

Alvic

SEPTEMBER 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.

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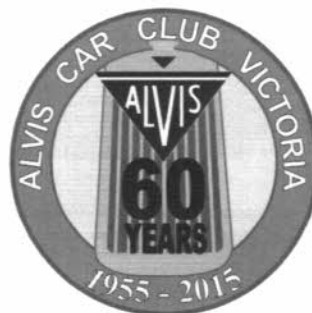
SUPPER RICHARD WALLACH

2015 COMING EVENTS

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

- | | | |
|-----|-------|---|
| 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: At Lake Tyers on Victoria's Gippsland Coast.. 40 YEARS
Rex Roberts 1924 12/40 Richard Tonkin's 1964 TE21*



PRESIDENT'S REPORT

This report does in fact come from Melbourne as we have just returned home in time to enjoy the Metung weekend. I wish to thank Mark Weller for standing in for me during my absence. Mark is currently away overseas for a month and we wish him an enjoyable time.

Following our expeditionary cruise around Spitsbergen we then went on a back to back cruise to the east coast of Greenland. On the way we went back up to the Arctic sea ice and again saw two polar bears devouring a seal. This was the first time that the crew and tour leaders had seen two fully grown males tackling the same seal. The young buck had muscled in on the old male, who had caught the seal and had driven him off. The young male then proceeded to get his fill, with hopeful gulls standing by. When he had finished, the old male returned to get his share and in doing so the two bears circled one another and even touched muzzles, but did not fight. I think the young male had indicated that it is now his turn to be dominant.

The ship then turned south west and headed for Greenland. There was a bit of rough weather, lots of mist and sea ice. Because of this we had to sail much further down the east coast before attempting to make a landing on Greenland. The crossing took a couple of extra days. We were then confronted with lots of sea ice blocking the entrance to the huge Scoresby Sound. The ship battled on through the ice and came close to turning back, but the Russian crew did a magnificent job in slowly pushing through. The Polar Pioneer was the first and only ship to make it through this year. All other ships had failed. Once in the 300km long sound, we were presented with wonderful experiences of huge snow capped mountains, enormous glaciers, a red island which looked for all the world like Ayers Rock (Uluru) sitting in the middle of the icy fjord and lots of large icebergs. We also managed to have close encounters with musk ox and a pure white arctic hare which would make a stunning mascot for a 12/50.

It was then down to Iceland where we had booked a car and accommodation for a 16 day drive around the country. This time our mighty car was a Ford Fiesta with its diminutive 3 cylinder 1 litre engine. It went surprisingly well and even managed to produce a Ferrari like sound from the engine when accelerating, however its economy wasn't as good as the Norwegian Toyota Auris hybrid. It returned just a shade short of 50mpg, with petrol just above \$2.00 per litre. Also we noted that Suzuki had hit the spot with thousands of diminutive Jimny 4 WDs on the road. There were many larger 4WDs on the road with 15 inch rims and enormous tyres – which are required for the very rough interior "F" roads and for running on the snow caps and glaciers.

Iceland is a different and stunning country, heavily affected by its volcanic origins. There are lots of hot spots, with steam and boiling hot water appearing in unlikely locations, huge lava fields, many glaciers and snow capped mountains, volcanoes sitting there waiting for the next eruption, lots of spectacular waterfalls, many road tunnels with some long ones being single lane with periodic passing bays, many small but productive farms with lots of white plastic covered round bales of straw stacked up for the long winter months, more sheep than

New Zealand and thousands of horses. There are many more horses than people. The horses are exported and it is forbidden to import horses to Iceland so that the blood line is not compromised. These horses are fairly small and stocky and are unique in having a fifth gait which reputedly provides a very comfortable ride. Apparently the influx of tourists in Iceland has increased markedly since the volcanic eruptions a few years back, which severely impacted world air travel. People wish to see why Iceland caused these problems, which undoubtedly it will do again sometime in the future.

Sadly we have just lost two long standing members from our Alvis community. David Caldwell passed away on Thursday 10th September, following a heart attack. To Margaret and family we send our heartfelt condolences and recognise that David had touched so many lives through all his endeavours. Rob Gunnell passed away the previous Sunday, following a short illness. On behalf of the Victorian Club I extend our best wishes to Heather, Rob's family and all his close friends in the NSW Club. There cannot have been a more dedicated Alvis owner and long time enthusiast than Rob. He will always be remembered for his pioneering exploits in his 12/50s and his great attention to detail in being able to demonstrate how good Front Wheel Drive Alvis cars can be.

I am completing this report, having just returned from the weekend in Metung. We all had a fabulous time in this stunning part of Victoria, which in no small part was aided by the weather and the great organisation. We were taken across wonderful roads ideally suited to our type of motoring, followed by the almost obligatory enjoyable cruise across the lake in ideal conditions. The Saturday evening had a nautical theme, with some outlandish costumes setting the scene. We also took the opportunity of celebrating Dale Parsell's significant birthday and on a more serious note to toast the memories of David Caldwell and Rob Gunnell. On Sunday morning there was a visit to a husband and wife's huge collection of vehicles and military memorabilia as well as an Alvis Saracen armoured personnel carrier. To Richard and Pauline Tonkin I wish to thank them for leading the concept of revisiting Metung, which we had previously visited around 18 years ago and to the wonderful local organisers: Dorothy Chaley, Rex Roberts and his friend Kay. Their local knowledge and arrangements made all the difference. We were again able to witness Rex's 12/40 Alvis going indecently fast – an amazing car. This was an excellent example of taking a club activity to remote members so that they can be involved and have the opportunity of showing to us parts of their world in detail. We propose doing more of this in the coming years.

Our monthly meeting is this coming Friday where Frances and I will show a powerpoint presentation on the Arctic expedition portion of our recent trip. If you are coming to the Malvernvale Hotel for a meal prior to the meeting, I would appreciate you letting me know by Wednesday evening so that I can book the table.

Andrew McDougall

news and People

NEW MEMBER

We welcome Richard Lamrock of NSW to our membership. We hope to catch up in the near future.

DAVID CALDWELL

Passed away suddenly on the 10th of September. To Margaret and family we offer our sincere condolences.

