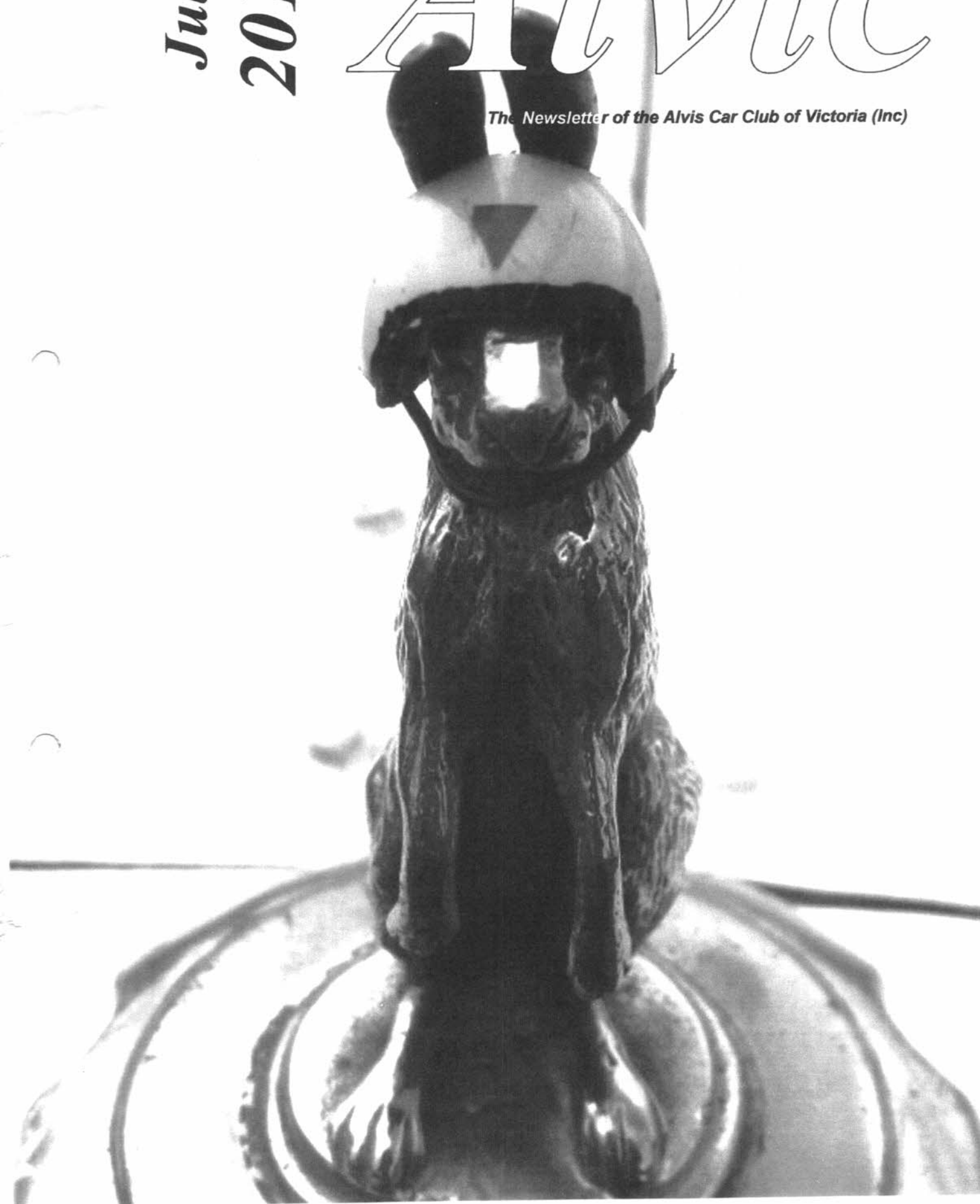


July
2010

Alvic

The Newsletter of the Alvis Car Club of Victoria (Inc)



Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter Deadline - first Friday of the month.
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782
www.alvis.org.au



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PRESIDENT

Chester McKaige,

129 Tucker Rd, Bentleigh, Vic 3204

Tel (03) 9557 1134 Mob 0407 113 516

ericmckaige@bigpond.com

VICE PRESIDENT & Spares Registrar

Andrew McDougall, 424 Wellington St, Clifton Hill, Vic 3068

Tel 03 9486 4221

amfi@dunollie.com.au

SECRETARY

Dale Parsell 14 Symons Rd, Avonsleigh, Vic 3782

Tel 03 5968 5170

dparsell@ozemail.com.au

TREASURER & PUBLIC OFFICER

Darrell Horton, 24 Johnson St, Balnarring, Vic 3926

Tel 03 5983 2016

jocelyndarrell@bigpond.com

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129, Gisborne, Vic 3437

Tel/fax 03 5426 2256

jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St, Clifton Hill, Vic 3068

Tel 03 9486 4221

amfi@dunollie.com.au

COMMITTEE PERSONS:

Lesley Northey, 2 Orrong Rd, Elsternwick, Vic 3185

Tel 03 9528 6767

northleys@westnet.com.au

Richard Tonkin, P.O.Box 280, Greensborough, Vic 3088

Tel 03 9710 1465

rtonkin@tonkinlaw.com

John Hetherington, 71 Hawkins St, Shepparton, Vic 3630

Tel 03 58216 422 Fax 03 5831 1586

jfh@mcmedia.com.au

Thorpe Remfrey, 63 Milroy St, Brighton East, Vic 3187

Phone: 9596 6680

thorperem@optusnet.com.au

Alan McKinnon, 195 Lower Heidelberg Rd, Ivanhoe, Vic 3079

Tel 03 9497 3414

alan@antiquetyres.com.au

Front Cover:

Seen at the UK Alvis International in June.

Over the years we have seen hares with their heads turned, wearing Tartan mufflers, bent ears, even headless!

This must be the ultimate sporting hare, although I am not sure if the CAMS' scrutineers would be satisfied with the head gear!

President's Report

It is good to be home after tramping around England and Scotland. It's also particularly good to have got over jet lag that has laid us low for the past ten or so days. I know things are crook when I can't be bothered to venture into the shed preferring instead to have a snooze on the bed in the middle of the day. That has now passed and life is somewhat back to normal.

I would like to thank Andrew, Richard and JL for taking the reigns whilst we have been away. I thought they may have done a Julia Gillard in my absence but I believe I'm still in the job so to speak.

What a great time we had meeting our old JNBC friends and making new ones. We look forward to attending many more U.K. events in the future.

It was also good to catch up with Chris Storrar and hear all about the problems he has had to deal with in his first few months as Chairman. Not too many people would carry on with what he has had to deal with and I'm certainly glad that we don't have the problems that he has encountered in our club.

This year in regards to runs we have combined a couple with other clubs. The recent Horton / Coates run with the STD Register was a great success. The STD Register is a small club that needs a bit of prodding to get it functioning. Hopefully next year they will be able to organize a reciprocal run and thus keep things moving along. We also have the combined Alvis / Armstrong Siddeley Club run to Mia Mia to participate in the 100 Anniversary of the first person to fly in an Australian built aircraft that being John Duigan. This event will also be attended by the VSCC so looks to be very well supported. Hope we have a good showing of Alvis cars for this event.

On August 23rd it's Rob-Roy Hillclimb and once again we as a club will be manning the controls as we did last year. I will need numbers soon, so please let me know if you wish to help out. I need approx 12 people.

The October 3 day event to Apollo Bay is "in the can." Sal and I checked out the final details a few days ago and looks to be a great event. There are still a couple of rooms available but you will have to be quick.

