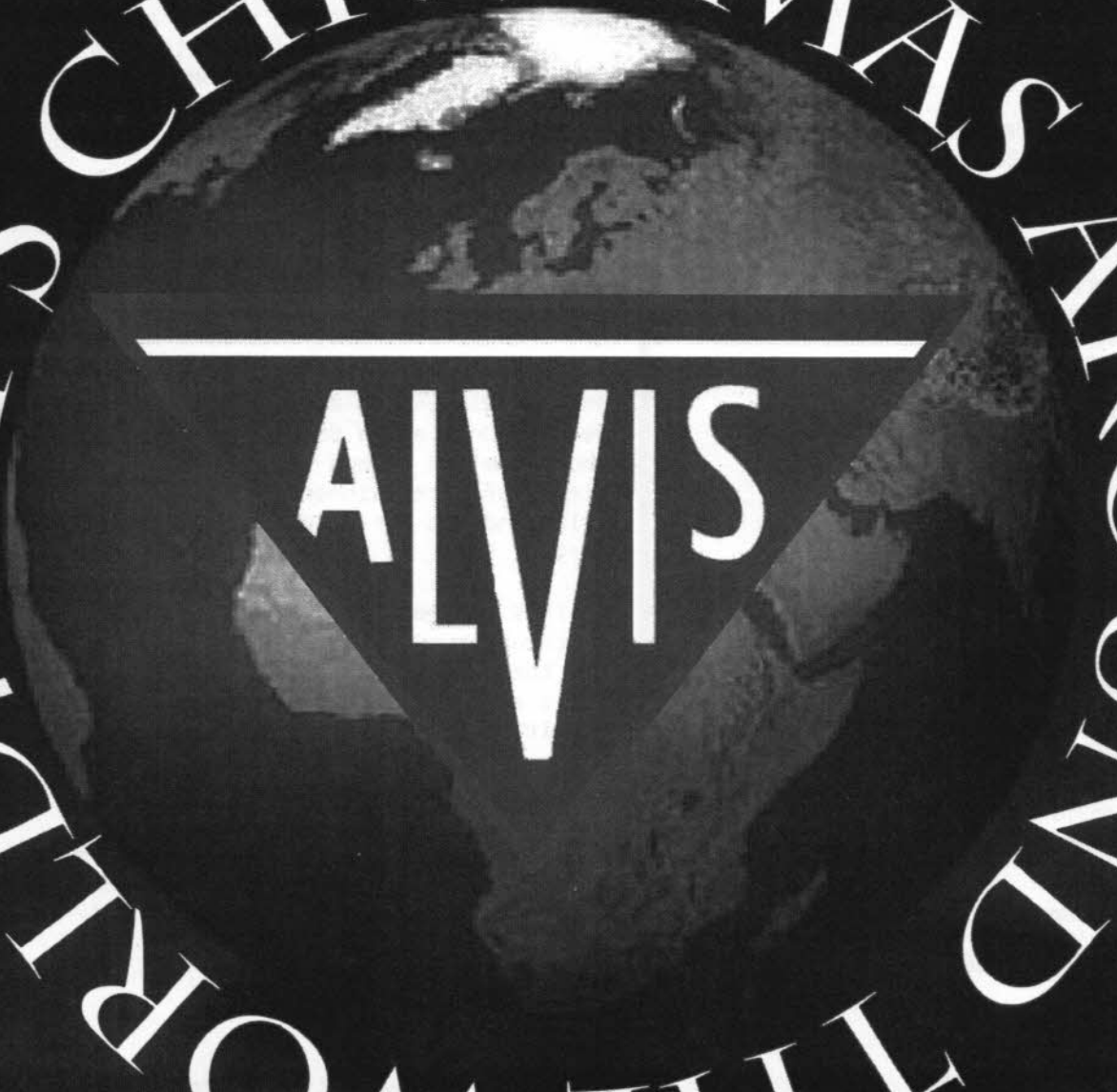


*December 2011*

# *Alvic*

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

• IT'S CHRISTMAS AROUND THE WORLD •



ALVIS



**December 2011**  
**VOL 50 ISSUE 11**

**PRESIDENT**

**Chester McKaige**,  
129 Tucker Rd, Bentleigh, Vic 3204  
Tel (03) 9557 1134 Mob 0407 113 516  
[ericmckaige@bigpond.com](mailto:ericmckaige@bigpond.com)

**VICE PRESIDENT**

**Andrew McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

**SECRETARY**

**Dale Parsell** 14 Symons Rd,  
Avonsleigh, Vic 3782  
Tel 03 5968 5170  
[dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

**TREASURER & PUBLIC OFFICER**

**Darrell Horton**, 28 Carisbrooke St, Balnarring  
Beach. 3926 Tel 03 5983 2016  
[jocelyndarrell@bigpond.com](mailto:jocelyndarrell@bigpond.com)

**NEWSLETTER EDITOR & DISTRIBUTION**

**John Lang** P.O. Box 129,  
Gisborne, Vic 3437  
Tel/fax 03 5426 2256  
[jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)

**LIBRARIAN**

**Frances McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

**COMMITTEE PERSONS:**

**Lesley Northey**, 2 Orrong Rd,  
Elsternwick, Vic 3185  
Tel 03 9528 6767  
[northeys@westnet.com.au](mailto:northeys@westnet.com.au)

**John Hetherington**, 71 Hawkins St,  
Shepparton, Vic 3630  
Tel 03 58216 422 Fax 03 5831 1586  
[jfh@mcmedia.com.au](mailto:jfh@mcmedia.com.au)

**Alan McKinnon**, 195 Lower Heidelberg Rd,  
Ivanhoe, Vic 3079  
Tel 03 9497 3414 [alan@antiquetyres.com.au](mailto:alan@antiquetyres.com.au)



# 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 Dead-  
line - first Friday of the month.  
POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
[www.alvis.org.au](http://www.alvis.org.au)

## PRESIDENT'S REPORT

Hi everyone and welcome to the December newsletter of ALVIC. This year certainly seems to have flown by although I must say it has been a rather difficult year and I blame myself for not really keeping a finger on the pulse. There has been a slight decline of members coming on monthly runs and we have addressed this problem next year by reducing runs from monthly to bi-monthly. Also we have listed well in advance what the months are that a run is to give people plenty of time to organise themselves. The first one after the January BBQ is in March organised by Darrell Horton SO PLEASE KEEP Sunday 18th March free.

