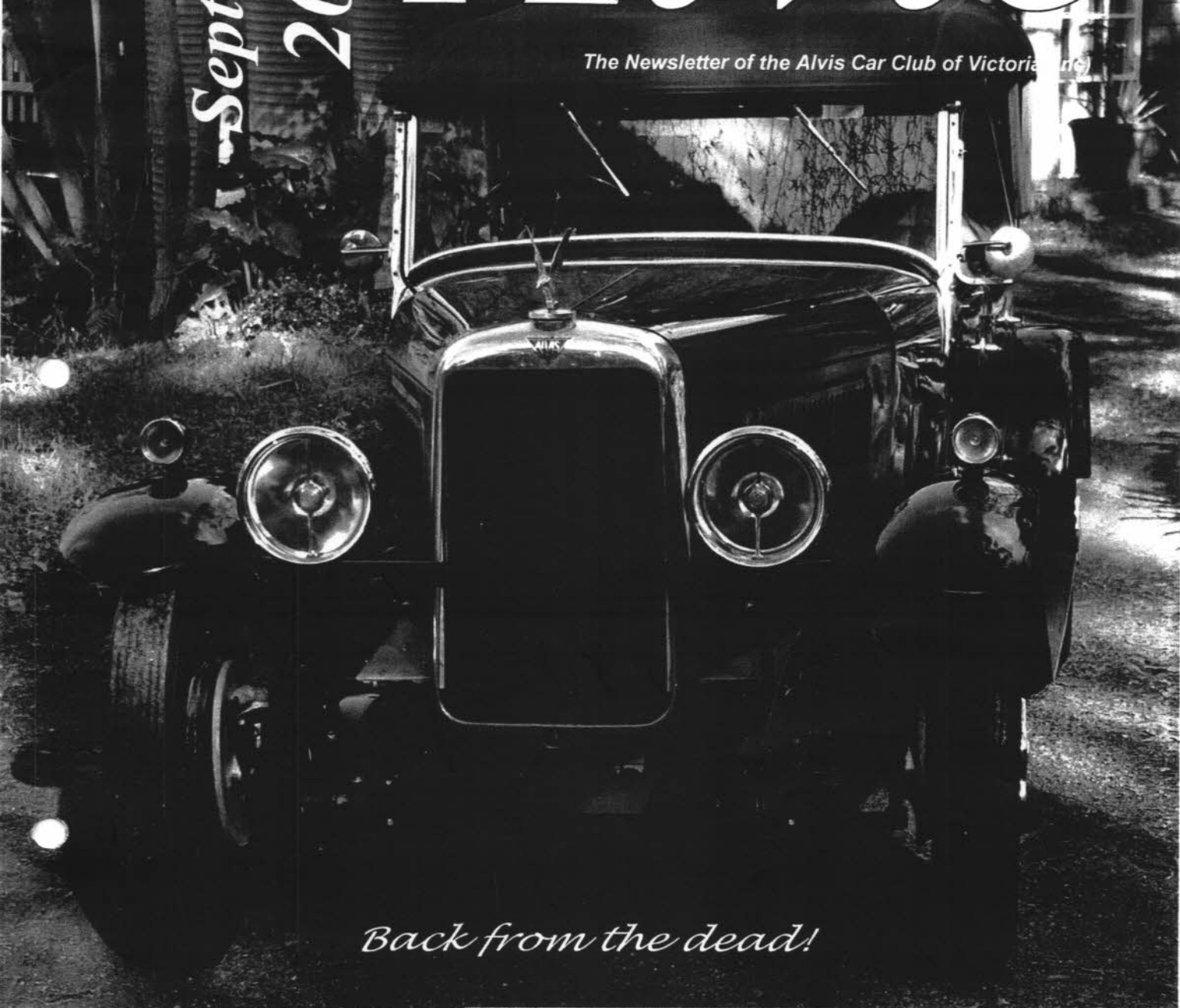


September
2010

Alvic

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



Back from the dead!



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



SEPTEMBER 2010
VOL 49

ISSUE 8

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Front page: Dale Parsell's Silver Eagle back on the road

President's Report

It is with great sadness that I have to report the death of Belle Bowes last month. She was 93 years young. On behalf of the Club, we have made a donation to "The Heart Foundation" in memory of Belle. Once more we offer our deepest sympathy to daughter Heather.

I have just heard via Ian and Pat Parkinson that Nola Morgan passed away last Sunday from a stroke. She was a resident in a nursing home in Wangaratta. She was 96 years young.

The VSCC Rob-Roy hill-climb has been and gone and what a great event this is turning into. I would like to take the opportunity of thanking those that attended and did their bit on behalf of the VSCC and more importantly to ACCV.

Many comments were made to me during the day in regards to what a great club the Alvis Car Club of Victoria must be and at the September meeting we will be having in attendance David Smallacombe (Rob-Roy organising committee) and his wife Mary along to thank us personally on behalf of the VSCC.

Francis McDougall has been mentioned in despatches and I hear that she has been requested for future Rob-Roy events. Apparently it was the first Rob-Roy that finished on time, all due to the efficiency of one ex schoolteacher.

The next event is the Healesville Steam Weekend on Sunday 19th September. This will be the second year this event has been run. Richard Newell the son of member Ray Newell and a steam buff to boot has invited us along once more and we will have a display on the Sunday. If you have never had the opportunity to ride on a steam engine before, then this is your chance. Richard

took me for a spin around Healesville last year and its something I'll never forget.

This month in your newsletter, you will see that we have to make a few Constitutional changes that will be voted on at our Annual General Meeting in October. Basically it is a "housekeeping" issue but we need your approval to have these changes ratified. Please read, digest and come along to the AGM in October and make a contribution.

Along with that, you will be asked to vote for a new committee for the forthcoming year. You may wish to stand for election yourself. It doesn't take up a lot of time. We have four committee meetings a year and you may be asked to organise or contribute to an event. That is about it.

At the last committee meeting, it was decided that we would be moving the spares away from the clubrooms thus making it more accessible for members requiring spares who would normally have had to wait until a club night to access. More details will come to hand once the spares have been catalogued, priced and moved to a new location. The spares room will then become the library room and a storage facility for tent, banner and other paraphernalia.

Happy motoring and see you at the September meeting.

Chester

SUPPER - *the McDougalls*

2010 EVENT CALENDAR

Sep 17 19	General Meeting - Guest Speaker Geoff Clarke from RACV Insurance Run to Healesville for the Steam Festival - <i>McKaige</i>
Oct 8,9,10 15	Weekend Away at Apollo Bay - <i>McKaige/Remfrey</i> AGM & trophy award night
Nov 19	General Meeting
Dec 6	Christmas Party - <i>Bosanquets</i>
May 1-6	2011 National Rally - Western NSW more info from Rob Simpson 02 4384 3571 or metal1447@optusnet.com.au

LETTERS TO THE EDITOR

Dear Club Member,

The AHMF (Australian Historic Motoring Federation) requests your assistance to help expand a database of information to allow us to effectively lobby Governments and other bodies on issues that may affect our interest in the historic motoring scene.

A similar survey was conducted in the United Kingdom in the late 1990's and in Australia in 2006. The results of the Australian survey have been most illuminating and have been extremely valuable in our representations to Government and to counter other organisations that want to remove *old cars* from the road.

Below is the link to the Survey

<http://www.aomc.asn.au/AHMFsurvey10/AHMFsurvey10Nreader.pdf>

Please don't worry about the cut off date, as it has been extended to December.

Regards
Graeme

Dear Chester.

It is with great regret that I wish to tender my resignation from the ALVIS CLUB OF VICTORIA.

Both mine and Margaret's health has now reached the stage that we are no longer able to drive the long distances to attend club events.

We wish to thank you all for the many happy times that we spent together over the years.

Would you please pass this on to all the club members and we wish you great success in your future endeavours.

This comes with our best wishes to you all.

Alan and Margaret Russell.

We thank Alan & Margaret for their service to the club and their friendship on numerous National Rallies and outings and wish them both improving health.

Nola Morgan

It is with great regret that we note the death of Nola Morgan on the 5 September at Wangaratta.

Nola was the wife of Horrie Morgan, a former stalwart of the ACCV, one of whose stories featured in the August ALVIC. Nola has been receiving ALVIC since Horrie's death some 20 years ago and took great pride in reading his story and sharing it with others at her nursing home.

