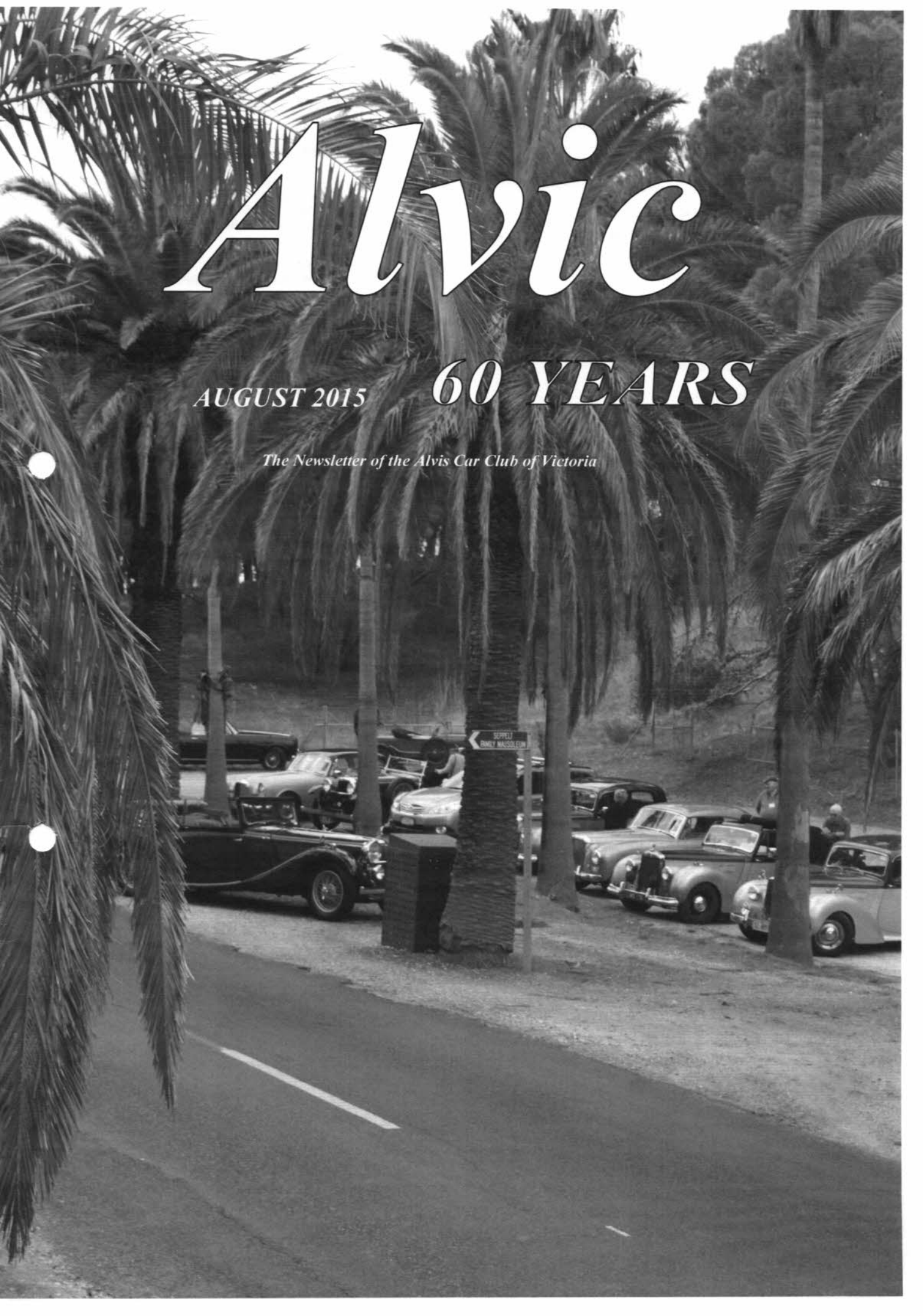


Alvic

AUGUST 2015 *60 YEARS*

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.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au

August 2015 VOL 54 ISSUE 7

PRESIDENT

Andrew McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

VICE PRESIDENT

Mark Weller
PO Box 5030, Hawthorn, Vic 3122
Tel 03 9818 4324
mark.weller@authenticage.com.au

SECRETARY & PUBLIC OFFICER

Dale Parsell 14 Symons Rd,
Avonsleigh, Vic 3782
Tel 03 5968 5170
dparsell@ozemail.com.au

TREASURER

Marg Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@netcon.net.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

COMMITTEE PERSONS:

John Hetherington, 71 Hawkins St,
Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586
jfh@mcmmedia.com.au

Alan McKinnon, 195 Lower Heidelberg Rd,
Ivanhoe, Vic 3079
Tel 03 9497 3414
alanm@antiquetyres.com.au

Richard Tonkin, 15 Rob Roy Rd,
Smiths Gully, Vic 3760
Tel 03 9710 1465
rtokin@tonkinlaw.com

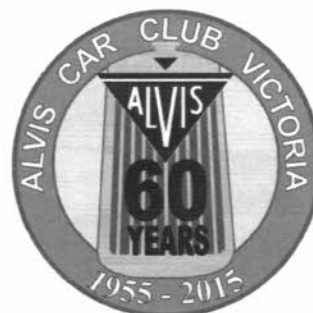
SUPPER THE CALDWELLS

2015 COMING EVENTS

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

- | | | |
|-----|-------|--|
| Aug | 16 | Rob Roy |
| | 21 | General Meeting |
| Sep | 11-13 | Metung Weekend Away - see info |
| | 18 | General Meeting |
| Oct | 4 | AAA Outing with MG Car Club |
| | 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 ALL WELCOME
—DETAILS TO FOLLOW |

Front page: 2015 National Rally - the cars at the Seppeltsfield Mausoleum carpark



PRESIDENT'S REPORT

This time this report comes from Longyearbyen the capital of Svalbard on the main island called Spitsbergen. This is part of Norway but halfway between the mainland and the North Pole. We have just completed a 10 day expeditionary cruise on the 50 passenger Polar Pioneer and now have a day and a half here in Longyearbyen before we head off on the ship again to Greenland and Iceland.

We initially flew to Oslo and stayed in the city for four days before heading to Bergen by train. We were met in Oslo by an old car enthusiast and his wife and taken to see some of the sights as well as some interesting cars owned by a number of enthusiasts. There is a very active old car movement in Norway with people making as much use of the vehicles as possible in the warmer months. I did not see an Alvis, however I was told that there was a Ford 25 behind a locked door at a place we visited.

There is much to see in Oslo and we had no difficulty filling in time and getting around with our comprehensive Oslo pass which covers public transport and entry to many museums. The train and ferry trip to Bergen was stunning with lots of ice and snow still around as summer has been late arriving. In Bergen we hired a car for 5 days of driving around southern Norway, an area we hadn't previously visited, before returning the car to Oslo. The car was a pretty new Toyota Auris, about the size of a Corolla and was a hybrid. This is the first time I have driven a hybrid and I was concerned that it might have been a bit of a slug. However we were pleasantly surprised with its performance and the economy was great at 4.6 litres/100km (62 mpg). This was just as well as petrol costs around \$3.00/l even though Norway is self sufficient in oil and is a significant exporter. From the revenue earned from oil Norway has about 3 generations of reserves tucked away in their future fund.

