

The Newsletter of the Alvis Club of Victoria (Inc)



December 2009

Alvis

The Alvis Christmas Party & the 3 litre Display



*There's a
New
Kid
on the
Block!*



December 2009
VOL 48



ISSUE 11

*The
Committee of the
Alvis Car Club of
Victoria*

*would like to wish all its
Members, families &
special*

*overseas friends
A Very Merry Christmas
and a Safe & Prosperous
New Year*

Front page: David Seath's lovely TB21 on its first run following a total restoration. A full restoration story is to follow in 2010

President's Report:

Politics in any form of club can be damaging and can often take many months if not years to put right once more.

The AOC is going through this exercise as I write and there have also been some grumblings within the realms of the NSW club, so it is with good news that I report that ALVIC continues to bring good cheer and happiness to all its members and in particular during the approaching festive season and into 2010.

The ALVIC Christmas party is a case in point. Eleven cars, {including six 3 litres of various body styles as promised for a forthcoming AOC Bulletin article} great lunch amongst good friends in a superb location. To Darrell and Jocelyn, a big thank you for your great hospitality.

As I mentioned, we had Chris and Helen Storrar re-visiting Melbourne and Victoria, over the last month and it was great to catch up on all the news from the U.K. David and Sally Woodburn were also over here, so the last meeting at Alvista took on a slightly English flavour. Next month we will be hosting Mac Hulbert who will be our guest speaker at the Feb meeting. His talk will be on ERA R4D.

The proposed book on Alvis cars in Australia has met its first hurdle. It amazes many that there has been so much talk about a book on Alvis cars in Australia over the last thirty odd years with nothing happening and then when there is a distinct possibility of producing such a book, all of a sudden there is the case of "not invented here syndrome." A distinct shame in that it may be the case that if ever a book is produced, then most of us will be featured as past owners rather than current owners!

Next year is shaping up to be another good year within the club. We have decided to support a few "cold radiator" events in which to promote the club. The pictorial history of Alvis cars that John Lang produced as a general handout worked well and the new TV show starring Stephen Fry and a late model Alvis should also make people more aware of the Alvis make. Who knows, we might even attract a few more members?

I would now like to take this opportunity of wishing you all a very merry Christmas and a Safe and Prosperous New Year and look forward to seeing you all at the January BBQ. I would also like to thank my committee who have each contributed significantly towards making this club what it is. Without their help we would just be a club, not the Alvis Car Club of Victoria.

Chester McKaige.

2009/10 EVENT CALENDAR

- | | |
|--------|---|
| Jan 15 | January BBQ at the Kevin Bartlett Reserve, Burnley, Melways 59 A1 from 6pm |
| Feb 19 | General Meeting |
| 28 | Guest Speaker - Mac Hulbert "A Year in the Life of ERA R4D"
RACV Classic Showcase - Flemington Race Course -
see details attached/enclosed - we have been assigned a very favourable reserved site for 15 cars & it promises to be an extremely good outing |
| Mar 19 | General Meeting |
| 28 | Point Cook Historic Flying Display |
| Apr 16 | General Meeting |

LETTERS TO THE EDITOR

Dear Mr Ed.

In my recent series of articles about the restoration of my 1954 TC21/100 I've made reference to the existence of a one-off Grey Lady built in South Africa. It's a model of course, but it has a story which I hope you will find rather interesting.

The model was given to me as a 2008 Christmas present by my two grandsons – Ben Akin & and John Manu Brown who live, with our son & daughter-in-law, in Cape Town.

It is what's known as 'bead work' in which thousands of tiny glass beads are threaded onto wire and then formed into the appropriate shape to make the model. Almost all bead workers are migrants. They cannot get work permits - so working in the informal sector is about all that's open to them in terms of employment. There is a serious xenophobic issue in RSA on account of black South Africans feeling that foreigners are taking their jobs. In June last year, African immigrants were attacked in townships throughout South Africa and forced out. But where to go???

The young man who made the model – Brian – is a Zimbabwean refugee who fled from his homeland into the neighbouring Republic of South Africa (RSA) and was lucky enough not to be caught by the police and forcibly repatriated to Zimbabwe. However, after the township attacks Brian was forced to leave his house and was camping on the floor at a friend's place.

I understand that he's since moved elsewhere and catching up with him is difficult.

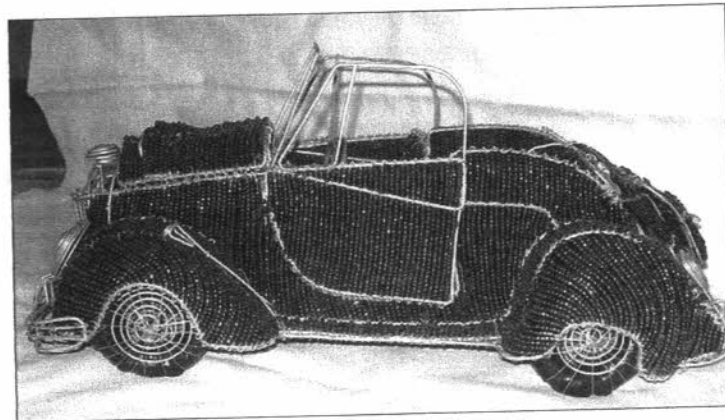
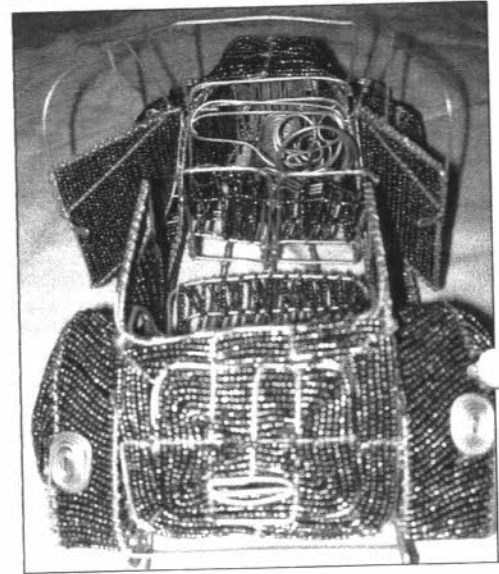
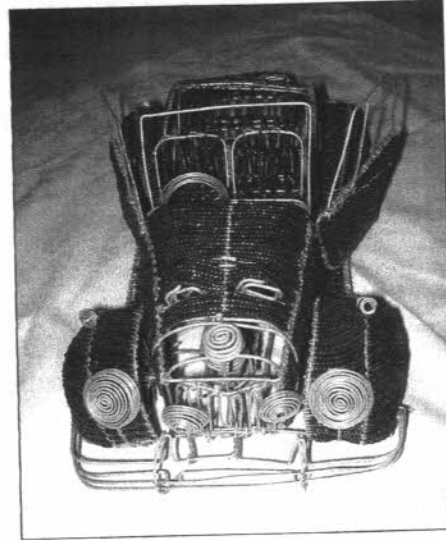
He was studying Law at UNISA – the distance learning university in South Africa - and doing bead work as his only means of producing an income and surviving. Apparently his skill as a model maker has been recognised and he now works to commissions rather than just making conventional/decorative pieces and then trading from street corners like other bead workers.

Ben Akin and John Manu gave photographs of my car to Brian and he took it from there. Without ever having seen an authentic Alvis motor car he produced what I'm sure you will agree is a very creditable model.