She remained sharp and active to the end.

She will be greatly missed by Murray and Clare Fitch, who promised Horrie that they would look after Nola on his death, and they have done that with love and compassion.

Nola recently told the story of how she used to slave over the Gestetner copier producing ALVIC in the period that Horrie was newsletter editor.

There will be no funeral, Nola's ashes will be taken to Melbourne in November for placement on her sister's 100th birthday.

Nola's life as an Alvis wife is perpetuated in our many wives who grace the club and help to make it as successful as it is.



Belle Bowes

We advise of the death of Belle Bowes in mid July.

Belle's extraordinary generosity has provided us with our own club rooms for more than 40 years.

Bas Bowes was one of the father's of the club who sadly died young in the 1960s, and the clubrooms he and other members help create has been our home ever since.

Belle's passing severs another tie with the past and we will be ever grateful of her tolerance to our monthly occupation of her back shed. The luxury of our own rooms has been one of the secrets to the success of the club for over half a century.

Our condolences to Heather on the loss of her mother.

Dear John

I found the letter from Martin Boothman concerning the Silver Eagle Sportsman's Coupe of interest as I thought I had a photograph of such a car, and I eventually found the attached pictures in a very battered book called "The Wonder Book of Motors."

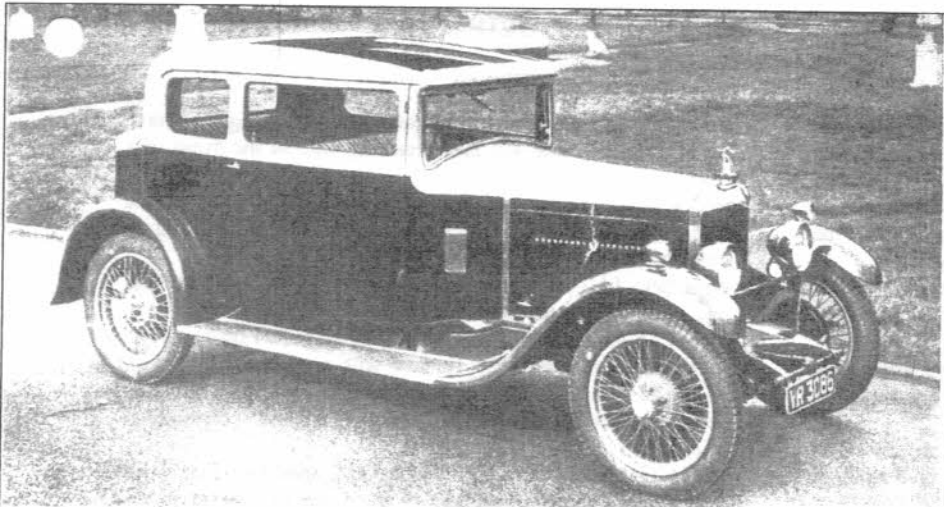
There was a whole series of "Wonder Books" covering aircraft, ships, animals, railways, etc, etc., and, to put a date on it, the book I have had been given to a neighbour's son for Christmas 1935.

However it turned out that the Sportsman's Coupe was a Crossley and the Alvis on the same page, was a Silver Eagle Fabric saloon. The Alvis looks rather special being equipped with wheel discs, front and rear spring bumper bars and scuttle mounted spot lights. These may have been optional extras and perhaps this was specially posed company publicity photograph. Very smart all the same and it is interesting to note the radiator mascot is the Alvis hare.

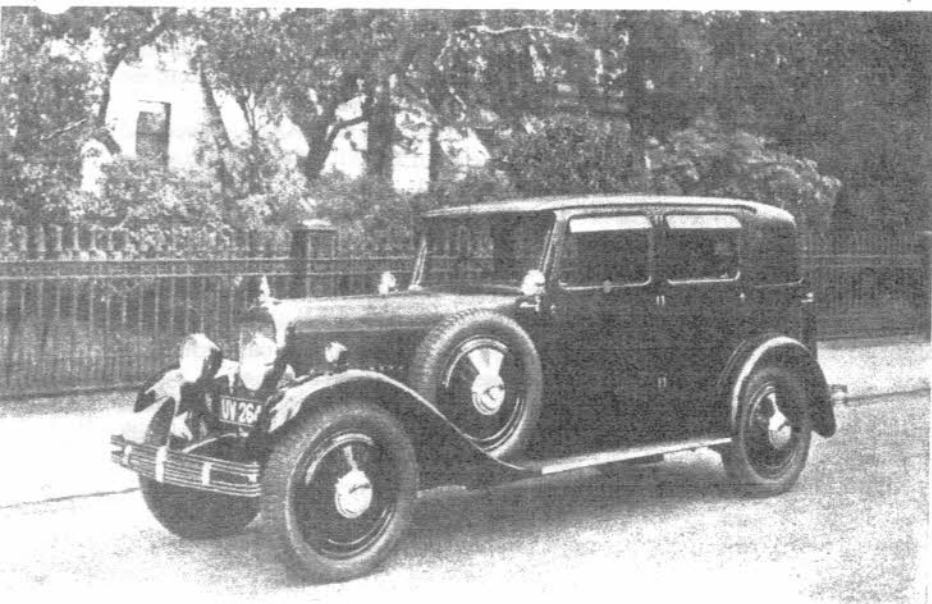
Several carmakers included a Sportsman's coupe in their range in the 1920s/30s and for the more pedestrian makes, the sportiness was confined to the secluded rear quarters which provided a bit of privacy for romantic entanglements. In this instance Crossley, it would seem, would not pander to these nefarious activities and with Mancunian morality to the fore, provided rear quarter lights.

The Silver Eagle Coupe illustrated in the July Alvis is also featured in the 1967 Peter Hull / Norman Johnson book - "The Vintage Alvis;" and owned then, as now, by Mr Graham-Bryce.

Cheers
Geoff Shepherd



A 15.7 H.P. SIX-CYLINDER CROSSLEY "SPORTSMAN'S" COUPÉ WITH A SLIDING ROOF.



AN ALVIS "SILVER EAGLE" FABRIC SALOON.

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

NOTICE OF ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS

The Annual general Meeting of The Alvis Car Club, Victoria will be held on 15/10/2010 at which time all committee positions will be declared vacant and the Election of Office Bearers for the year 2010/2011 will take place.

Nominations for positions on the committee must be received in writing no later than 8/10/2009, using the form below. Nominations may be called for on the night for those positions which remain vacant. Positions which receive more than one nomination will be decided by a formal vote at the AGM. Proxy votes may be forwarded to the Secretary (Note, only Full Members are eligible to vote or hold committee positions).

Review of the ACCV Articles of Association

It is almost 10 years since the last review of the clubs Constitution (now to be known as "Articles of Association") and in light of this the committee felt it was time to look at it once again. A number of things have changed in that time and for a variety of reasons I will move at the Annual General Meeting in October, and seek the approval of the members to make the following changes.

Change the name of the document from "Constitution of the Alvis Car Club (Vic) Inc. to "Articles of Association of the Alvis Car Club of Victoria Inc. A0017202F ABN 36 118 172 771 (also correcting the formal name of the club and adding the ABN) and replace constitution with Articles of Association throughout the document.

Item 1 Title. Currently, The club shall be known as 'The Alvis Car Club (Vic) Inc A0017202F change to The club shall be known as ;The Alvis Car Club of Victoria Inc, A0017202F.

Items 3 and 5.2D and 20 Remove reference to junior members {No longer considered necessary as it was originally there for competition insurance purposes}

Item 5.2 B&C Ordinary Members, Country Members / interstate members and Overseas members. Replace with a) Australian Members being all members living in Australian States and Territories and B) International Members being all Members not resident in Australia

Item 11 Office Bearers. Remove the roles of Spares Registrar, and Club Captain (currently optional) as they are no longer deemed relevant and remove throughout the document.

Item 11 (because of 5 above) increase the number of ordinary committee members from 4 to 7

Item 11 Office Bearers. Change the title of Treasurer to Treasurer/ Public Officer.

Item 11 In duties of Vice President change and to conduct meetings in his absence to and conduct meetings when required. In Secretary change under the direction of the President or his Deputy to "President or Deputy"

Add to Item 11 Office Bearers: (2) All Office holders, former office holders or members must return any documents of the association within 28 days of ceasing to hold a position or membership.