The club has been invited to attend the Birregurra Festival on the Sunday. This event is one of the best country festivals in the State and well worth attending. If you cannot attend the 3day rally, how about coming along to the festival? Birregurra is situated between Winchelsea and Colac about 2 hours from Melbourne. Starting time 10.30 am. For more details, contact Sally or I.

Well that's about all the news for the time being. Look forward to catching up at the next meeting.

Cheers
Chester

SUPPER - *the Northeys*

2010 EVENT CALENDAR

Jui	16	General Meeting
	17	Combined run with the Armstrong Siddeley Club to Mia Mia
		ROUTE NOTES ON BACK PAGE
Aug	20	General Meeting
	22	Rob Roy Hillclimb— <i>McKaige</i>
Sep	17	General Meeting
	19	Run to Healesville for the Steam Festival - note change of activity - <i>McKaige</i>
Oct	8,9,10	Weekend Away at Apollo Bay— <i>McKaige/Remfrey</i>
	15	AGM & trophy award night
Nov	19	General Meeting
Dec	6	Christmas Party - TBA
May	1-6	2011 National Rally—Western NSW more info from Rob Simpson 02 4384 3571 or metal1447@optusnet.com.au

EDITORIAL

Well, who thought we would every see repro Alvises.

Various motoring journalists have reported that the Red Triangle and Alvis Car Company will commence production of the 4.3 litre tourer, last built in 1940 and its production halted by the Second World War.

Production will be to order and expected to cost about £170,000. per car.

Maybe one needs to be philosophical in the light of the Pur Sang Bugattis, Alfas and others, that eventually it would come to Alvis. But in this case importantly, under the Alvis banner and under an Alvis board decision many decades ago to produce 77 chassis.

I guess we will all have our own ideas on what this does for the marque.

Does it compromise the marque's purity and mystique?

Does it simply make one of the best models more affordable?

Will it devalue the originals both in our eyes and in their monetary value?

If a "new" 4.3 was to park beside your original at the Alvis International, would you shift to another spot ?

Are there some 4.3s that are off the road due to major engine issues that might benefit from the scheme?

We have vintage, PVT, pre-war, post war. Will we now need "new?"

For Australian purchasers, there are some other questions to be answered. Will the Australian authorities want 6 airbags, ESC, ABS, seat belts, baby seat fittings, 5 Star ANCAP? **ONLY** if it means more taxes!

Please let me know your thoughts - have your say, write me a letter.

.....ed

The Telegraph 23 June 2010
Legendary 1930s Alvis heads back into production'
The legendary Alvis 4.3 litre of the 1930s is to be reborn - complete with engine management, hydraulic brakes and fuel injection from Alvis specialist, Red Triangle.



.....ed

Dear John,

Many thanks for this issue. Just one niggle: the 'Alvista' is no such thing. It's a Cross & Ellis Sportsman's Saloon. Alvistas were fabric-bodied but the car you illustrated has an aluminium body with steel wings, if I remember correctly.

All the best,
Paul Hays

*Editor's note: I was led astray by someone who should know better & was there! Some say he drives the fastest 12/50 in Victoria. Others say he can't tell an Alvis from a Bentley. All we know is he's called **the Pres!***

Ladies & Gents of the ACCV

12/6/2010

On behalf of all members of the Alvis Owner Club, many thanks for the generous gift of the Alvic Trophy. Peter Galea, the first custodian, is delighted to receive it. Please will you pass on thanks to your committee and members.

It will be awarded next at Brooklands early in the 2011 tour, and we look forward to welcoming many of you there.

As mentioned, we would like to reciprocate with a gift to Alvic. Chester wasn't sure about trophy, and if not, a painting or furnishings/ piece of furniture for your Club Room is offered.

John & Margaret Hetherington were here on Thurs, and I look forward to welcoming Chester and Sally on Monday.

Best Regards,

Chris Storrar



a

STOP PRESS

Apollo Bay Weekend.

October 8, 9 & 10th

The 10 rooms reserved at the Coastal Motel have been taken but we have reserved another two so if you intend coming ring the motel on 5237 6681 ASAP. Quote the Alvis Car Club. Room tariff is \$230 for the two nights

For those who have time, we have arranged to have lunch at Birregurra on Friday before making our way to Apollo Bay.

Dinner Friday night will be at the Apollo Bay Hotel where we have a private room so that we don't corrupt the locals!

On the Sat we will visit the Otway Fly, a treetop walk through part of the forest.

Dinner is at Monsoon, an Asian Restaurant.

On the Sun, we have been invited to attend the Birregurra Festival and parking will be reserved for us. This event sports an art show, bands, stalls with crafts & produce for sale and the local car club is attending.

For those just wanting to do a day run & attend the festival, Birregurra is about 2hrs drive from Melb in a modern.

For further details or to let me know if you intend coming on the Sunday please phone Sally Mckaige on 9557 1134.



MOTORCLASSICA

The Australian International Concours d'Elegance
& Classic Motor Show

22-24 OCTOBER > 2010
ROYAL EXHIBITION BUILDING MELBOURNE



Welcome back to the membership
David Vaughan has bought the 2
ex Geoff Hall TA21s

*We hope to see you at an outing
soon.*

AOCL TOUR of GREAT BRITAIN

31 May/ 20 June 2011
See June ALVIC for details

PLEASE NOTE
MEMBERSHIP
FEES ARE NOW
DUE AND
PAYABLE FOR
2010 -11



As found in the 12/50 Register June Circular

Congratulations to Steve Denner who brought his 12/50 in for 2nd Handicap in Class 4 with 74.29 seconds, before driving (and sailing) on to Spain straight after.

FROM DOUG BUKIN – VSCC Wiscombe

It was a cold dull but dry day in this beautiful Devon setting. All was going well until someone dropped oil on much of the track which delayed proceedings for about an hour. At least they were able to use dust to dry it up. They had to use sawdust [ecological reasons?] last year which was ineffective so part of the day was cancelled.

Many of our regulars did not enter but the following did:

Nigel Walder 12/50 sports two-seater. 61.1secs. 1st. vintage.

Dan Geoghegan not in his usual 12/50 beetleback but in a very nice Riley MPH. 55.8 secs. 1st. handicap.

Stephen Denner 12/50 beetleback 74.2 secs. 2nd. handicap and he was thoroughly enjoying the whole experience both here and at other events. He had come over from Australia and said there are very few events back home like ours with such atmosphere.

Both my A7 and I were rather off tune.

VSCC

Hi Dale, Attached is an invitation to all Alvis club members to again participate in the VSCC Rob Roy Hill Climb.

I know chester Mc Kaige and David Smallacombe have been liasing about Alvis members again helping with marshalling, which will be most appreciated.

This year we intend to make a feature display of cars surrounding the rotunda and we would like to invite the Alvis Club to fill that position. (About six cars).

On a personal note I want to get Eric Nichol to come this year, of course Eric can no longer drive so I wonder if you have a club member that could drive Eric out in his Alvis?

I would love to drive him myself but have to be out there early and take a trailer with gear.

Cheers for now

John Cox

VSCC

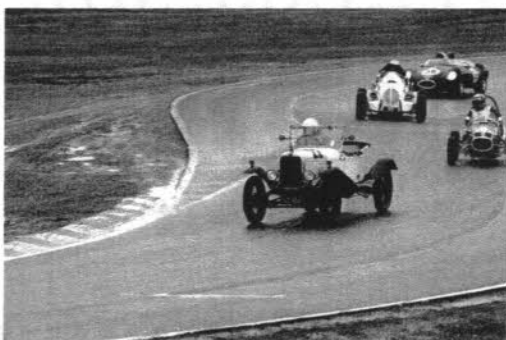
Historic Winton May 2010

Alvis participants

Mark Burns

Geoff Hood

Trevor Eastwood



Hotly pursued. Geoff Hood above. Mark Burns left.

