

Alvic

CELEBRATING

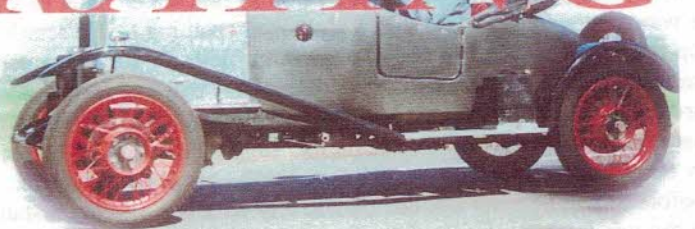
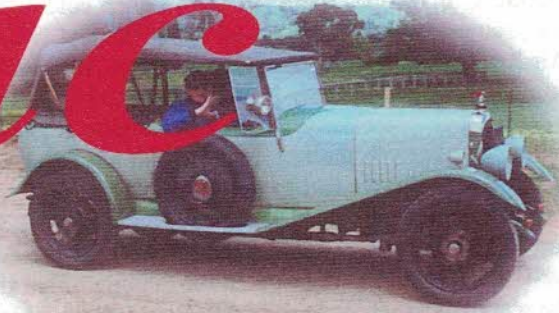
80

YEARS

of

12/50

Motoring



ALVELOCITY

It looks as though the drought is breaking/has broken and that is good for all of us, especially the farmers. With the good rain has come good snow falls - which is good for the skiers, good for the resort workers and will in a month or two, be good again for the farmers. In the meantime the wet weather, cold high winds and mud make open car motoring a challenge. And of course the colder, rougher weather is reserved for weekends! Three weeks ago a dozen or so Alvises joined the combined clubs' outing to the Air Ambulance Base at Essendon Airport. As your Prez and Mrs. Prez left home the thermometer read minus 3° C. but life in a Speed 20 is not usually cold because once the huge aluminium casting which forms the firewall and foot well warms up toes usually get toasted - especially those of the front seat passenger resting as they do, only an inch or two away from the exhaust pipe running just beneath the floorboards. But not that day! Oh, no. The tootsies remained frozen and the big coats remained welcome all day. And we had to put up with some jeering from a certain family as they climbed back into their saloon nearly new Alvis of somewhat bronzed appearance and complete with heater. Things were a little better on the following Sunday when we departed for Healesville early in the morning for the Annual Lunch and Presentations. That trip had to be in the 12/50 because we were celebrating 80 years of the marque. That time the thermometer read plus 2° C - but it still felt cold, mainly because the seating position is much higher than in most other open cars that I have driven. You sit on the car more than in it. Occasionally, just occasionally I admit to a better forgotten episode in my past - when I owned a TB 14. It's particular mode of torture was to blast a jet of cold air on to the driver's right kidney and the passenger's left one. I think Bob Graham found the same and I know Barry Turner did with the TB 21. Barry found that a simple modification to the sidescreens cured the problem so I tried that sort of solution on my Morgan which also had a super efficient kidney blaster but to no avail. So in winter time it was essential to stuff a towel down the right hand side. Then of course you forgot about the towel when you stopped. You opened the door and the towel fell out into a puddle of cold muddy water! For some aerodynamic reason that I will never fathom without a wind tunnel, whenever I drive the 12/50 in rain water finds its way beneath the windscreen and collects in a gutter formed by the windscreen in front and a slightly raised coaming to the scuttle behind. It is an essential duty of the passenger/navigator to mop the gutter out before the level rises sufficiently for the water to track backwards over the coaming. If that does happen some drips on to the knees to cause discomfort and perhaps a call for a-cup-of-tea-stop etc. But some water always tracks forward, beneath the scuttle till it is behind the dashboard, whereupon it drips downwards into the electrical wiring and switches. There are a variety of possible sequelae: simple failure to progress; emission of acrid smoke; visible flame; failure of any of the few electrical components present in a 12/50 - or all of the above. Somehow, the cup of tea comes into it again! It may not be possible to wind-tunnel test our cars in any let alone all circumstances but experience is a good teacher. It is not a good idea to run the windscreen wipers of the Speed 20 during a blizzard. Soon, they stall - stuck in the snow drift that builds at the base of the screen. Then of course you get the acrid smoke and flame performance as the wiper motor goes to its god of clean screens. Having extinguished the blaze you drive on and find that you didn't need the things in the first place. If you drive fast enough the snow collects as a small pointed drift in the middle of the screen, leaving the sides of the screen quite clear. Oh! The quirks, the joys, the maddening peculiarities of old cars. Aren't they just pure entertainment? Perhaps we should all just drive Camrys. Climb in, close the door, turn the key and grumble if you do not reach your destination a kay a minute later. But then we would need Valium to help us cope with the boredom.