Add to item 11 "2) each of whom may be given Special Responsibilities as advised by the President and approved by the committee."

Item 12 Change The chairman at any meeting shall have a

deciding vote only to The chairman at any meeting shall have a deliberative vote and also a casting vote in the event of a tie.

Item 12 Change If only one nomination for each position should be received he shall be declared unanimously elected to should be received they shall be

Remove item 14 The president may appoint a sub committee for any purpose (added to item 11)

Item 15. Committee Meetings, currently to be held 4 times a year, alter to 3 times per year (in line with current model rules). Change Extraordinary General Meeting to Special Meeting and replace "extraordinary" with "special" throughout document

Item 16 Quorums Currently: For A.G.M. shall be 15 or 1/4 of the financial ordinary members of the Club, whichever is the lower. Alter to: For General Meetings, Committee Meetings and the A.G.M shall be 5 financial members (to align with model rules)

Add to Item 16 If there is no Quorum present by 15 minutes after the time for which the meeting has been called the Chairman may decide to continue with the meeting but business shall be conducted only with the following conditions: 1) Any decisions made are provisional. 2) Any provisional decisions will require ratification at the next General Meeting

Item 17 c) Change Alvises he may acquire to Alvis acquired and d) Change Report the existence of any Alvis he may discover to existence of any Alvis discovered.

Item 17 Change Member wishing to make use of the free advertising service in the Newsletter must forward their requirements in writing to the Editor, otherwise he may not be held responsible for omissions. To: otherwise any omissions will not be the Editor's responsibility.

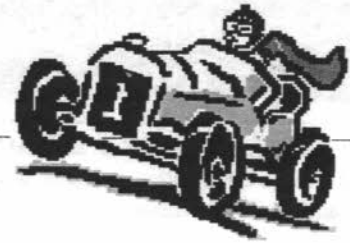
Add to Item 27 Funds: (4)) An association may only remove its auditor by resolution passed at a general meeting.

Item 20 Trophies, replace current wording with Trophies shall remain the property of the club. They will be inscribed with the winners name and displayed in the club rooms. The winner will be awarded a miniature or token trophy to keep

Item 23 line 3, change EGM to Special Meeting

Item 25 line 2, change EGM to Special Meeting.

Dale Parsell
Secretary Alvis Car Club of Victoria Inc.



Rob Roy Vintage Hill Climb 22/8.

Mark Burns, Alvis 12/50 won Class 6 (Vintage up to 1500 cc.) Best time 44.70 sec.

John Kent 1914 Talbot 25 HP won Class 1 (Edwardian) Best time 33.54 sec.

"Peking to Paris" commences Fri 10/9.

As of 7/9 Michael and Anne Wilkinson were relaxing by sightseeing in the Forbidden City.

John Hetherington

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 Colac 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.

AOC TOUR of GREAT BRITAIN

31 May / 20 June 2011

See June ALVIC for details
Or contact the ACCV editor

Club Permit Scheme & Child Restraint Update

I have recently attended Federation and AOMC club delegate meetings where I have been given updates in relation to the Club Permit Scheme and Child Restraints.

Club Permit Scheme

- Around 400 submissions were received by Vic Roads from clubs, motoring organisations and individuals in relation to the draft proposals. These were summarised and a submission prepared for the Roads Minister.
- The Roads Minister accepted the proposal and instructed Vic Roads to proceed as quickly as possible.
- Vic Roads have engaged an ex long standing Vic Roads employee as a full time consultant to prepare the scheme details for implementation early in 2011 – maybe by the end of January.
- Vic Roads and the consultant met with delegates from AOMC, Federation, CAMS and Hotrods on 20th August to discuss details, including the form and use of the log book.
- There will be both 90 day and 45 day permits available for a 12 month period. The 90 day permit will notionally cost the same as the existing club permit plus the cost of the log book (should be \$10 or less and needs to be purchased annually), and the 45 day permit will be approximately half the cost of the 90 day permit. If an owner finds that they are going to exceed 90 days in a 12 month period then they cannot gain an extension and will have to put the vehicle on full registration. A person who has taken out a 45 day permit and finds that they are going to exceed the 45 days can obtain another 45 day permit.
- The log book permit is only available for vehicles older than 25 years and whose owner is a member of an affiliated, authorised vehicle club. The current system has got out of hand and Vic Roads is currently verifying the authenticity of clubs
- Under the log book scheme the owner will have the freedom to legally use the vehicle for private activities so long as the log book is filled out correctly. A person using a club permit vehicle who hasn't completed the log book and who is pulled up by the police will be charged with driving an unregistered vehicle and will incur a substantial fine and demerit points. Also in the event of an accident it is likely there would be no insurance cover. With this clarity it is possible that the police will be more vigilant in policing correct vehicle use.
- If a log book is lost it will be possible to get a replacement, but with some difficulty, involving the completion of a statutory declaration, endorsement by the club registrar and the payment of a substantial fee.
- The log book will be of a convenient size, suitable for carrying in the jacket of a motorcycle rider. It will not be plastic coated for water protection.
- For the purposes of juggling vehicles it will be legal to move a club permit car onto the street, up to 100M from the parking place, without the need for a log book entry.
- Vic Roads will be responsible for the issuing of log books at the time of taking out or renewing a permit. However log books may not be available in all locations so the taking out of a permit should not be left to the last moment, especially if the owner is planning to take the vehicle on an event shortly after applying for the permit.
- Club Registrars will still be responsible for endorsing current membership of the club before Vic Roads will issue a new permit

or the processing of a renewal. Clubs are required to maintain a register of permit vehicles.

- There will be greater communication between Vic Roads and clubs. Clubs will be able to consult Vic Roads if they are concerned about inappropriate use of a vehicle under the auspices of that club. Vic Roads will issue to clubs on an annual basis a list of vehicles that are on the permit scheme under the auspices of the club, which can be compared with the club's own register.
- Any club advocating flagrant breaches of the permit rules can be removed from the club permit scheme by Vic Roads.
- At the time of taking out a permit or renewing, a label will be issued, similar to a registration label for fully registered vehicles.
- Vehicles moving from the existing permit scheme to the log book based scheme will retain the existing plates and will not have to undergo an inspection.
- The existing vehicle inspection requirements will remain in place, depending on club policy for providing its own safety inspections or requiring commercially provided inspections.
- As a separate issue a code of conduct is to be prepared to provide clubs and vehicle owners advice and guidance on what an appropriate vehicle to be admitted to a club and to be on the permit scheme. It will cover issues such as vehicle modification and replicas, amongst other things. This code will be drafted by representatives (around a 10 person working party) drawn from clubs representing the different vehicle eras and types. The forming of this working party is currently underway. The draft code will be reviewed by Vic Roads engineers before it is implemented. The introduction of the log book based permit scheme is not contingent on the preparation and implementation of this code. However it is expected that the code will be introduced during 2011.

The method of introducing the log book based permit has still to be finalised. Vic Roads don't want to be besieged by current permit holders and those applying for new permits on day one of the introduction. The introduction is likely to be staged and possibly may only become available as the existing permit renewal falls due. Further advice will be given on this matter as information comes to hand.

Child Restraints

- National regulations have been taken up by the states and territories, which require that children, 7 years old and under are held in vehicles by certified and properly engineered restraints. This raises issues for parents, grandparents and others who wish to take children of this age category in their historic vehicles, on public roads. In many cases it is not a straight forward exercise to install properly engineered restraints in vehicles with a separate chassis and wooden framed body. Unlike the seat belt regulations there are generally no exemptions given in respect to historic vehicles.
- The various motoring organisations and some individuals have been investigating the issue to see if the authorities will issue an exemption for legitimate historic vehicles and also investigating if there are any commercial providers who can fit properly engineered restraints to our kind of vehicles.
- VEH – QUIP or V-GEAR (the same organisation I believe), 27 Amay Cres., Ferntree Gully, phone 1800 302 432, 9758 7276, claim that they can install properly engineered restraint devices to most vehicles.

• Norm Nettleton of the Ford T Club and early Ford V8 Club has been investigating the fitting of child restraints and has had approved restraints fitted to his 1935 V8. He with others, plans to have approved restraints fitted to 5 different era vehicles, including a T Ford. He will report back to AOMC and Federation on the success or otherwise.