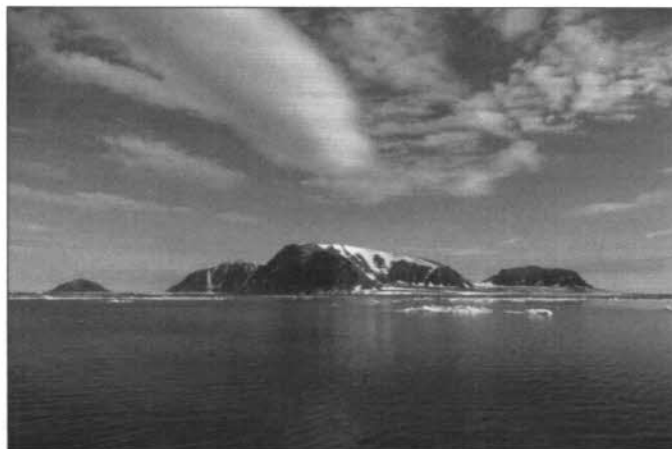
Driving in Norway is not quick as like NZ it doesn't have much in the way of straight roads, the numerous tunnels providing the longest straights. As a consequence there are quite low mandatory speed limits ranging from 30kph in the towns through to 90kph on the open road. Also waiting for ferries to cross fjords can take up time. There are lots of speed cameras, however they do give you a signed warning that they are around. We didn't see any mobile cameras let alone any police patrols for the entire trip. We saw stunning scenery including steep sided fjords, snow capped mountains and huge waterfalls. Like fuel everything in Norway is expensive including food and accommodation. A basic pizza costs around \$30.00 and a glass of wine around \$20.00. This was not helped by our current exchange rate.

For the past ten days we have been on the Polar Pioneer cruising around Svalbard and up into the Arctic Ocean. We got up to 81 degrees north about 1000km from the North Pole and about as far as you can go by sea due to the pack ice. However this did mean that we had wonderful views of polar bears walking on the floating ice and eating seals. Everyday we had landings or cruises

in zodiacs and we were fortunate to have generally unseasonably warm weather and calm seas. There is much evidence of rapidly contracting glaciers and loss of old sea ice. It really seems that the polar bear's habitat is under serious threat.

We were pleased to hear that John Hetherington's run to Kyneton was most enjoyable and we were sorry to have missed the run. We also understand that the weather back home has been cold and miserable. I hope it soon picks up so that people can again enjoy Alvis motoring. We look forward to being home in time for the Metung weekend in September but in the meantime we will just have to continue enduring travel to wonderful places! Someone has to do it to keep the travel industry going.

Andrew McDougall



PLEASE TURN TO PAGE 18 FOR ALVIS PEOPLE BEHAVING BADLY!

The Editor would like to thank all contributors to this month's ALVIC

news and People

AWAKENED TO THE CHARMS OF THE ALVIS

Growing up with a mother who was visually impaired and therefore never drove, cars for me have always represented independence and freedom. Getting my Driver's Licence and my first car meant I could drive Mum places and relocate twice to the country for my first jobs in radio. But I have never had a burning desire to own a luxury car. I have only thought of the practical nature of cars being merely a means to an end. However, I will admit that I have always admired the aesthetics of classic cars such as the Aston Martin DB5 driven by James Bond 007, the Jaguar Mark 2 driven by Inspector Morse and Stephen Fry's 1967 Alvis TF21 Drop Head Coupé in the British TV drama series 'Kingdom.'

Other than seeing Dad's slide shows of Alvis cars, I have never experienced the sensation of being driven in an Alvis, let alone driving one myself! By the time I was old enough to take any notice Dad was driving an Austin 1800. By then he was a struggling Dentistry student and didn't have the time or money to devote to working on his beloved Alvis cars.

When my father asked me to join him at the 60th Anniversary Dinner of the Alvis Car Club of Victoria I gladly accepted, but naturally felt daunted at the thought of walking into a club where most people have been a member for a considerable time and are clearly united by a common interest. I was pleasantly surprised to find I felt very much welcomed into the fold. The function was a full house including the Henderson clan, Heather Bowes and even several people from the UK in attendance. It was a successful occasion to celebrate the longevity of the club and I felt honoured to be part of the celebrations.

Following this wonderful event and since attending my first club meeting, themes of living life to the fullest and getting priorities straight have emerged very strongly for me. Two years ago I went to Malaysia and made a significant purchase - an Omega Seamaster wrist watch which is a classic time piece. I will admit that I don't wear it everyday as I am paranoid about losing it, or scratching it. I want to keep it in pristine condition. If I'm honest with myself I do much the same with my good clothes and shoes. Since talking with people in the Alvis Car Club I am starting to question why I feel the need to deny myself such pleasure. I've paid good money for them, so why not use them? It is important to use things for their intended purposes, rather than treating them as museum pieces. Spending more time with my father has also reinforced my need to cherish and make the most of the people, possessions and places that matter the most to me.

Jennifer Muirden

Richard Tonkin advises that his Graber has been accepted for display in the Royal Exhibition Building during MotorClassica. Your support would be appreciated if it is necessary help Richard during the days of the event.

It was good to catch up with Simon Ramsay at the Kyneton on the Flynn Silver rally. This was the first time I had seen his recently acquired TD21 of which there is a photograph in the event report.

Marg & I had the pleasure of meeting with Ron Allen at Maiden Gully during the week. While Ron is having some physical issues, he is still as sharp as a tack mentally and I only wish I had taken a voice recorder on the visit. His memory of Alvis things is brilliant and his quoting of chassis and engine numbers from the past, leaves me gob smacked! Ron gave me a box of old Alvis and Alvis parts from the 60s and 70s and one of the articles I found during a quick read is included in this Alvic. Ron has sold his TE21 to a multi car owner in Western Australia and unfortunately it will be lost to the Club inventory at least for the immediate future.

John Hetherington has sold his TE21 to a Melbourne owner who was not phased by the restoration ahead. Hopefully in the future we will see John & Marg in another Alvis.

Don & Jill Bosanquet are in the process of moving house and no doubt finding lots of things they had forgotten they had! Don also had a milestone birthday during the week when he hit the glorious age of 70. His FWD is looking for a new set of con-rods and the supplier he has found is happy to significantly discount the price for multiple sets. So if you have a FWD tucked away in the garage, Don would be happy to talk to you.

I spoke very briefly with Harrie Grey who intimated that he would be present with us at the Geelong Revival on Sunday 29 November. Was on his way to a crucial football match for Geelong and didn't have time to talk.

MEMBERSHIP RENEWALS

ARE DUE & PAYABLE

VICTORIAN MEMBERS USING THEIR CARS ON THE CLUB PLATE SCHEME ARE REMINDED THAT THEY MUST BE FINANCIAL TO OPERATE ON THE SCHEME

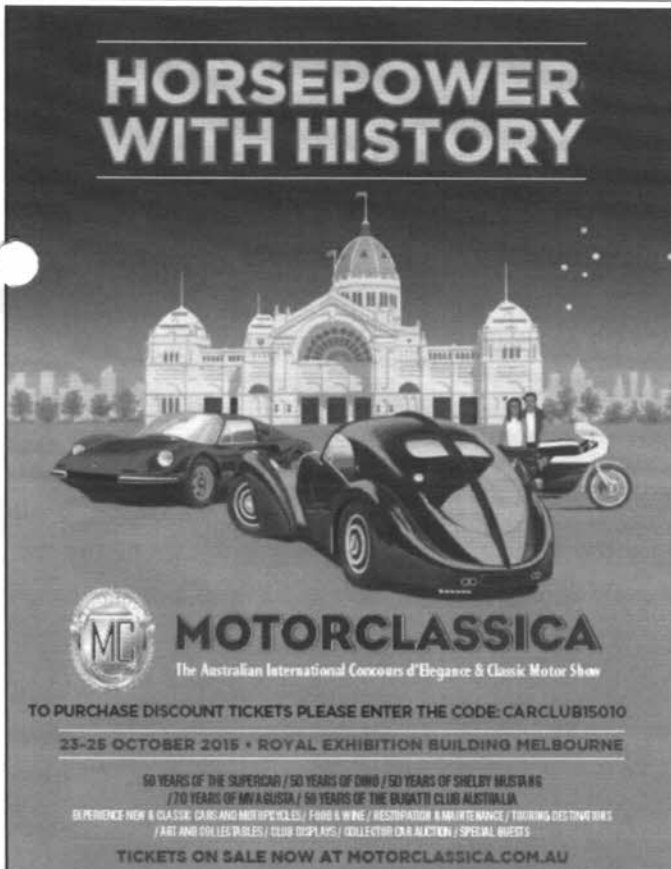
I recently had the pleasure of talking with John Murray from South Australia, who is still a very active Engineering Consultant having had his 86th birthday last week.