David had been a long term member of the ACCV with many stories to tell of some of the Club's earlier days. I recall the warm welcome that Marg and I received from both David and Margaret when we joined the Club in 1997. David had owned several Alvises and for many years was always a participant in Club outings and events. If ever there was a shortage of a joke to end general business, David always managed to find one to fill the gap. His presence will be missed in future meetings.

GUNNELL, Robin (Rob) Alan 12.01.1933 - 06.09.2015 Life member of the Alvis Car Club NSW; Beloved husband of Heather (Goldsmith) and much loved brother to Beth; Loved always by his children Peter and Jenny and their mother Ann (Rob's first wife); Grandfather to Robynne, Amanda and Ben. Great grandfather of Anthony and Isabella; Died quietly on 6th September, after a short illness and long battle with dementia. He is now at peace.

I first met Rob about 50 years ago. He was restoring his Front Wheel Drive FA way back then and had just finished the tail section of the long Le Mans body of the car. Rob was the first person in Australia to fully restore a Front Wheel Drive Alvis and he has always been the centre of all things FWD.

When Nic Davies was out here in Australia with the straight eight FWD. he moved around a bit, which involved moving the Straight 8 around also. Rob followed him around collecting small parts that had been inadvertently left behind and would bag them up and send them on to him.

His love of FWDs led him to buy a second one and restore that too.

Rob's touring the globe in 1960-61 in a 12/50 he bought for £15 is well documented, travelling overland from Australia to UK. racking up a total of 29,000 miles.

Rob's Alvis exploits have been raised to "Legend" status here in Australia and he will be sadly missed.

Our thoughts at this time are with his partner, Heather Goldsmith who is as passionate about restoring and driving FWD's as any of us.

I hope that the sadness of bereavement, is soon past and replaced by the joy, of the wonderful memories of the great times you shared together.

For me the memory of his great "mischievous" smile, which just made him fun to be around, is what I will miss the most.
Paul Bamford

Terry Wills-Cooke's wife Marian has recently had a long stay in hospital and we wish her a speedy recovery.

We don't get to see Keith and Lou Williams very often and many will remember Lou was diagnosed with Mesothelioma about 12 years ago with a very short expectation of survival. Following numerous bouts of chemotherapy, radiation treatment and nasty operations, her situation was very grave earlier this year. Lou was placed on a trial of the new drug keytruda and the results have been amazing with significant reductions in tumour activity and other symptoms. Lou has for many years been a vocal advocate for other sufferers of asbestos related diseases and provided comfort to people from all over the world. She is currently campaigning for keytruda to be covered by the National Health System. Also Keith has had a reoccurrence of a problem that was subject to an operation that was expected to resolve the issue and both he and Lou find themselves visiting hospital next week at the same time to receive separate treatments. We wish you both good outcomes.

Thanks to the Parsells, McDougalls and Langs for the Metung photographs

IMPORTANT NOTICES

SUNDAY 4TH OCTOBER

ALL A's RUN

SEE DETAILS PAGE 17
ALL WELCOME NO NEED TO BOOK

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GEELONG REVIVAL

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SUNDAY 8TH NOVEMBER

We are having a short weekend away at Castlemaine.

Accommodation has been booked at the Campbell St Motor Lodge for **Saturday 7th Nov.** Group dinner at the Railway Hotel.

On Sunday 8th November we join with the Jowett Club and several other clubs to ride live steam from Castlemaine to Maldon for lunch and return.

Details on page 16.

Accommodation has been booked for :
Weller, McDougall, Mackay, Hetherington,, Higgins, Bosanquet, Lang.

If you would like to join us contact Langs on 54262256 or jdmelang@bigpond.net.au

GEELONG REVIVAL SAT 28 & 29 NOVEMBER

Short weekend away

Saturday we meet in Geelong for a trip to Queenscliff and lunch at the Cafe Gusto in Hesse St (*north end main street*) at midday.

Dinner in Geelong **Saturday** night. Accommodation **Sat** booked for McDougall, Weller, Tonkin, Higgins, Lang.

Sunday - cars on display at Geelong Revival. McDougall, Weller, Tonkin, Higgins, Concannon, Grey, Willingham, Lang.

All welcome - need to know you are coming.

MOTORCLASSICA

Richard Tonkin's Graber is representing the Alvis marque at MotorClassica this year.

If you would like to pre-purchase tickets for a saving of \$5 - see over print on the flyer for details.

METUNG WEEKEND AWAY



Eighteen years in the Club and we have been on most weekends away. Nothing changes - they have all been brilliant and Metung was no exception.

A dose of vertigo a few weeks ago meant that we went in a modern - for no other reason than Marg would not have enjoyed driving Big Red through Melbourne or a potential 4 hour trip at the wheel.

In some ways it was fortuitous as we agreed to depart behind the Mackays as Peter was still fettling the Silver Eagle and the run would help sort out any issues and there would be a degree of support knowing there was someone behind. Several stops on the way suggested all was not right and subsequently the RACV flat top was found necessary to take the car back to Ballarat.

The Moorings at Metung would have to be one of the best motels we have ever experienced and the shared suite the size of a small home was more than adequate for 2 couples. The view from the lounge and balcony over Lake King was superb and there was always something to see. In some ways it was a shame that the fabulous Alvis drives that we did over the weekend took us away from the Metung environment.

It was great to catch up with Rex Roberts and Dorothy Chaley, both of whom are residents in that part of the world and who had planned the routes for the two days.

The Metung Yacht Club was the Friday dinner venue and fresh fish from the local supply was at its best. As usual, the meal was noisy and many a tall and true story was

told across the tables. I think the staff were happy when we finally left, obviously sometime after their normal knock-off time. There was a youngster of about 14 or 15 who helped with serving the meal and his smile and confident approach to his job drew someone to start tipping and across both tables I think he went home somewhat pleased with his earnings. The older male who also served may not have been so chuffed with the arrangement because the youngster was told that the gratuities were for him alone.

After a rather poor week of Victorian weather, Friday reached 20 degrees and both Saturday and Sunday were similar with little wind. Rained again on Monday. The Alvis weather gods were smiling!

Saturday saw us driving to Lake Tyers via morning tea at Bruthen and the Bullant Brewery and via Nowa Nowa to the Waterwheel Tavern.