Pics courtesy VSCC



RAMBLE



On Sunday 27th June a gathering of Alvises comprising the two 12/50s of McKaige and Hewitt, the Parsell Eagle, the TA21 Horton Drophead and the Tonkin Graber along with a couple of Sunbeams of Donnan and Ferguson, and the Newell Bullnose Morris Tourer assembled at the Manhattan Hotel for the combined Alvis / STD Register

behind the Hewitt 12/50 in order to get some approximation as to where the road was!

Morning tea was had at Cardinia Reservoir before heading



Ramble to Tooradin organized by Darrell H and Joc C.

Also seen lurking in the car park was Sunbeam and Derby Bentley owner Greg Johnston and the elder Newells both having prior engagements and unable to



attend this inaugural event. Those not in a proper car was Sally and Carol Remfrey both enjoying the comforts of Honda heating.

off towards Tooradin via the outskirts of Berwick and then along the backroads to Cardinia and then on to "Wings and Fins" a restaurant situated in the grounds of Tooradin Airport and Flying School where we were to have lunch.

We arrived at 1.00 pm and it was a considerable time later that we were given menus and our orders taken and even greater time lapse before our meals actually arrived. As I had suggested this place to Darrell, I was a bit embarrassed as to how long things were taking. Unbeknown to me, the restaurant had changed hands. At one stage I made enquiries as to the health of the chef thinking that he may have succumbed but was reassured that he was still very much alive. Finally things started to happen and everyone was served. It is a shame when things like this happen as the food there is extremely good.

After lunch it was time to set sail for home with a large grey raincloud directly above us that we managed to beat home.

I would like to thank Darrell and Joc for putting together another great event. Pity we are light on numbers at the moment due to AWOL s but all in all it was a great day out and very well put together.

Next year it will be the turn of the STD Register to organize our next gathering.

Chester McKaige



attend this inaugural event. Those not in a proper car was Sally and Carol Remfrey both enjoying the comforts of Honda heating.

From the Manhattan, we headed up through the Dandenong Ranges where we encountered plenty of fog, making visibility virtually nil. It was good to sit

ALVIS/ARMSTRONG SIDDELEY OUTING ON SATURDAY, 17TH JULY, 2010 (ROUTE NOTES INCLUDED IN THIS ALVIC) TO THE CENTENARY CELEBRATIONS FOR THE FIRST AUSTRALIAN BUILT AIRCRAFT TO FLY IN AUSTRALIA

The centenary of the first flight of John Duigan's biplane, in July 1910, is being celebrated at the site of the flight, on Saturday, 17th July at Mia Mia

We have organised a joint run to Mia Mia with the Armstrong Siddeley Car Club, meeting at the Mickleham Primary School, Mickleham Road, Mickleham (Melway ref: 365 H11) at 9.30am for a 10 o'clock start. Route instructions will be supplied at the start. The run to Mia Mia is about 51 Miles (82 kilometres).

John Lang has arranged a scenic route to Mia Mia via Clarkefield, Romsey, Lancefield and Glenhope, with morning tea at Romsey (bring thermos and some eats). We will be arriving at Mia Mia about 11.30am and parking will be set aside for the cars. If you prefer to travel direct to Mia Mia, it's at Melway ref Map 909 G5

The highlight of the day will be the first public appearance of a full size replica of the biplane (hopefully with the engine running), built by enthusiasts in the Geelong area, including our own David Head, and there will be flying displays of other aircraft.

The Armstrong Siddeley folk are nice people, like us, so come along and meet them – it will be a good day. Catering is available at Mia Mia, or bring a picnic lunch.

Please call Richard a week before for numbers for parking at Mia Mia, and if any queries, on 9710 1465 or 0407 944 987.

The first Australian made aeroplane to fly; the Duigan Aeroplane, was designed and constructed by John Robertson Duigan with the assistance of his younger brother, Reginald Charles Duigan. After many trials, the first flight was achieved by John on 16th July, 1910 on their parents property Spring Plains, in central Victoria, Australia. To celebrate this historic event, a replica is being constructed to be on view for Centenary celebrations in Mia Mia between the 16th and 18th July 2010 and at the Avalon Airshow in 2011.

See www.duiganreplica.org



John Duigan at the controls of his 1910 Biplane
(photograph © copyright "Duigan Family Archive")



The First Australian made aircraft to fly, The Duigan 1910 Biplane
(photograph © copyright "Duigan Family Archive")

Aviation Fair (Saturday 17th July)

A comprehensive series of flying displays will take place overhead the Aviation Fair based at the Mia Mia Oval. The air displays will include flypasts of antique/historic aircraft (including warbirds), and a range of other aircraft throughout the day. It is also anticipated that there will be flying displays by military aircraft, including the RAAF Roulettes. The flying displays are being coordinated by a team at the Kyneton Aero Club.

The focal point of Saturday's activities will be the Aviation Fair at the Mia Mia Oval, where a wide range of aviation oriented activities will take place, including:

1. The display of the newly built flying replica of the original Duigan Biplane. It is anticipated that this aircraft will taxi and fly a short distance, depending on the limitations of the oval and weather conditions on the day;
2. Display of antique aircraft;
3. Display of radio controlled model planes;
4. Helicopter joy rides and Hot Air Balloon rides;
5. Paper plane competition;
6. Official launch of the Duigan Aerospace Innovation Challenge;
7. Aviation careers displays;
8. Local wine and food will also be available.

ALVIS INTERNATIONAL

Friday - Sunday 4 - 6 June 2010



Ex JNBC participants. Sue & David Little, Jane Galloway, Sush & Richard Day and Iain Galloway

There are two things that I enjoy in life; one is visiting the eating establishments in Paris and the other is attending Alvis events. This however needs to be done in moderation and so it was decided that 2010 would be the year to A. return to Paris and have a meal at our favorite French restaurant (Le Petit Prince) B. attend International Alvis Day at Mapledurham and C. catch up with all our JNBC friends.

After our "fix" in Paris we flew to Edinburgh and picked up our hire car with the intention of spending three weeks touring around Scotland before heading down South to rendezvous with the McKinnons, the four of us lodging with Mike and Ruth Hirst at their abode in the Peak District.

After Alvis International, the plan was for the McKinnons, Hirsts and Diffeys to do a bit of sightseeing in Spain with Mike and Phil, Alvis mounted and Alan and Noeline ensconced in Mike's M.G.B.

We spent a rather pleasant couple of days with Mike and Ruth who took us out for a nice scenic drive in their lovely 12/50 tourer. It was also great to catch up with Alan and Noeline who would follow us down in the M.G. to Wokingham Surrey and to the Hilton Hotel where we would be staying for the Rally.

I have to say the navigation in getting us to Wokingham from the Peak District was absolutely brilliant. Sally did a great job although I have to say at least with a TOM-TOM it does tell you how many miles / km it is to your destination. With SAL-SAL, you don't get that feature. Maybe that comes with the next model?



John & Marg Hetherington flanking Sally McKaige. Kate & David Webster (ex JNBC) and Noeline McKinnon.

At one stage we passed a steam traction engine gathering, but unfortunately driving a tin box I missed out on the all the nice smells. With no roof on the M.G. Alan reported that the smell of burning coal and hot oil was particularly pleasant.

On arrival at the Hilton we were confronted with a green Firefly blocking our path and the driver gesticulating us to overtake. This we did very slowly so that both driver and passenger could be recognized. It was David and Kaye Webster in BG 1575 who greeted us with big smiles and we knew from then on that we were going to have a pretty good time.