John recently had to replace a burnt valve in his TA14 which otherwise has been working perfectly. Still drives his Austin Traveller at 300,000 miles and occasionally needs some spares from Thorpe Remfrey's Morris Minor spares and repairs business.

Also had a few minutes talking with John Cole who older members will remember. He used to campaign the Dale Parsell Silver Eagle and also a front wheel drive. He sold the Silver Eagle to member Alf Wilson who also drove it for many years before Dale bought it.

There is a photograph at the club rooms of John out of the blocks at Rob Roy, many years ago.

John was also present at the 80 year celebration of the production FWD at Ballarat during the JNBC Rally



HORSEPOWER WITH HISTORY

MOTORCLASSICA
The Australian International Concours d'Elegance & Classic Motor Show

TO PURCHASE DISCOUNT TICKETS PLEASE ENTER THE CODE: CARCLUB15010

23-25 OCTOBER 2015 • ROYAL EXHIBITION BUILDING MELBOURNE

50 YEARS OF THE SUPERCAR / 50 YEARS OF DINO / 50 YEARS OF SHELBY MUSTANG
70 YEARS OF MVA GUSTO / 50 YEARS OF THE BUGATTI CLUB AUSTRALIA
EXPERIENCE NEW & CLASSIC CARS AND MOTORCYCLES / FOOD & WINE / RESTORATION & MAINTENANCE / TRIPPING DESTINATION DRIVERS
/ ART AND CON LES TABLES / CLUB DISPLAYS / COLLECTOR CAR AUCTION / SPECIAL GUESTS

TICKETS ON SALE NOW AT MOTORCLASSICA.COM.AU

GEELONG REVIVAL

MOTORING FESTIVAL
NOVEMBER 27-29 2015 • GEELONG WATERFRONT



The ACCV has been present at the last 2 Geelong Revivals & an entry has been placed for this year's event. The intention is to meet in Geelong on Saturday & have lunch at Queenscliff, dinner & overnight in Geelong for a Sunday display. You are welcome to join us in any section of the planned weekend. Please contact John Lang jdmelang@bigpond.net.au

KYNETON & FLYNN SILVER

The meeting place was the Melbourne observation point north of the Melbourne aerodrome. The route from there took cars through Riddells Creek and up Mt Macedon.

Past Hanging Rock and through to Woodend and Tylden where the group were joined by the Mackays and the Langs who had met earlier for a cup of coffee at the Tylden roadhouse.

The 20 odd kilometres from Tylden to Kyneton was a blast on the country road and on to Flynn Silver where we managed to make the available parking look like the Bolte Bridge on a Friday night peak!

Flynn Silver is a remarkable business that in many ways grew from adversity when the two brothers who had no interest in the business, lost their father when he died suddenly.

Two or three weeks after his death, a car and trailer arrived at their home with a very expensive furnace that had been freighted from Italy. Ordered by their father prior to his death and totally unaware of that it was coming, they now faced a significant bill to pay.

The decision was made to assume the business and make good outstanding orders and see what they make of it.

The following is from the Flynn Silver website and briefly describes the heritage of the business.

60 years ago, in a simple studio in the Victorian countryside, Dan Flynn began his work. He founded a tradition of artistic confidence and distinction, a tradition now embraced by his sons, John Flynn (B. Sc) and Dan Flynn (B. Arch Hons).

From these beginnings, one of the world's most respected design houses has emerged, a member of both the London Goldsmiths' Hall and the Australian Gold and Silversmiths Guild.

Today, Flynn Silver's designs reside in Buckingham Palace, the White House, the Vatican and in the offices of an esteemed corporate clientele, including Ferrari, Qantas, BHP Billiton and ANZ. It has graced international events including both the Commonwealth Games and the Formula One World Championships.

This vast international renown is the result of Flynn Silver's fine workmanship and exquisite designs – recognition that they are in a class of their own.

Still created in a studio in the Victorian countryside, their revered work remains remarkably accessible. The Flynns are able to develop a delicate understanding of their clientele's needs and work with them to create the perfect piece. Flynn Silver is celebrated not for their ability to fulfil expectations, but for their ability to exceed them.

Our visit to the homestead was full of surprises. Firstly in the building of the home and its architecture. Inside, the treasures were innumerable from Australiana through to ecclesiastical, to trophies and just plain fun.

We walked to the workshop and a comment was made as to why there was a stick outside on a table, to be told that it was no ordinary stick as it had been cast in bronze as 3 separate pieces and then joined. Inside we saw the rest of the creation, which consisted of more of the vine that we had misidentified outside and was a commission from a wine connoisseur who had brought leaves from his favourite vineyard to create a significant sculpture for his cellar. There must have been around 20 leaves that had been meticulously cast in bronze and attached to more of the vine. The photograph on the next page shows Dan Flynn explaining the complications of the process with the part finished project.

Much of the work is done using the lost wax process. Other projects were present on the work benches and the furnace previously mentioned, is still an integral part of the equipment.

Having lived near Kyneton for 35 years, during which I have seen it in its hey day of many antique shops and bustling coffee and gift shops, to where for quite a long period every second shop was up for rent and we used to avoid the town when planning the Macedon Ranges Grand Tour. Now it is back to a serious thriving tourism stop. The pub for lunch was busy and our booking was certainly a pre-requisite.

Good run - many thanks to the Hetheringtons.

When you have a few spare moments, have a look at flynnsilver.com.au

.....ed



*Above: Simon's
TD21 chassis 26127*



*Left:
A BIT OF FUN!*

*Below: the Flynn
Silver workshop*

*Many thanks to both John
Hetherington and Dale
Parsell for their
photography*



CARS, CLUB, HISTORY



Amongst the material that I received from Ron Allen; Alvic October 1962 carried a report from Basil Bowes on an interview with T.G. John that was published in the December 1929 edition of "Motor Sport," in which Mr John spoke of the early days of Alvis, its sporting roots and also the front wheel drive cars.

Many Alvis owners will have read this article previously, as it was also published in Ken Day's "The Story of the Red Triangle," however it is certainly worth reading again as a reminder of some of the reasons we have this passion for Alvis cars and why the marque earned the reputation that it has.

.....ed

As the Alvis concern have, since the war, been so much to the fore in the development of the really fast light car in this country, it was with special interest that we called on Mr. T.G. John recently to obtain his views on things in general and sports cars in particular.

Mr. John who founded the Alvis Company and is their Managing Director, did not enter the motor industry until comparatively recently. In fact he received his early training in the Navy and the high efficiency and dogged persistence of the firm he now controls, is doubtless due in no small measure to the influence of the Silent Service.

At the beginning of the war, he was with Armstrong's in charge of aero development and this made him even further qualified to produce a fast car and with this in mind, he founded the Alvis concern in 1919.

