopping the valve from fully closing.

The explanation was that, each time a valve seat is re-ground, the valve moves higher into the head, taking the springs with it and getting closer to the rocker arm – and who knows how many times the valves have been re-ground? The solution was to fit a set of 'lash caps' to the tops of the valve stems: these caps are a small hardened steel hat which raises the top of the valve stem and thus slightly tilts the rocker arm away from the spring. The undersides of all the rocker arms had been roughly ground during manufacture, so I also cleaned-up these surfaces to enhance the clearance.

The engine performed perfectly during the recent trip to and from the Barossa Valley, so all appears to be well.

Mark Weller



ALVIS
SPEED TWENTY
The First
AN ENTIRELY NEW SPORTS CAR
the SA 19.92 h.p.
A GENUINE
100mph 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

ALVIS PEOPLE BEHAVING BADLY!



What a place to stop for a selphie!

Tonkin & McDougall savouring an Alvis moment together on the freeway with cars wizzing past their butts at 100kph

(you can't see the selphie stick, but it is there!)

WANTED

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

Contact: Mark Weller, (03) 9818 4324



2015 National Rally
MENGLER'S HILL

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

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



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