Rex mention that the huge water wheel on the side of the Tavern had been built using his help and explained how later on it had been resurrected from a lack of use and again with his help it was turning.

The trip back to Metung was via Lakes Entrance and again great country for Alvises.

We were picked up by a catamaran and motored down to a landing point near Lakes Entrance for a walk over the sand dunes to the entrance. On a mild day, the turbulence at the entrance provided an insight as to its potential in bad weather and a reflection on the number of

lives lost over the years.

Saturday night was at the Metung Hotel for which we had a marine theme. I think the idea of walking through the large pub dining room spooked a few people, including me, in dress up costume. But! Just to be shamed, there were several people undaunted about the prospect and we had Pirates and other adaptations of the theme. How the daggers and swords managed to get past security suggests that either there wasn't any or that the guardians were enjoying the public bar. The photographs provide an insight into the rough element in our party!

What was ironic was that the patrons at the pub gave those not in fancy dress a harder time than those who were.

During the meal, a toast was made to both the late David Caldwell and Rob Gunnell.

Following - it was revealed that Dale Parsell had reached one of life's milestones and a birthday cake was brought out for us to celebrate and for him to wonder where all the years had gone. His approach to cutting the cake was reflective of the fun to be had on an Alvis weekend away dinner. Fortunately the slices of cake were far more subdued than the surgical instrument used in the dissection.

Sunday morning included a visit to a car museum and a lunch at Paynesville.

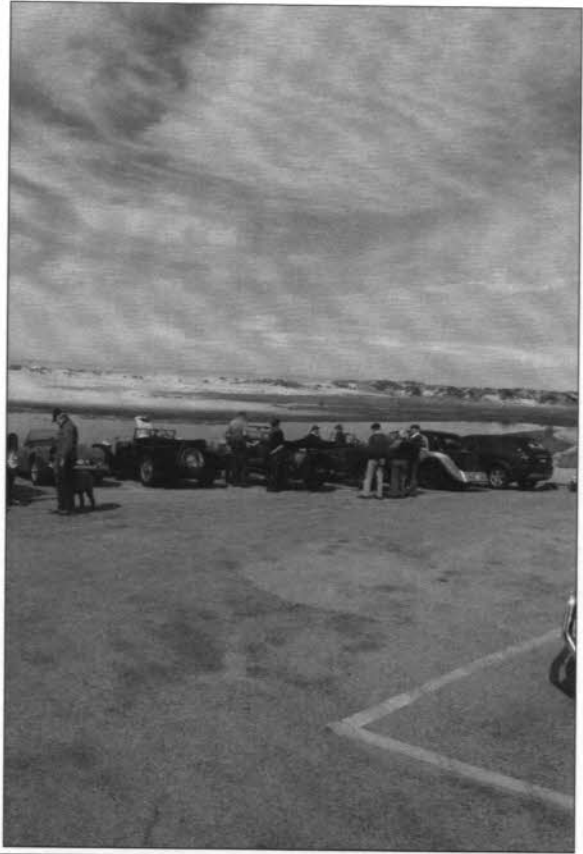
All arrived home safely.

Many thanks to Richard & Pauline. Rex Roberts, Dorothy Chaley and Kay.

.....John Lang



The Bullant Tavern. Fortunately none of its names sakes were present!



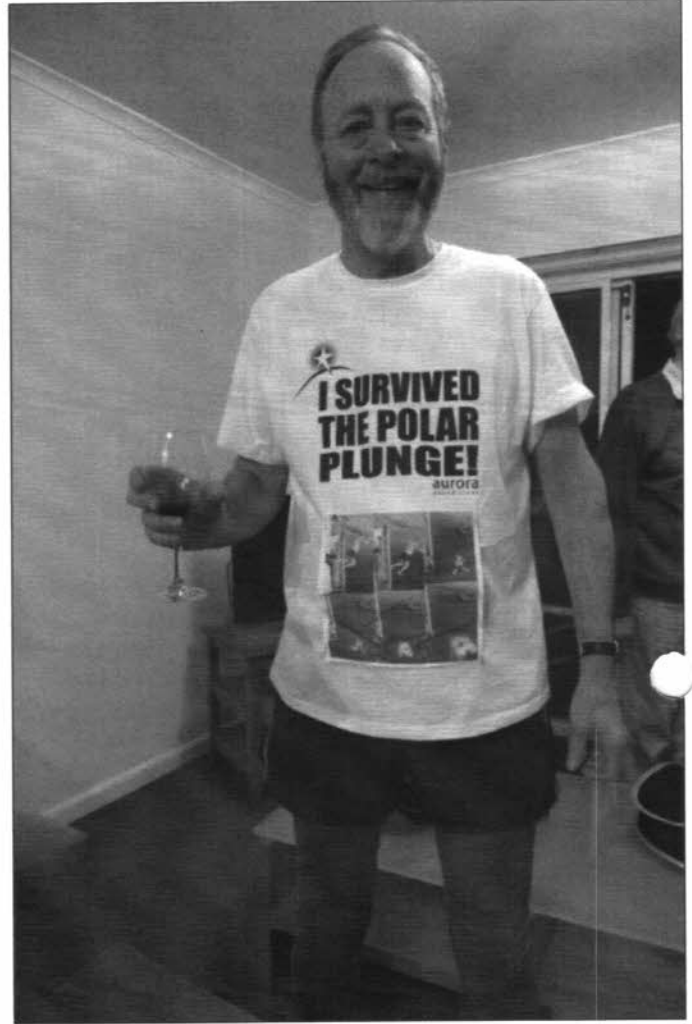
On the shores of Lake Tyers. Pity about the weather!!!!!!!!!!!!!!



Back row on the catamaran - Kay, Dorothy & Rex



The photographs provide an insight into the happenings at Metung and the fun had by all!





IN THE WORKSHOP

Andrew McDougall's Speed 25 Alvis Saloon Restoration



Mackay, before the long trip home

I am attaching some photos of the current status of the body restoration, as I see the last time I reported on progress was in 2012. As you can see it has been a long drawn out process.

By way of a recap for those people who have not seen previous reports, I am providing an excerpt below, from the last report.