"We felt," continued Mr. John, "that there was a definite market for a really high performance light car and decided to cater for it. At the time, this class of vehicle was not made in this country, so we experimented and put the first Alvis on the market. This was a 10 horsepower two seater and had a four-speed gearbox, which was a novel feature on a car of this type. It was not a cheap car, as it was priced at about £750, but it was really fast and we entered it right away for competitions and in those days there was a hill climb or speed trial nearly every week in the season. We did pretty well and cleaned up quite a few of the events.

We have intended to stick to the two seater body, which is what we called the Zephyr body, built with a steel tube frame, covered with aluminium panels and strengthened with the bracing wires after aeroplane practice.

This was extremely light, but had the disadvantage that it magnified noises more than a wooden frame and as later customers demanded big bodies to

carry four people in reasonable comfort, we dropped the type. Those who found that they liked going fast, also found that they wanted to have a similar performance with more touring like comfort and we increased the size and strength of the chassis.

We did not make any special racing cars and all our competition work was done on hotted-up standard jobs.

Our first big success was the winning of the 200 mile race of 1923 with an ordinary un-supercharged car at over 93 miles per hour and we then felt that we had shown that the Alvis could go fast. In 1924 the famous Talbot trio came home one, two, three and due to Were's accident in his Morgan, there was some confusion in the lap scoring. However, it was eventually sorted out and it turned out that we were fourth, fifth and eighth and we were pretty satisfied.

Next year we increased our engine to 11.9 hp and about this time we had a good day out after records and did 700 miles in under 8 hours, getting 39 records. We also did well at Shelsley-Walsh hill climb, as the President's cup for touring cars was won by Alvis three years in succession.

However, you don't want to hear a list of things we won - anyone can get those from the catalogue, though one performance, we were especially pleased with, was the 1500 cc standing start records for the mile and the kilometre, at 80.84 mph and 72.27 respectively.

We continued to enter standard cars for as many events as possible and though we naturally did not always win, we learnt a lot and we nearly always managed to finish. In The George Boillot Cup race at Boulogne, both the Alvis cars finished and were the only British cars to do so and we were still rather alone in this class against foreign competition.

With regard to the racing expenses, you wanted to

know if our shareholders grumble about what we spend on racing. Well, for one thing, we don't spend a great deal, for all the cars we race are built from standard material so they cost no more than any others and for another, we find racing successes are of great help to business.

Of course, if we did as some firms have done in the past and build special "freak" cars, it would not cut much ice when we won and the expense would be terrific, but a good deal of our racing is done for us by private owners, in standard cars.

Then you were asking about front wheel drive. Of course everyone wants to know about that and some people have suggested we have given up selling front wheel drive cars. This is not so at all and we have some in production at the moment, but although it is one of our standard models, it is a special type for a special purpose and we don't wish people to buy them who do not really want them.

We had a case the other day of a clergyman who had been sold the front wheel drive supercharged saloon for visiting the parish! This is an example of what may happen if a car which is at present intended for special work i.e., really fast road work, is pushed as the type for everyone.

Cases like that do much harm to the development of a new idea. Front wheel drive will come, as it is theoretically correct and has been shown to have many advantages in practice. The tractive effort is always in the direction you want to go and not straight ahead as in the present type.

However, the present type is now more suited for general use and when the new type is recognized as generally desirable, we shall be in a very nice position. Not only have we had valuable experience, but we have developed a considerable number of patents, which will put us in a good position.

Any new ideas take time to mature and become approved by the public, but it is the people who get ahead and work on it instead of waiting until it is asked for, who are the ones who will reap the benefits. I have personally avoided one or two serious accidents in my own front wheel drive car by executing the most violent swerves, which in an ordinary car would have most certainly inverted it.

There has been a lot of talk about whether the front wheel drive car is difficult or dangerous to drive and I can only give an instance of a driver taking one over, who was completely strange to the type and had to drive it in race. One JCC 200 mile race, George Duller was to drive one of our cars and the cars duly arrived at Brooklands a few days before the event for practice. The first thing we found with

Duller's car was that there was no oil pressure and this meant stripping the lower part of the engine to fit a new oil pump. The work was eventually completed but not in time to give George Duller any time to try the car. We said it was too risky to take over a car of a new type which he had never driven in his life, but he was not worried. He said "Cottenham has sent me a wire telling me how to drive it, so that will be all right!" These instructions amounted to the words, "When in doubt, step on it and steer."

This applies to all front wheel drive jobs and is where people get into difficulties. When you are taking a corner too fast, the one thing which will pull you round is the engine, if the drive is in the direction you want to go, which in FWD cars it is.

Well, Duller started in that race and led to the first bend and went into it much too fast to be pleasant and got into a terrific skid. But he remembered his instructions and put his foot down hard and he just came out of it and went round and was well up in the race until his engine had some oil trouble.

Of course, Duller we know, is a first class driver, but no one on earth could drive a strange car in a race at over 100mph and get away with it if there was anything radically wrong with the idea and we claim it to be radically right. We have had engine trouble of course, everyone who races has some, but we have never had any bother with the front wheel drive.

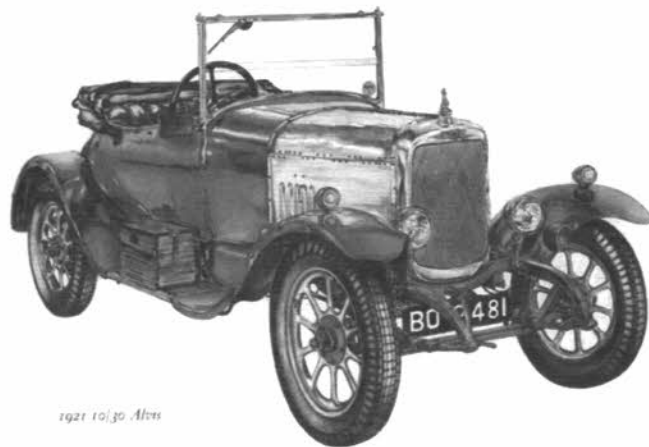
A good example of the luck of racing is to be had from our recent 1000 mile record. We sent down a car to see if it was all in order for the record; after all one of the first essentials is that the car should be capable of the necessary speed as well as being able to last! This engine proved quite up to the expectations, so much so that they thought they would improve matters a bit and see if it could be made fast enough for the hour record.

It was doing well over one the 100 mark without being too much hotted up, but they then put on a larger blower and then started in to "make it go." It soon came up to near the speed they were after and was doing about 116 mph on the lap. The car had a very high third gear and it was sometimes done to change into third to go onto the member's banking. They decided that it liked third and was a bit over geared in top, so they tried a complete lap all out in third.