Most state and territory jurisdictions are not providing exemptions for the fitting of approved child restraints in historic vehicles and following questioning, Victoria has confirmed that there is no exemption. However recently it has been learned that South

Australia has provided exemptions on the need for child restraint use in historic vehicles, whilst being used for historic vehicle activities. Also WA has said that clubs can apply for exemption for specific rallies. This isn't a blanket exemption, like in SA but for specifically nominated events only. Armed with this information the AOMC is going back to the Victorian Authorities to revisit the question of exemption for historic vehicles.

Andrew McDougall

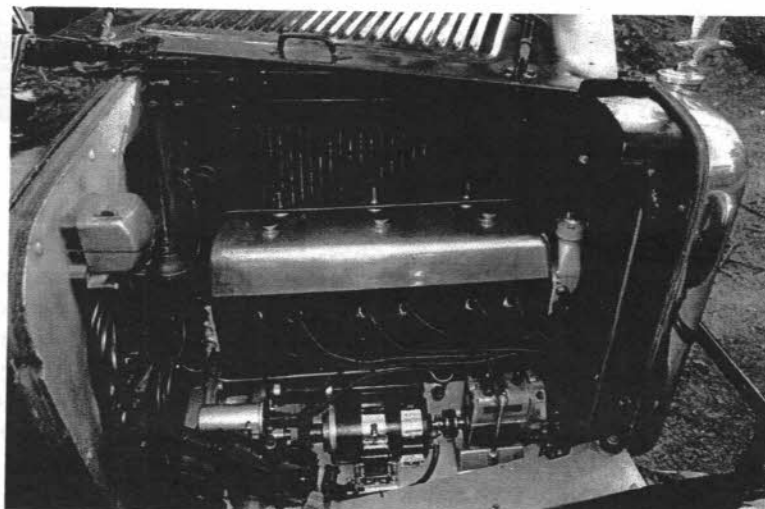
Dale & Maritta Parsell's Silver Eagle

1930 TA 19.82 Silver Eagle. Owner, Dale and Maritta Parsell
Chassis No: 8470, Engine No: 8882, car No: 13229.

The car was purchased from the family of George Smith in 2008 by Historic and Vintage Restorations and an extensive overhaul including engine, springs and shackles, jack shaft and tailshaft, wheel hubs, instruments and dash, wiring, brakes etc took place.

The car was exported to Australia as a chassis, dispatched from the factory in 1930 and fitted with a Martin and King (Melbourne, Australia) Saloon body. The car was used for many years by Roy Henderson and his family as their only transport and attended numerous ACCV events in the 50's and 60s. During the 70's the car passed to Ian Guthrie and then to George Smith (80's) and around this time the current tourer body was fitted.

It is a rare car being fitted with the 20Hp (2511cc) motor and "double top" or silent third gearbox. Only 22 cars of this type were produced and it is the only one known to exist.



SANTANDER TO SANTANDER

By Mike Hirst with help from Jan Diffey

I have been wanting to do this trip across Northern Spain for some time and finally made it this year. I managed to persuade Phil and Jan Diffey in their 12/50 and Alan and Noeline McKinnon from Melbourne to come along in my MGB. I planned the route and booked all the hotels using Sawdays guide and Booking.com which worked very well. All the hotels were good and clean with friendly staff. Unfortunately the majority don't open the restaurant till 9pm. However the trip was good with excellent roads (plenty of hills and hairpins), very smooth surfaces no potholes and super scenery.

I didn't want a big thrash so mileage was pretty low 70-130 a day and only three one night stops. The rest were two nights except in the Pecos Mountains which was three.

We left home on the 7th June for Havant and the Bear Hotel prior to catching the Brittany ferry to Santander on the 8th at 11.15am. At about 4pm when we were about half an hour from Havant I said to Ruth you have got the passports haven't you? "No", she said straight away!!!!!! What to do. I rang Martin Shaw who was looking after things while we were away and fortunately he was in. He shot over to our house, set off the alarm as he had got the code wrong, panic phone call to get the right one to stop it, then the Police arrived. Fortunately he was able to persuade them it was all genuine and got to the post office with minutes to spare, sent the package special delivery and it arrived at 08.15 am on Tuesday morning. This was a big relief. Thanks Martin.

Ferry (Cap Finisterre) was good though slightly disappointed with the evening meal, but arrived on time at 12.15, we got straight off and away. The new instructions for making a successful exit out of Santander were excellent for the two Alvis, unfortunately the MG was stopped because the police closed the road to allow 'The Tour de Spain' through at the exact time that we wished to do the same. The McKinnon's did a short detour and it was not long before they caught us up.

Our first stop was at St. Vicente de Barquera about 40 miles along the coast, visiting Santilana del Mar on the way. This medieval village with no traffic is reputed to be the prettiest in Spain. From here the weather deteriorated with low cloud blocking out the mountain view on the journey to the Hotel Noray for our two day stop-over. There are some good drives round here but it rained hard the next morning so we stayed in, venturing out for lunch and to explore the town in the afternoon. Of course EVERYTHING shuts between 2 and 4/5pm. It was still raining the next day so we put the hoods up for which they stayed up for three days; not what we had planned.

On to Arriondas for two nights along a lovely road if it hadn't been raining. The next day we went to the Desfiladero de los Bayos, a dramatic gorge on the west side of the Picos, rock walls and overhangs, waterfalls, sometimes into the middle of the road (rather fortunate that the hoods were up), a strong river alongside, certainly a different scene to what we had expected as it was still cold and wet and not the 25°C we were told it would be.

Continued on to Navia and the Hotel Blanco Spa for a one night stop. The Spa was excellent and very welcome. Diversions on the way because of floods and mud slides, the army, police, fire-

fighters pumping out flooded houses and TV cameras recording the devastation. All scenery blotted out by the awful conditions.

Next stop was near Lugo at the Casa Grande de Camposo, a grand old house with massive beams, comfortable lounge in which a wonderful log fire was lit for us in the evenings and a wine cellar in a dovecote (the red was rather on the cool side). Lugo is a very interesting town with a Roman Wall and some pleasant surrounding countryside.

We travelled on to Santiago de Compostela and the Hotel Husa Ciudad de Compostela, with an underground car park off the street and about 1 in 4 down with hairpin at the bottom which we couldn't get round in one. Once in, parking lots were very small, about 8 cars only and already 4 in. Getting out was just as interesting except the MG knocked the exhaust off at the top of the slope. Santiago is a lovely old town with many very old churches and a fantastic cathedral where we witnessed a service and the enormous incense burner being swung across the transept as high as 40ft. It took 8 men to man the ropes for this procedure. This was a very moving experience. The whole area was full of pilgrims, some of whom had walked up to 500 miles from near Biarritz, and some had even done it in wheelchairs, very humbling. Two nights here were not enough to see everything. Weather now sunny and warm, hoods dried out and stowed away again.

On to Ponferrada and the hotel el Castillo which is right by the Templar castle and on the pilgrim route. The old part of the castle, being on high ground, made the view quite spectacular, looking down on the new town below.



Leon was our next stop and the road there was very dramatic, climbing up to around 4000ft and through a village that was positively medieval, very narrow street with cobbles and a herring bone drain, not a lot wider than the Alvis, the street not the drain! Scenery superb and sunshine. This brought us to Atorga. The road from here to Leon was the only bit of boring road on the whole trip. Fortunately it was only about 30m.

Didn't see much of Leon as the Hotel Cortes de Leon was just

outside the town, it was very modern, all blue glass. We had to ask the Civil Police our way and they (in fact a very nice young lady in a large yellow vehicle) gave us an escort to it. This was the cheapest hotel at €50 but the dinner was not very good and expensive, and the swimming pool non-operational.

Into the mountains today, excellent drive up to 5000ft and to the Hotel del Oso in Cosguya right in the middle of the Pecos for three nights. This was the best hotel of the trip and only €85 per night B&B, in a wonderful position by a river, with views of the mountains all around. Fuente De at head of the valley has a cable car which has the longest single cable in Europe and well worth the trip. There were many wild flowers including gentian growing alongside the snow at the top. A monastery, which we visited is reputed to have a piece of the true Cross, which is where the picture was taken with the three cars. From Cosguya we drove to Potes (pronounced Potez) which is another pleasant town with a street market on Mondays, an essential for the ladies. Our last stop was at Quinta de Villanueva at Ribadadeva, another lovely old house but no evening meal and nowhere open till 8.30pm. Off to the ferry (Pont Aven) at 3.15pm via Comillas which has a house designed by Gaudi and very ornate. The buffet on the ferry was superb (unlike Cap Finisterre). The ferry was supposed to get into Plymouth at 9.30am but it was 11 before we arrived, so by the time we had disembarked, this meant we got to the Birmingham area at around 4.30- 5 o'clock which was a disaster on a Friday night as you can imagine, so we didn't get home until around 8pm.