This vehicle is a Speed 25 SC Charlesworth 4 door Saloon, Chassis # 14684, Body # 20373, Original Engine # 15168, Current Engine # 15366 (4.3 litre fitted in 1950). Original Registration # EVC 565 and which left the Alvis works on 17th October 1940. It was owned by Michael May for the decade 1950 to 1960. He used it to tow his racing Alvis and was responsible for fitting the 4.3 litre engine and hydraulic brakes. It briefly went to a London resident in 1960 to 1963 when the body was already reported as being tired and loose. Dr Iain Mathewson purchased the car in 1963 and eventually brought it to Australia in 1975, by which time it was in very poor condition mechanically and structurally. I purchased the car in December 2005 and brought it down on a trailer from Mackay in Queensland.

Whilst reasonably complete, the car was in a structurally parlous state. It was not possible to lift the body from the chassis as it would have collapsed. Thus all remedial work has been done with the body in situ, so that some measure of alignment could be achieved. The previous owner had tried to patch up the body by substituting thin aluminium sections for the main longitudinal chassis timbers, chassis to body connection brackets, flooring and the frame in the drivers door. Once home the

mudguards were removed (the front ones having been cut back to a "more stylish?" shape rather than repairing 1960's accident damage), revealing patched and disintegrating inner rear wheel panels. Then the entire body panels were removed from the frame. This revealed virtually non existent timber "A" pillars, aluminium "B" pillars with corroded bases and broken top brackets, rotten roof timbers, rotten "C" pillars and rear wheel arches, rotten boot floor and surrounds and almost non existent timber below the hinge point of the boot lid and around the rear light/number plate box. This presented somewhat of a dilemma as to finding enough whole pieces of timber for use as patterns. Also there was mud panel corrosion and stress cracking in the aluminium panels.

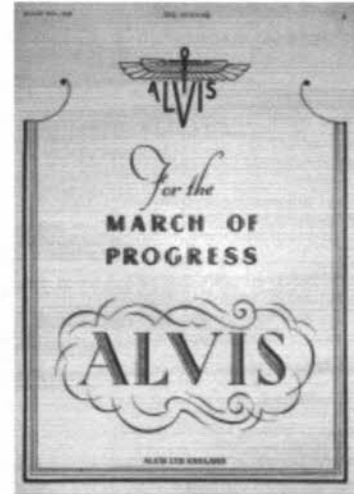
All mechanical items except for the gearbox required major repairs, which included the manufacture of a new crankshaft, new camshaft and con rods. All the suspension pivot pins were badly worn and the main shaft in the steering box was severely twisted. I tackled the mechanical items first and they have now been sitting around for some years waiting to be installed in the chassis.

The creation of a new timber frame, by me, for the body provided many challenges, saw dust and scrap timber. It was eventually completed and the repaired aluminium body panels refitted. However this still left the need to manufacture new steel rear mudguards and inner panels, new steel scuttle, new steel windscreen surround and front roof section, new valances which run beneath the doors between the front and rear mudguards, repair of the cut back front mudguards and the fabrication of new



front sections for these guards and the manufacture of the panel which sits between the dumb irons and behind the front bumper bar.

This work was beyond my capabilities so I have entrusted this to an excellent panel maker, David Pecorini in Coburg North, who has been gradually completing the work, on a fill in basis, between other jobs. The attached photos show the car with its new rear mudguards, new scuttle and windscreen surround, repaired front mudguards with their new front skirts welded in place, one valence panel and progress on the fabrication of the panel which fits between the front dumb irons. Whilst it is pleasing to see the car taking shape again there is still much detail body fit and adjustment to be done before it comes home for the installation of the remaining



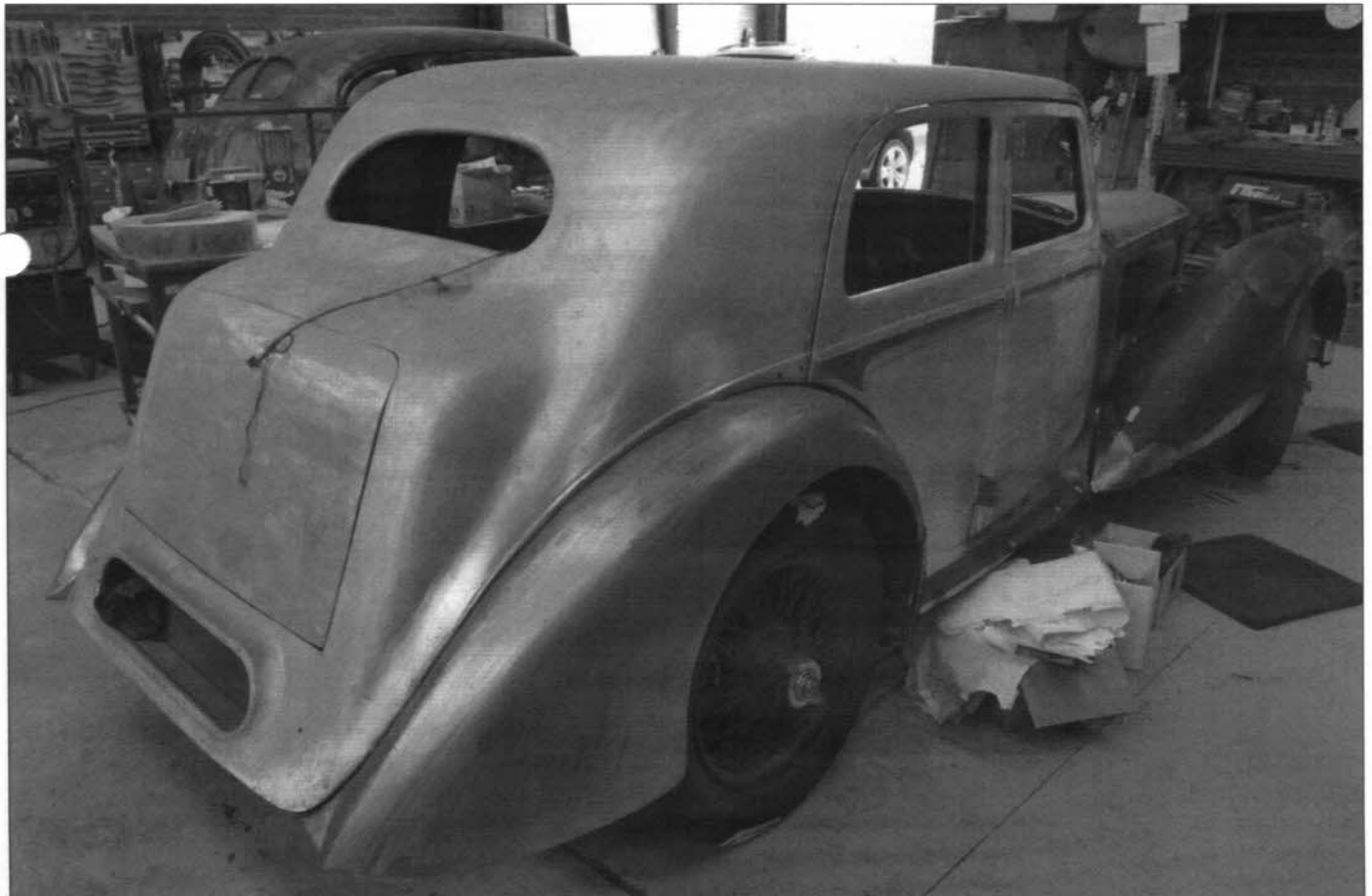
mechanical components. Then, of course comes wheel rebuilding and new tyres, painting, upholstery, wiring loom installation, instruments reconditioning, decorative timber restoration and chroming etc.