The Tasmanian rally organised by Noeline McKinnon is taking shape. I think there is still some room if you wish to participate. At least two couples are coming over from the U.K. so it will have an International flavour.

The Alvis Xmas party was held at the home of Allan and Jan Willingham and was a great success although we were once again down on numbers. Having said that those who did attend had a most enjoyable time with plenty of entertainment thrown in. Thanks again to Allan and Jan for providing their home for our Xmas party.

As this is the last ALVIC for the year, I would like to thank my committee for the great work they do and for their contributions at committee meetings. I would also like to thank those of you not on committee who have also made a contribution during the past twelve months and look forward to doing it all again next year.

Finally I would like to wish you all a safe and happy Christmas and look forward to seeing you all in the New Year at our opening barbie on Friday 13th January.

Chester

*For those who would like to join us for a pub meal before general meetings:*

*Malvernvale Hotel, 1321 Malvern Rd, Malvern - from 6.00pm*



THE PRESIDENT & COMMITTEE  
OF THE ALVIS CAR CLUB OF VICTORIA

WOULD LIKE TO

WISH ALL ALVIS

OWNERS WHERE

EVER THEY MIGHT BE,

A VERY MERRY CHRISTMAS

AND A SAFE 2012

# 2012 EVENT CALENDAR

13<sup>th</sup> January 2012

Opening BBQ  
(see page 7 for details)

18/3

Darryl Horton

22/4-6/5 16 day event

TASSIE - Noeline McKinnon

17/6/2012

John Lang

19/8/2012

Chester

12/10/12 3 day event

John Hetherington 2/12/2012

2/12/12 CHRISTMAS PARTY

Balnarring Beach

## WELCOME

*A very warm welcome to the ACCV membership to Bill Anderson & Warren Bonning. Bill is from Buddina in Queensland and it is welcomed back after an absence of some years.*

*Warren from Mt Waverley, Victoria, has bought a TD21 that had been owned by one of his neighbours for 40 years. Several approaches to buy the car had been unsuccessful until now.*

*Also good to welcome back Neil McAuley back into the membership.*

*It was good to meet Graeme & Annette O'donohue at our last meeting. Having joined earlier in the year, this was their first experience of an ACCV meeting.*

## COMPETITION

Geoff Hewitt & Liz Kilpatrick (12/50) came in 1st Vintage at VSCC Day Trial 20/11/11

## LETTERS TO THE EDITOR

### XMAS GREETINGS FROM AOC.

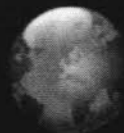
Helen and I, on behalf of all your friends in the Alvis Owner Club, send our very best wishes to all Alvic members for a truly Happy Christmas and 2012. We enjoyed very much seeing many of you in Victoria in February and March, and over here in UK during the Summer. .... We will be back in Victoria in October, for the Australian part of celebrating our daughter's wedding, and look forward to seeing as many of you as possible. And of course, we look forward to welcoming you here in the Summer.

How on earth Christmas can be Christmas without frosty window panes and reindeer hoof prints in the snow, and Santa Claus tells me his biggest nightmare is finding cold beer at the bottom of the chimney. However, you have a great capacity for generating fun, and we sincerely wish all of you the very best. Have A GOOD ONE!!

Best Wishes,

Chris and Helen Storrar





## CUTTER INN LUNCH 25th November

The strong winds almost blew us out of Andrew Storrar's brisk 1927 TG12/50 Cross & Ellis tourer on the roads across the Fens, but the usual great welcome was received on arrival at the Cutter Inn, Ely. The friendship of this meeting brings out the best in our Club and is recommended to all who live within commuting distance and visitors to the region alike, which included Robin and Judy Willmott from East Yorkshire. 20 people attended, together with four Alvises, the others being Paul Sansom's 1931 TJ12/50 Cross & Ellis Drop Head Coupe, the Gooding's 1938 SC Speed Twenty Five Charlesworth Drop Head Coupe and the Pearce's 1955 Grey Lady Mulliner saloon. Conversation included the coming Tour of Denmark, Sweden and Norway in June and a number of us expressed interest. Roger Gooding will need names and deposits sooner rather than later. Also, the future of the Bulletin and the good news that we now have a wonderful group of volunteers to take this forward. A number of people expressed the wish for the continuation of the paper Calendar and electronic enthusiasts are reminded that an electronic version has been available to all members on the Club website for some time now, updated on the second of each month.

*The photographs show:*

*Below left:* The Cutter Inn carpark earlier this year, with a brace of SA Speed Twenties. John Elbourne's Cross & Ellis, and my Van den Plas.

*Below right:* Robin Willmott and his Graber.

*Bottom:* Pakenham Mill earlier this Summer with Andrew Marsden and his rare 1933 TB 19.82 Silver Eagle Cross and Ellis Atlantic Saloon. The last time I saw this car was as a non-runner at the 2006 Euston Hall saloons display. Good to see it back on the road and conserved rather than over-restored.

*Photograph courtesy of Roger Gooding.*

Perhaps we should have a regular feature of "rare Alvises".?

*Best Regards,  
Chris Storrar*



The NEC Footman James Classic Motor Show is the biggest and most popular classic car exhibition in the UK. With over 1400 wonderful cars from all eras, showcasing a myriad of marques and models, this really is every motoring enthusiast's paradise!

The Alvis stand featured a 12/50 Alvista fabric saloon, 12/50 four seater narrow tourer, Alan Stote's long wheelbase FE FWD and Martin Boothman's Silver Eagle Clubman's Drophead.