JOHN HETHERINGTON

2005 NATIONAL RALLY

"....FROM SUMMIT TO SEA...."

13 March—19 March 2005

Starting in fabulous Beechworth, to Dinner Plains via the Kiewa Valley and Mt Beauty
Through the towns of Omeo, Bruthen and Swifts Creek to Lakes Entrance.

To visit Buchan, Nowa Nowa and Metung

For more details:

*Ian & Pat Parkinson (03) 5968 2927
Dale & Maritta Parsell (03) 5968 5170*

40 BOOKINGS ALREADY RECEIVED

THE ALVIS CAR CLUB OF VICTORIA (Inc)

A0017202F



VOLUME 42

NEWSLETTER

SEPTEMBER 2003

ISSUE 8

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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 month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

SUPPER—McKAIGES

A SPECIAL WELCOME TO OUR NEW MEMBER GRAEME JACKSON

(Graeme is not yet an Alvis owner, but is working on it)

Sep 19 General Meeting

Oct 4—5 Weekend Away—

**PLEASE NOTE THIS EVENT HAS BEEN
CANCELLED. UNFORTUNATELY THE
MINIMUM NUMBER OF ATTENDEES WAS
NOT ACHIEVED**

Oct 17 AGM & General Meeting

Nov 16 Geelong Speed Trials

Dec 7 Christmas Party

**MEMBERSHIP FEES ARE
NOW
OVERDUE!
NON PAYEES WILL GET
EXCOMMUNICATED!**

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Letters to the Editor

8 September 2003

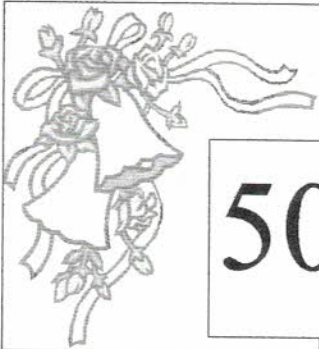
Dear John,

A week ago I went to look at an Alvis TB14. This car was actually in the "For Sale" column of the February 2001 issue of "Alvibatics". The car is sitting at the back of a garage in Chippendale and is owned by Roy Baskin. Whilst the TB14 is not among Alvis enthusiasts' favorite car, it never the less is an interesting early post war effort at streamlining and I think has some historical significance. As a schoolboy, I had, and still have a collection of Kelloggs (cigarette) cards. It is a set of 40 British cars of the late 40's. The TB14 is one of them and at the time looked terrific. It was over ten years before I saw the real thing - it is a car that has all the curves, but just doesn't work somehow. Back to the one for sale, this car was owned by a John Tuffey, who obviously did not care for the American (waterfall) type grill and skillfully cut down a traditional Alvis radiator and reworked the front of the car to fit it, most non Alvis people would not pick the modification. This is an obvious improvement, it in fact looks better than a TB21 front. By having this modification the car loses its originality and may be of concern to some.

The car is all there, the aluminium A.P.Metalcraft body has been stripped of all paint and appears to be in excellent condition and reflects the skills of the coachbuilders. Anyone who is looking for an interesting restoration project should take a look at the car. Roy can be contacted on 02 698 3577 or 0410 300 441.

I for one would love to see it back on the road.

Richard Budd



50th

Congratulations to Stuart and Claire MacDonald on the celebration of their 50th wedding anniversary

75 YEARS OF ALVIS FWD

I note with interest, Rob Gunnell's letter to the editor in the September Alvibatics, reminding us that in our celebration of 80 years of 12/50 motoring, that we may have lost sight of the FWD Sports Car having its 75th anniversary this year.

Certainly there were FWDs made individually or in small numbers before Alvis made their first FWD racing car in 1925, however it is considered by most, that the Alvis FWD was the first production FWD. Available in both long and short wheel base, carrying bodies that varied from two & three seater sports to two & four seater closed cars.

"The Company think that purchasers should be experienced folk as the cars will be very fast, and care will be taken in distribution to see that the cars reach only the right type of driver as they will require skilled handling."

Let us recall just how technically advanced the design actually was. FWD using pot joints, instead of the primitive constant velocity joints available. (I believe that this is one reason that about 30 of the 135 produced have survived. If CVJs had been used, most of the cars would have been discarded when the joints wore out).

Gear driven single over head cam shaft. Optional factory supercharging. Four wheel brakes, inboard at the front. Independent suspension on all four wheels.

Fun and exhilarating to drive. We are fortunate in Australia to have 11 FWD cars in varying states of operation. You will hear one coming before you see it!