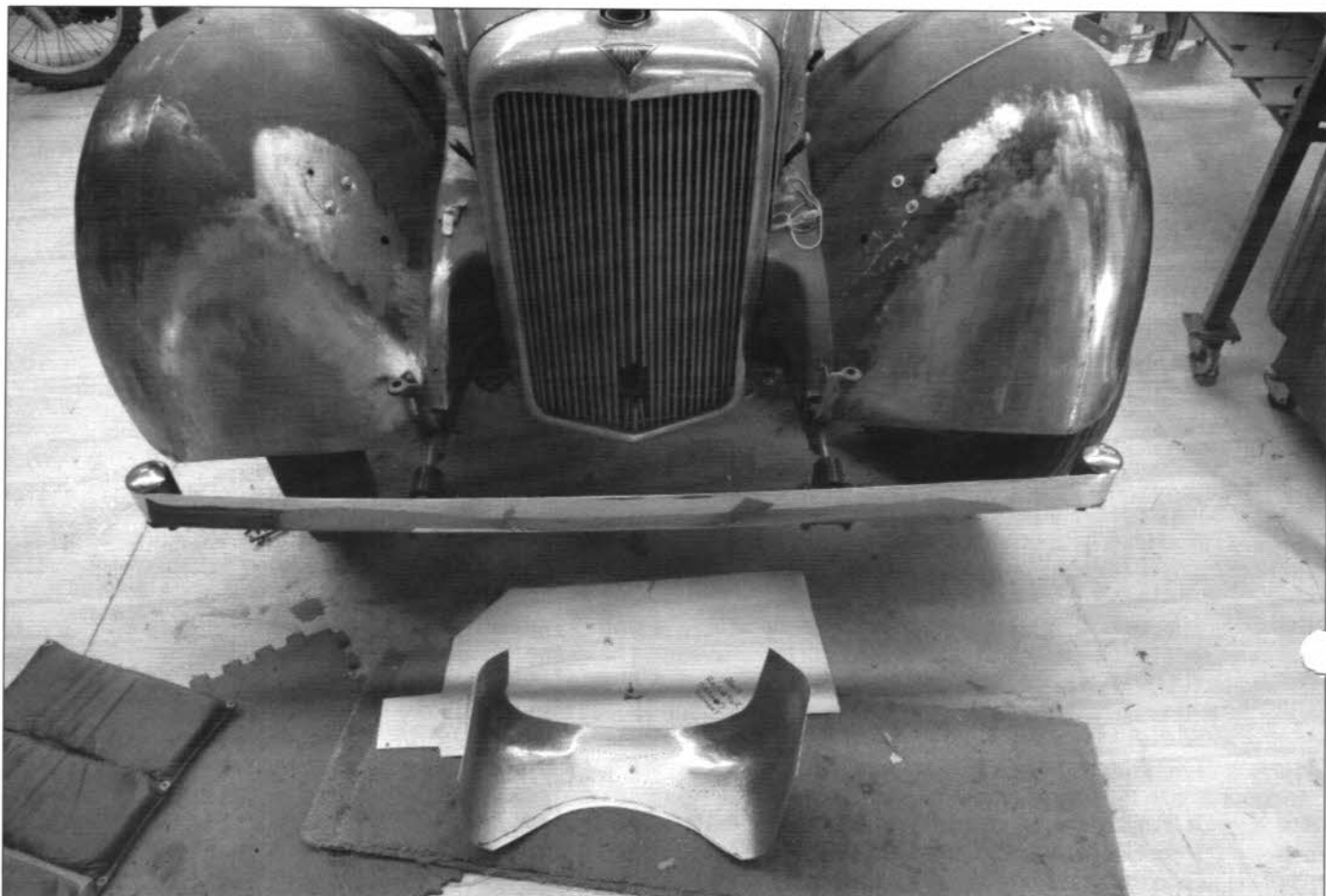
I have been very fortunate in having John Lang's Big Red available for providing detailed information and measurements.

It will still be some years before we see the salvaged saloon back on the road. Whilst the restoration to date has provided a lot of challenges and enjoyment I am looking forward to driving the completed project.