Friday 13th January  
2012

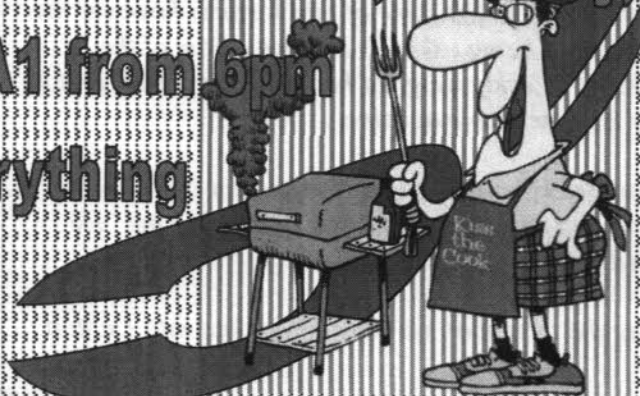
Have yourself a Lucky Friday the 13th!



Opening BBQ - Kevin Bartlett Reserve, Burnley

Melways 59 A1 from 6pm

BYO Everything



# Suns of Suction



*Or how Silent Night will never be the same!*

*The invitation said, "Allan and Jan Willingham will consider it a pleasure to host the 2011 Alvis Car Club of Victoria Christmas Party on Sunday 4 December 2011 at their inner suburban lot, being the big bedsitter 'Denton Hall' at the rear of 151 McKean Street, North Fitzroy 3068. ....Usual seating and catering arrangements apply, with Suns of Suction entertainment a possibility."*

*We all arrived at about midday and found Denton Hall at the rear of 151.*

*We walked into a very pleasant garden and set about enjoying the company and the wine and the hospitality.*

*I was very interested in Denton Hall and spoke at length to Jan who told me that it was originally the dance hall for 151, Dentonville. Allan had owned the building for about 30 years and with his architectural skills had transformed a rundown hall into an extremely comfortable "bedsitter."*

*The use of the word bedsitter is a gross understatement of this building which may have been a happy, noisy fun house in its day, but now oozed the homely atmosphere of a well loved and used home.*

*The history of Dentonville and Denton Hall makes very interesting reading and Allan provided us with a resume of John Denton's life and the construction and uses of both buildings. Also some of his family's history during and after his life.*

*I had intended to list some of that history, however the possibility of being asked to become editor of the Architects' Weekly weighed heavily on my mind and it really is a car club magazine.*

*During lunch, a gentleman who was not one of us, arrived and slipped into the hall and was gone. He carried a navy hat with red band.*

*During the afternoon we were all invited into Denton*

*Hall for what I thought would be a cup of coffee and we were asked to find a seat.*

*Shortly afterwards a disturbance at the back door saw the entry of Allan and the stranger, Alex, both in bandsman hats and navy jackets.*

*Alex was playing a piano accordion and Allan, an incredibly battered tuba.*

*I don't recall the tune, however the tuba seemed to be stuck on one note and providing many interesting variations of that note from something resembling a ship lost in a fog to something more akin to something it should not have eaten!*

*The tuba was later to be identified as coming from the Camperdown Band's instrument room and during its chequered career had seen many a fall and had probably been discarded at the loss of the last cap that were now all missing from the three valves.*

*I am not sure that Allan explained the origins of Suns of Suction, but he did go on to say that it had been around for many decades and had played before many famous people and in many well known auditoriums and venues.*

*Allan is no slouch in the voice department and had the ladies quivering with excitement.*

*The words for "Funinculi Funincula" were handed around so that no one lost their place with La La La etc.*

*And, what better than Silent Night at a Christmas Party. Alex's deft hands on the accordion, quietly introduced the carol into a shouting punk version that had everyone in stitches.*

*Another masterful favourite was Allan's version of "How Much is that Doggy in the Window" done with the woof of every known breed to man. At the end of it*



# CARS WE HAVEN'T SEEN FOR A LONG WHILE!



*Ian Parkinson's 1932 Speed 20 SA Sports Saloon. Chassis No 10019, Engine No 10471, Car No 14702, body by Martin & King.*

*This car won an all makes race from Melbourne to Sydney in 1936. The owner of the car at that time was Gertrude Hope Kennedy who was Robert Peel's (a Sydney member) aunty. She had a reputation as a Tomboy and apart from gaining her pilot's licence at an early age, also purchased the Alvis.*

*The Speed 20 is pictured here when owned by Dale O'Sullivan as Ian was negotiating to buy in 2004.*

*there was a call for an encore, however it was declined as all the neighbourhood cats had arrived to see what was happening.*

*We have had some interesting entertainment at Christmas Parties over the years, what with Santa breaking down in Mrs Simpson at the Ball's place. To Santa finishing up in the Lang's pool, but this must go down as an unforgettable highlight.*

*But Silent Night will never be the same!*



*Jill Bosanquet & Marg Hetherington*



*Suns of Suction in Full Flight*



*David Caldwell & Andrew McDougall*



**Vintage Drivers Club**

A.B.N. 30 004 425 525

Featuring  
Vintage Parts

# YARRA GLEN SWAP

including

## Automotive & Bric a Brac

### Yarra Glen Racecourse

Melway Ref 275 C1

# Sunday 19 February 2012

## Undercover Sites \$20 each

With allocated offsite parking

## Large Outdoor Sites \$15 each

Site fee includes  
admission for 2 persons

Gates open- Sellers 7.00am **No Buyers before 8.00am**

## Admission \$5 per person

sites available  
on the day

## Bookings:

# Max Coomer 03 9432 6948

*No Riding of Bikes or Scooters*

Breakfast from 7.30 am onwards

*No food or drinks to be sold at sites*

Food and Drinks available

**NO - NO - NO - DEFINITELY NO DOGS ALLOWED**

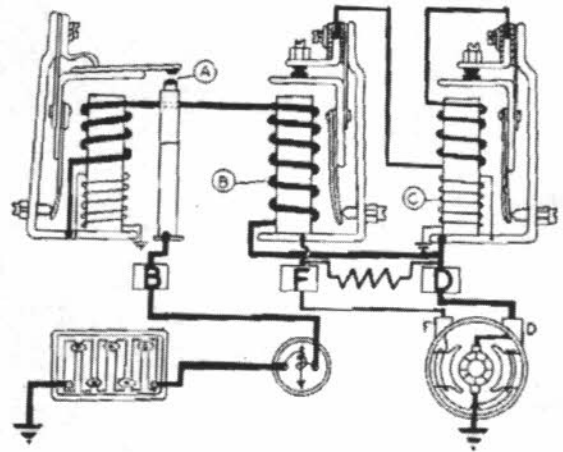
## GENERAL METHOD OF OPERATION

Assuming a fiat battery in circuit.