All the cars went well with no trouble, so all in all it was good trip and to be recommended, though the food was not all that special. As I said before, the roads were excellent, even the side roads, with no potholes or bumps or filled in trenches, and not much traffic except in the towns. If you do go always make sure that, if you stay in a town, the hotel has a car park or garage, as street parking is very difficult.



Above: Gorge in Pecos



Above: top of the road from Ponserrada to Leon 4000ft

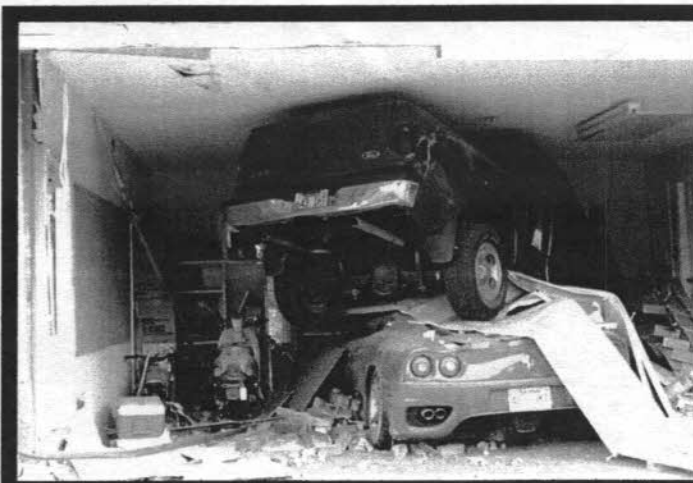


Above: nothing is too difficult for an Alvis, especially with the roof up to catch falling rocks!

Foot note: Noeline McKinnon tells the story of frantically trying to keep up with Mike on leaving the ferry and Mike's excursion up the wrong side of a roundabout. Mike disavows all knowledge of the incident!

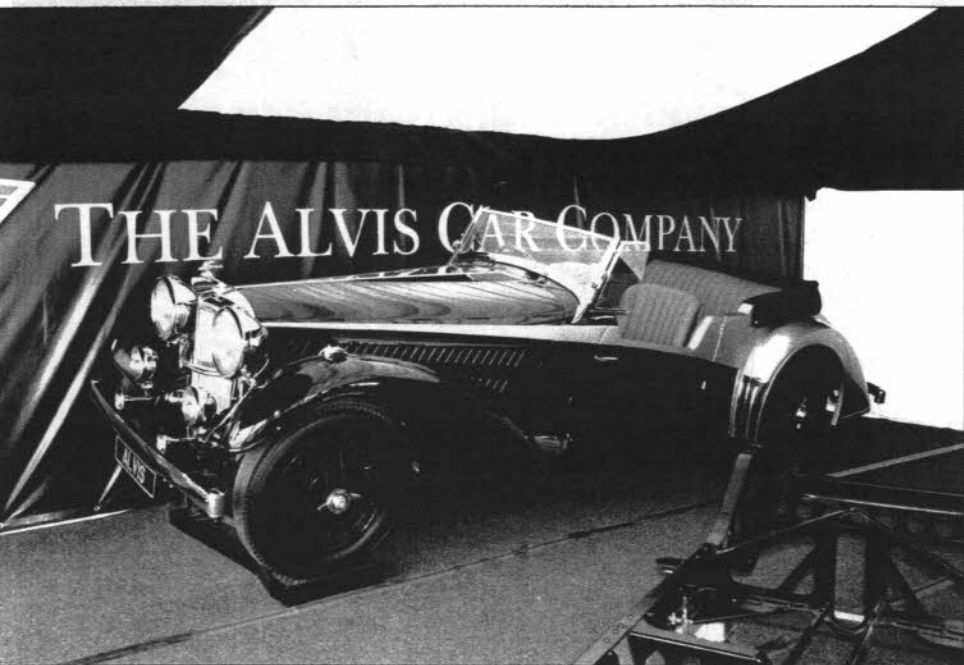
My darling husband,
 Before you return from your overseas trip I just want to let you know about the small accident I had with the ute when I turned into the driveway.
 Fortunately it was not too bad and I really didn't get hurt, so please don't worry too much about me. I was coming home and when I turned into the driveway I accidentally pushed down on the accelerator instead of the brake.
 The garage door is slightly bent but the ute fortunately came to a halt when it bumped into your car.
 I am really sorry, but I know that with your kind-hearted personality you will forgive me. You know how much I love you and care for you, my sweetheart.
 I am enclosing a picture for you.

I cannot wait to hold you in my arms again.
 Your loving wife. XX



ALVIS ANNOUNCE CONTINUATION SERIES OF ITS GREATEST PRE-WAR MODEL

21st Century future for legendary Alvis model



The Alvis Car Company will be using the Goodwood Festival of Speed next month to announce details of a unique project to re-introduce a renowned 1930's Alvis model using the original technical drawings, allied to the latest CAD/CAM technology.

Red Triangle, the well-established Alvis service company, which owns the Alvis cars brand and trademarks, have

evidence from the original Alvis company board minutes that seventy-seven of the chassis that were officially sanctioned for production were never fulfilled because car production had to be suspended in 1940. The newly formed Alvis Car Company will announce details of a continuation series of these cars at Goodwood and will be displaying on their stand a brand new 4.3 Litre chassis and

engine. These are the first steps towards the reintroduction of the famous Alvis 4.3 Litre model, 71 years after the last 4.3 Litre Alvis was produced.

The 4.3 Litre Alvis was the fastest non-supercharged production car of its day, and the continuation series will live up to that heritage. Manufactured from the original drawings, the 4.3 Litre Alvis in-line six cylinder engine will be faithful to the 1936 design, in maintaining all its period character and quality, yet by utilising modern technology it will be emission compliant. Moreover, by using modern materials, fuel injection and engine management, this powerplant will deliver even more horsepower.

"This is part of our overall business plan," said Alan Stote, Red Triangle and Alvis Car Company proprietor: "to maintain service to existing Alvis owners but also to reintroduce selected authentic Alvis models in line with the vision of the Alvis Board all those years ago. Visitors to Goodwood will be able to see the first stages of that plan."



As a member of Alvis clubs catering for the 1920-67 cars, I know that the recently announced re-introduction of one of the models from that era, as a newly manufactured car bearing the Alvis badge, is the sort of thing that raises a lot of questions. There have been many such ventures in the past, some very poorly done, and the products leave a sense of unease, or worse, in many of us. This project seems to me to be in a different and far superior class.

I have no direct interest in the 4.3 Litre reintroduction venture nor do I speak for Red Triangle, but I do have some accurate inside information and I would like to place what I know on the table for other Alvis enthusiasts to consider. Since some of this information has hitherto been confidential to Red Triangle, I have asked their permission to contribute this article, but one of it has been edited or filtered by them.

First, when Red Triangle Autoservices Limited was formed by Alvis Ltd. in 1968, they took over all the spares, drawings, specifications, customer records and most of the remaining staff involved in the residual passenger car business of Alvis Ltd. After various subsequent mergers and acquisitions, British Aerospace (BAe) eventually became the owner of the Alvis group of companies. However, it has been agreed between BAe and RT that RT owns the trademark and brand so far as passenger cars are concerned. RT has recently vested its rights in the manufacture of new cars bearing the Alvis badge, in a newly-formed company, The Alvis Car Company Limited.

The Alvis heritage held at RT is extensive. There are: the pre-1929 wooden plan chests containing the master drawings; parts specification sheets; very full records of 22,000 individual cars made from 1920-67; customer correspondence files for the whole period; personal memorabilia of many of the senior figures in the company; and even the spares racking (built to last!) came from "The Alvis".

The production of new 4.3 Litre cars has been the subject of much philosophical

debate within RT, not least out of respect for this Alvis heritage. Emerging from this are following principles:

1. These are new cars and of course they will not be eligible to participate in vintage events such as those of the UK Vintage Sports-Car Club (the "VSCC"). However, they are real Alvis cars and the one-make clubs may well decide to recognise them.