I have to express my great respect for Brian's artistic skill and his ability to survive in a complex and hostile environment. It is my hope that one day soon I shall be able to shake the hand that made the model but in the meantime my thoughts are with him

and I wish him every good fortune.

PS. In case you are curious about the names of my grandsons they reflect their Anglo-Australian/African heritage. Both names are of West African derivation: Akin meaning 'strong, brave warrior' and Manu meaning 'second born'.



Hello, John,

For some time now I've been meaning to send thanks for the Australianised Brief Pictorial History of Alvis, which arrived safely earlier this month. You really do have a comprehensive selection of Alvis models out there! If you were working on that, *Alvic* being a days late is quite understandable. Now the November *Alvic* has arrived, that prompts me to thank you for both. I don't wish to revert to Whingeing Pom mode, but the results of OCR scanning of our Letter 5, or lack of proof-reading it afterwards, will already have suggested to members that we are anyway. Half-way through that letter we were certainly NOT *reluctant* to repay the Menzies' hospitality. The rest of that paragraph also makes no sense because 3 lines of text have been omitted between two '12/50s'. The original, with corrections *in italics* should read:

Recently, we had the opportunity to repay some hospitality. Mike and Bev Menzies, from near Sydney, were passing through Sale on holiday. They stopped by for a few *Sunday* hours to talk Alvis and we saw a few of each other's colour slides. Mike is rebuilding a 12/50 *which he has owned and used for some years. In fact he has owned it twice and has a number of amusing tales to tell about it. Some years ago he was given an original hare for it which he later learned had been souvenired from a 12/50* in London by an Aussie who at the time was sufficiently homesick to think it looked like a kangaroo.

That omitted story of the liberated hare might amuse readers if included next time. I think the 12/50 is the one that Mike was driving when the NSW club joined the JNBC Tour in Beechworth. I must say that re-reading our old letters us reminds of many other friends and events which are not directly mentioned. It is good to see the contact between our clubs growing even stronger. And the monthly newsletter is an important part of that, of course, especially for out-of-state or overseas members. So keep up the good work. Best wishes, *Alan & Thelma*.

My humble apologies to Alan & Thelma East for any embarrassment relating to the errors that crept into their Letter 5 in the November ALVIC.

The acceptance of non electronic script is fraught with danger, particularly in using Optical Character Recognition to translate hand copy to electronic and my typing is even more error prone.

.....John Lang

Our Condolences to David & Margaret Caldwell on the loss of their son Fraser. Our thoughts are with you at this difficult time.

Bev Graham has again been in hospital and we wish her a speedy recovery.

*Was great to see Lou & Keith Williams at the Christmas Party
Lou Williams has undergone major surgery since, and is facing a long recovery, but home for Christmas.
We look forward to seeing her again very soon.*

LETTER FROM THE EDITOR

Very many thanks to those of you who contributed to ALVIC during 2009, either by written contribution or photographic, your efforts made my editing most enjoyable.

A special thanks to Peter & Susan Holmes and John Brown for their substantial articles of both the technical and personal insights into owning and loving an Alvis.

To all our readers, we wish you a Very Merry Christmas and a Safe & Prosperous New Year

John & Marg Lang

NEWS FROM THE BURROW

I had a visit from one of those nice Alvis people recently and it was good to be able to thank them once again for contributing towards my new home.

Work on the new housing arrangements hasn't started yet but they tell me that it won't be to long, the Healesville management just have to decide on the best location and ensure that the new house will last a long time.

They tell me that at last I will be rid of those pesky Echidnas that keep chasing me out of my log when its cold. Doesn't matter what I do they just stick out their spikes and I can't move them away. The kindly attendants here that look after me are hoping to include room for my cousins the Koala so that I will have some company, not that being alone bothers me all that much. At least the Koalas sleep most of the time and don't have prickles, although they do snore and grunt rather loudly.

Make sure to come and see me whenever one of you Alvis enthusiasts are in Healesville,

*Happy Motoring,
Florence.*

PS, Thanks to Dale for the photographs, I'm not very good with a camera, no thumbs.





The 2009 Christmas Party was held at the lovely home of Darrell Horton and Jocelyn Coates in Balnarring, about 60km south of Melbourne. The semi-rural location and Jocelyn's garden made for a perfect venue. The cars were restricted to the front yard and the partying to the backyard.

To make it an extra special occasion, Richard Tonkin had arranged to have as many examples of the 3 litre cars as possible. The only exception being a TF21; as the only one in Victoria is not yet a runner.

Richard choreographed the placement of the cars for the photographs and it was not a place for the faint hearted. The shuffling of steering wheels, the crashing of gears and the gnashing of teeth was something to remain well away from.

The 3 litre cars took pride of place and the other Alvis present were, Chris Higgins' 12/50 tourer, Alan Willingham's and the Northey's 12/50 Ducksbacks, Frank Mornane's SP25 tourer and the McDougall's SP20 special and, Chester in his Bentley.

From the left

- **John Hetherington's 1964 TE21**
All Nos 27127. "Peonie Red" when it left the factory. UK rego EPU 757B. 5sp ZF gearbox. Wire wheels. Reutter seats. No power steering. Repainted during restoration in mid 90s. Imported to Oz by Tonkin Motors (Alvis) Pty Ltd in 2003. I bought it from him in 2007. I am 4th owner. Vic rego WFS 657.
- **John Link's TD21 DHC**
Chassis; Engine No. 26675, Vic rego Alvis 2
Six years ago the TD21 was bought as a good looking rusty wreck. The underbody, boot, mudguards and the front were rebuilt and all the accident damage from its days in England.
Originally this engine produced 115hp, but this was later modified to have the same engine as the TE21. Unusually it is fitted with a manual gear box with overdrive on 3rd and 4th which makes it a pleasure to drive on the open road.
- **Richard Wallach's TA21 Saloon**
"The car was bought new by a Mr. and Mrs. Smith, delivered to them in February, 1952. She remained in their ownership for many years and in the mid 1970s, she was purchased by a Mr. Norman Smith, of Glenroy. In 1982, she was bought by Richard Tonkin and was duly named The Duchess. Was sold to a new owner from Brisbane and then to Richard Wallach, who has done a lot of work to bring her back to her present, lovely condition, and retaining the original Victorian registration plates, XD 886."
- **David Seath's TB21-18**
Banished to Scotland, finally sold to Agent in Casablanca, thence to California (U.S. Serviceman), Hawaii, Arizona; where in 1988 was spotted by the late Barry Turner and shipped to Sydney. Rallied by Barry for many years. Purchased sight unseen in 2000 and driven from the Blue Mountains directly to Bendigo. No trouble at all.
The car was in fact very rundown in every way other than drive train - decide total nut, bolt and body rebuild (found 3 major cylinder head cracks, plus many more hairline)
Started 2004, petered out for 3 years...finally fitted stoneguards 9.30pm day before its first outing, the Christmas Party.....".Worth every penny"

2009 CHRISTMAS PARTY



Above: The choreographer - Richard Tonkin

Photography by
Frances McDougall
& the ed



Above & below: Give the boys a ladder & they all want to climb it.
John Hetherington & Andrew McDougall

● **Richard Tonkin's 1954 3 litre coupe (Mrs Graber)**
Built by Hermann Graber in Berne, Switzerland, it is believed to be the oldest surviving Graber Alvis - certainly the only one in Australia.
The car went through a number of hands before being returned to Hermann's workshops in the 1960s and she was there when he died in 1970. His widow kept the car and it was found by Alvis restorer, Nick Simpson, at her home in Berne in 1975. Nick subsequently bought the car and kept it for some 20 years, undertaking a full restoration in the early 1990s. She was bought by a Saudi Arabian collector and spent the next 10 years in a private museum in Saudi Arabia, during which time she covered only about 1,000 kilometres.
Richard bought the car some 3 years ago and it was shipped to Australia.
The unique body style reflects Hermann Graber's continental interpretation of an early 1950s British saloon, in contrast to the far more traditional and conservative TA21s of Richard Wallach and Darrell Horton."