John Lang

Our very good friends in New South Wales have started a cooking section in their esteem publication "ALVIBATICS." The ACCV ladies culinary skills are legendary in the story surrounding the biscuits offered to the men at Jambaroo in 2000. **More akin to Dog Biscuits I recall!!!**

Also wanting to diversify in newsletter content, I have called on the gardening expertise of "Alvis" McDougall to provide a gardening section for the September Alvic.ed

GARDENING CORNER

by "Alvis" McDougall



Today I am going to talk about growing from cuttings. In this day and age of bio-diversity, genetically modified foods and cloning, one is able to do marvelous things that could only have been a figment of the imagination just a few years ago.

The realities are that the science fiction of previous decades is with us now. The only limitation is in our imagination.

You will recall my recent misfortune of cracked crank, bent con rods and other unmentionables in a disasterous early winter growing season. I have tried to blame it on the greenhouse effect and the drought that has affected much of south eastern Australia. But try as I can I have had to put it down to old age!

Now to our method—obviously soil is all important in getting the cutting to strike! In my case it was a matter of careful consideration in recognition of the possible difficulties that lie ahead. I chose the hallowed turf of the RACV club at Healesville for this exercise. The atmosphere is certainly right and it has the reputation for attracting old and new alike and the mountain climate is appropriate.

It is important to bury the cutting at just the right depth and the hare must be left fully exposed to the air.

During the depths of winter; one may need to provide some protection. A photograph of one method I recommend is included in this article.

During the growing season, monthly applications of Penrite Vintage Light, should be made.

If all goes according to plan I expect to be reaping the fruits of my endeavors early in the new year.

"A picture is worth a thousand words"—please study those below before attempting this procedure. Now that's your bloomin lot!



Here Francis & I are about to plant the cutting.



It's all about protecting your cutting



It is most important to wear the right clothes for the job!

THE ANNUAL LUNCHEON 17 AUGUST

The picturesque town of Healesville was chosen as the location for the 2003 Annual Luncheon and the RACV Country Club as the venue. A most enjoyable drive from which ever direction you approach.

The planned display of cars on the lawns in front of the buildings did not eventuate due to the softness of the turf and another site was located that provided safe firm parking but required the cars in rows to remain within the area. The photo opportunities were more diverse as the results on the opposite page show.

Fortunately the RACV curbside assistance is dramatically better than their catering so I guess it comes down to your immediate needs. Hunger, or the fact that you are broken down on the side of the road!

There were about 45 present and it was good to catch up with the Budds and the Menzies, and friends from NSW. Dale and Maritta Parsell were showing off by bringing two cars, but the upside of that was they brought some friends as well, although it took most of the afternoon to thaw out the occupant of the Silver Eagle's dicky seat. It is great to see Dale dealing with a crash box again. Must have been a real surprise when the gear knob came off in his hand during a fast change from second to third. He should be playing for Essendon 'cause he didn't drop the ball! David & Moira Wischer were also most welcome attendees and it is rumoured that they are moving back to Melbourne which may mean we will see more of them in the future.

President John Hetherington, who by the way holds his age well, (who would have thought he was 80! – see photo opposite) opened proceedings from the lectern and said that the celebrations included the 80th Anniversary of the decision to produce the 12/50 SA. A brief word about the 12/50 was at each seating and is reproduced below. Four 12/50's and the Silver Eagle made up the front row of the grid and the McDougalls, who had to scratch around the workshop looking for 12/50 bits, managed to bring their 12/50 radiator (you will be aware that the engine is undergoing a major rebuild after a June indiscretion)

The Trophy presentations for this year were next, with the **Bob Morrow** trophy being awarded to **Brian Hemmings** for what John Hetherington described as the best 12/50 in Australia.

The **David Muir**den, Clubman Award went to **Bob Northey**.

The **Simon Ramsay** Trophy for the fastest Alvis at Mt Tarrengover remains again, safely in the hands of **Geoff Hood**.

The **Andy Hannam**, trophy for most attendance at events and meetings in a proper car was awarded to **John Hetherington**.

The **Bas Bowes** trophy was not awarded this year.

12/50

The 12/50, for all its excellence had a fairly rough power unit and the six cylinder 14/75 and "Silver Eagle" models of 1928 onwards were supposed to give a similar performance with greater smoothness and flexibility. They are certainly refined cars with reasonable performance. The short chassis "Silver Eagle" tourer of 1928 having been tested by "The Autocar" at 85 mph. This model eventually grew into the highly attractive and potent "Speed Twenty and Speed Twenty Five" of a few years later. But the typical Alvis of the Vintage period remains the 12/50, we cannot but consider it one of the classic designs of the time and it remains of all Vintage sports cars the one which needs the least apology.....