2. The company shares the values of the vintage car and one-make clubs regarding the provenance of the older cars. It will therefore assist clubs and owners to maintain their pre-1967 vehicles in a way that is acceptable to the clubs, and so as to preserve surviving examples including any coachwork of quality. It does not wish this new car venture to be detrimental to the old car movement that Red Triangle exists to serve, indeed it should be supportive, both by extending the range of parts available and through improved brand recognition.

3. For business reasons (quality assurance, liability/insurance and interchangeability) the vast majority of Alvis replacement parts for cars of the 1920-1967 era are made by RT strictly to the original drawings and specifications, and are therefore acceptable (as replacement parts, not whole cars) to the VSCC and other vintage car clubs, under their eligibility rules.

4. The rationale for reintroducing the 4.3 Litre model in particular is that the car, despite being a 74 year old design, is perfectly useable on modern roads, and the market value of surviving 1930's examples is now such that manufacture of new cars has again become financially viable and sustainable.

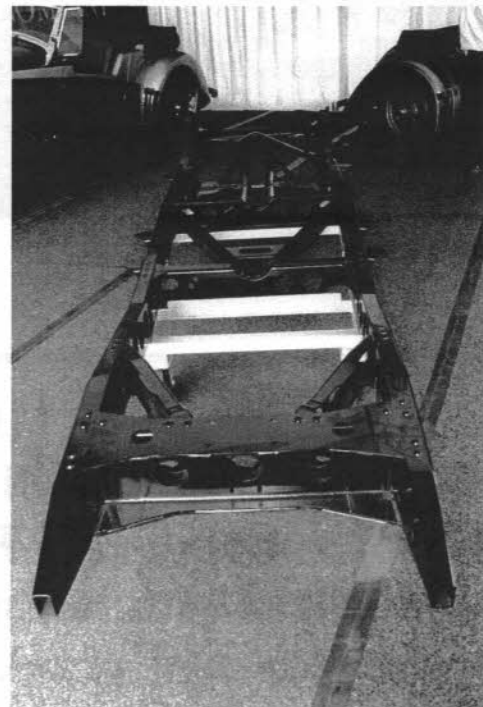
5. The new cars will be as close to the pre-war design as possible and will in general be built using the same set of parts as the period cars. They will be legal on the roads in the UK by virtue of special rules applicable to cars made in very low volume "VLV". These rules demand a few changes, for compliance with emissions standards, pedestrian safety requirements and seatbelt rules.

A prototype 4.3 Litre engine with fuel injection, catalytic converters and electronic engine management has already met the emissions standard on test (the engine tester said he had never seen an engine with so much torque!). The rules are generally pretty accommodating and do not call for radical alterations, however, a few further changes may be made for improved driveability on modern roads, for example an overdrive is offered.

The new 4.3 Litre cars are a different proposition from anything vaguely similar that has gone before. It is not a skin-deep replica (it has the Alvis designed chassis, engine and drive line). It is not a re-bodied pastiche of a vintage car, built on an anachronistic chassis. It does not suffer from doubt about its right to carry the badge. It is the real thing, but some sort of time-traveller.

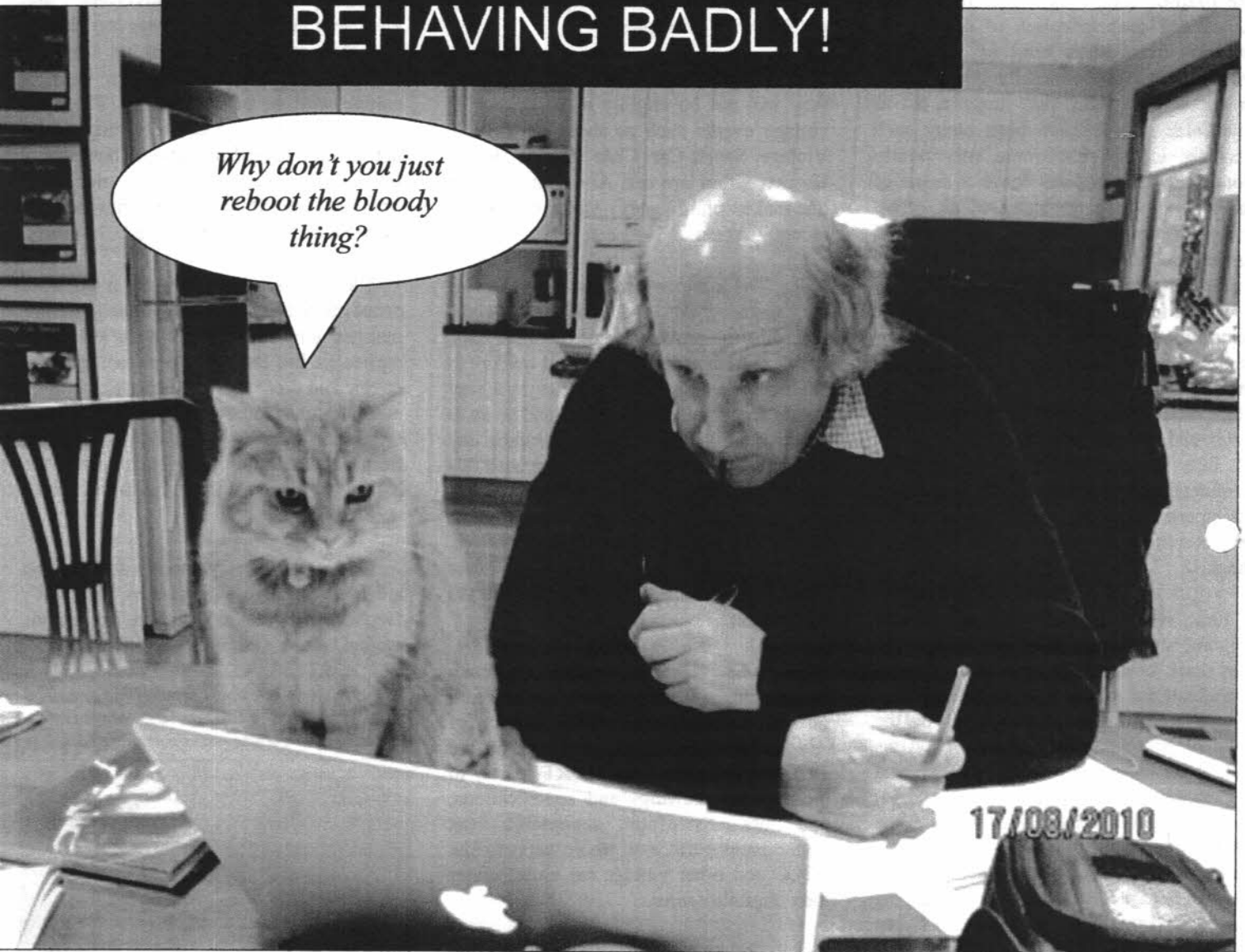
This is not an easy concept for us, who are used to classifying cars as "original", "replicas" or "fakes", to get our minds around. None of those labels quite fits.

New Alvis 4.3 Litre chassis - the 1936 drawings were transferred to CAD and the data fed into a modern low volume manufacturing process.