● **Darrell Horton's TA21 DHC**
Chassis 24639
Engine 24639
Body 20144
Maroon with brown trim
Date completed 12 May 1952
Date delivered 16 May 1952
Original reg JUJ200
Owner's handbook has undated entry - updated to TC21



Richard & Pauline Tonkin, Keith Williams, John & Annie Link, Bob & Lesley Northey

Restoration 1954 GREY LADY TC21/100

DHC

PART 5

Chassis & Engine # 25422

Tickford reference # AL3

The original wiring harness had been removed from the car and put away as an *aide memoire* when the time for rewiring arrived. This turned out to be fortunate since the new wiring harness from Red Triangle might have been instructive to an auto-electrician but for a 'first timer' like me it was very useful to be able to lay out the new harness beside the original one and quickly transfer the destination labels from the old to the new wires. Whilst being a very dirty job – with the assistance of Veronica (Ronnie, my wife) - we got through it comfortably in a Sunday morning – sustained by plenty of coffee.

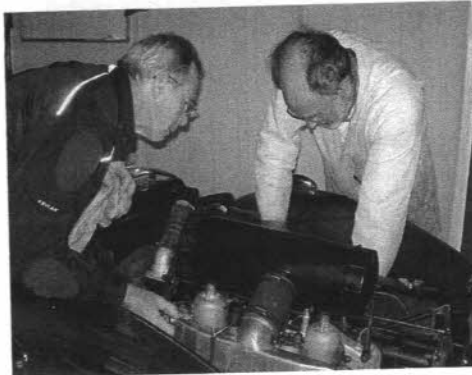
Laying the harnesses into the appropriate slots in the chassis worked well but I was concerned to see the very close proximity of the electrical and fuel supply lines to the exhaust pipes. I gave some thought to relocating the electrics to the passenger's side of the frame (away from the fuel pipe) but first I took the opportunity to have a look under Eric and Irene Smiths TA21 and confirmed that its wiring was all run on the driver's side. Being a good pessimist however, I also ran my wiring on the driver's side but took the liberty of sheathing the new harness with some ex SEQEB (South East Qld Electricity Board) external

insulating pipe where the exhaust pipe heat may have been just a little bit too close to the electrics. (I wonder whether the apparent highly inflammable reputation of some vintage cars may be down to this cause!)

Dash board/instrument wiring proved to be a good deal simpler than expected so I completed the entire rewiring before calling in a retired auto – electrician (Paul Fox) to give my efforts the professional once-over and to make some additional sub-harnesses to tidy up the front/rear lamps installations. Paul recommended that we should leave the old semaphore trafficators *in situ* but unwired and out of action. We modified existing lights on the car to function as turn indicators.

Engine electrical and fuel services were connected up over the next couple of weeks. There was evidently a problem with the old AC mechanical fuel pump as persuading petrol from the tank to find its way to the carburettors demanded blocking off the filler cap and applying a bit of CPR to the overflow pipe. That solved the fuel pump

problem in the short term, but – even with a complete rebuild – it continues to be a temperamental device which requires a bit of support if fuel backflow is to be overcome. (I've noticed that the Flexolite Co. in UK manufacture an in-line electric fuel pump which would probably do a good job in priming the float chambers to start the motor and let the AC mechanical pump take over from there. Any comments?)



Fuel pump needs help

Priming the carburettors seemed to be about the final activity before giving the rebuilt engine its first start and test run since 1974 – some 35 years past. Terry Lawson, who rebuilt the engine for me, offered to come and check the installation and be responsible for the first start up. The BIG DAY was nominated as September 6 (co-incidentally a good

wedding anniversary activity). After a good look around the engine bay Terry declared himself satisfied and we could proceed to the 'activate the starter motor' phase. Whilst



Press S for start

Terry looked for potential problems I pressed the starter button and, wonder of wonders, the old iron lump sprang to life. Oil pressure settled at a good 50 psi but we were still seeing battery discharge at the ammeter. Some minor

adjustments to the timing produced a reasonable tick-over and then out came the ancient Dixon Timing Light and we set the engine to an acceptable timing for the

running - in period. Water temperature during our start up/testing/timing stayed ~ 75 Celsius.

In view of the 'no-charge' status of the dynamo/regulator I had both units tested; they were found to be in good working order so I replaced them and had Paul come back and adjust the regulator, so now we have the full 22 amps available for

electrical services. I really must go round the car and work out what electrical load I have actually installed!

In the absence of interior furniture – notably seats – testing the car around the garden was a bit of a trial – however, a strategically secured plastic box was pressed into service as a seat and gearbox/brakes etc were all tested and found to be functional so it was now time to send the car out to the trimmer for replacement of the plastic box with a proper seat and the rest of the interior trim to go with it. We despatched the car - via Bob's truck - to Moss for a few paint touches and the final two pack finish on the steering wheel and then out to Walloon (just to the West of Ipswich) where Lance Todd worked his trimmer's art.



Good trimming is a painstaking job

We'd already selected the trim materials and colours. The plan had been to

keep it as close as possible to the original Leather/'Rexine'/Carpet interior trim and so we pretty much left Lance to it. (This turned out to be a very fortunate time for the car not to need much in the way of input from me since, as soon as it was gone, I got whipped into the surgical department at the Wesley Hospital for a procedure that was going to keep me out of action for the next 5 weeks!!).

Some of the original hood timbers had deteriorated over the years but sandblasting and insertion of some fresh hardwood soon rectified that. We sprayed the hood timbers black so that they remain inconspicuous.

In order to avoid the complexities and weight of the original hood with its felt lining, Lance recommended that we should make a single

skin hood from 'Mercedes cloth'. Whilst being initially expensive this material offers the

best possible wear characteristics and provides protection at least as good as that provided by the original complex hood without the associated weight penalty. It certainly produced a beautiful hood when a window of 3mm. clear Acrylic was built in to it.

This being Queensland, the hood

revealed the whole story. When the drums were pulled down tight the lip was being pressed hard against the back plate. New bearings had been fitted when the rear axle was rebuilt and obviously these were a couple of millimetres narrower than the originals. Peter Wallage's excellent Workshop Manual for



Hood in progress

will probably see plenty of use as a parasol but it's unlikely to have much opportunity to protect us from rain!

Whilst the car was with Lance he observed that it was extremely reluctant to be pushed around in the workshop, and since he works alone, he put the car in one spot and worked around it. So on completion of the interior trimming we had Bob again collect the car from Lance and deliver it to an old friend, Paul Johnson, who operates the local ABS in Sumner Park. Up on the ramp and a quick look at the back brake drums

the 1946 – 58 cars provided all the information necessary for the correction and some work with the dial gauge and shims soon resolved the problem. Whilst the car was at ABS Paul arranged for its roadworthy inspection to be performed - so on the appointed day I rushed round there with wing mirrors and similar bits and pieces which needed to be on the car to make it legal. All went well and the necessary paperwork was completed and the end was in sight!