From "The Vintage Motor Car" by Cecil Clutton and John Stanford.
Batsford First Edition 1954



President John Hetherington in charge of proceedings



Alan McKinnon receiving a bottle of wine on behalf of Noeleen & himself in recognition of their exploits in two decades of 12/50 motoring



Mike Menzies receives the Bob Morrow trophy on behalf of Brian Hemmings



In the "Paddock" at RACV Healesville



Bob Northey recipient of the David Muirden trophy



Why I Own a 12/50 Alvis

I have been fortunate to have grown up amongst veteran and vintage cars so it was an interest that didn't happen by chance.

I was also fortunate to have a father who was an avid reader and collector of motoring books so I was able to read up on all the makes and models that I was introduced to on the runs and rallies we used to attend firstly through the Veteran Car Club and later through the Bentley Driver's Club and Vintage Sports Car Club.

In the bookcase was a copy of Day's book on Alvis and I have always had a soft spot for the author L.T.C.Rolt who was a founding member of the V.S.C.C in the U.K and who had along with his father a number of 12/50 Alvises and highly recommended them.

As some of you know, the Bentley that I own was my father's first car and not long before he died, I asked him what car he would have owned had the Bentley not appeared. His immediate reply was a 12/50 Alvis and reeled off a whole lot of benefits that really made a lot of sense. Both he and Rolt had similar views.

It was these comments that sowed a seed in my mind that one day I would buy a 12/50.

The car I now own was built up by Rod Warriner many years ago and was converted from a 12/40 into a 12/50. It was then owned for many years by Bill Barber, who then sold it to Darryl Stanisich. Darryl had the car overhauled but used it rarely as it was garaged at his mother's place in favor of his recently acquired 3 litre Bentley.

After navigating for Darryl on a VSCC Trial in the Alvis, I suddenly realized what all the fuss was about and after an attempt to restore one myself, I bit the bullet and offered to buy Darryl's car which had been sitting in my garage as a reference point whilst I put my kit of bits together.

So what's it like?

I have often heard said that a 12/50 Alvis is a smaller version of a 30/98 Vauxhall and having driven both I can appreciate this view although I feel the Alvis still has better brakes!

With our car, I guess you could compare it to a comfortable shoe. It trundles along quite happily, does all the things it should do without fuss or bother, has a wonderful gear box with excellent ratios, steers and handles well and keeps up well with modern traffic. To me this is the epitome of a good vintage car.

On the downside, one has to pack wisely as space is a premium, but this is something we have come to terms with.

Finally the joy one gets from a vintage car no matter what the make or model can also be reflected in the club that caters for it and the Alvis Club is one of those rare institutions that really give its members true value for their membership. It is the members not the cars that really make a club, but with the Alvis Club it is both the people and the cars whether it be Alvis 12/50's, Speed 25's or Noddy cars.

That is why I own a 12/50 Alvis

Chester McKaige



Alvis Superiority—

ALVIS Superiority is talked about wherever Motorists meet, and no make of Car to-day has such a retinue of Enthusiastic Owners or Admirers.

Its Performance and Perfection are so pronounced that even "Runabout," that most critical contributor to "The Autocar," said, in the issue of the 4th July, that "IT WAS A ROAD CAR DE LUXE SUCH AS HE DID NOT EXPECT TO SEE FOR TEN YEARS TO COME."

The sheer delight of driving or riding in an ALVIS must be experienced to be appreciated. It is truly "The Car for the Connoisseur," and the demand for it has for many months exceeded the production. Make sure your next car is an ALVIS!

Write for Catalogue and nearest Agent's name and address.

THE ALVIS CAR & ENGINEERING CO. LTD., COVENTRY.

LONDON DISTRIBUTORS:—Healy's Ltd.,
91 & 155 Great Portland Street, W.1.

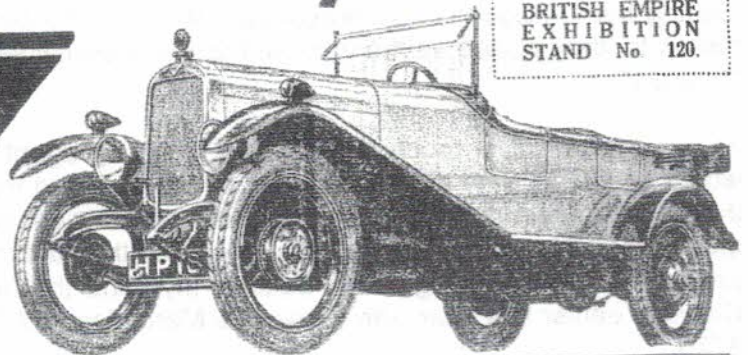


ALVIS

The GOLD CUP awarded to the ALVIS as WINNER of the 200 Miles INTERNATIONAL LIGHT CAR RACE, Brooklands, Oct., 1923, at an average speed of 93.29 m.p.h.