Immediately the generator is run up it builds a voltage. When this rises to 12.7 in the case of the 12 volt unit the shunt coil of the cut-out is sufficiently energised to close the cut-out points (A) against the pressure of the adjusting spring.

Current will then flow to the battery and increase directly with generator speed. By the time the generator output reaches the permissible maximum, the current regulator coil (B) is sufficiently energised to pull down the current regulator armature against its spring setting and so open the contact points, breaking the field circuit. The generator voltage then drops, the exciting current in the coil weakens and the regulator points close again allowing the voltage to rebuild. This opening and closing cycle continues at between 60 and 100 operations per second, thus limiting the total generator output to a safe maximum.

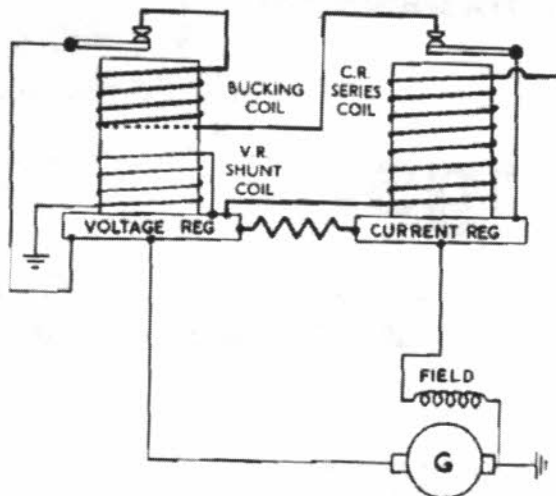
By the time the battery is something over one third fully charged its terminal voltage will have risen, resulting in a general rise in the line voltage, i.e. between generator and battery. When the line voltage reaches the correct value the voltage regulator coil (C) is sufficiently energised to pull down its armature against the spring setting. This set of field contacts will open and then be put into a state of vibration which will reduce and limit the generator voltage. As the battery, and consequently the line voltage, continues to rise, the field point vibration will



increase in amplitude and keep the generator voltage at a safe maximum.

In this condition the difference between generator and battery voltage continues to become less and the current from the generator is finally reduced to trickle charge proportions.

From the moment that the voltage regulator points come into operation, the current from the generator is so reduced that the current regulator will no longer operate, and its contact points will remain closed.



## THE BUCKING COIL

The bucking coil, as you can see, is wound in series with the two sets of contacts in the field circuit. It thus passes field current. The winding consists of a few turns of thick copper wire, so wound as to assist the shunt coil of the voltage regulator. In increasing the ampere-turns of the bobbin, it therefore influences the operation of the voltage regulator contacts, quickening the break and increasing the frequency of vibration. This serves to stabilise the operation as a whole, smoothing out and steadying the generator output.

## CONNECTING POINTS AND ADJUSTMENTS

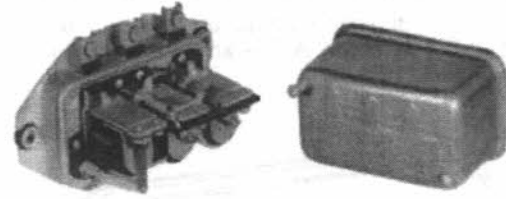
Let us now examine some of the constructional details of the RB310 current-voltage regulator. The points we shall mention also apply to the RB320 which is identical in operation and very similar in construction.

The first point to note is that there are only three terminals: D, F and B, reading from left to right in the picture. The earthing of the box is done through the fixing screws to the metal base of the assembly. The fixing holes are provided with rubber cushioning.

The cut-out is temperature-compensated by means of a bi-metal strip attached to the back of the armature tensioning spring.

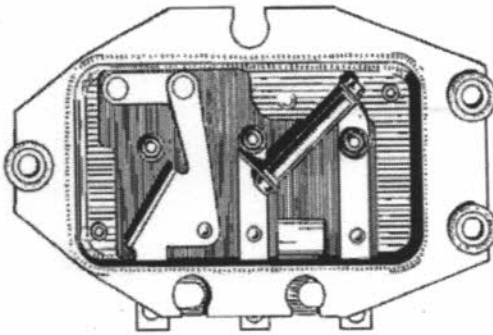
The voltage regulator is also temperature-compensated by means of a bi-metal strip.

The current regulator has no temperature-compensation.



Adjustment screws for the armature tensioning springs, that is, for adjusting the electrical settings, are located in the usual position at the back of the frames.

The mechanical settings for the two regulators are controlled by adjustment screws over the tops of the bobbins.



## THE CONTACTS RESISTANCE

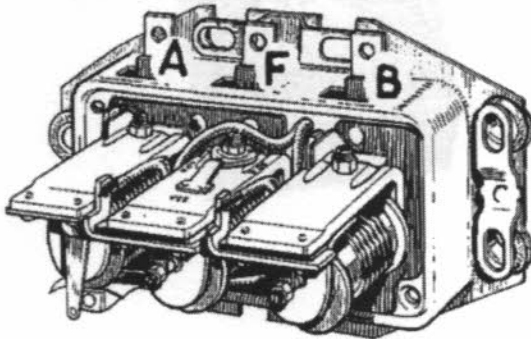
The points resistance is located under the base. It must of course be insulated from it, the latter being at earth potential.

On the 12 volt system the resistance used is a 63 ohm and on the 6 volt 50 ohms, and this rating is stamped on the body of the resistance itself.