On entering the Hilton, I was suddenly confronted with the registration desk and Carol Mackonochie who was doing sterling work kitting everyone out with rally packs and other assorted paraphernalia. She advised that I would be sitting next to her at the dinner the following night. Thought to myself I'd better behave!

The next person I bumped into was Alan East who I thought must have had Thelma's sister in tow. Turned out that it was in fact Thelma who looked completely different to the Thelma we had on the JNBC. Certainly looked a lot younger and definitely a lot healthier.

On entering the lift, I bumped into Iain Galloway who was coming out and it was another half an hour before we got to our room. I gave John and Marg Hetherington a ring to see where they were but as they don't possess a Sal-Sal, they got lost and missed out on my shout for drinks. It was also good to catch up with David and Sue Little who we also bumped into in the Foyer.

We enjoyed a few drinks (2 glasses of white wine and 2 pints of beer \$38.00 Au) with the McKinnons, later to be joined by the Websters, while we waited for the Hetheringtons to emerge from the depths of Surrey and once they had arrived and settled in, it was time for another round of drinks and the barbeque dinner complete with the customary Jazz band.

I have always been a bit dubious of Poms doing barbeques having had a couple of near disasters in the past, but I have to say that the Friday night meal was really good and well organised. No burnt offerings anywhere.

The following morning after breakfast we gathered in the car park to take pictures of the cars along with their owners. Some were cleaning furiously, others attaching rally plaques, others in deep discussion. I bumped into Richard and Sush Day, Richard in deep discussion, Sush attaching rally plaque and across from them Jes and Jenny Jarvis who were folding down the hood of their drop-head while being told how to do it by three Australian women(no names!).

There were three options organised for the day. They were a country tour sponsored by Longstone Tyres, a trip to Windsor Park to observe a polo match or a visit to a model railway establishment. The six of us decided to do the country tour, so with the McKinnons and us in our hire car and the Hetheringtons in their car, we had a most enjoyable drive following very concise route notes ending up at a nice pub for another well executed barbeque lunch. After lunch we made our way back to the hotel for a well earned rest in preparation for the Saturday night dinner.

Following pre-dinner drinks, we caught up with Peter and Susan Holmes and sat down to dinner and I must say that having never seen John Harvey out of a Tee shirt, he was the best dressed person in the room sporting a black tuxedo and bow tie. Gill told me that this was indeed a rare occurrence.

Sal and I got to sit on the head honcho table and yes I was seated next to Carol, who I discovered shares my interest in military history particularly Submarines. She also like me has an interest in Pigs; she breeds them, I like eating them!

As you may be aware, our club donated a trophy to the AOC that would be presented to the person who had contributed the most to International Alvis Day.

I was told that I would be presenting the trophy to the lucky recipient during the dinner so I prepared a speech. I then discovered that this wasn't the case and in fact I would be presenting the trophy to the AOC Chairman Chris Storrar. Had to change my speech. Then we discovered that the trophy was residing some 30 or so miles away and unable to be retrieved in time. But due to the foresight of Charles Mackonochie, "one had been prepared earlier," so to speak, and I presented Chris with a trophy that came from god only knows where! No-one was any the wiser.

In turn, I was presented with a bottle of Scotch and six Alvis engraved glasses.

We also listened to a very interesting talk given by Gillian Bardsley on the history of Cross and Ellis. I bought a copy of her book and will donate it to the club library.

So ended another fabulous evening and the Sunday was shaping up to be another great day.

The weather forecast for the Sunday at first looked a bit gloomy but Charles had been informed by the ice-cream vendor that it would be a great day for ice-creams and the weather would most definitely improve. He was 100% correct. This was great news as the pair of them had done a deal based around a donation to the AOC to be determined by how many ice-creams were sold at the end of the day. I like Pommy ice-cream so I helped this cause.

The venue for International Alvis Day was the grounds of Mapledurham an Elizabethan House that was home to the Blount family for over 500 years. It certainly looked impressive from a distance but there were Alvises in the way and it was hard to get to, although I'm told the women folk managed it and also the tearoom.

First person I bumped into was Bryan Pooley emblazed with the word "Marshall" in big bold letters on a glow in the dark type bib. He was doing traffic duty and looked very impressive. Next I saw Elin. No next I saw their grease covered dog Tinker with Elin attached to its lead twenty metres behind. Apparently Tinker's hobby was sampling the underneath of cars and was a walking mixture of engine oil, grease, steering box lube, and gear oil all rolled into one. Viscosity of dog unknown.

By 11.00am, there were many cars in attendance and after taking quite a lot of photos, I handed the camera to Sally with the view of her taking people shots something I'm always accused of not doing. I later discovered that not only had she taken people shots but had also taken the same photos of cars that I had taken so we ended up with a huge quantity of pictures.

Other identities I came across were Jes Jarvis, who was rude about my tartan trousers, Martin Boothman who thought they were ok, Rob Rowe who took a compromising photograph of them and Rex Harvey who was a complete gentleman and said nothing perhaps because he didn't notice them!

It was also great to catch up with Ian and Jo Todd who like the Pooleys had come down for the Sunday's activities only.

Red Triangle was in attendance along with a couple of other sites wheeling and dealing Alvis parts. Prices out of this world.

Now it would be remiss of me not to mention the cars on display.

12/50s, a dozen or so in attendance of varying models, including a nice couple of racing varieties. There was an exceptionally nice 12/50 beetle back finished in dark green and black paintwork that took my fancy. Lots of money had obviously been spent. I said to the owner that I thought he had the best car there. He suggested that I inform his wife of my thoughts as it might help his marriage. This I duly did and she seemed quite pleased to hear my thoughts relating to their car. I feel that their marriage will become a lot stronger based on this conversation.

As the day was centred around Cross and Ellis body work there were a number of cars on display from 12/50s through to speed 25s fitted with Cross and Ellis bodywork. Also represented were bodies by Vanden Plas, Charlesworth, Mulliner, Tickford and CarBodies.

A couple of unusual bodies fitted to Alvis cars were by Duncan (TA14) who also built bodies for Healey, a rather nice 12/50 shooting brake, body builder unknown and a rather nice Silver Crest fitted with a bodywork by Holbrook.

All in all I would envisage some 200 plus cars were in attendance. Presentation was high and I think being a concourse judge would have been very difficult.

Lunch was a couple of pigs on a spit although these weren't courtesy of Carol. They were cooked to perfection and the crackling was excellent. The man selling his "real ale" was doing a roaring trade as was the previously mentioned ice-cream vendor.

By 3.30pm, it was time to think about drawing stumps. I extracted Sally from the tearooms and met up with John Harvey and Gill Murphy who had invited us to stay with them for a couple of days.

So ended Alvis International. I think I can vouch for the others when I say that we all had a terrific time and certainly look forward to 2011, when all being well, we can return and do it all over again. The friendliness of the AOC to its International visitors is fantastic.