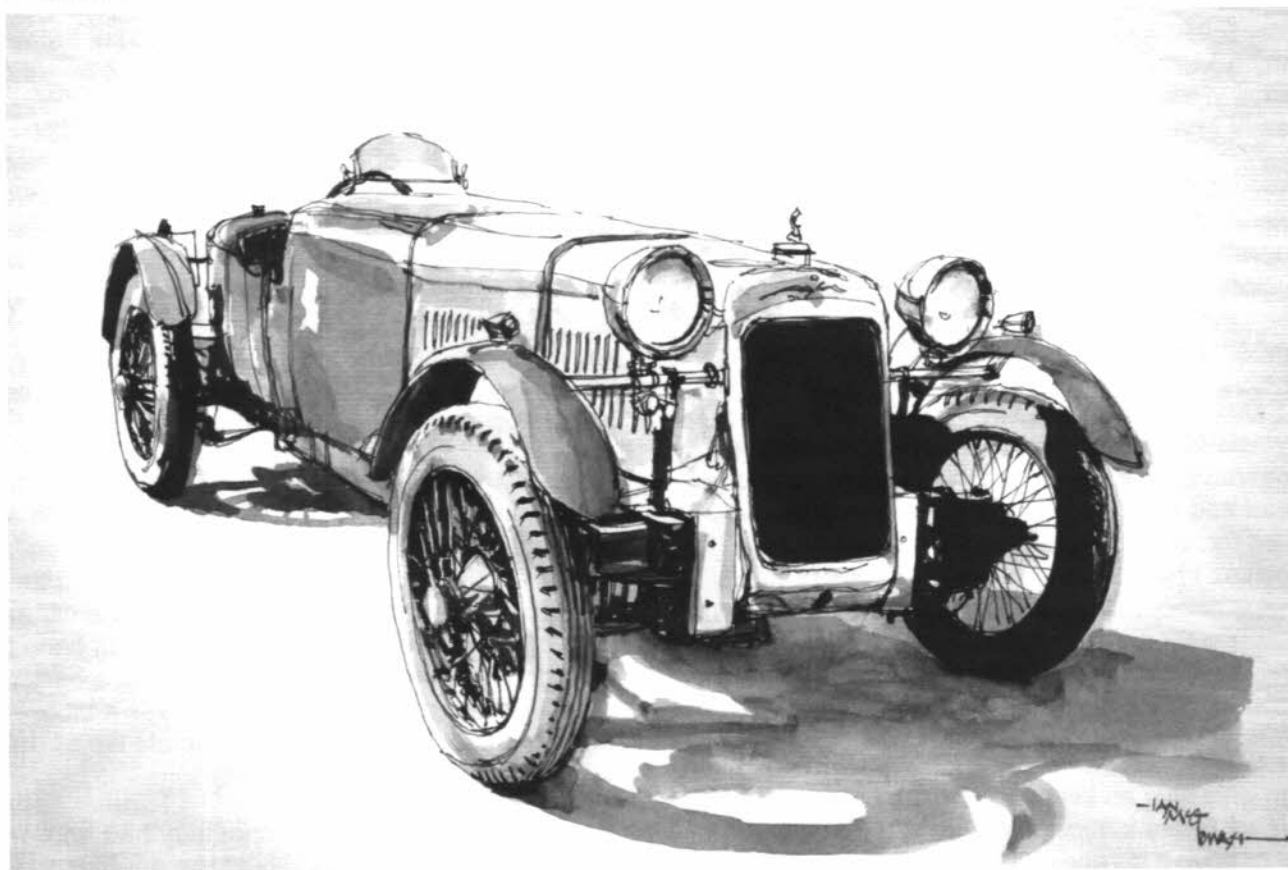
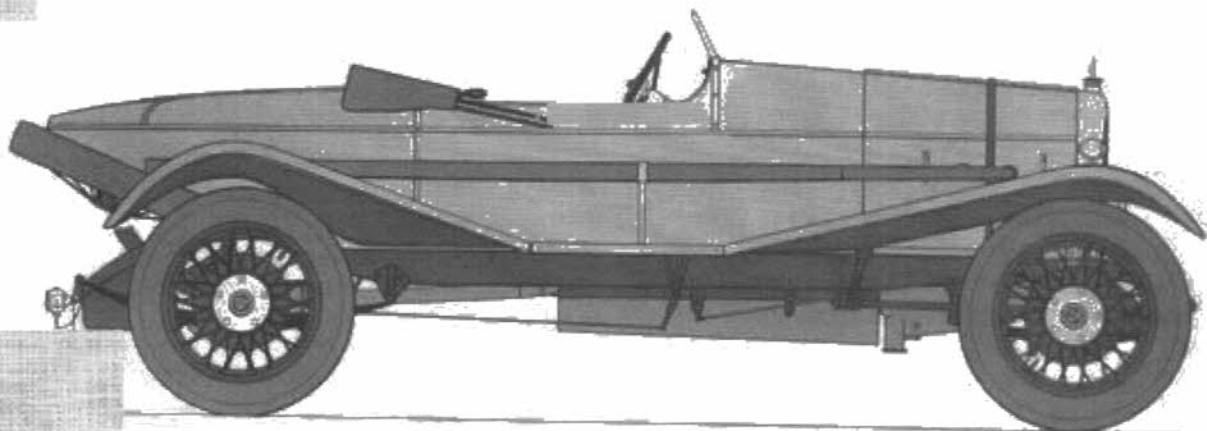
Result - a wire to the works that they had "thrown a conrod" and please, they would like another motor. Of course, racing engines are not built in the day and we had not got one specially tuned to this pitch. Still, we wanted that record and there was is nothing

for it but to take an engine out of production and send it down. They got it, ran it a bit to get everything right and got the 1000 miles and several other records. And owing to a stop on the way, which put them behind schedule, they had to lap at 107 mph for some time to pick up again.

Oh yes, it is a great game building a high efficiency car, but you have to keep very much awake to avoid getting left behind and there is no doubt that without competition and racing, it would have taken another 10 years for us to get as far as we have."



1921-1930 Alvis



And more from the Club archives - this time from the Bob Graham cache of interesting history.

One of the problems of desk top publishing is trying to do the impossible! The article loses its authenticity if it is reprinted to be legible!

Hopefully enough of it is readable to take you back to 1927. (if not SpecSavers have some good specials going)

..... Ed

THE HERALD, MONDAY EVENING, MAY 9, 1927

THE HERALD MOTOR SHOW REVIEW



Grace and splendid performance are combined in the Auburn "6-66."

AUBURN

A sensational price-cut now adds to the attraction of the Auburn eight, six and four cylinder cars which flex rotors display on grand 32 main hall. The company announces reduced prices which offer the eight at six-cylinder cost and the six at prices commonly charged for many American four cylinder cars. The Auburn is the product of a pioneer American company which knows specially how to build comfort, strength, remarkable acceleration and silent flexibility into its cars.

The models shown are the new 20 h.p. "6-66," which has a wheelbase and track of 120 and 56 inches respectively; the "8-77," a 25-h.p. straight eight model with a wheelbase of 125 inches, and the "8-88," which is of 31-h.p., and 147 inches wheelbase.

Especially good bodies are fitted to model, the "6-66" being offered as a four (1495), coach (1495) and sedan (1550) forms, and the "8-77" as a four (1495) and a sedan (1650). A special range of open and closed bodies is available for the "8-88."

The engine of each model is fitted with an external vibration damper and careful "hot-spotting" of the induction and splendid four-wheel brakes are features of each.

Just as the International Motor Show this year makes conspicuous the popularity of the closed-bodied car, so does it emphasise that the modern automobile, from the viewpoint of manufacturers, has reached practically perfection.

Enthusiasts no doubt will lament the absence of novelty in design, but the buying public is being better catered for now that the great majority of automobile makes are approaching the one standard of construction.

At the same time regret must be expressed that no maker represented at the show has found it convenient to adopt a modification in suspension on the striking and provedly super-efficient lines of the chassisless Lancia. Improvement in suspension is one field in which makers can still launch out without suffering trade losses, in these days of extra keen competition.

During the past year in Europe many makers indeed have tackled this problem, but unfortunately the several makes which have turned to axleless, transverse front spring, and independently sprung wheel suspension systems are not represented in Melbourne.

Standard production super-charged cars are similarly absent. These facts have the result that each of the many makes of cars shown must be carefully searched before the 1927 features are revealed.