So the car was once again loaded onto

Bob's truck and bound for home. Hopefully its next outing would be self propelled!

jigsaw puzzle' and, in retrospect that was a pretty fair assessment. The time element was

restoration by Red Triangle, Nick Simpson, Chris. Prince and Kev. Baker. All have contributed generously, and without them I doubt if I'd yet be in the situation of describing the renovation as being finished.

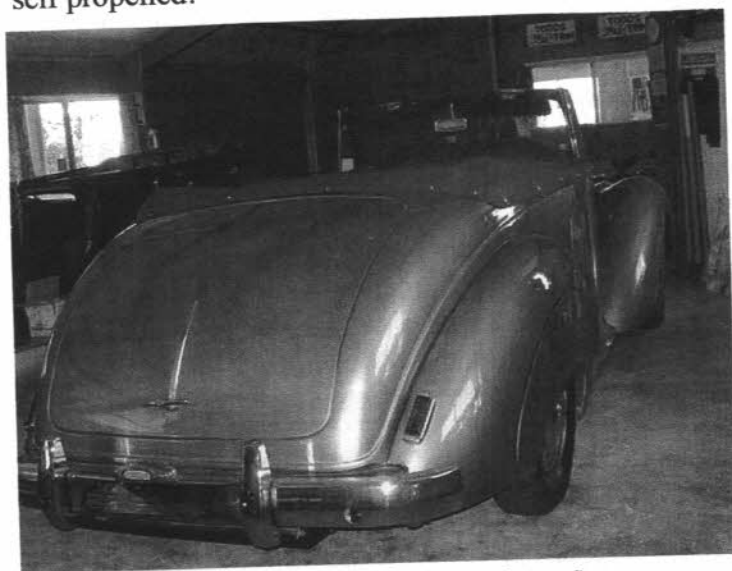
Finally, I'd like to thank Ronnie who got me started on this job and provided ongoing support unstintingly. The Alvis has provided me with a lot of pleasure and maybe the motivation to restore another old car. (Don't mention that to Ronnie however!)

Whilst the car is now legally on the road I have no delusions that work is over. For sure there will be teething troubles as we put more miles on the clock but hopefully they'll come in small doses which can be dealt with in the normal course of events.



PS: I couldn't conclude this article without at least a passing vote of thanks to my good friend "Snakey" who was always there when I DIDN'T need him.

John Brown



Looking forward (to getting it on the road)

Indeed it was self propelled. We'd decided that to drive a totally untried car into the Brisbane city traffic on its first outing was inviting catastrophe yet the car had to be present at the registration office in order to be viewed and to get its number plate. We took the easy option though and elected to drive the car on virtually traffic free roads to Ipswich for its registration. That was fine until I found myself behind a fully laden cement mixing truck struggling up the steepest hill on the entire journey. But that's another story.

Whilst I've tried to present the restoration process in a factual manner and it may seem to have been reasonably straight forward I started the job off referring to it as a 'three dimensional

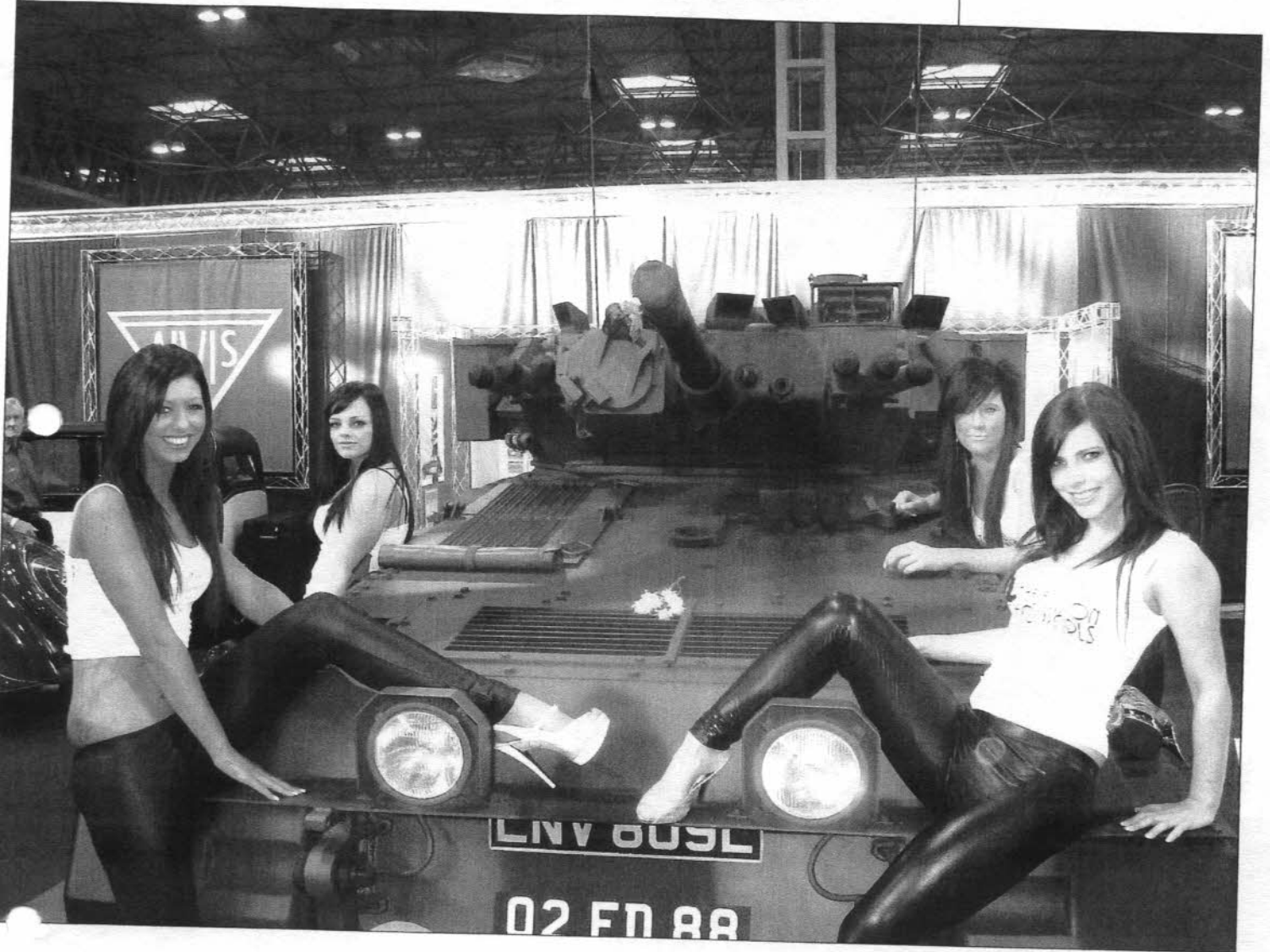
however, far in excess of what was anticipated. I collected the car from Bill on 27/11/2004 and consider that the 'restoration' was completed on 29/05/2009. During that time I put in a 'hands-on' 988 hours - and that doesn't include a lot of time spent 'thinking about it'. Nor does it include many hours (not to mention \$\$\$\$\$) put in by specialists - engine builders/transmission specialists/machinists/electricians/coach builders/trimmers - the list goes on. They've all been mentioned by name in the articles and must express my sincere thanks to all of them for the enthusiasm they brought to the job.

I'd also like to acknowledge with thanks the expert assistance provided to me throughout the

Thank God it's Christmas!
I get a rest from burning my bum every time the Alvis goes out!



ALVIS PEOPLE BEHAVING BADLY



WHOSE BEHAVING BADLY YOU MIGHT ASK!