Chester

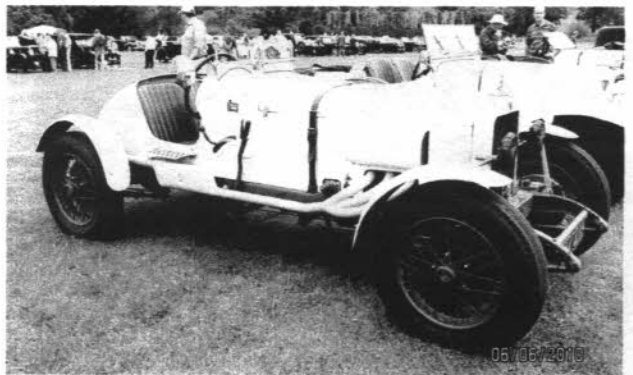
Editor's Note: the photography is by Chester & Sally McKaige. The selection from about 150 photographs is not necessarily of the most glamorous cars present, but of those with cars or bodies not normally seen in Australia



Above: Graber TE21. Below Silver Crest



SA Speed20 Van den Plas tourer



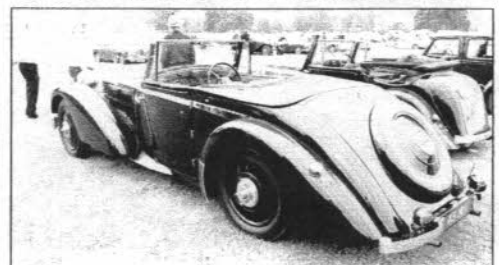
The helmeted hare's mount. A Silver Eagle special

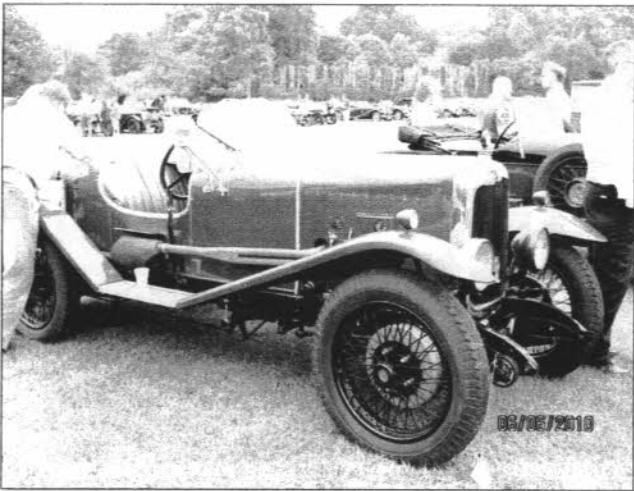


A 12/50 Shooting Brake

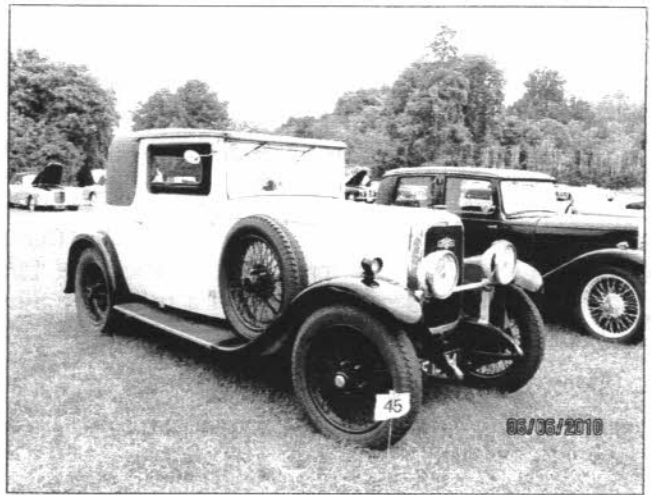


Above: Speed 25 DHC. Below: 4.3 litre DHC





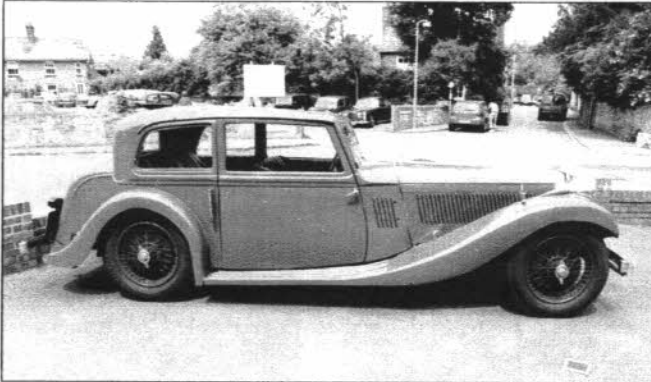
12/50 above, 12/70 below



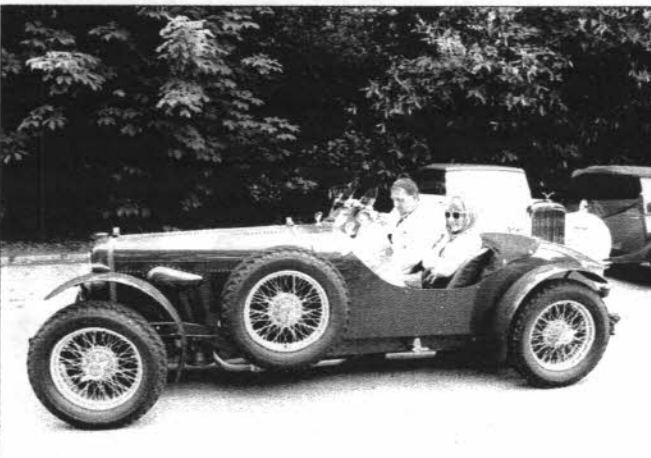
Above: a Silver Eagle doctor's coupe. Below: Firebird



TA14 with Duncan body & TB21 below



Above: 4.3 litre 2 door sedan. Below: SA SP20 special



ALVIS PEOPLE BEHAVING BADLY!



*In front of thousands at the Alvis International, our President
pays his respects to the Great Alvis God.
We wonder how he explained away the grass stains on his knees!*

AOMC 2010 Winter Seminar Saturday, 31 July

Chevrolet Club Rooms, 1/3 Edgecombe Court, Moorabbin

This year we have again decided to cover a range of topics covering the restoration and operation of our loved older vehicles. We will have speakers from businesses involved in the following:

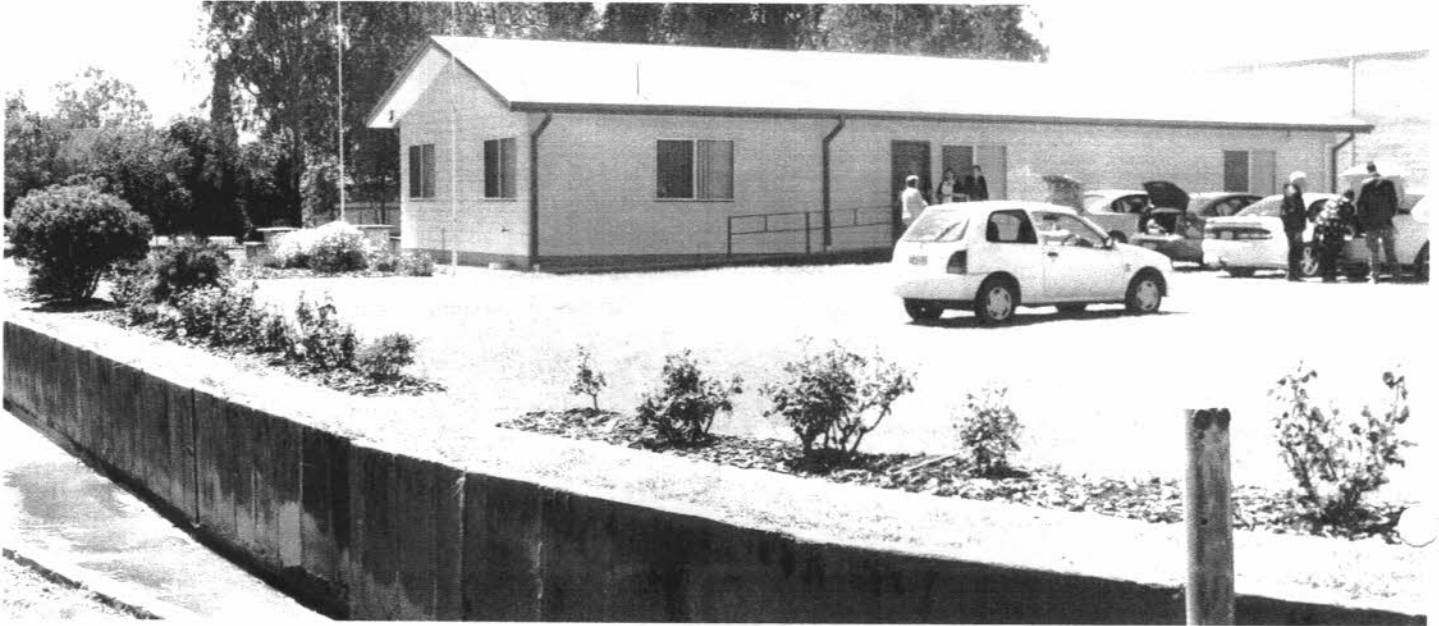
- Radiator repairs and reproduction radiators
- Wiring looms
- Body panel making
- Body trimming
- Batteries of various shapes, sizes in both 6 and 12 volt