Outwardly the cars differ little from those of two years back—bodywork being excepted. One or two cars feature front wheel brakes for the first time, though the principle, introduced by Delage in 1913 and popularised two years ago, is now standard on practically every car. Others feature four-speed forward gear boxes, a distinct improvement as is servo braking, but neither can be claimed accurately as a new feature for the year.

The same can be said of the practice of fitting multiple bearings for carrying crankshafts, a practice which involves the use of one or two bearings more per crankshaft than the total number of cylinders used in the engine so fitted.

Much can be said, however, in favor of this practice, which makes for smoother and more vibrationless running at all speeds, and famous exponents of the system include Nash, Chrysler, Dodge, and Austin.

Where then has improvement been effected for 1927? The answer specially involves metallurgical technicalities, for it lies mainly in improvement in the qualities and tensile strengths of all components of the chassis, and engines, of the various makes. In addition there are the various new components usually classified as "refinements"—air and oil refiners, or filters, of varying design and operation; better, yet lighter, valve gear; better carburetion and exhaust systems; better transmissions, and finally better power development and increased economy of operation.

All these are vital things, as they make for improved performance, reduce breakdowns and ensure long wear to the cars so fitted.

On this and the following pages are given, therefore, illustrations of improvements along these lines which are to be found on the cars exhibited.



A small "masterpiece"—the Austin Seven.

AUSTIN

"Buy British and be proud of it," is the telling slogan of the popular Austin, which is shown on stand 32 (main hall) and stand 45 (basement) by Austin Distributors. The Austin Company is today astounding by the daily total of its production, though this is being effected without any depreciation in quality.

At this show a new-comer to the already well-established Austin range of models is the six-cylinder, 23.5 h.p. model, which features refinements in engine design peculiar to the best British makers. Its wheelbase is 136 inches, the track 56 inches, and a four-speed forward gear-box adds to its qualities. This car, fitted with a Ransleigh limousine body, ranks among the most exclusive products in the show, yet sells at £1250. The other Austin models are the famous "20" (22.4 h.p.) "four," the 12.8 h.p. "four" and the always remarkable "Seven," a tiny masterpiece of original and clever automobile designing.

The models available are as follows: 20 h.p. Ascot saloon (£975), and four (1050); 12 h.p. Windsor saloon (Australian) (£495), Windsor saloon (English) (£445), coupe (£450), four (1395), and roadster (£395). The finish and design in each case equals the high quality of the Austin engine and chassis. The Seven "Baby" is available at from £199 to £270 in light van, single seater, family, roadster, sports, coupe, and sedan body styles.

A favorite with lady drivers, owing to its ease of operation and powerful four-wheel braking, the tiny car is also a favorite with sports enthusiasts and the duo-toned sports model is among the most nippy and attractive of the few such cars exhibited at the show.

How the Seven has triumphed in overseas classic races and other events is conspicuously shown on one Austin stand, where some 35 international cups and trophies won outright by the car, in its racing form, are displayed.

Métallurgique

Stand No. 28

A VENUS in its Grace—
in its Strength—a Mercury
Speed—the Metallurgique is just
claimed the "Classic Car" by all
dom.

To a chassis, that is as near per-
fect as automotive research and ex-
cellent craftsmanship can make it, is
the Coachwork by Vandeplass (Best
of the world's foremost body-builders).

15 h.p. Tourer from
Four-door Saloon from
All Bodywork by Vandeplass.

W. H. LOWE & Co., Sole
127-131 Clarendon St. South Melb.

Buy the British Built

See it at the Motor Exhibition
May 5 to 14
Stand No. 29, Main Hall

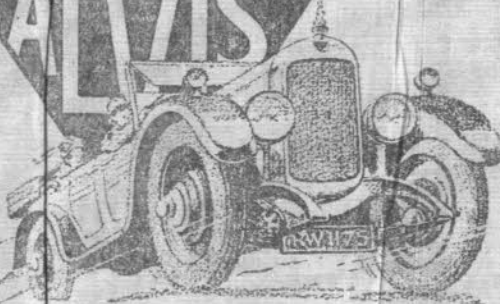


That Britain is coming into its own is
evident from the immense number of
British cars now seen on the roads.
In the Daimler-Thomson design, the
and construction are seen at their
best, hence the great Daimler-Thomson
by the nation. See the Daimler-Thomson
and your search for the right car is
ended.

Francis Motors 249 La Trobe St. Melbourne
Phone F3341

"The Car for the Connoisseur"

ALVIS



The Simplest and Most Efficient
Car at the Motor Show

STAND 23

See this Wonderful Chassis

REGENT MOTOR CO.

410 Elizabeth Street, and at St. Kilda Road,
Melbourne.

Tel.: Win. 2462

British
Built

The Car
Super Excellent



VAUXHALL

See it at **STAND No. 13**
Ground Floor Motor Show.

Great Price Cuts

Special Big Show Reductions have been
made on all Singer Cars. Choose your
Singer now. Prices alone are reduced—
in engines, chassis and bodies—the
Singer remains "Britain's Finest Light
Car."

SINGER

Junior" 4 "Senior" 4
£210 £265

Motor Show
STAND 20

OVERSEAS MOTORS Pty. Ltd.
118 Lonsdale St.—Phone F3104/5

ALVIS—BROCKLEBANK
Shown together on a main hall
stand by the Regent Motor Co., St.
Kilda road, are the Alvis and the
Brocklebank, each being a master-
piece in its class, and a revelation in
modern British car design and con-
struction. This applies perhaps more
noticeably to the Alvis, which occu-
pies a distinct place in the van of
modern "light" cars, and in its racing
form has many excellent wins to its
credit. Alvis-type all metal universal
joints are featured in its transmis-
sion, while the high efficiency engine
is carried by rubber buffers at the
points of its suspension.

The Brocklebank is a new comer,
and its six-cylinder engine is rated at
15 h.p. The chassis has a wheelbase
of 116½ inches, and a clearance of 9½
inches, and features hydraulic four-
wheel braking, long underslung rear
springs, a transmission brake, and
sells with a five-passenger body at
£445. Other features are the separ-
ate Lucas starter and generator units
(both very accessibly placed), the
sturdy worm and wheel steering box
and the hinged facia board, behind
which two "hidden" dash lights are
neatly fitted. The foot controls are
made adjustable for the convenience
of drivers.

The Alvis front axle and front
brakes are worthy of special note, the
former having round section up-swept
ends of great strength and torque re-
sistance, and the brakes being of the
narrow type, enclosed by beautifully
cut air-finned drums.

THE INVINCIBLE TALBOT

The Talk of the Olympia
Show, London

The 1927 Model is Now on view at
STAND No. 12

Full to see this wonderful British production. All latest improvements, based by
and York.
Especially Designed for Australian Conditions
The Circle 52H, 51H, Ground Clearance, 10H, Wheel Base, Standard Track, Ample
and accommodation for six passengers. Its excellent success in all English Trials
warranted a direction indicator of novel design. Prices from £495 fully equipped.

EA-FRANCIS

ENGLAND'S WONDER CAR

Francis is full of nice features—4 speeds, 4 wheel brakes, Two Models, 30 and
developing 40 Brake Horse Power. Its excellent success in all English Trials
and only its exceptional performance, but its thorough reliability.
Prices from £295 Complete. No Extra required.

ECLIPSE MOTORS PTY. LTD.

478 ELIZABETH STREET, MELBOURNE

F1929

ARMSTRONG SIDDELEY

"BRITAIN'S WONDER CAR"

All Models on View at Motor Show.

PRICES FROM

£395

Finance Arranged.

ALL BRITISH MOTOR CO. PTY. LTD.