Martin Boothman sent these photographs of the Alvis Stand at the recent Classic Motor Show in Birmingham. But he didn't take them!

Said the girls frightened him, so he made Dave Dobson front up.

Shame! Martin Shame!

(the APC seems impressed with the girls!)



*The Alvis stand at the Classic Motor Show
(note the ubiquitous Woodie - never far from sight)*

WHY AN ALVIS?

Well why not an Alvis?

The story of "Why an Alvis?" begins a long time ago, one of those fleeting moments that stick in one's memory for some reason, and like the mark left by spaghetti sauce on a white napkin, never really leaves.

I have always had an interest in old machinery, whether it be cars, motorcycles, trains, planes or steam engines. How things work has fascinated me. The precision, the movement and the wonderful smells and sounds have lured me.

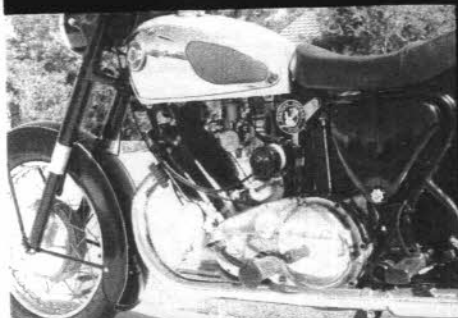
My first foray into actually restoring old machinery was when my younger brother called me and asked if I would be interested in a 1959 650cc Panther. I didn't know much about Panthers, but very quickly learnt. He knew where there was one for sale. I had been riding bikes for many years and thought "why not?" I asked what it was like, he said "in bits and needs a full restoration." I agreed a price with the owner (£125 I think) and went round with Linda (my wife) to pick it up. I loaded a Carlsberg crate and a couple of



wheels and other sundries into the back of the car. Linda had been waiting patiently and looked surprised when I hopped back into the car....."Where's the bike?" she said.

"That's it" I said nodding to the back of the Renault 4 (yes I said Renault 4 people!). You had to be there to see the look of shock on her face.

Anyway to cut a long story short, after discovering I only had 1/2 a bike, and spending much time tracking down the rest of it, over several years it was brought back to life using the loft and kitchen cupboards for storage and work space (we lived in London in the top floor of an old Victorian house) and a heavily pregnant wife to help lug the frame around..... I had caught the bug....



By then we had a young family and we migrated to Australia. The Panther came too. I rode the Panther for a couple of years, but it was impractical so it was sold. However that feeling of I can fix that up "no worries"

had set in and when we needed a second car I found myself eager to take up the challenge of a rather tired Morris Minor as I wanted something "classic." It cost me \$1800 and was

mechanically ok. It was reasonably rust free although the paintwork was faded and as I tried to cut it back to get a shine the



primer showed through.

I joined the Morris Car Club and drove it daily took it on club runs. About this time my Mum and Dad visited from the UK. Dad asked why I had bought a Morris. He then told me his dream car had always been either a Riley or an Alvis. It was one of those passing comments that stuck in my mind. I didn't know much about Alvis motor cars back then.

This would have been in the early 90's. The years rolled by, I bought a Morris Van and gave it a full restoration. Then I wanted something a bit more vintage. A Morris Ten came up for sale so I added that to the collection. At least this was a



runner and in reasonable condition.

Then my son passed his driving test and decided he wanted my old Morris Minor, so we gave that a full nuts and bolts restoration. The Morris bug was contagious and my wife decided she wanted a convertible Minor with an automatic gearbox - "but I suppose that is impossible" she sighed. Bolstered by my work thus far, I replied "Nothing is impossible my dear."

This saw me buy and chop a car for her, fully restored but with a Datsun engine and auto transmission, brakes axle.....made me wince a bit but she was happy and we all know how important a happy wife is! She still drives it around today, it's a happy car she says.

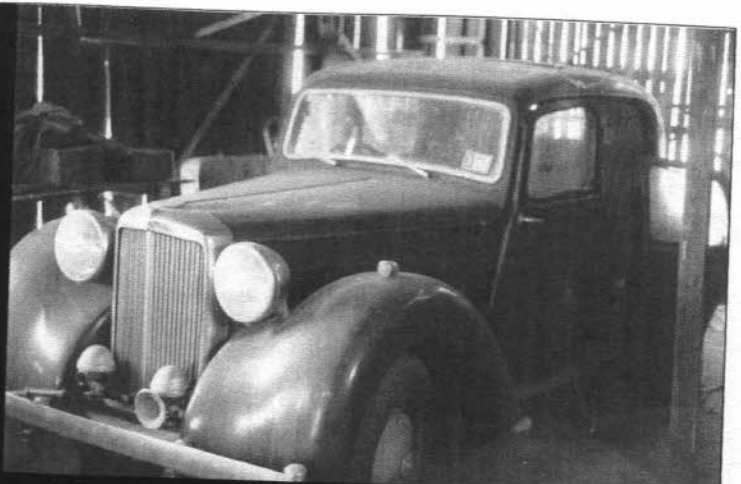
I was by this time heavily involved in several motoring clubs and was displaying my cars whenever there was a show on. Occasionally one of them would win an award for best in show or attract some attention. Then others started seeing my work and harassed me to restore their cars. So most evenings and weekends I was working on a restoration for myself or someone else. At this time the company I was working for decided that Logistics Managers no longer needed a company car and increased my salary to compensate me by the equivalent amount..... logic decided I should spend this increase on another classic car so with the assistance of my lovely wife a 1960 MGA was added to the ever growing collection as my everyday car instead of the Commodore.

Through the Morris club we made lots of friends. Among them were Mike and Molly Askew from Boyup Brook. One day Michael Askew phoned me and asked if I was interested in an Alvis. He knew where there was one and it was for sale. My ears pricked up and suddenly I found the memory of Dad's comment about his youthful dream of owning an Alvis, came flooding back from all those years ago. If Dad had always fancied one, then I definitely wanted it. So the next weekend we went to look at it.

Michael had no idea what model it was except it was Maroon! I knew nothing about the various Alvis models at that time. We went to a big shed and opened the somewhat dilapidated doors and there it was...the sun cutting through the dust to reveal the Alvis, soft focus, in all its glory. Big chrome headlights, a bonnet that seemed to stretch for ever, one door lying next to it on the floor. I didn't care I was in love I had to have it. I looked for a badge that might tell me what it was. Of course it didn't have one.



It didn't matter it was an ALVIS..... the owner, Mark, lived in Perth, but his father lived in Boyup Brook and knew the history of the car. It appears it has only had a couple of owners and has lived its whole life in WA. As far as I could gather it was shipped new to Perth. The original owner had several other Alvis motor cars and lived in the Mosman Park/ Claremont area. He sold this particular Alvis in the late sixties to Mark as he needed space for the new Alvis model. I assume this



would be a TE or TF although I do not know of any examples of those models in WA. Mark had bought it whilst he was at University and drove it until the late 70's. He had it re-sprayed back to the original maroon, as when he bought the Alvis, it had been painted black.....with a brush! I think he then went to work in Sydney and he put it up on blocks in Boyup Brook at his Dad's place. And there it sat for 30 years virtually untouched.