## THE RB300 CONTROL UNIT

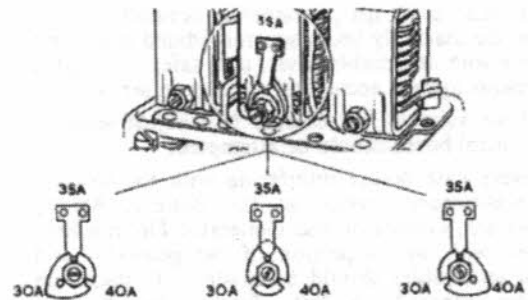
The RB300 is a current-voltage regulator, designed especially to control 6 volt automobile generators rated at 30, 35 and 40 amperes. It is directly interchangeable with Auto-Lite or Delco-Remy units of equivalent ratings, but due to different field connections is NOT a replacement for FORD units.

It is a "multi-set" regulator, having three settings for 30, 35 or 40 amperes respectively. You can see the adjustment on the back of the current regulator.



## THE CURRENT ADJUSTOR

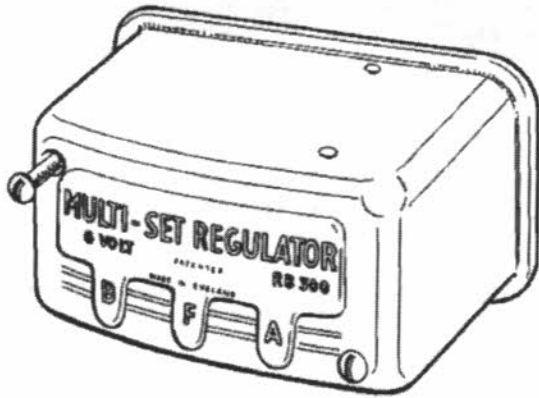
This shows you a close-up of the adjustor.



NOMINAL SETTINGS OF CURRENT REGULATOR

### TERMINAL CONNECTIONS OF THE RB300

Please note the different terminal markings : " B " — battery, " F " — field, " A " — armature (i.e. normally the " D " terminal)..



### CHARGING TROUBLES

Unsatisfactory performance of the charging system will generally fall within the following categories :—

- (1) No output.  
Causes : Defective generator drive. Defective generator. Defective generator wiring or control box fault.
- (2) Low output :  
Causes : Defective drive, generator or control unit.
- (3) Battery continually discharged.  
Causes : Defective battery. Low mileage. Defective generator drive or generator. Incorrect settings at the control unit.
- (4) High output to commence, with a quick " Fall Off."  
Causes : Sulphated battery plates, or incorrect voltage regulator setting or high resistance connections on the line, particularly battery and other main earth connections.

### CHECKING THE CURRENT VOLTAGE CONTROL REGULATORS

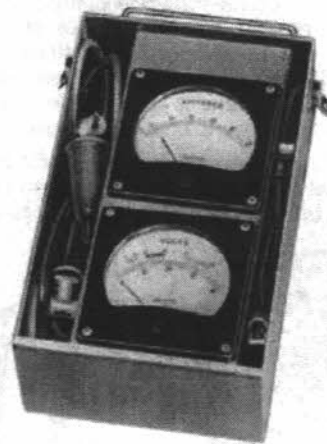
To check or adjust these units it is essential that a good quality moving coil voltmeter and ammeter should be available. It is also very necessary to see that these instruments are maintained in an accurate state.

Within our experience an extremely simple test set which may be made up, or purchased, as illustrated has been found the most satisfactory arrangement for use in the service garage.

In this set a 3½" Scale Moving Coil Ammeter calibrated 5-0-50 amperes and a similar voltmeter calibrated 0-40 volts have the correct size of very flexible leads and clips permanently connected ready for use, the assembly being accommodated in a sheet steel box with detachable cover, thus safeguarding the instruments against accidental damage in service.

Without suitable instruments NO adjustments to these control boxes should be attempted.

In every case before interfering with the Control Unit preliminary checks on the Battery, Battery Connections, Generator and Generator Driving Belt, together with an inspection of the generator and control unit cables should be made. If these are in order proceed to test, firstly the Current Regulator and secondly, the Voltage Regulator as outlined.



## CHECK AND ADJUST THE CURRENT REGULATOR

### Method 1.

#### Operation 1.

Place a crocodile clip across the contact plate to the frame of the Voltage Regulator as shown in the illustration to short out the voltage regulator contacts electrically.

#### Operation 2.

Disconnect the A (Battery) terminal at the Control Box and connect in the ammeter.

#### Operation 3.

Run the generator at full charging speed approximately 2,000 r.p.m.

#### Operation 4.

Check the current reading which should be as laid down in the table for the appropriate generator on the vehicle.

#### Operation 5.

If ammeter reading is either HIGH or LOW try adjustment of the Regulator.

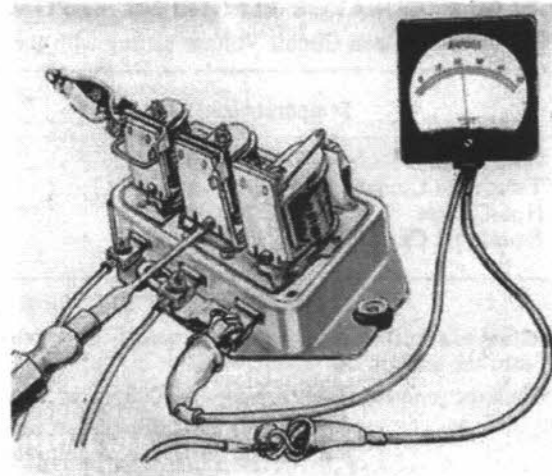
Unlock the adjusting screw in the back plate and screw in to increase output. Unscrew to reduce output. Observe ammeter reading carefully and re-lock the adjusting screw on completion.

If O.K. rev up generator to approximately 4,000 r.p.m. and output should remain about constant.

If O.K. reduce speed to "Tick-over."

### Method 2.

If a Rheostat is available capable of carrying 35 amps without overheating, proceed as follows:



#### Operation 1.

Connect load Rheostat across battery terminals.

Operation 2 to 5: As above.