As this will be a seminar of interest to general club members, and not just the club committee, please arrange for the seminar to be publicised both in your newsletter and at club meetings.

The seminar will commence at 8.30 am and continue till 12.30. Tea and coffee will be available from 8.00 am.

To assist with catering for morning tea, please encourage intending participants to contact the AOMC office :9555 0133, or email to secretary@aomc.asn.au

Wagga Wagga Veteran & Vintage Motor Club Inc



Clubrooms of the Wagga Wagga Veteran & Vintage Club with plenty of space to display vehicles

We are planning a get-together with the Wagga Wagga Veteran & Vintage Motor Club as part of *The Avis Escape* (1st-6th May 2011 - for details contact Rob Simpson ph 0243843571). A group of capable and enthusiastic people who, like us, enjoy the pleasures of restoring, maintaining and driving quality machinery, they were delighted to hear our National Rally was coming to Wagga Wagga. Club secretary, Janelle Clout, has provided a brief history of their Club which is presented below.

Our club was established in 1967 by a group of motorcycle enthusiasts who had a common goal -

to restore old vehicles. Within 12 months they had members who restored cars. We accept vehicles up to 1959 and have a wide variety of cars and bikes.

Our club was one of the founding clubs of the "Bush Council", known today as the Council of Heritage Motor Clubs-NSW.

We have around 100 members from all walks of life, but all with a common interest.

We hold an annual rally over the June long weekend with an average of 150 vehicles from all over NSW, Vic, SA and ACT, with many being long term attendees. 2010 will be our 42nd rally.

We have been at our clubrooms for about 12 years. The clubrooms were built by our members after the council leased us the land.

Our members put out a magazine every month called *Reflection*, this is sent Australia wide to various clubs as well as to every member. ▼

Abercrombie House

During our stay in Orange *The Avis Escape* will visit Abercrombie House. Designed in the Scottish baronial style, this three-storey, 40 room private home dates to the 1870s. The exterior features a stepped, Dutch-gabled slate roof and round tower, while the inside boasts a large ballroom, seven staircases and antique furniture. Originally known as *The Mount*, or sometimes *Stewart's Castle*, it was built with granite and local bricks on an early land grant inherited by James Horne Stewart, son of a NSW Lieutenant-Governor. The estate once housed 120 tenant farmers. ▼

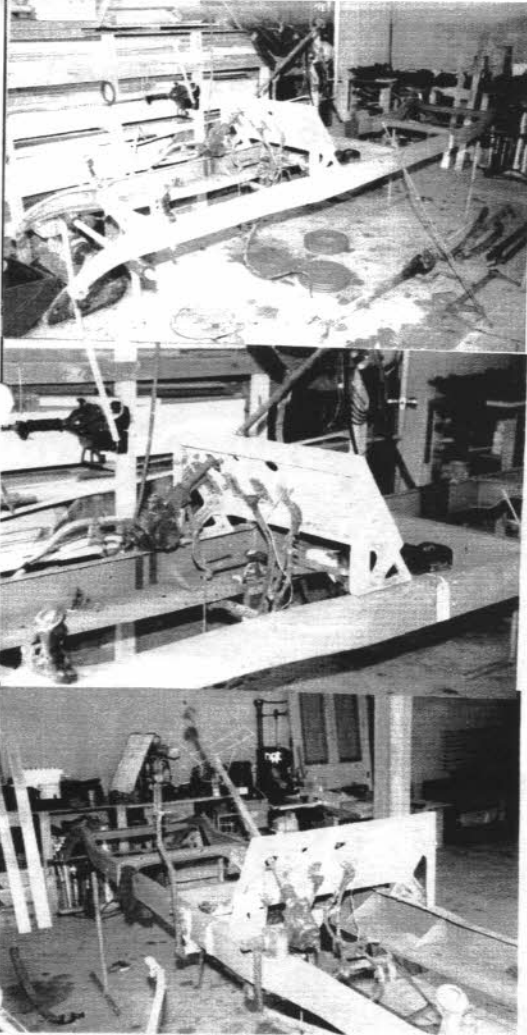


Abercrombie House

SWAP, BEG, BORROW or STEAL

FOR SALE

TG 12/50 is basically complete except for the body. Previous owner modified the original body into a farm ute.



Body parts are firewall/dash forward. ie guards, bonnet, lights and radiator. Motor, gearbox, tail shaft, diff, axles, wheels etc are all complete.

Diff had a tooth missing off the crown wheel but was professionally repaired and totally rebuilt. The previous owner had also collected a second chassis, wheels, carbies and manifold.

The dismantled car has always been under cover and all but the chassis and a few larger panels have been stored in a large box. The chassis was sand blasted and painted (Primer) 20/30 years ago.

Chassis No 4749 Engine no 96875 is the complete car except for the body. The other frame and bits and pieces is Car No 9009 original engine No 3995 and was a 2/3 seater sports alum body.
\$10,000 firm