.....Andrew McDougall

Below: new rear mudguards and side valance





Front mudguards repaired and new front valance



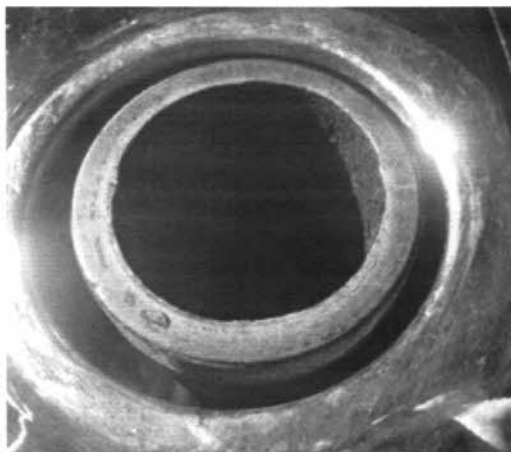
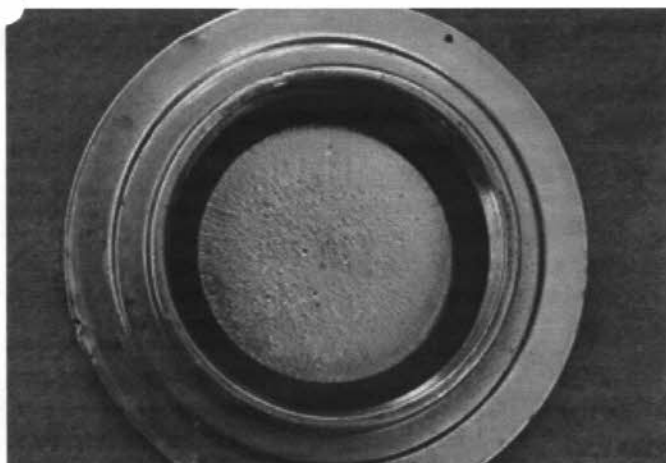
"For the sheer joy of driving I'd like to go there in an Alvis"

(Advertisement in The Motor 1952)

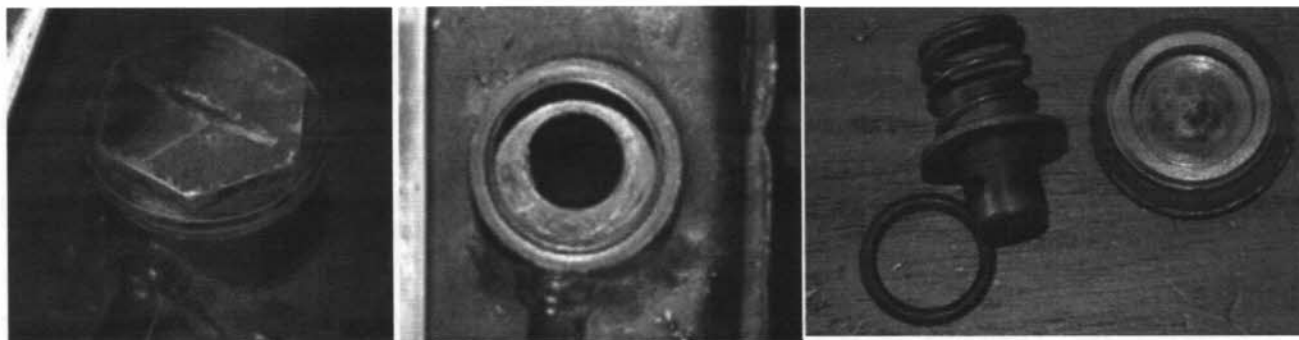
When pressure builds – A look at the TA-TC radiator pressure relief valve

All was well, at least that is what I thought until I noticed the red coolant dripping on to the ground. Red as this is the colour of corrosion inhibitor that I use. Investigation located the source which was the seal (or in this case lack of) at the top of the water pump which interfaces with the head's aluminium inlet pipe. Whilst I consider this to be a weak point in the cooling systems design, it really shouldn't leak to the extent that it did. What was behind it?

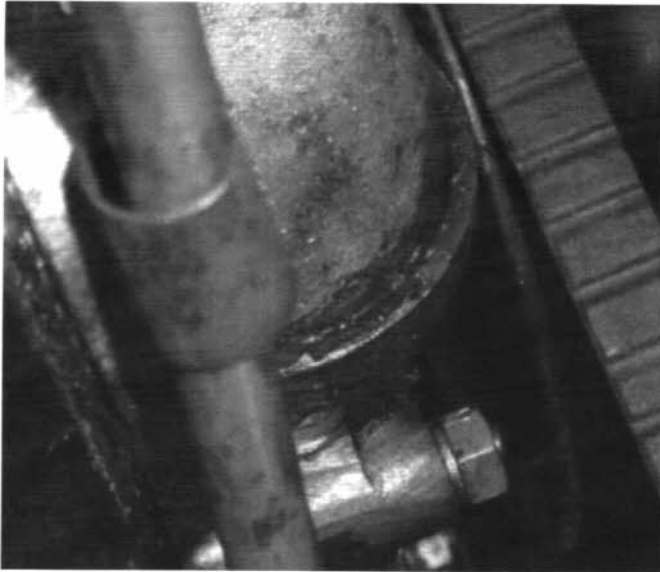
Overall the system was as it should be except for the rather sudden leak. The water pump being in fine order by its very action pressurises the system. The leak continued well after the motor was switched off. The answer has to be retained pressure. This was verified when I loosened the top radiator hose clip. Water spurted out. For a system that is meant to be no more than about four pounds of pressure the amount coming out seemed to indicate that the pressure was in excess of that. But why? With most TA21s the seal under the radiator cap (if it is still there) is probably not up to standard and I would imagine that built up pressure would seep away quite readily. This is not the case here as the seal is relatively new. See the images below.



The only other avenue of investigation was the pressure relief valve on the other side of the radiator. And here lay the answer. Whilst the valve unit itself is in good order the problem lay in the "O" ring that I used to act as the seating seal. With the hexagonal cap screwed down tightly and being under spring tension the valve had actually partially adhered to the O ring which had likewise adhered itself to the valve body. The result was the inability of the valve to operate effectively thus preventing it opening and releasing pressure. The various parts, including the offending "O" ring are shown below.



The end result was that coolant was forced out at the next, unintended, weakest point, namely the union between the water pump and the aluminium inlet pipe casting. See below images.



The fix was relatively easy but time consuming as it meant removing the inlet pipe casting, sourcing a new gasket to fit to the head, replace the rubber seal, coating it first with some sealant and then with a homemade tool force the casting down on to the top of the pump prior to tightening the four studs. (In the past I had made the aluminium casting holes somewhat vertically oval and with the aid of a homemade "compressor" was able to apply enough downwards force to seal the unit onto the top of the water pump. Having a centre hinged bonnet is an advantage as the compressor worked against it in order to force the inlet pipe down.)