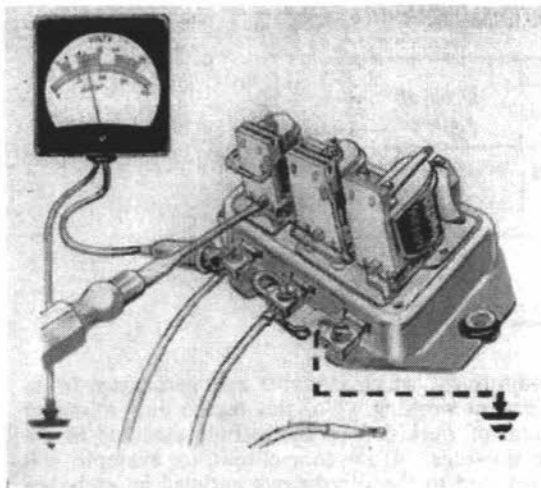
### CURRENT REGULATOR ELECTRICAL SETTINGS

The current settings, for the standard generators, are as follows:—

6 volt	..	C45PV-5	..	33 amps.	± 1½ amps.
12 "	..	C45PV-5	..	22 "	± 1 amp.
12 "	..	C39PV-2	..	19 "	± 1 amp.
12 "	..	C47PV	..	30 "	± 1½ amps.

The RB300 current setting is 30, 35 and 40 amperes.

Note: The lights should NOT be switched on during this test with the voltage regulator shorted out and the engine running.



## TO CHECK AND ADJUST THE VOLTAGE REGULATOR

#### Operation 1.

Remove the test ammeter and leave the A (Battery) lead disconnected. Also remove clip from under the regulator armature.

#### Operation 2.

Connect voltmeter between D terminal (Generator armature) and EARTH.

#### Operation 3.

Raise generator speed slowly to approximately 1,500 r.p.m. Voltage should rise and steady itself with a slight flick. According to temperature this reading should be as outlined in corresponding table for "Current-Voltage" Regulator settings.

#### Operation 4.

If any adjustment is required do not increase speed above 2,000 r.p.m. Unlock the unadjusting screw on the back plate of the bracket and screw inwards to increase voltage, outwards to lower the voltage. When corrected re-lock the adjusting screw. Reduce speed to "idling."

## VOLTAGE REGULATOR ELECTRICAL SETTINGS

The standard Open Circuit Voltage setting with the generator running at approx. 1500 r.p.m. are as follows :—

Temperate		12 Volt	6 Volt
Cold Climate	(50°F.) .. .. .	14.5—15.1 volts	7.3—7.6 volts
Temperate Climate	(68°F.) .. .. .	14.2—14.8 ..	7.2—7.5 ..
Hot Climate	(86°F.) .. .. .	13.9—14.5 ..	7.1—7.4 ..
Equatorial Climate	(104°F.) .. .. .	13.6—14.2 ..	7.0—7.3 ..

7.0—7.3 volts @ 20°C. for 6 volt regulators for ' HOLDEN '

Setting or adjusting must be done as quickly as possible in order to preclude heating effects which would introduce errors into the setting.

When the generator speed is raised to 3000 r.p.m. the voltage must not rise above.

16.0 volts @ 20°C. for 12 volt regulator

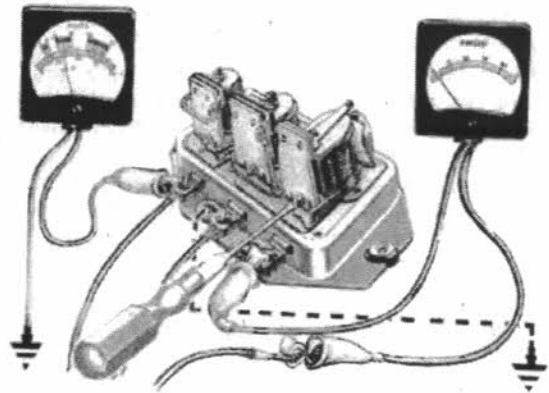
8.0 volts @ 20°C. for 6 volt regulator

## FINAL CHECK TEST OF THE CHARGING RATE

Leaving voltmeter connected, insert ammeter again (between terminal A (Battery)) and the " A " cable.

Steadily increase engine speed when cut-out should close at 12.7 volts and the charging rate build up with increasing speed.

Switch on full lighting load and the ammeter reading should reach the maximum rated output of the generator.



## CUT-OUT SETTING

	Cut-in Voltage	Drop-off Voltage
12 volts .. .. .	12.7—13.3 volts	9.5—10.5 volts
6 .. .. .	6.3—6.7 ..	5.2—5.7 ..