Doug Pearson
Ph 08 9841 1777
Mob 0417 080 055

FOR SALE

ACCV Grill Badges

\$30

ALSO THERE A FEW JNBC RALLY GRILL BADGES AVAILABLE

Lapel Badges \$10

Cloth Badges \$5

Key Rings \$16

Fridge Magnets \$3

'91 Nat Rally Coasters

\$1ea

1991 Nat Rally Cloth

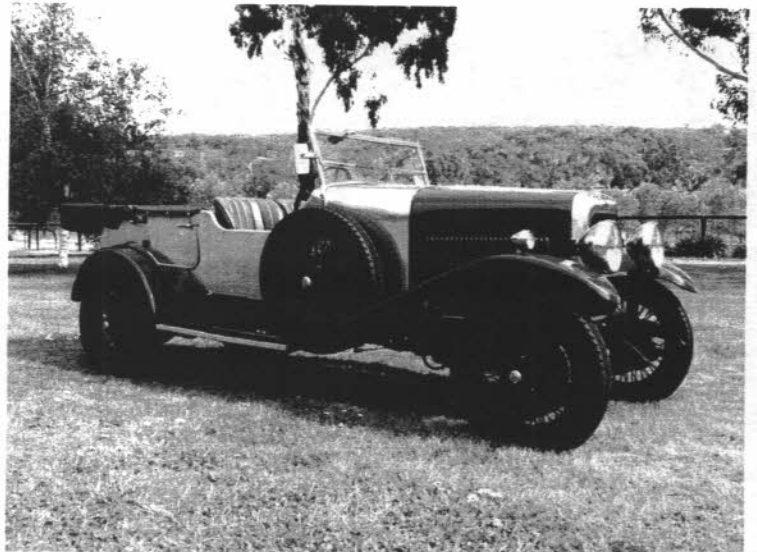
Badges \$1ea

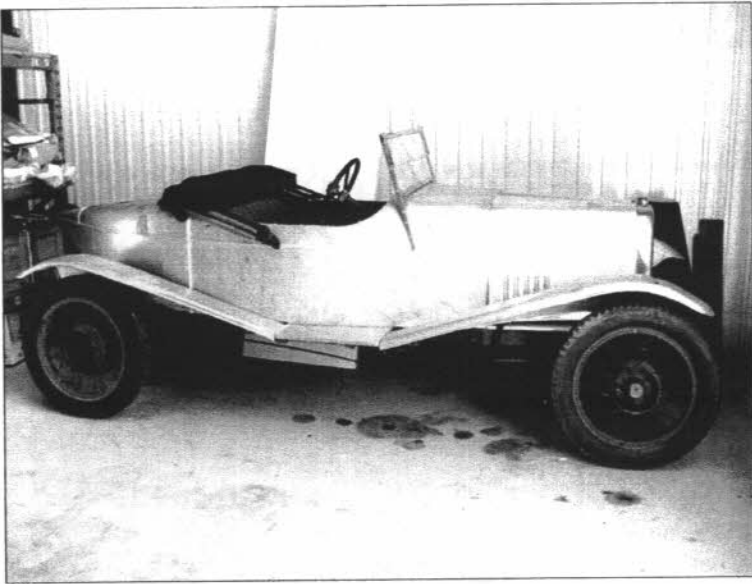
Ring

Darrell Horton

(03) 5983 2016

1928 Silver Eagle,
chassis 7462,
engine 7949,
\$ 110,000 SB
contact Paul or
Dale (HVR) on
03 9877 0666





FOR SALE

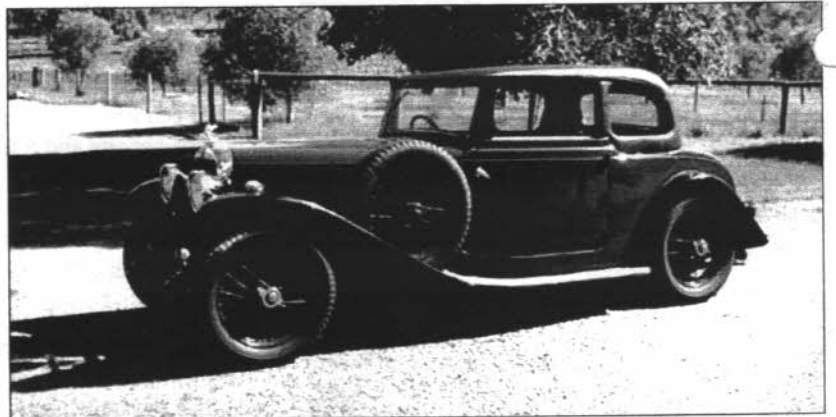
12/40, new body, trim and hood, requires mechanical restoration, ch 2361, eng 2707, \$50,000

Contact Paul or Dale (HVR) on 03 9877 0666

For Sale

Firefly Coupe,
car 16653 chassis
11878, engine
12068,
\$ 50,000

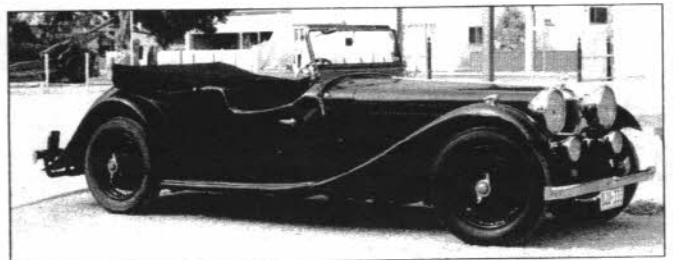
contact Paul or
Dale (HVR) on
03 9877 0666



FOR SALE

Speed 20 chassis 11317

\$160,000, contact Paul or Dale (HVR) on
(03) 9877 0666



FOR SALE

1924 Alvis 12/50 SC Beetleback

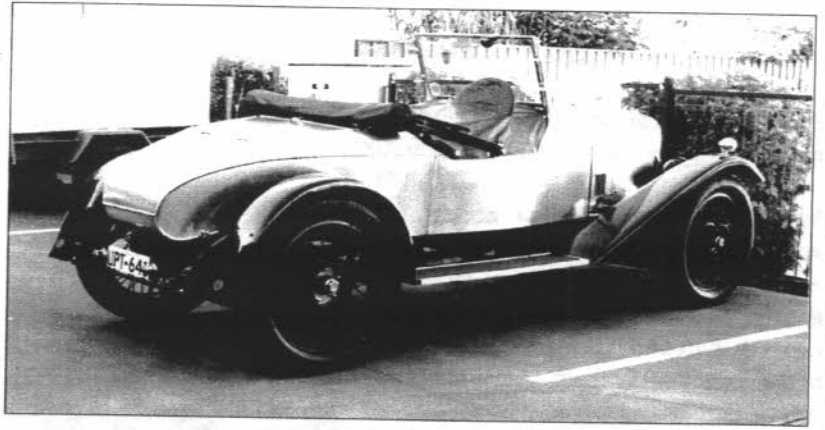
Full weather equipment. Trimmed in Brunswick Green Howe leather. Spares include crankcase, radiator with some dents no badge, hubs, gearbox casing & some internals, cylinder head - some repairs, pedals, front guard stays, stub axles. Spare parts catalogue. Copy of Mick Radford's book on the 12/50.

Vic Elliot - phone 08 83310833

\$60,000 ONO

also

10 x lignum vitae Hartford discs. 3/4" OD, 1 1/2" ID - sensible offers - ring Vic



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

WANTED

Is anyone returning a car from UK after July this year? I am interested to hear from anyone who would like to share container and shipping costs. Please contact Steve Denner at: sgdenner@yahoo.com.au or (03) 9885 4290

FOR SALE

Alvis TD21 Series 2 Saloon, 1963.

Chassis no. 26961. ZF 5 speed manual, 138K miles with UK and Australian history, including Earley Engineering report for 2004. Work since purchase in 2004:

New clutch, stainless exhaust, ULP head, electric fan, new wire wheels and tyres, lamps, shockers and rear springs. Bare metal respray 2007-8. Finished in light metallic blue with good grey interior.

\$43,500.

Mike Osborne 08 88373158, Mob 08 427 373158.

zbornes@internode.on.net



FOR SALE

1930 TA 19.82 Silver Eagle, Chassis 8470, engine 8882

Extremely rare car, one of only 22 built and the only one of this model known to the Alvis Owners Club (UK) .

Extensive overhaul including shackle pins and bushes, wheel bearings, steering box and linkages, engine (crank and camshaft ground, new bearings, pistons, valves etc), new tail shaft and jackshaft, clutch and brake cross shafts rebuilt, instruments overhauled, wiring replaced as necessary, generator, starter motor , magneto, carburetors, new exhaust .

\$105,000 or offers, part exchange would be considered.

Contact Dale or Paul at Historic and Vintage Restorations
03 9877 0666



WANTED 19" wheels for Alvis 4.3 any condition.

Contact Michael 0418387401 or michaelwilkinson@minifab.com.au.

FOR SALE

1927 12/50 SD

Ducksback

Car# 10435

Chassis# 5132

Engine# 5461

This Queensland Alvis has a long and impressive history. Successfully campaigned by Roy Bulcock, the original owner and eventually purchased by

Warwick and Jan Barnett in 1970, they fully restored it. A very presentable and reliable touring car seen on numerous national rallies.

\$60,000.00 O.N.O. Contact Graham Singer 07 3378 5970 or 0427 117 528.