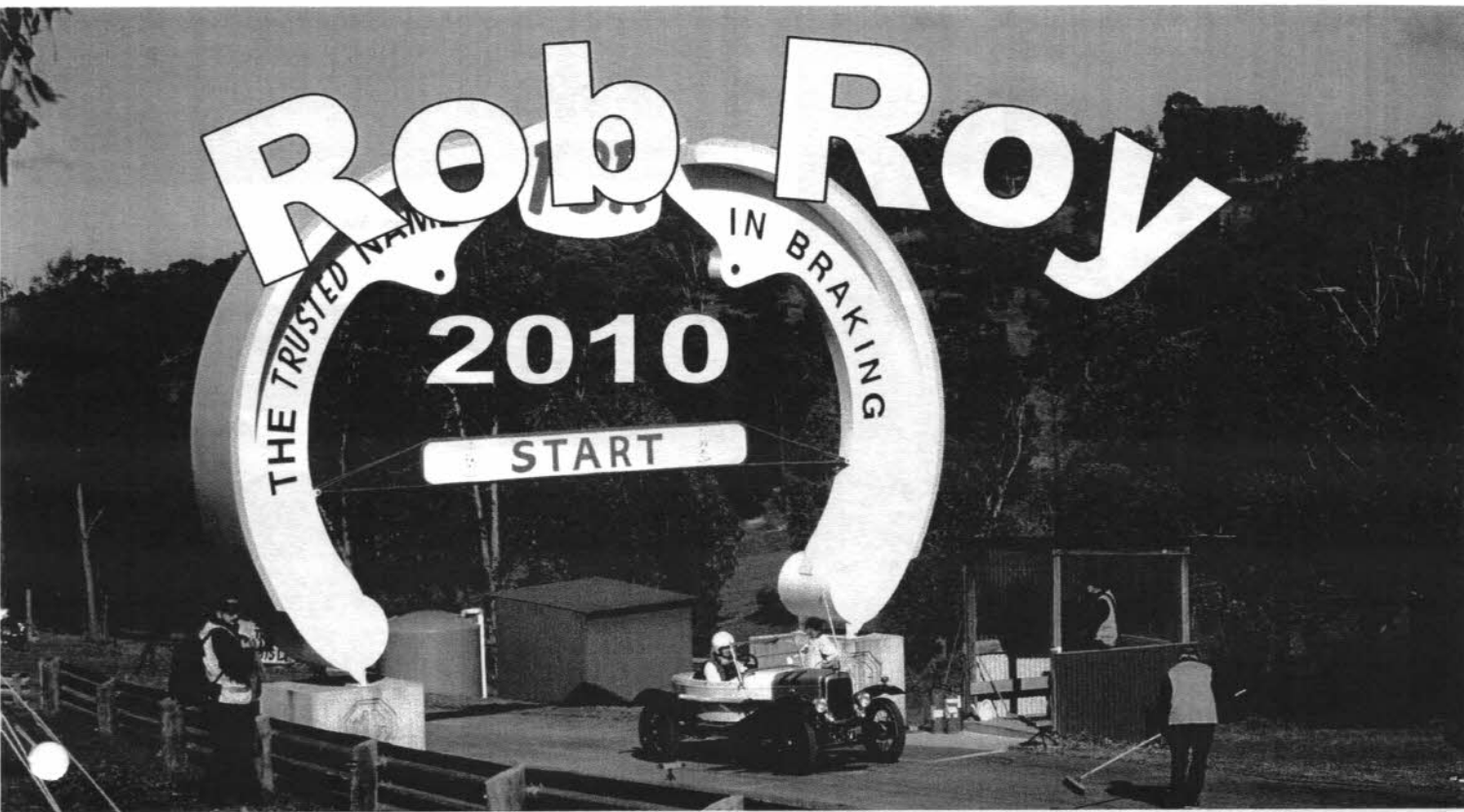
ALVIS PEOPLE BEHAVING BADLY!

*Why don't you just
reboot the bloody
thing?*



RED TRIANGLE SERVICES

Many members will receive posted information from Red Triangle Services. For those who don't RTS is asking for expressions of interest in their plan to have manufactured sets of conrods and crankshafts for 6 cylinder Pre-War cars. The prices seem competitive in relation to the one off manufacture that I am aware of in Victoria. Freight costs would impact on any savings. For copies of RTS correspondence, contact John Lang (03) 5426 2256



Above: Mark Burns about to launch in his 12/50

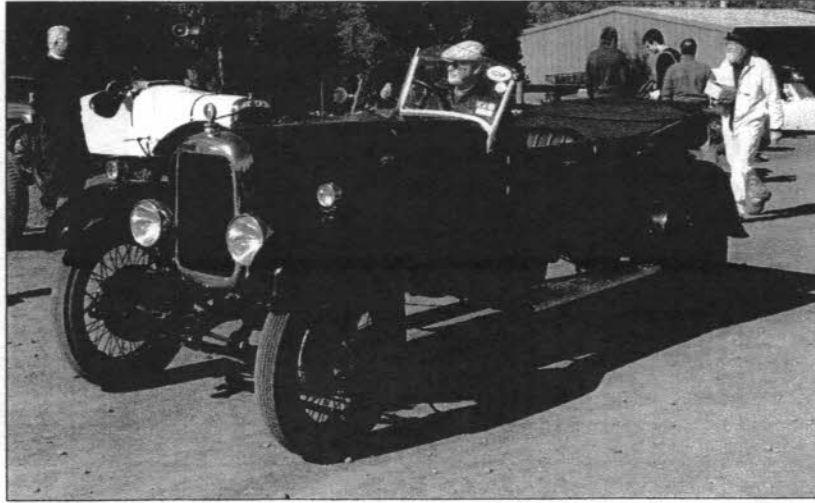
Below: unfortunately all the Alvises were not together. Parsell Eagle, Tonkin Graber, McDougall SP20 Special