## CONCLUSION

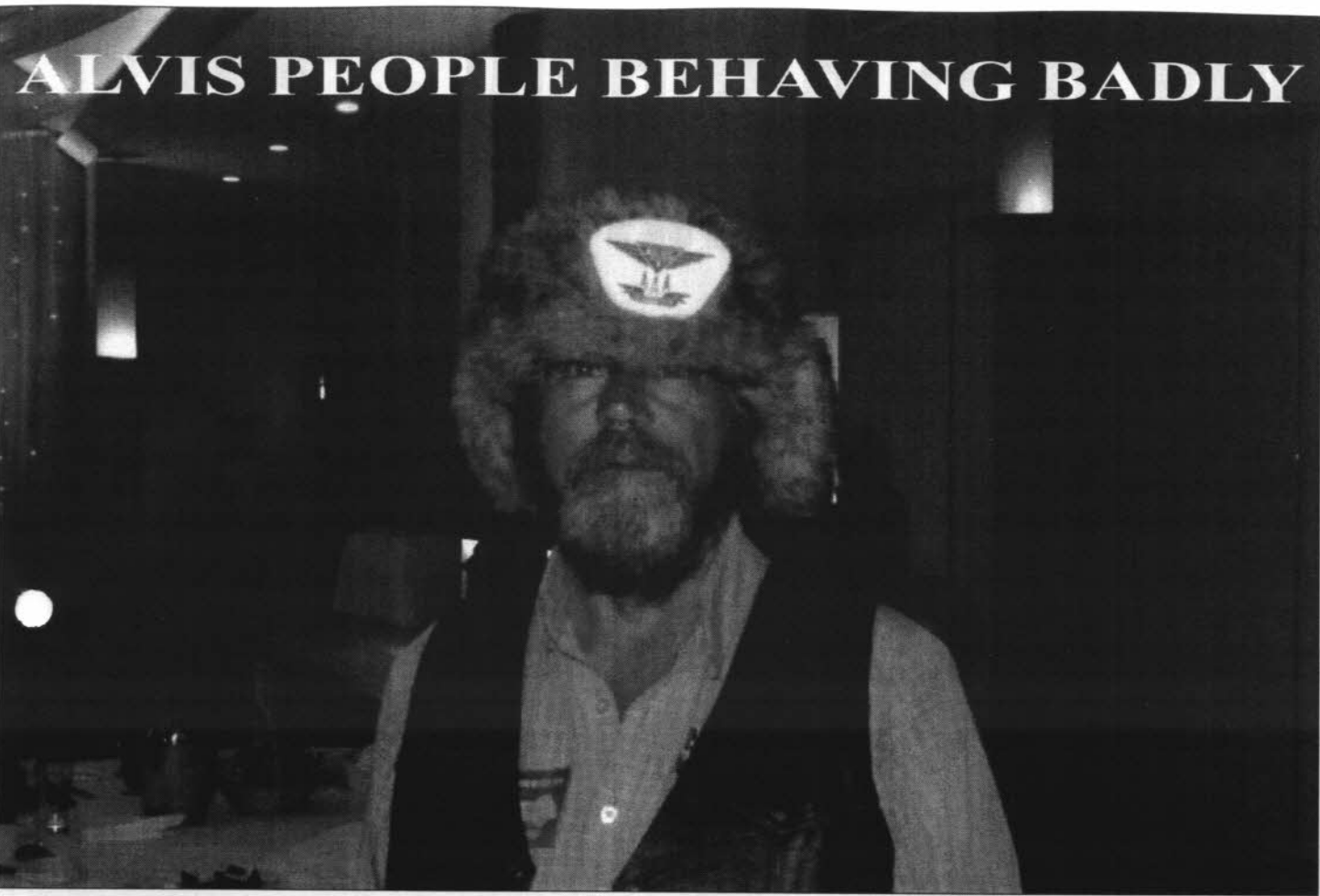
Having obtained a pretty fair idea of the various forms of generator control units and their working it may be desirable to add a note of caution.

The successful servicing of these important components does not rest entirely upon an adjustment here and there. The success of any of the servicing operations outlined depends entirely on having made

an adjustment which is stable and permanent in its subsequent working. For this reason only a limited amount of work can be successfully executed in the general garage. If the control unit, for example, will not respond to the adjustments outlined an exchange should be made and the original unit subjected to bench examination in a properly equipped electrical workshop.



# ALVIS PEOPLE BEHAVING BADLY



*At Orange - Dale Parsell models a hat for the man who has everything.*

*Photography by Frances McDougall*

## NOW TAKING ORDERS

with the ACCV logo

Men's neck ties

Or

if you don't wear ties - wear it as a bandana!

\$40  
each



CONTACT  
Dale Parsell  
his details  
page 2



## FOR SALE

Stainless steel mugs with engraved ACCV logo.

\$7.50 each or \$15 the pair

Contact the Treasurer—see his details page 2

# BUY, BEG, BORROW or STEAL!

"WANTED - Marles steering box of the type fitted to Speed 25s and the like. Any condition. E-mail Mike Williams at [mik.williams@bigpond.com](mailto:mik.williams@bigpond.com) or phone 0418478947."

## FREE TO A GOOD HOME

12/50 bench seat

Chester McKaige 0407 113 516

## For Sale

TC21/100 Grey Lady Chassis 25638  
Prior to my purchase 4 years ago, it had undergone a full bare metal respray with new leather interior, head cloth and carpets. Since then has been fitted with new tyres, battery and vacuum advance mechanism and carburettors rebuilt. The front end has recently been completely rebuilt with new bushes and sleeves, trunion pins, correctly rated coils and new shock absorbers. Excellent mechanical condition and mileage of 120,700 believed to be genuine. Medical problems dictate a sale to someone who can use it and look after it as it should be.

Asking price \$27,000

Contact Peter Daley, phone 02 6291 0612

email [monashmm@bigpond.net.au](mailto:monashmm@bigpond.net.au)



## FOR FREE

I've a complete set of the wooden door surrounds for an Alvis TA21 saloon, all in good condition and looking to find them a good home, plus a set of good radial tyres for the same car - 185 x 15, and an excellent set of 4 Falkenberg 175/80 R16. All looking for good homes and for free. Transport to be arranged by the lucky recipients.

Mike Osborne. 08 8837 3158 or [osbornes@intermode.on.net](mailto:osbornes@intermode.on.net)  
Ardrossan SA