STANDARD MODEL	
12/50 h.p. 4-Seater	£397
DE LUXE MODELS	
12/50 h.p. 5-Seater	£475
With 12/50 h.p. O.H.V. Super Sports Engine extra	£75
12/50 h.p. 4-Seater	£495
With 12/50 h.p. O.H.V. Super Sports Engine extra	£80
12/40 h.p. 5-Seater	£535
12/50 h.p. 2-Seater Super Sports O.H.V.	£550
12/50 h.p. 4-Seater Super Sports O.H.V.	£575
12/40 h.p. V-fronted 4-Seater Coupé	£575
12/40 h.p. 4-Seater Coupé Saloon	£650
12/50 h.p. 2 1/2-Seater V-fronted Saloon	£595
12/40 h.p. 2-Seater V-fronted Saloon	£605

BRITISH EMPIRE EXHIBITION STAND No. 120.



12/50 h.p. Four-Seater Super Sports, O.H.V. £575

"Sir, I'm afraid there's this Mazda in Queensland..."

OR How "Claudia" became an Aussie

By Richard Tonkin

"What would you like for your birthday, darling?", Herself asked one Friday evening when we were relaxing at home over a couple of glasses of Chardonnay.

I, of course, replied, without a moment's hesitation, "A TE 21, discs, 5 speed".

"Well, that sounds nice – I'll pop down to Kmart in the morning and get you one. Any particular colour?"

I paused. How to handle this delicate situation. Herself thought I wanted (another) electric drill. Obviously, the truth had to come out – better now than later.

"Well, you see dearest, it's not quite that easy."

I told her.

There followed some interesting negotiations. Delving deep into my lawyer's bag of tricks, plumbing the depths of my negotiating skills, and being acutely aware that, for some unfathomable reason, Herself had an irrational idea that we needed, after 28 years, a new kitchen, we talked. Eventually, a deal was struck (after at least another glass of Chardonnay). Yes, dear reader, you guessed it – I could have the TE 21 if she could have a new kitchen.

I began to trawl the pages of the British Alvis Owner Club PinkU'n, their monthly calendar showing cars for sale. After a few months of searching, I found, "TE 21 Saloon, 5 speed, wire wheels. Meticulously detailed history from new and present owner for 32 years. Rebuilt engine, mechanics and bare metal respray in metallic bronze etc., etc."

I contacted Nick Simpson, the Alvis guru from South Wales, who runs Earley Engineering, a restoration business specialising in Alvises. Nick would go to Surrey to look at the car and let me have a report (he called it a "survey").

Within a few days, Nick emailed the survey to me, and it was most encouraging. He reported the car to be in excellent condition, the owner, Anthony Saunders, really had had it for the last 32 years and he had undertaken a complete restoration.

A few emails and a telephone call followed, during which I introduced myself to Anthony and I asked him the question that always worries buyers and sellers of proper cars across half the world, "Do you have a problem about her leaving England and coming to Australia?" After reassuring Anthony that I was "O.K.", and that the TE 21 would have 2 other Alvises for company, the deal was struck.

Getting her to Australia was reasonably simple. I contacted a shipping agent that Nick Simpson had put me on to, they picked up the car, put her into a container at Felixstowe and sent her off via the good ship "Claudia".

At this end, I got in touch with another shipping agent in Melbourne, who assured me that everything would be alright, they did these things all the time and that all it would cost me was money. Interestingly, the shipping agents in the U.K. had advised me against having the car insured. They got a quote, at around \$750, but they said they never insured the cars that they shipped and that there was very rarely a problem. While keeping in the back of my mind the horrific story of the ship that sank in the English Channel earlier this year with numerous Mercedes and BMWs on board, I took their advice and kept my \$750.

It was then a relatively easy matter of applying for a permit from DOTARS (the Commonwealth Department of Transport and Regional Services), to import the Alvis, together with a Bill of Lading and various other documents that passed between the U.K. and here.

A few days before the Claudia's scheduled arrival, I received a telephone call from the shipping agents in

Melbourne, telling me that there had been a delay of several days in Port Louis, Mauritius. I had not realised that she was coming via East Africa – I had assumed that she went through the Suez Canal and came down the usual route, via Columbo, Perth, Adelaide and to Melbourne. I shrugged off the delay until I learnt that there had been "a little civil unrest" in Port Louis at the time. I had visions of my lovely TE 21 being pock-marked with shrapnel.