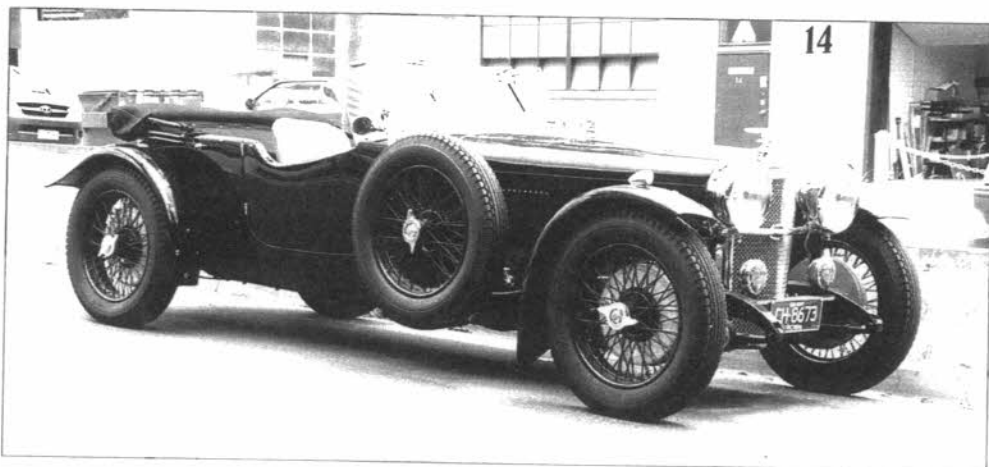


FOR SALE

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

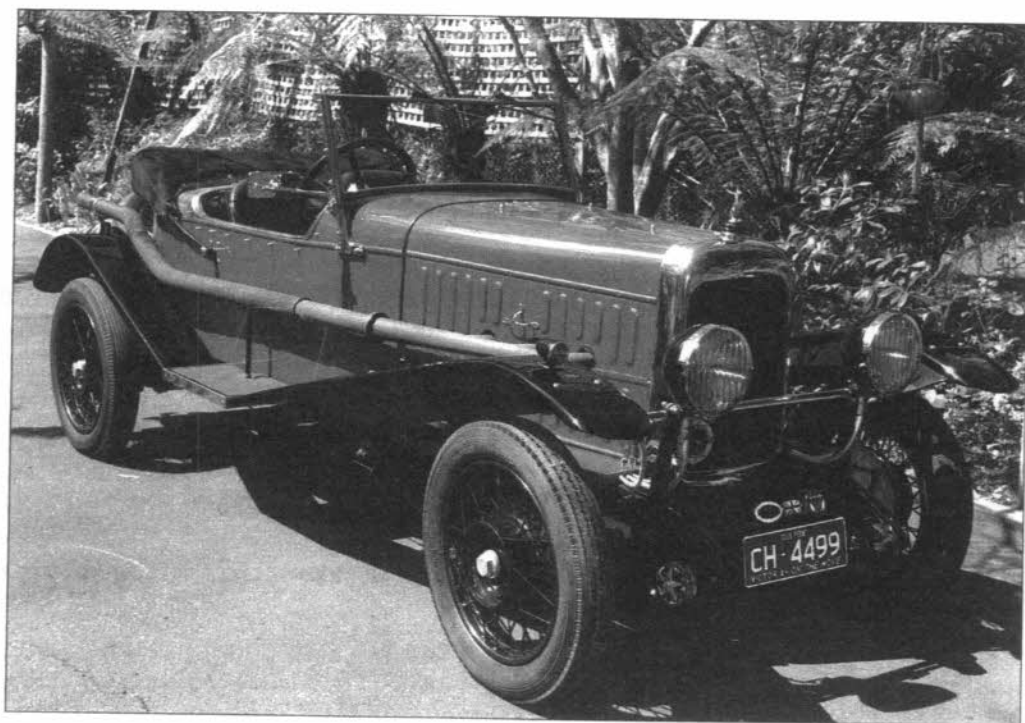
12/50 TJ

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 5 228



WANTED

21" Road wheel , open centre to suit

12/50 TG

Bruce Feldtmann (03) 5828 6350

FOR SALE

10 Hartford Lignum Vitae discs

3¼"OD 1½" ID

Ring Vic Elliott

08 83310833

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

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

CENTENARY OF THE FIRST FLIGHT OF AN AUSTRALIAN BUILT AIRCRAFT

Saturday 17 July 2010

Mia Mia - Victoria

ROUTE NOTES

BYO morning tea. Hot water available at morning tea stop.

Meet at the Mickleham Primary School, Mickleham Rd, Mickleham. MELWAYS Ref 365 H11 at 9.30am for a 9.45 departure.

PETROL IS AVAILABLE AT ROMSEY 35KM & LANCEFIELD 43KM

	Distances approx	KM	M
Leave the Primary School in a northerly direction on Mickleham Rd	C739	00	00
Turn LEFT into Bardwell Rd (DV)		2	1.2
Turn RIGHT into Konagaderra Rd	Melways map 365	5	3.0
Turn LEFT to Clarkefield	Melways page 8	16	10.0
At the T intersection with the Sunbury - Lancefield Rd turn RIGHT	C325	18	11.2
(CAUTION ENTERING 100KPH TRAFFIC)			
At Romsey township, turn LEFT into Barry St (at Mitre 10 store)		35	21.0
Drive 2km to the 100kph sign and take the second driveway into "Brecon Park"		37	23.0

MORNING TEA IS AT THE HOME OF JOHN & ANNIE LINK

To RESUME C325 to Lancefield

Leave Links and turn LEFT back to Romsey and turn LEFT on	C325	2	1.2
Proceed through Lancefield	Melways touring map 909 J8	10	6.0
Turn LEFT onto the Burke & Wills track (<i>good quality 2 lane bitumen</i>)		13	8.0

(CAUTION KANGAROOS)

Proceed through the township of Glenhope		40	24.0
At the T intersection with C326 turn RIGHT toward Heathcote	C326	50	30.0

Look for signs to the Celebration it is being held at the Mia Mia Recreation Reserve 0.5 Km on right hand side

The return trip to Melbourne is at your choice.

1. You can retrace your steps. Approx 83km
2. You can retrace via the Burke & Wills Track to Lancefield, Romsey, Sunbury thence the Sunbury Melbourne Rd. Approx 92km
3. C326 will take you to Kyneton where you can join the Calder Highway to Melbourne. Approx 84km

Air Displays & Other Flying Activities (Saturday 17th July)

A comprehensive series of flying displays will take place overhead the Aviation Fair based at the Mia Mia Oval. The air displays will include flypasts of antique/historic aircraft (including warbirds), and a range of other aircraft throughout the day. It is also anticipated that there will be flying displays by military aircraft, including the RAAF Roulettes. The flying displays are being coordinated by a team at the Kyneton Aero Club.

Aviation Fair (Saturday 17th July)

The focal point of Saturday's activities will be the Aviation Fair at the Mia Mia Oval, where a wide range of aviation oriented activities will take place, including:

1. The display of the newly built flying replica of the original Duigan Biplane. It is anticipated that this aircraft will taxi and fly a short distance, depending on the limitations of the oval and weather conditions on the day;
2. Display of antique aircraft;
3. Display of radio controlled model planes;
4. Helicopter joy rides and Hot Air Balloon rides;
5. Paper plane competition;
6. Official launch of the Duigan Aerospace Innovation Challenge;
7. Aviation careers displays;
8. Local wine and food will also be available.

ALVIS & A.S. CONTACTS

RICHARD TONKIN	0407 944 987
JOHN LANG	0419 890 3130