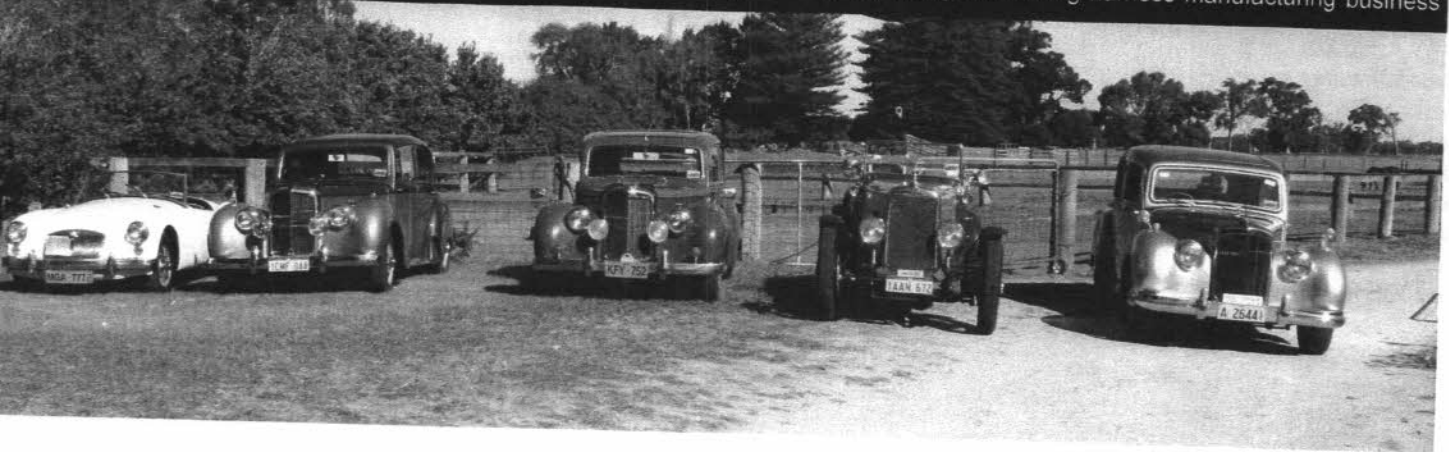
His dad gave me Mark's contact details and I headed back to Perth. A quick check on the internet once I was home showed me that the car was a TA14. I tried to contact Mark with no luck. Eventually I did get in touch, but was not sure about selling it. He wanted it to go to an AOC member. He didn't want it broken for spares. I joined the club promised it would be fully restored and represented myself to him..... he still wasn't sure. After about 6 months of trying to buy the car, he sort of capitulated. "Talk to my Dad about it, he wants it out of the shed." I seized the moment and called his Dad, struck the deal and before anyone could change their minds rushed down with the cash and paid for it.

My dear friend Michael aged 70 something was fleet footed on this occasion and picked it up for me and towed it to my new property in Toodyay- about 4 hours away

So that is how it started and now three or four years later (I have lost count) I am still restoring it. As always once you start looking closely you discover all the problems..... the broken valve springs (probably why it was parked up). The lack of oil to the rocker gear, the rotten timber anyone know the tune - you hum it. I'll sing it - the restorer's anthem.... "the list goes on and the cost goes up"!

Fortunately I have most of the skills and am doing all the work myself. It is a labour of love, one I was able to share with my Dad, but sadly one he did not see complete as he died this year on Father's Day.

I now have my own car restoration business (Bygone Spares and Restorations) and am working full time from home, living my passion bringing old wrecked motor cars back to life. I have also just bought a vintage car wiring harness manufacturing business



(Octagon Manufacturing) doing my bit to keep classic cars on the road and where possible close to original specifications.

Many clubs and people come to look at what I am doing now and they all fall in love with what will one day be fully restored Alvis TA14 Mulliner bodied saloon. Although too many ask the same question "An Elvis?? Who made them??"

Along the way we have met some great folk over here that own Alvis motor cars themselves. Peter and Margaret Scotney, Mark Rumpus, the Eastwoods, the Andersons, the Copleys, the Lowes – even got to drive Bill Richmonds's TA14 drophead... all enriching and inspiring the restoration journey. We have been able to get together a couple of times in last year or so for our very own WA Alvis runs which is a real delight for me

So why an Alvis..... because my Dad always wanted one!

Alvis TA14 Mulliner saloon
Maroon body and upholstery
Chassis 23637
Engine 23637
M1607
Completed 9-1-50
Delivered 10-1-50
Shipped to Tozer, Kernsley and Millbourne
On A/C A P. Melrose, Perth

If anyone can give me any details on who A. P. Melrose is or was I would be most interested.

Bruce and Linda Sharman

AUSTRALIA ACCEPTS ITS FIRST ALVIS

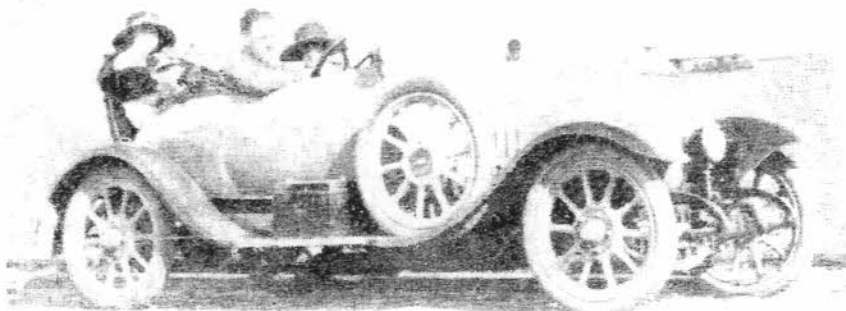
By Eric Cunningham

By the time you read this article, the latest importation of an Alvis should have occurred with the arrival of a very attractive 4.3 litre fitted with a Vanden Plas pillarless saloon body.

Which is a timely reminder of the very first Alvis to come to Australia nearly 90 years ago when a Mr G.S.Birdsall brought his recently purchased 10/30 Alvis roadster to Sydney from England where he had driven it on excursions to places like Clacton-on-Sea with friends as passengers. As may be discerned in the rather poor photograph accompanying this article, George Birdsall's 10/30 had a roadster body built by Zephyr which had room for the driver and a passenger in the front and a dickey seat in the back accommodating a second passenger. A little more information about this car appears in a chapter by David Manson commencing at page 370 of the second addition of the Hull and Johnson book, "The Vintage Alvis." To which can be added the fact that the car later passed on to A.W.Fairfax who removed the Zephyr body and placed it on a 12/50 chassis which he then used in competition in New South Wales.

Motor cars were still a novelty in 1922, when the Birdsall Alvis arrived, and especially so in Australia where entrepreneurs were busy trying to entice young men, who learned to use these vehicles during their service in the Great War, to purchase their own motorcycle or motor car. Advertisements for cars and motorcycles appeared in newspapers and also in specialised fortnightly motoring magazines published in Sydney and Melbourne. It was also a time of many new technologies appearing, such as the spread of radio (aided by the wider reticulation of electricity in cities and towns) and the formation of radio clubs (much like the later introduction of car clubs) advising how to make crystal sets and later providing news of the superior wireless sets which used superheterodyne valves instead of "cats whiskers." The quaintly named, Sydney based magazine, "Sea, Land and Air" offered advice in its March 1922 issue on how to erect a radio aerial in one's back yard, at the same time providing news of the latest aircraft available for amateur pilots and carrying advertisements for a variety of motor cars from Europe, America and the UK.

By September 1922, two more Alvis chassis (possibly 11/40s) were on their way to Australia, and in the following year a further 63 Alvises were to arrive in Australia which was to become the largest market for this brand of car outside the United Kingdom.