Finally, the great day arrived. The shipping company in Melbourne telephoned to say that she was in a freight yard in Yarraville and did I want to come down for "the opening of the container". As that item had been included in the invoice from the shipping agent, at \$250, I thought I had better get my moneys worth and, accompanied by youngest daughter Sarah and a camera, we hot-footed it to Yarraville. The container was duly produced on the front of a giant forklift, gently lowered to the ground and Tracey, who worked at the yard and who obviously knew about these things, undid the container doors. I held my breath. Would she be a mangled wreck, punctured by bullet holes from "a little civil unrest" in Port Louis? Would I not like the colour? Had the whole thing been a silly idea in the first place and should I have instead agreed to the makeover of the laundry, as well as the kitchen?



Tracey opened the container doors and there she was. Dirty (there had been a huge rainstorm just before she was loaded into the container in England), but unmarked, and beautiful. She was secured by tie-downs at each corner and by pieces of wood nailed to the floor of the container to stop the wheels from moving. They were all duly removed, I primed the fuel pump, hopped in and turned the key. Nothing. The battery was as dead as a dodo. I had not realised that cars are shipped around the world with full radiators, petrol in the tank, oil in the sump and gear box, air in the tyres and, in this

case, with the battery connected. The electric clock, which had been running throughout the 5 week trip from England, had apparently flattened the battery. In any event, with Tracey pushing (she was a versatile girl), and me steering, we rolled her out of the container. Yes, she really was dirty – all over (the car, not Tracey), but she really was beautiful (again, the car). We jump-started her (again, of course, the Alvis), got her into a shed and left, returning the next day after the quarantine inspector had passed her as clean (she having been steamed cleaned before leaving Felixstowe).



I had got a temporary, one week permit from Vic Roads and I drove her home, still sporting her English tax disc and her U.K. number plates. She drove beautifully, there were no problems and we got home in fine style.

A few days later, I took her to Vic Roads to get her registered. I had decided against red plates, as I wanted to be able to use her at least once a week, to keep her running and to enjoy her.

The first hurdle was when the nice lady from Vic Roads told me, after having played with her computer for a few minutes, "I'm sorry sir, there's a Mazda in Queensland..." "Well", I replied, "I suppose there are lots of Mazdas in Queensland." She did not appreciate my dry humour. "Sir, there is a Mazda in Queensland whose VIN number includes the engine number of your Alvis." "So..." I replied, feeling a bureaucratic moment coming on. "Well sir", she said, "We can't register your car in Victoria with its present engine number, because there is a Mazda in Queensland..." "But", I replied, "the Alvis has had that engine number since it left the factory in April, 1964, surely that takes precedence over some crappy Mazda in Queensland?" "Sorry sir, those are the rules – you will have to change the Alvis' engine number." "But..." I went no further. Clearly, this was an argument that I was not going to win. Doing a deal with Herself over the kitchen and the TE 21 was easy, compared to trying to reason with the National Vehicle Data Base.

The procedure then was that I had to go to an approved place that stamped engine numbers over existing engine numbers and have the Alvis' engine number changed. This I duly did, and changing the engine number was reasonably simple, but when it came to the chassis, the nice man who was doing the work in Greensborough couldn't find a solid piece of steel under the bonnet on which to stamp the new chassis number. We eventually solved the problem by jacking the car up, taking off the front left wheel and he stamped the number on a chassis rail.

I then went back to Vic Roads so that they could inspect the new engine and chassis numbers. The engine

number was easy. The nice lady then asked me, "Now, where is the chassis number?" I took a big breath. "It's behind the front left wheel, you will have to get down on your hands and knees with a torch", I replied. She duly did so. "I can't see it - there's too much black paint - you'll have to take it home, clean it up and come back tomorrow." By now it was 4.25 p.m. My appointment with Vic Roads had begun at 1.10. I had been doing this for 3¼ hours. I puffed myself up to my most important-looking, I fixed my myopic, beady eyes on her and I said, "No!". "Pardon?", she replied. "I said No - I have been here, messing around with this for 3¼ hours, I'm cold, I'm tired, I'm sick of it all, it's harder than bringing the damn car over from England - I want to speak to the manager." She went inside. Five minutes passed. It was now almost 4.25. Vic Roads closed at 4.30. She came out. She got under the car again, on her hands and knees, with her torch. "Aha!", she said. "I can see it now, that's alright, come inside and we'll finish the paperwork." Victory, sweet victory, but Vic Roads were to have the last say.