## FOR SALE

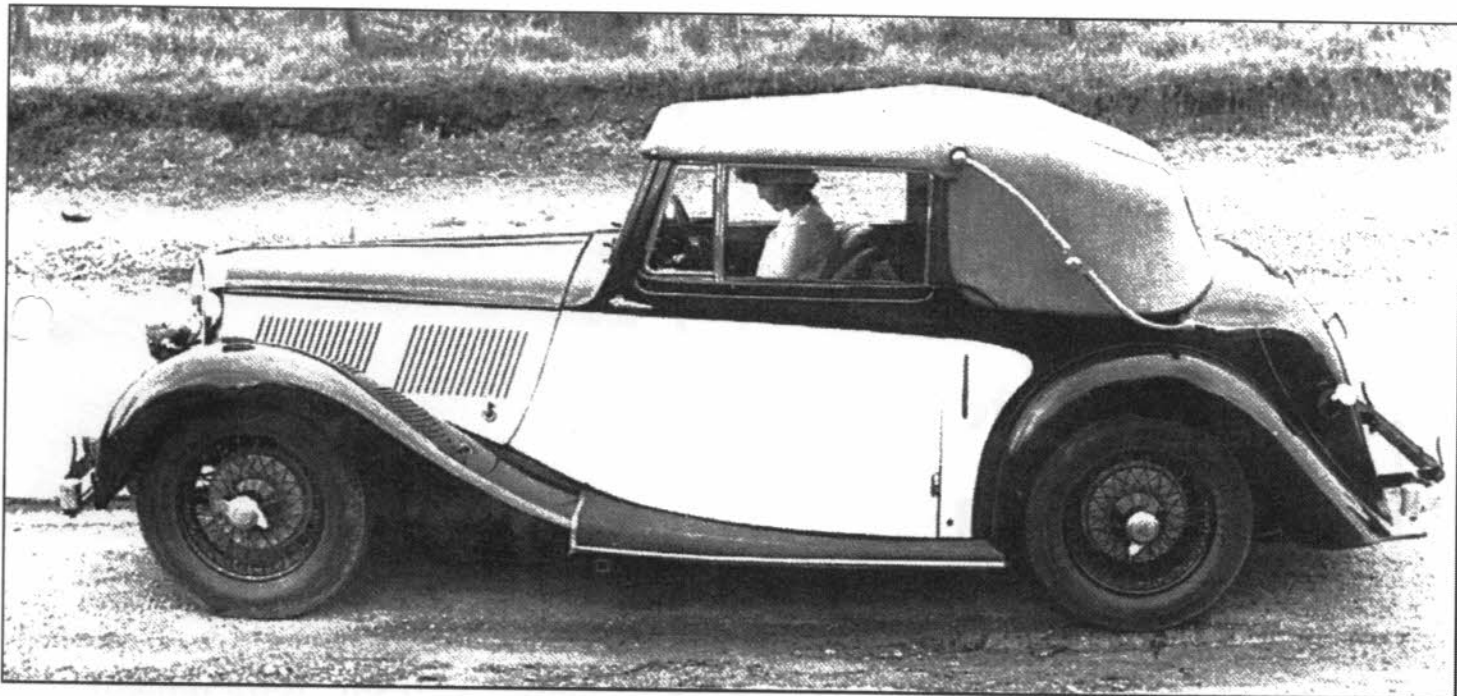
1938 ALVIS SB 12/70 DHC. Chassis# 15305 Engine # 15790 Car # 19306.

Under restoration at Woods & Woods (NSW Central Coast) and is offered as is and where is.

It has its original Mulliner body which requires painting, upholstery and hood. Has new tyres and the engine has been thoroughly overhauled.

Asking price \$43,000.

Contact Bruce Cunningham. Email [bcunningham55@hotmail.com](mailto:bcunningham55@hotmail.com)



## FOR SALE

1965 Alvis TE21 series III saloon, car # 27272.

It has been completely checked over at Vintage Motor Garage

All necessary items repaired or replaced including new clutch, carpet, electrics etc. Is mechanically excellent and running sweetly.

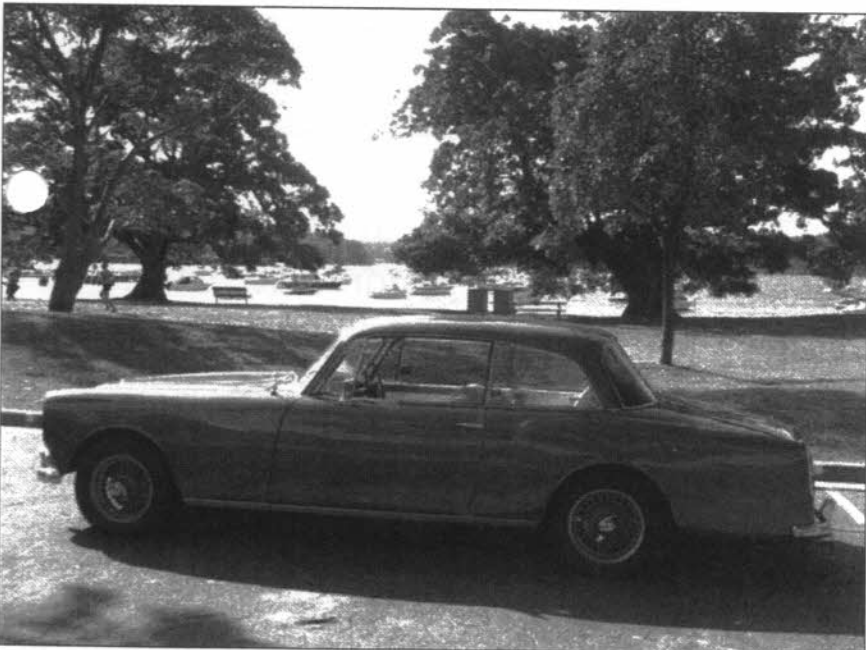
Asking price \$68,000

Contact Norman Zylberberg

Telephone 02 9909 1799

or mob 0408 273 432

Email: [norman@manicaland.com.au](mailto:norman@manicaland.com.au)



## FOR SALE

Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$ 500.

also

Complete TA 14 ROLLING CHASSIS

With steering box offers also around \$500. no further use ph ALAN BRATT 0427405573 ah 0260332951

# "Tassie Explorer"

Alvis Car Club of Victoria (Inc)

22 April - 6 May 2012

**Your  
Invitation  
to the  
Ultimate  
Apple Isle  
Experience**



Contact Noeline McKinnon [noeline@antiquetvres.com.au](mailto:noeline@antiquetvres.com.au)  
or (03) 9497 3414 for more info

## FOR SALE



1958 TD21 (red)

Chassis # 25996

Manual gearbox, wire wheels,  
front disc brakes, electric fan,  
sun roof.

Re-built front suspension. Re-  
painted

Full History available

Recently restored. Repainted in  
red. Rechromed, new carpets &  
tyres. Clutch & brake seals  
Mechanicals restored—clutch  
& brakes

\$32,500

Ring Tery Hurst 0438 689 544

*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.