George Birdsall's 10/30

It's not often that we have a club member celebrating his 91st Birthday. But Ron Wilson did on the 26th November. Happy Birthday Ron—we look forward to many more!

In talking to Ron, I found he had just bought himself a scooter. As all good newsletter editor's do, I asked for a photograph of him mounted. Hence Ron's letter below:

Dear John,
Pretty horrible I know, but you asked for it!
The scooter has cruise control (5kph—10kph), range 40km (22 miles).
Two horns (1 soft for pedestrians—1 loud for dogs)
Full electrics and white wall tyres—
Mag wheels and no emissions.
Optional extra is the "cup holder" see inset
"It's great to feel the wind in my hair again, even at 10kph."
Now if only I can find the speed limiter.
Best regards
Ron



Club Permit Scheme – Review Status

Minister Pallas released at the end of November a discussion paper prepared by VicRoads on proposed changes to the Club Permit Scheme (CPS).

The paper, of 8 pages, is well written and provides a good description of the existing scheme, the proposed changes and the reasons for them.

The principal proposed change is to base the Club Permit Scheme, on the use of a log book, allowing vehicle use of up to 90 days per year. There is also an option of a 45 day per year log book, at reduced cost, for lesser use vehicles. It will still be a requirement for people wishing to avail themselves of the CPS to be members of authorised historic vehicle clubs. The log book based system will permit the private use of vehicles as well as club event participation. The log book has to be filled out for each calendar day of vehicle use which is restricted to a maximum of 90 days per year per vehicle. If a vehicle is to be used for more than 90 days per year, then it will have to be fully registered. If a CPS vehicle is stopped by the police and the log book has not been completed for that day, substantial penalties will be applied for using an unregistered vehicle.

It is anticipated that the charges for the 90 day permit will be similar to those which apply to the current scheme.

Historic vehicle clubs have been invited to provide a response and comments on the proposed changes to VicRoads by 29th January 2010.

If there is overall support for the proposed changes by the historic vehicle movement, then it is anticipated that the changes will be made by the Government and introduced later in 2010.

The Alvis Car Club Vic. executive has considered the discussion paper and has followed the advice of the Association of Motoring Clubs (AOMC) and has written a letter of support for a log book based CPS to VicRoads. The executive considers that the log book based CPS will provide both clarity and flexibility of vehicle use and will make ownership of historic vehicles more attractive. It should be noted that the Federation of Historic Vehicle Clubs does not support the change from the existing CPS, except that there needs to be clarification on the use of club issued special use permits. The ACCV executive considered Federation's stance, but does not agree with it and so has advised Federation of support for the log book based CPS.

In order for individual members to obtain more information about the proposed changes to the CPS it is recommended that they go to the AOMC (www.aomc.asn.au) or VicRoads (vicroads.vic.gov.au) web sites, where they will be able to view and download the full

discussion paper. If members have strong views on the matter there is the opportunity for them to write a succinct letter to VicRoads expressing their position.

Andrew McDougall
ACCV Delegate to AOMC and Federation

Seasons Greetings
And
Best Wishes for 2010
To all our
Friends in the
Alvis Club of Victoria (Inc)

From
Peter & Susan Holmes



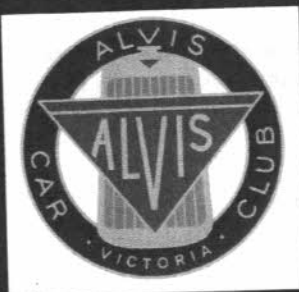
“ALVIS IN AUSTRALIA”

Recent communication with Eric Cunningham reveals that some years ago he registered the title “Alvis In Australia” and still has the intention of publishing a book with that title.

The ACCV committee is not due to meet again until February when the matter will be discussed and a decision made in relation to any production by the ACCV.

Any information that has been given to me as a result of previous requests is available to Eric and further advice will be made following the next committee meeting.

John Lang



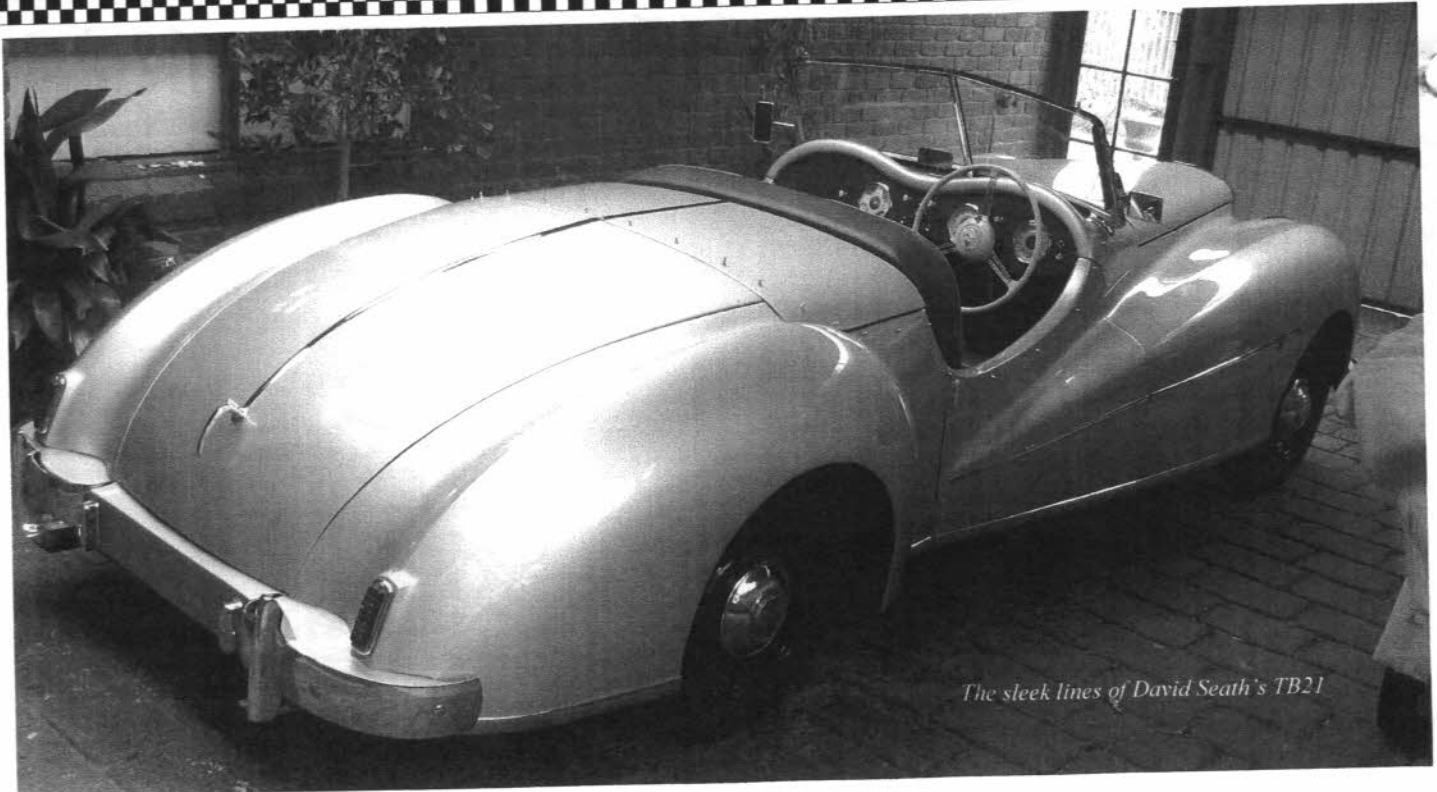
*ACCV Grill Badges
\$30*

*HEIRLOOMS
at BARGAIN PRICES*



*Lapel Badges \$10
Cloth Badges \$5
Key Rings \$16
Fridge Magnets \$3
1991 Nat Rally Coasters \$1ea
1991 Nat Rally Cloth Badges \$1ea*