We went inside, we completed the paperwork and the nice lady then asked me for a cheque, which was significantly more than the registration fee for the car. She explained that part of the fee was for changing over the plates which I had on my first Alvis, a 1951 TA 21, which I had put on Club plates some 10 years previously. Notwithstanding the time that had passed since then, I still had to pay a fee because I was transferring the plates from one car to another. That was despite the fact that I had already paid them money for a set of new "slimline" plates, with the same registration number as my original Alvis. The nice lady then told me that, because I was purchasing a car (despite the fact that it had not been purchased from within Australia and that I had already paid Mr. Costello's GST on the purchase price of the car, and on the costs of freighting it into Australia), I would have to pay the stamp duty on the purchase. I wrote out the cheque.

It was now exactly 4.30 p.m. The nice lady gave me the registration sticker, the new plates and the receipt for my money, she said it had been a pleasure doing business with me and she hoped I had a nice day. Hmmm.....

She did not ask me to put the new plates on before I left - I think I would have finally lost it at that point - and I drove the TE 21 home on the U.K. plates, as I still had a few hours to run on the Vic Road temporary permit.

And that's how Claudia (we named her after the ship that brought her here), became an Aussie. She really is beautiful - she has the ZF 5 speed box, 4 wheel disc brakes and even 2 speed windscreen wipers. I bought a set of chrome wire wheels, which Alan McKinnon of Antique Tyre Supplies fitted for me (and, bless his heart, he managed to find that 3 of the tubes needed replacing!).

Claudia lives in the garage at home, tucked up in a new cover and she gets exercised regularly. The new kitchen is nearly finished. There is peace and tranquillity in the household.

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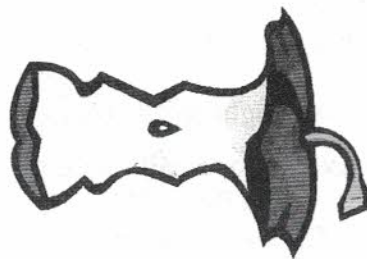
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TASSIE 2004

(The Apple Core Rally)



We will be leaving Melbourne on Spirit of Tasmania on Friday 16 April, 2004 and returning on the Spirit on Saturday 24 April.

The broad picture is that we will travel down the West Coast taking a trip on the ABT Railway, staying at Strahan and doing a Gordon River Cruise including Sarah Island. Then onto Hobart where we will be doing a day trip to Bruny Island, the Tahune Forest 'Airwalk', lunch at Home Hill Winery, a visit to Barilla Bay Seafoods new restaurant in amongst other activities.

We expect some spirited driving taking in the wonderful sights and sounds that Tasmania's excellent roads offer and the Tasmanian weather is at its best in April.

Total cost for 2 people will be \$2,600. (Deduct \$44.00 each for seniors on Spirit of Tasmania or add \$40.00 per cabin if you require a porthole). This price includes return trip on the Spirit of Tasmania, all accommodation (4 star in Smithton and Hobart and 3 1/2 star in Strahan), full breakfast on 4 days, ABT Railway trip, Gordon River Cruise including lunch, seafood buffet at Strahan, lunch or dinner each day, entry to Tahune Airwalk.

Where there is a planned lunch or dinner we have not catered for another full meal on that day but left it open to personal choice. Where there is your own choice there will be plenty of restaurants to choose from in Strahan and Hobart and on open lunch days we will be passing through towns where you can make your choice

If you would like to participate in the rally then we would like expressions of interest by 31st August and will require a \$300.00 deposit by 8th September, 2003. For further details contact Noeline or Alan McKinnon on 03 9458 4433.

Vale

*It is with regret that we note the passing of Barry Turner.
Our thoughts and sympathies are with Barry's family.*

CALENDAR 2004

If you would like your car featured in the 2004 Alvis Calendar, I would like to receive your photograph. It will need to be in the landscape format, in sharp focus with an appropriate background. If you could supply me with 2 or 3 photographs including one that would represent a "Man (or woman) and Machine" it is a theme that may be developed for 2004.

No headlight covers please!

Please post or email the editor

P.O.Box 129,

Gisborne, Vic 3437

jdmelang@netcon.net.au

SWAP, BEG, BORROW or STEAL

Our friends across the Tasman are advertising a good variety of new & used parts in their newsletter and are happy to service Australian Alvis owners enquiries. Their May newsletter had a comprehensive article charting the history of their spares and various current projects. They hold a significant number of TA14 & 3 litre spares and are providing repair services for various components. Their spares scheme requires a \$20 initial joining fee and is not available to non-members.

They are looking at casting the front inlet and outlet pipes for 12/50 motors and would like to know how many people would be interested in purchasing them. The price will be approximately \$90 each and the more made the cheaper they will be. We need to make a minimum of 10 each, top and bottom. The top pipes will suit short radiator models.