*Left: Eric Nicholls
14/75*

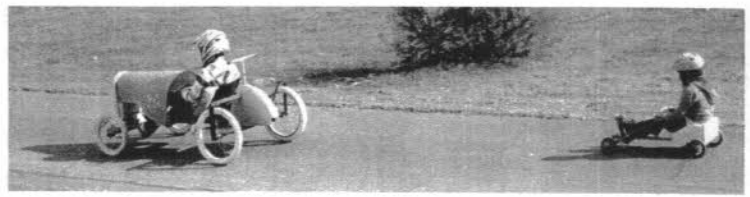
*Right: Geoff
Hewitt's 12/50*

*Photography by
Dale Parsell &
John Hetherington*





Above: the Barber Silver Eagle Special *Below: the Caldwell 3½ litre*



Above: the new breed



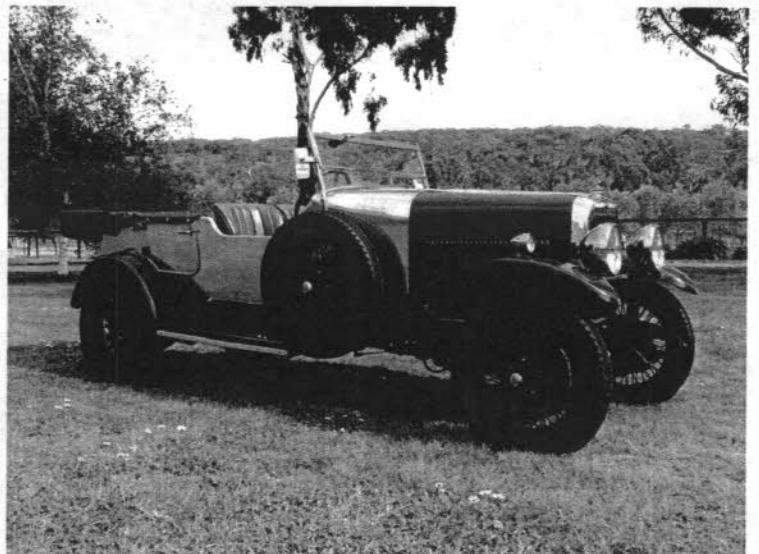
Above: Mark Burns on the hill

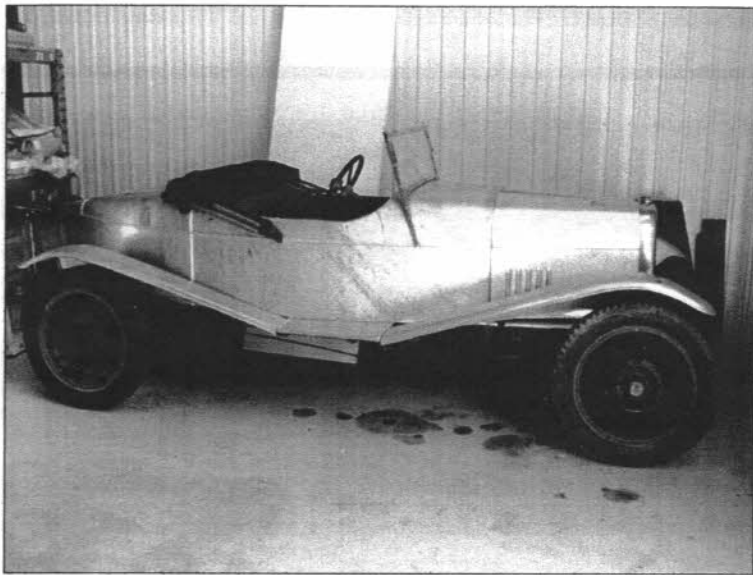


SWAP, BEG, BORROW or STEAL

FOR SALE

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





FOR SALE

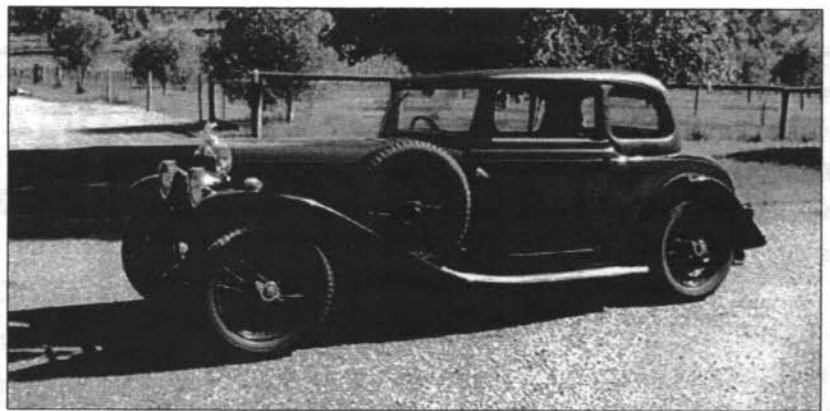
12/40, new body, trim and hood, requires mechanical restoration, ch 2361, eng 2707, \$50,000

Contact Paul or Dale (HVR) on 03 9877 0666

For Sale

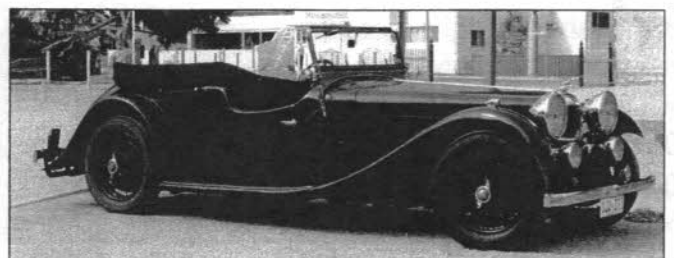
Firefly Coupe,
car 16653 chassis
11878, engine
12068,
\$ 50,000

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

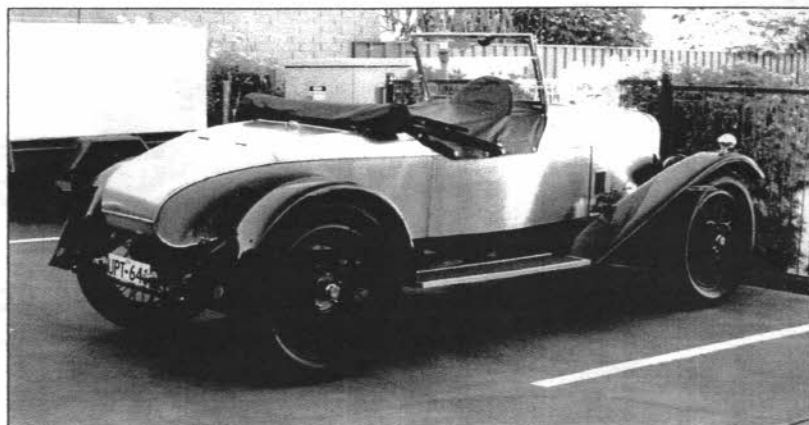
Chassis #3236 engine# 3716

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 Chaleyler 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 0427 373158.

ozbornes@internode.on.net



FOR SALE

1936 6 light TF Crested Eagle saloon - chassis number 13197 "Mrs. Simpson"

This totally unmolested Crested Eagle saloon is offered for sale for the first time since being purchased from Brian Hemmings in 1996. She has been a much loved member of the family and is being offered for sale reluctantly because of lack of space following another purchase.

She has recently had the benefit of a full service from Historic and Vintage Restorations in Blackburn, Melbourne.

\$75,000 ONO

Richard Tonkin
0407 944 987



WANTED 19" wheels for Alvis 4.3 any condition.

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

FOR SALE

1927 12/50 SD

Luksback

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.

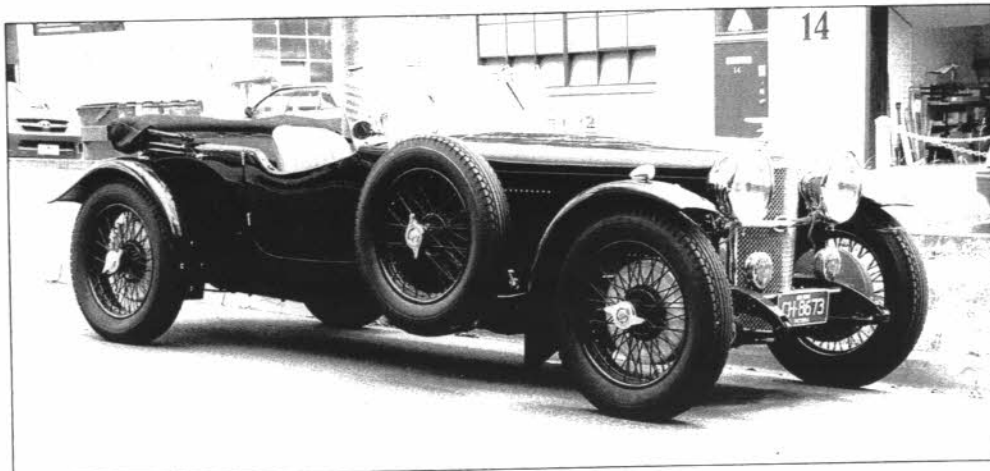


FOR SALE

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.



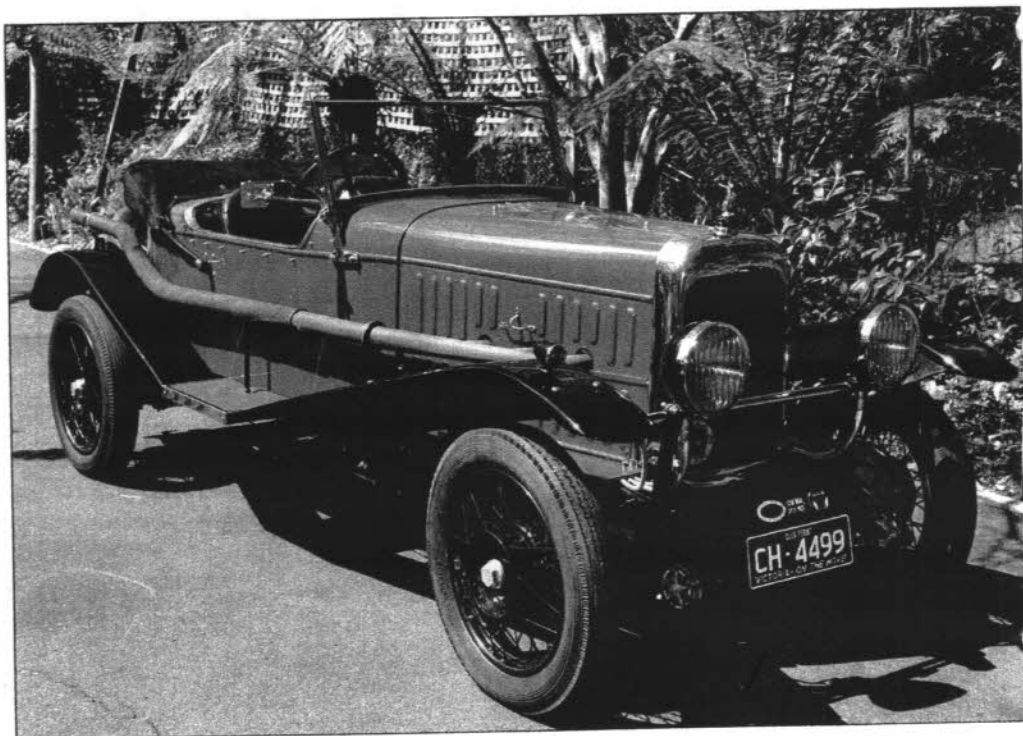
In the first instance contact Paul or Dale (HVR) on 03 9877 0666

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
558 228



FOR SALE

**Early model Alvis TA21
Incomplete, as is,
\$2,500**

John White (03) 9890 7066

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.

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