Ring Darrell Horton (03) 5983 2016

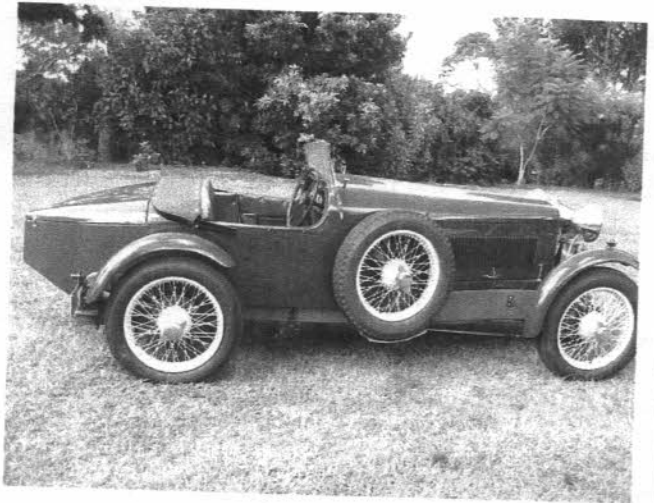


The sleek lines of David Seath's TB21

SWAP, BEG, BORROW or STEAL

FOR SALE

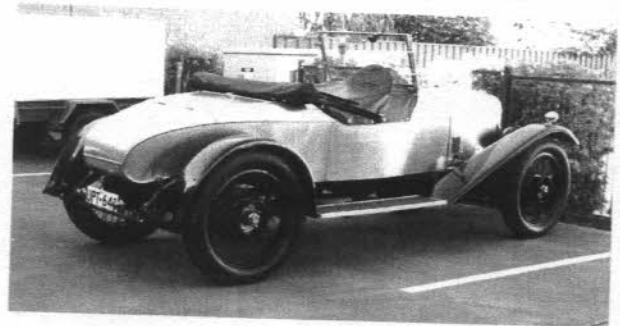
1928 Alvis FD FWD is for sale. Chassis # 7190 Eng # 7653 Car # 11982. Major restoration was recently completed which included a replica TT body and engine work including new conrods with slipper bearings, new main bearings, new pistons, valves, new gearbox gears, etc. The supercharger has new gears and the lobes and interior casing have been built up using teflon. The front hub splines have been re-made. Full details are available to serious parties.



Des Donnan
dedonnan@bigpond.net.au
Price is \$100,000 firm.

FOR SALE

1924 Alvis 12/50 SC Beetleback
Full weather equipment. Trimmed in Brunswick Green Howe leather. Spares include crankcase, radiator with some dents no badge, hubs, gearbox casing & some internals, cylinder head - some repairs, pedals, front guard stays, stub axles. Spare parts catalogue. Copy of Mick Radford's book on the 12/50.
Vic Elliot - phone 08 83310833



FOR SALE

3 1/2 Litre DHC, chassis # 13139
\$125,000
Ring Paul Chaley 03 9877 0666

WANTED bronze bodied 1 3/8 SU carburettors, any condition.
Contact Dale 03 5968 5170 or dparsell@ozemail.com.au.

AVAILABLE; Silver Crest Hypoid crown wheel carrier (the alloy part) includes crown wheel
& pinion, swap for Speed 20 one or something else useful.
Contact Paul Chaley 03 9877 0666 or historic@historicvintagerestorations.com

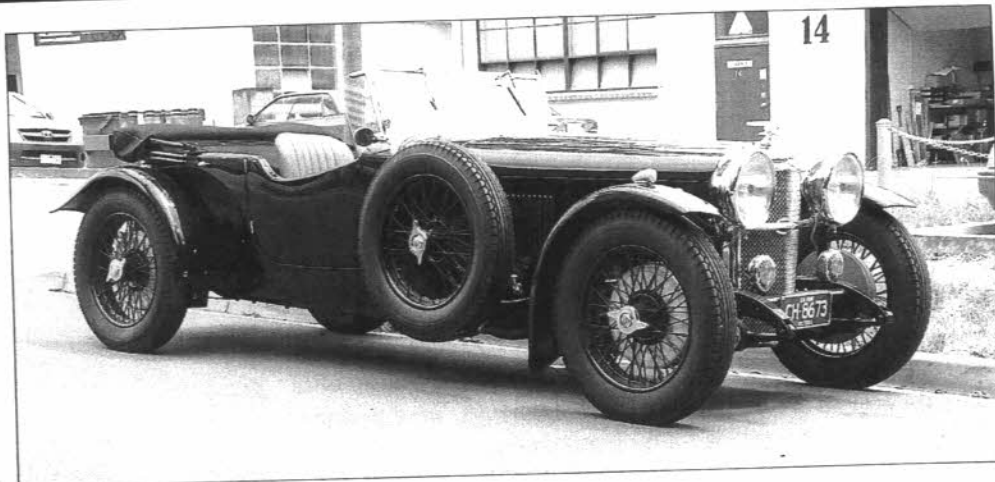
FOR SALE

SA Speed 20,
Ch 9851, eng. 10504. Very little
use since extensive restoration
including body, paint & leather
trim. 6 wheel equipped.

Engine overhaul including new
crankshaft, conrods and pistons.

Offers over \$180,000 considered.

In the first instance contact Paul or Dale (HVR) on 03 9877 0666



For Sale 1931 Alvis 12/50 TJ

Chassis No. 9145
Engine No. 9626

Supercharged two seat roadster in
excellent condition. Full wet
weather equipment in Mercedes
cloth with leather upholstery. A
well known Alvis Club Car with
great performance, reluctantly
offered for sale. \$70,000

For more information contact Ray
Newell 03 9755 3280 mob. 0428
558 228



FOR SALE

10 inch Bosch headlight for sale, good condition and original glass. \$150
Des Donnan dedonnan@bigpond.net.au

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

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CLASSIC *RACV* SHOWCASE

SUNDAY 28TH FEBRUARY 2010



INCORPORATING:

AUSTIN HEALEY CLUB DISPLAY DAY
TRIUMPH CLUBS ANNUAL CONCOURS
MERCEDES BENZ STATE CONCOURS
CLUB DISPLAYS WELCOME



DETAILS: 9890 0524
www.aomc.asn.au

FLEMINGTON RACECOURSE
MEMBERS CARPARK



RACV Classic Showcase 2010
Entry Form
(Formerly British & European Motoring Show)



Your Details

Name.....

Address.....

Tel..... **Email**.....

Vehicle to be displayed

Make.....

Model..... **Year**

Registration Number

I would like to order a commemorative badge  @ \$18.00 \$.....

I wish to enter my vehicle in the Car of the Show Award
Entry fee \$20.00 \$.....

I enclose display vehicle entry @ \$12.00 \$.....

Total enclosed \$.....

Cheques payable to AOMC

Credit card details

Name on card.....

Card Number _ _ _ _ _ **Expiry Date** _ _ / _ _

Forward completed form to:

AOMC
C/- 393 Mont Albert Road
Mont Albert Vic 3127

Pre purchase entries close on Friday 12th February 2010.

Tickets will be posted to you.

Badges are to be picked up on the day.