Cor. Russell and Little Collins Streets,

MELBOURNE

Open till 9 p.m. Friday

Insured

Deliv

Phone F 3633

3634

Alvic

PETROL THE VITAL SPIRIT

Product with Amazing History

Though known to the ancients, and used in varying ways for thousands of years previous to 1850, petrol has only been marketed in modern civilisation for 75 years.

Even then, it was marketed for a long time solely for use in medicinal preparations.

Such minor marketing of petrol was continued until 1880 odd, despite the fact that the later part of the 19th Century was marked by the beginning of the manufacture of illuminating and lubrication oils. Manufacturers, however, then overlooked but the lightest of all distillates, now known as petrol, and it was chiefly regarded as a waste product, of no importance, until the advent of the internal-combustion engine.

COMPOSITION

Petroleum, from which petrol is derived, is found in many parts of the world, and many theories as to how it was initially formed have been argued by scientists. The pioneers of oil-drilling in Pennsylvania round about 1860 innocently believed it to

MODERN METHODS

Nowadays, wells are sunk by percussion or by rotary drilling to depths of thousands of feet down to the oil-bearing strata, and the petroleum is either pumped up or may rush out under the pressure of natural gases. It is a viscid fluid, varying from light brown to a greenish-black in color, and consists essentially of a great variety of hydrocarbon compounds, together with a certain proportion of impurities.

The treatment which the crude petroleum undergoes consists of two distinct processes—distillation and refining. To effect the former, the fluid is heated in stills up to a certain temperature, and the vapors are collected and condensed, the temperature to which distillation is taken governing the constitution of the product and the residue. The lighter spirits, that go to make up petrol, are driven off at a fairly low temperature; following these in order, the application of more heat produces the illuminating oils, paraffin, lubricating oils and so on.

A later development, rendered necessary by the enormous demand for motor spirit, is the process termed "cracking," by the use of which a far bigger proportion of petrol can be obtained from the crude petroleum than is possible by ordinary distillation. "Cracking" consists essentially of violently heating the oil in the absence of air, which has the effect of splitting some of the more complex and unstable hydrocarbon molecules. Motor spirit produced by "cracking" processes is notable for its anti-detonating characteristics.

be indigenous to the valley of the Allegheny!

Nowadays, the theory that has gained the most general acceptance is that petroleum was originally formed by the prolonged action of heat and pressure upon the remains of millions of small marine animals.

THE FIRST WELL

The first well actually to be drilled was one put down by Colonel Drake at Oil Creek, West Pennsylvania (U.S.A.) in 1859, and from that time until 1875 this oil-field spread rapidly, and was the only one of any importance in the United States. Like many of the pioneers of the oil industry, Drake failed to benefit financially from his enterprise, and actually died a State pensioner after many years of poverty. Similar fates befell Shaw, the Canadian driller, who started the boom at Oil Springs, Van Syckel, the originator of the first successful pipeline for conveying the petroleum products, and Merrill, a pioneer chemist, who laid the foundations of successful refining. Doctor James Young, who initiated the Scottish shale-oil industry in 1847, is an exception to this rule, as he died one of the wealthiest men in Scotland. Since these early days, the history of oil production has been eventful with romance, appalling disasters, such as the great fire at Baku and oil wars between the big companies concerned in its production.

IN HISTORY

Petroleum, in its asphaltic form, was employed as a mortar for the bricks which went to the building of ancient Babylon, and by the early Greek and Roman architects. For a thousand years or more, crude petroleum has been burnt in India, and hundreds of years ago oil was being produced in the Caucasus on a commercial basis. It is related that on one occasion, in Persia, Alexander the Great was entertained by the sudden illumination produced by the ignition of a train of petroleum laid along a city street, combustion being initiated by a torch — not a sparking plug!

British chemists had much to do with the development of processes for treating crude petroleum, and to British shipbuilders on the Tyne side must go the credit of being the first to develop the tanker, specially designed for the transport of oil in bulk across the seas. For over 40 years the building and running of tankers was exclusively in British hands.

WARNING FOR BEGINNERS

Hint on First Driving

Everyone is glad to see the new motorist, and all fellow road users extend to him or her a cordial welcome. But there is just one point which he or she might take to heart, and that is when making their early week-end runs on new cars, while they are still in the fledging stage of experience, they might, with profit to themselves and for the general weal, use the by-ways rather than the highways.

It is not at all easy, until experience has been gained, to keep a slow moving car well to the left side of the road, and evidence goes to show, that novices are far too prone to hang on to the middle of the road and thereby impede all other traffic to a degree that may easily become dangerous. One very slow moving car occupying the crown of the road and possibly not keeping in too straight a line — for really it is easier

to steer a car straight when travelling fairly briskly than when proceeding very slowly — holds back a large number of vehicles driven considerably faster, probably with far greater skill, and results in a temptation for everyone to adopt that most pernicious means of progress, driving en echelon.

The novice is not alone to blame. Those who supply the cars and give the first instruction should impress upon beginners that until thoroughly proficient in the control of them they should stick to the quiet, secondary roads. Even if some definite place, rather than an aimless run, is the objective, a little inspection of a local map will almost invariably indicate a less crowded route than along one of the main trunk roads, most of which are already uncomfortably crowded during fine spring week-ends.

Looking back nearly 90 years at motoring promotion of the time, it is profoundly different to today's marketing of the products with apparently no interest in motor shows from the companies. Of the many makers adverts for the 1927 motor show, other than American marques, Fiat is the only company represented that is still in business, albeit as part of a conglomerate.

I was unaware of the marque Brocklebank, but here we have the Regent Motor Co, marketing Alvis along with Brocklebank.

The two articles above make interesting reading, particularly the hints for the beginner driver and the reference to crowded roads.

If only the author could see the Bolte Bridge on a Friday night at 5.00pm!

Steam Locomotion 2015



All members of the Alvis Car Club - Victoria, Armstrong Siddeley Car Club, Bristol Owners Club of Australia, and the Daimler & Lanchester Car Club of Victoria, are invited to join the members of the Jowett Car Club of Australia for a Steam Locomotion experience combined with lunch in historic Malden. We have organised a steam train trip from Castlemaine to Malden and back using a First Class Carriage with bar where the Stewards serve drinks to our seats.

Date: Sunday 8th November 2015
Start Location: Victorian Goldfields Railway, Platform 3, Kennedy Street, Castlemaine.
Start Time: Board our carriage at 11:30 am sharp
Car Parking: There is a suitable area for parking our cars adjacent to the Castlemaine station which will be watched from the station platform. The Victorian Goldfields Railway has had large groups of vintage cars park there without any problems in the past.

Lunch Venue: Kangaroo Hotel, 89 High St, Malden.
There is a short 10 minute walk from the Malden Station to the Hotel, although the Railway has a courtesy bus (10 seat capacity) available for any of us with mobility issues.

Finish Location: Back at Castlemaine Station at 3:15 pm

Costs:

Steam Train: Adult	\$50.00	(Normally \$65.00)
Concession (Seniors Card)	\$45.00	(Normally \$60.00)
Children	\$25.00	(Normally \$35.00)

Train tickets are to be purchased on the day individually at the ticket office; make sure you mention the car club to obtain these excellent group discount prices. Drinks at bar prices; pay the steward.

Lunch: \$27.00 for a 2-course menu with a choice of 2 options for both main & dessert (alternate drop) with tea or coffee.
Children \$15.00

Payment required on the day at the bar prior to serving.

Bookings: Please contact your car club representative by 25th October 2015

Each car club should make their own arrangements so that you all arrive at the Castlemaine station in time to park then purchase your train tickets and board our carriage by 11:30 am.