It appears that "O" rings whilst convenient are not the best solution. I suspect that the spring pressure on the valve was too much for the surface area of the "O" ring. Staff at Red Triangle believe that the original component was a fibre washer. They also stated that as the radiator was sourced by Alvis from an external supplier they unfortunately do not stock, at this stage, any of the components of the pressure relief valve.

Having fitted a fibre washer of reasonable dimensions the problem appears to be solved, however time will tell. In conclusion it pays to regularly check the operation of these parts. As a postscript it is worth inspecting the top of the radiator core for signs of blocking - detritus. The image below was the result of the loss of coolant. At least it was a positive end to the saga.

Richard Wallach

June 2015

richardwallach@hotmail.com

A MEETING WITH THE ALVIS MAN AT ALVISTA by David Muirden

At an ACCV meeting at the Clubrooms late 60s or early 1970's, the decision revolved around events (gymkhanas, trials etc) which would not have been of great interest casual to visitor but it ended rather late, and supertime arrived. I remember members starting to leave and then a person I had never met before appeared and headed to me advising that someone had told him that I was a dentist. He started to discuss dental practice and then that he had a practice nearby. We discoursed for five minutes or so with inconsequential dental chit-chat and then he introduced himself as Laurence Alvis, which was almost a shock. I said that such a surname would be regarded as special at this meeting and he responded by stating that his father was of Dutch descent.

Then came the incredible (to me at any rate) statement that his mother had worked with T.G JOHN at the beginning of his company after the war. She was the office bookkeeper/accountant and that she and John got on rather well.

This was of huge interest to me and I wanted to get any details I could, but was interrupted by a young man who had arrived to take Laurence home and our conversation was abruptly terminated as they departed.

A word about Laurence: he was then aged about 60 of short stature and quite wiry. Unlike the casually dressed others he was formally dressed in a mid-grey three-piece suit of old-fashioned design sporting a chain to the waistcoat pocket presumably for a fob-watch. He spoke quietly and very correctly and almost without emotion. I noticed this particularly when he spoke of his mother's link with T.G John that he was entirely matter-of-fact about it. I don't believe by his manner that he was fabricating a story for effect.

Also, he hadn't time to tell me that he owned a current model Alvis and no one else in the Club told me later. He must have spoken to others and interested them about his Alvis as these models were not to be found in Australia then. I suppose that the activities of the Club didn't suit his needs because he was not heard of again until this year when his Alvis car was sold.

It is possible that he did not tell anyone else at the meeting about his mother's connection to T.G JOHN for there was no discussion about the possible significance of this. The matter simply died of neglect. I did try to make contact. About a week after I called at his dental surgery, but he was not present. I could see that his equipment was not modern, his suite small and unattended so maybe he worked alone or only past-time. He was a member of a local Masonic Lodge and this could have provided contacts for a regular clientele.

For the record I gleaned information about him from the Dental Board of Victoria. He was registered here on 16th October, 1964 with an LDS College of Medicine and Surgery, Singapore 1941, and repeated this with an LDS Manchester 1948. He first practiced

at 8 Collins Street, but later at 327 High Street Ashburton.

Purely by chance, I was reading the Herald-Sun for Tuesday, July 7, 2009 and, flipping over the pages, the magic word ALVIS appeared for a split second. It was tested in the Death Notices for the day, and I reproduce the notice below:

ALVIS Laurence Francis "Laddie"

Passed away peacefully on Friday July 3, 2009

Aged 96 years

Loved husband of Helen (dec.)

Father of Heidi and Laurence. Grandpa of David, Luke, Kate, Emily, Tim, James, Matthew and Hannah and father-in-law of Andrea.

It seems he must have lived in "interesting times". Born in 1913 and presumably living in Coventry from the end of the Great War and then in his twenties in Singapore, which from 1941 was a very precarious time in the Pacific theatre of WW2. He managed however to return to the UK, before coming to Australia in the 1960's. It seems he had a peaceful last forty years.

All this is very interesting but the really important matter that needs to be clarified is the placement of Laurence's mother at the 1918-19 office of T.G.JOHN, and the tantalising possible solution to John's choice of the name ALVIS for his new car.

Some small clue comes from the ACCV Newsletter Dec 1964 which recorded that "the ALVIS marque originated in 1919 when Mr T G John founded a firm with capital of approximately £6,000 and the number of employees stood at five men". (No mention here of the office staff, but the number must be small and they would know each other well)

"There has been much speculation, discussion argument and endless stories about the origin of the name. One version was published in a motoring journal about 1940 after an interview with TG John that "the word just happened", when he was probably thinking of 'avis' (the latin for bird) and the 'l' was simply added for euphony.

Then a year later, in the ACCV Newsletter Dec 1965 in an excerpt from "A Brief History of Alvis" by EA Sitwell from "The Motor" May 30, 1951.

"How the name Alvis came into being is today something of a mystery. One story says that the car was called after a woman whose Christian name was Avis, but that name would not fit symmetrically into a triangle badge, and so the letter 'l' was added. Could it be that this account was somewhat garbled in the re-telling when related some 30 years after the time?"

It is clear that the existence of Laurence Alvis' mother's presence at TG John in 1989/9 needs to be verified. Someone in the UK could research electoral rolls, council records, residency details, banking details, births, marriages and deaths and the like to fill out the possibilities. Had the AOC not heard of Mrs Alvis before?

Were they aware of Laurence Alvis, the dentist, who practiced for some decades in the UK, and bought at least one Alvis car?

Ken Day in his "Story of the Red Triangle" credited De Freville with creating the Alvis name but admitted that "the origin of the name has been the subject of much speculation. In 1921, de Freville started that the name had no meaning and was merely invented to be easily pronounced in any language, but it happens to be a Dutch surname ... any other explanations were coincidental and had no relation to fact."

Do you think John liked his employee enough to use her name when looking for a name for his new car and subsequent industrial company?