If you are unable to get the parts or services you require in Australia, you may like to ring New Zealand, either Keith Dodge 09 416 7229 or Derek Dixon on 09 521 5432.

FOR SALE

Alvis Grey Lady TC/21-100

Engine Nr. TC21/100--25638

Car Nr. 25638

Chassis Nr. TC.21-100.18

Price: \$ 28.000.00

The Car is 3/4 complete, the upholstery needs repairs or redoing.

A few things still need doing in order to have a complete original car.

Reason for selling---Moving overseas

I bought the Car 25 years ago from Max Houston

Willy Schneider Box 380 Margate P.O. 7054

FOR SALE

TA21 chassis number is M2032.

The body of the car is in good condition, the engine has been disassembled in fact most of the mechanical parts have been disassembled. All parts seem to be there. Photographs available through newsletter editor. \$4,800

Philip Cousins BH (03) 9301 1530 AH (03) 9432 4028

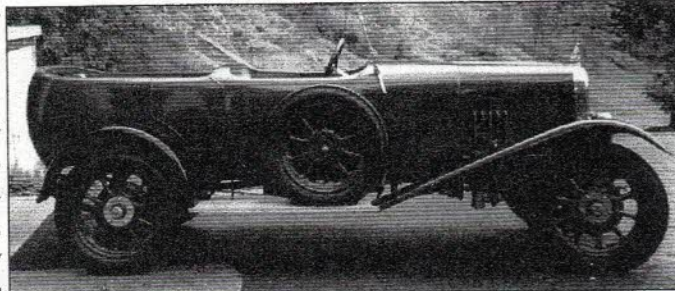
FOR SALE:

1951 ALVIS TA21, with rare early SOLEX twin downdraft rebuilt carburetor. New cooling system castings. New ring gear. Clutch overhauled. Power brake booster professionally fitted and full brake system overhaul. Body off, bare metal, two pack, marine blue over rich ivory. \$3,000 of re-chroming and front bumper rebuilt. Dashboard re-veneered. Instruments serviced, clock digitised. New tyres, new radiator. Travelled only 3,300 miles since rebuild. Club registration 02/04. Sale due to my wife's ill health. \$27,250 negotiable.

Contact Ian Sholl: Tel (08) 83798333 or 0408 208 379

FOR SALE:

1926 12/50 TE. Chassis # 4229, engine # 4583. The car has been extensively restored from a basket case. Engine rebuild completed by Wilson Engine Reconditioners. Starter & generator overhauled. New radiator core. Clutch relined. Gearbox inspected and cleaned. Windscreen, sidelights, instruments etc renicked. Chassis straightened & repaired. New front brake cables. Wheels stripped, repainted & new tyres fitted. New aluminium body constructed to Cross & Ellis, 4 seater, narrow bodied sports tourer configuration and painted. Seats constructed. New kangaroo hide to seats & side trims, new carpet. New wiring. Needs new hood. Bows from another car—not fitted.
Price \$AD55,000 Contact Des Donnan (07) 5445 9981, fax (07) 5478 8375 .
See website www.alvis1250.com



WANTED:

12/50 Head & Parking lights. Chris Higgins, Tel (03) 5986 1510

WANTED:

Bosch 2A4 Magneto

FOR SALE OR SWAP

BTH Magneto QA4 with impulse start
LUCAS Magneto for 12/50. Both in excellent condition

Brian Hemmings (02) 9484 7491

WANTED:

2 Rear Hub attaching plates, as fitted to a 12/50 or Silver Eagle, not sure about later cars. (fits behind the bearing and bolts to the hub to hold it in place). Also JELLYMOULDS
Dale Parsell Tel (03) 5968 5170
or dparsell@ozemail.com.au

FOR SALE:

1951 TA21 Saloon. Black with tan sunroof, period radio. Excellent interior. Previously owned by Richard Tonkin for 20 years. \$19,000. Phone John Willey (07) 5543 3929

WANTED: 12/50 PARTS

Set of valve rockers
2 push rods
2 Pushrod springs
Pair of oil pump gears
Bob Anderson (08) 9275 3494

WANTED:

AIR CLEANER to suit 1936 Crested Eagle. Mounts on top of tappet cover as shown on page 92 of the Brooklands Gold Portfolio Book.
Tel Richard Tonkin (03) 9710 1465

FOR SALE:

1951 ALVIS TA21 Saloon. Complete and quite original. Ex Harry Wardlaw. Requires full restoration. Also TA21 rolling chassis with engine, gearbox & steering box.
Kevin Bruce, PO Box 187, Maffra, Victoria, 3860 or tel 5147 1896 or 0409 859 260

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

John Langed

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The Tonkin's "Claudia"