JCCA Founded in Victoria in 1957 Associations Incorporation Registered No. A9664E



METUNG MERRYMAKING

WEEKEND AWAY

Friday 11 to Sunday 13 September



Where we are staying?

At the Moorings, superior accommodation in the heart of Metung Village. The Option A apartments have absolute waterfront views from the living room. They comprise 2 bedrooms, one with Queen bed and the other with King bed (or 2 singles). One bedroom has an ensuite and the other almost an ensuite (next door). We recommend Option A which requires share for 2 couples or 1 couple and 2 singles. See below for other options. We have personally inspected the site and are sure you will be most comfortable.

What are we doing?

Friday night

- Dinner at the nearby Metung Yacht Club, which has excellent fare.

Saturday

- Breakfast at the local bakery, Bancroft Bites, or BYO (the option A apartments are fully equipped for self catering)
- Scenic drive to Bruthen, with morning tea at the Bullant Brewery.
- On through Nowa Nowa to Lake Tyers for lunch at the Waterwheel Restaurant.
- Return to Metung for a 2 hour scenic cruise of the Metung waterways on a privately chartered boat.
- Dinner at the Metung Hotel (100 metres from The Moorings) - there is a "naughtical" theme (or something fishy?) - be as naughty or as nice as you like! Be imaginative - there are prizes.

Sunday

- after breakfast, motor to Paynesville to visit a private automotive collection. Lunch at the waterfront Boathouse Restaurant, then head home. Please contact me if you wish to stay another night at Metung.

What will it cost?

The Moorings

- Option A 2 bedroom Bancroft Bay Waterfront Apartments, \$160 per couple per night - water front views.
- Option B 1 bedroom Lake King Apartments, \$180 per night.
- Option C Luxury Motel section, 2 people, \$155 per night.

The Cruise

\$30 per person

Meals at own Cost.

We had an amazing 83 people at the 60th Anniversary Dinner - please join us for this excellent weekend.

****See separate booking form in JUNE ALVIC or contact the editor—details page 2**



MGCCV

MGA Register

All A's Run

Werribee Park Mansion

SUNDAY 4 OCTOBER 2015

The A Register of the MG Car Club of Victoria is hosting the All A's Run again this year, on Sunday 4 October.

This year we are heading to Werribee Park for a BYO picnic/BBQ lunch.

Meet at the Time Ball Tower, Battery Road (end of Nelson Place), Williamstown at 10am for 10:30am departure.

Please note: This car park is on a Public road, so please be conscious of through traffic.

Alternatively, meet us at Werribee Park from 11am onwards.

We will aim to gather under one of the big Shelters. Some tables and chairs are available, but bring your own chair if you can. BBQ facilities available. Kiosk/cafe available at the Mansion.

This year we have invited:

Model A Ford Club

Alvis Car Club

Armstrong Siddeley Car Club

MG Car Club of Geelong

For more information, contact Linda Hayhow, Captain, A Register

on 0407 553 674 or email lindah222@bigpond.com

Its FREE!

INFORMATION WANTED

MALCOLM KINDELL (Alvis Owner Club TA - TC21 Model Secretary) would like to identify the car photographed.

If you can help, Malcolm can be contacted on:

jenniferkindell334@btinternet.co.uk
or via the Alvic editor.

Barry Gough advised that he was sure that the car belonged to John Cole at one stage.

John Cole confirmed that information and could not recall to whom he sold the car. The 251 number plate was remove prior to the sale.



ACCV ALVIS TYPE SPECIALISTS

Some time ago, the Committee discussed the possibility of setting up a list of Type Specialists to aid owners to gain information about their cars or to discuss problems that they themselves have not been able to resolve.

For the facility to work it must be understood that any advice or information given, is given in good faith and any decisions made by the owner to accept or act on the advice or information is solely the owner's responsibility. Similarly the ACCV accepts no responsibility in providing this service.

12/50	Alan McKinnon	<i>alanm@antiquetyres.com.au</i>	03 9497 3414
	Andrew McDougall	<i>amfi@dunollie.com.au</i>	03 9486 4221
FWD	Paul Bamford	<i>paulbamford45@optusnet.com.au</i>	03 8812 7333
Silver Eagle Firefly	Dale Parsell	<i>dparsell@ozemail.com.au</i>	03 9706 6040
Speed Models	Peter Miller	<i>moulen@tpg.com.au</i>	03 5426 4048
TA14	Mike Williams	<i>mike@tassie.net.au</i>	03 6247 8947
3 Litre	Richard Wallach	<i>richardwallach@hotmail.com</i>	03 9762 7670

ALVIS PEOPLE BEHAVING BADLY

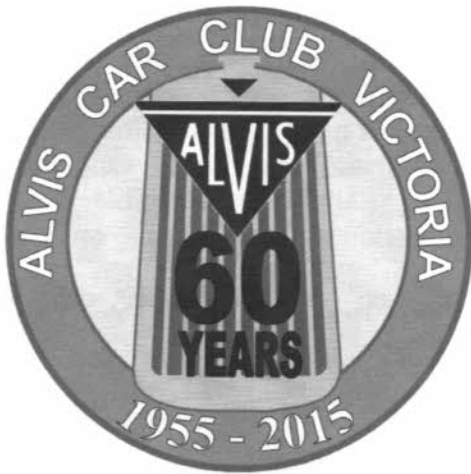


*Up near the Arctic Circle, Andrew McDougall represents the Alvis fraternity by swimming with the walruses!
There seems to be some concern from the onlookers that one of them might need to go and rescue him!*



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



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 general meetings or plus postage - contact the Treasurer, details page 2

FOR SALE

Two Smiths dashboard clocks, both in working order (8 days) – will sell separately.

Silvered dial, blued hands and nickel plated bezel, small chip in glass, swings out to wind and set. Hole size 85mm, bezel size 90mm, flange size 104mm . I think suits 12/50 Alvis or similar models. \$200 ono.

Black dial, chrome bezel. Hole size 81mm, bezel size 86mm. \$100.

CONTACT Mark Weller on 03 9818 4324 or mark.weller@authenticage.com.au

FOR SALE

Alvis SB Series 12/70 DHC

Car 19306 Chassis 15305 Engine 15790

It has original Mulliner coachwork and requires, painting, upholstery and new hood.

Engine has been thoroughly overhauled.

Asking price \$24,000 ono

Contact **Bruce Cunningham:**

email bcunningham55@hotmail.com or mobile 0431 184 719



FOR SALE

1954 Grey Lady chassis 25605

Car restored some years ago.

Last registered 2012. wire wheels, full leather trim, good headlining and wood. I have not driven the car for any distance however seems good mechanically. Car located in Sydney.

Asking \$16,000

Contact: Phil Dadd 0418 646 149 or

email: pdadd@bigpond.net.au

FOR SALE

1938 Alvis Silver Crest saloon

Chassis 14196

Fully restored by Gharre Dalliston.

Many spares may be included. Located on the Sunshine Coast.

Contact: Maureen Cash

Tel: 07 5456 2430

email: maureencash@dodo.com.au





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

FOR SALE

1947 TA14 Special
 Chassis 22158
 Engine V540607P
 Spares included
 Documentation of early history as a
 sedan included.
 Asking price \$20,000
 Contact Rob Simpson
 Phone: 02 4997 8298
 email: meta1447@yahoo.com.au



FOR SALE

Alvis 12/50 TJ chassis 9145
 Very reliable, excellent condition
 Low boost supercharger
 Enormous torque, great
 performance on the road.
 Full road equipment

\$65,000 negotiable.

Contact Rob Rowe
 Tel: 02 4948 1771
 email:
roweauto@ozemail.com.au

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

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.