ADDENDUM: Re: L.F. ALVIS

It seems that we (ACCV) were pre-warned of Laurence's arrival. The Aug 1964 issue of the Newsletter tells "Mr D Michie of Alvis Ltd has enquired about the availability of service facilities for a late model Alvis for a dental surgeon intending a 12 month stay in Australia. His name? Mr L.F. Alvis."

If any reply was penned to Alvis Ltd I don't know, but it is possible that this interesting snippet was simply filed under Correspondence (and forgotten?)

It seems we missed a great opportunity there! However, Laurence did seek us out at least once.

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 reduced to \$40.00 (Normally \$65.00)
Conc'n (Seniors Card) now \$35.00 (Normally \$60.00)
Children (aged 4 to 15) now \$20.00 (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



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

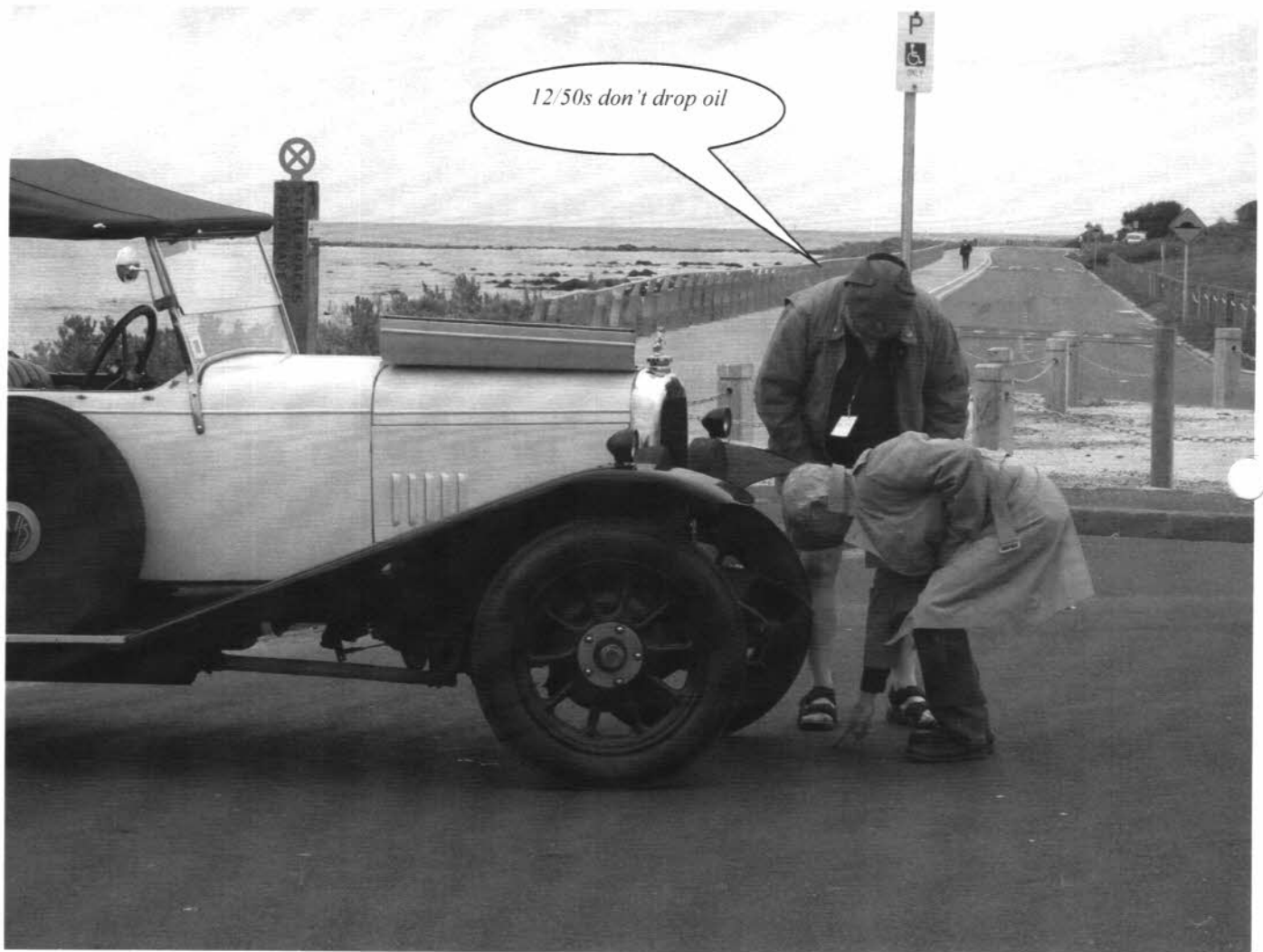
MG Car Club of Geelong

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

on 0407 553 674 or email lindah222@bigpond.com

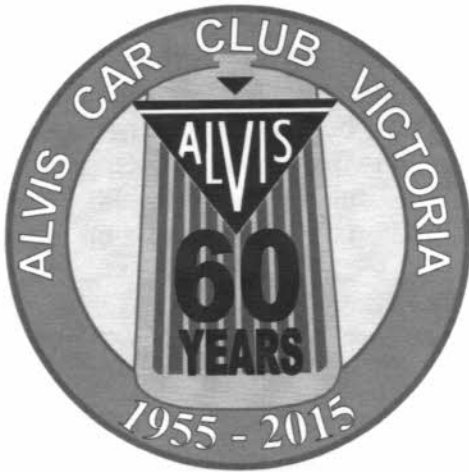
Its FREE!

ALVIS PEOPLE BEHAVING BADLY



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.

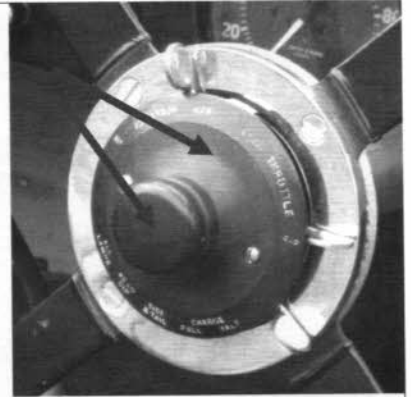
\$30
each

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

WANTED

SA Speed 20
Horn button &
Bakelite
surround.

John Lang
03 5426 2256 or
jdmelang@bigpond.net.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



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