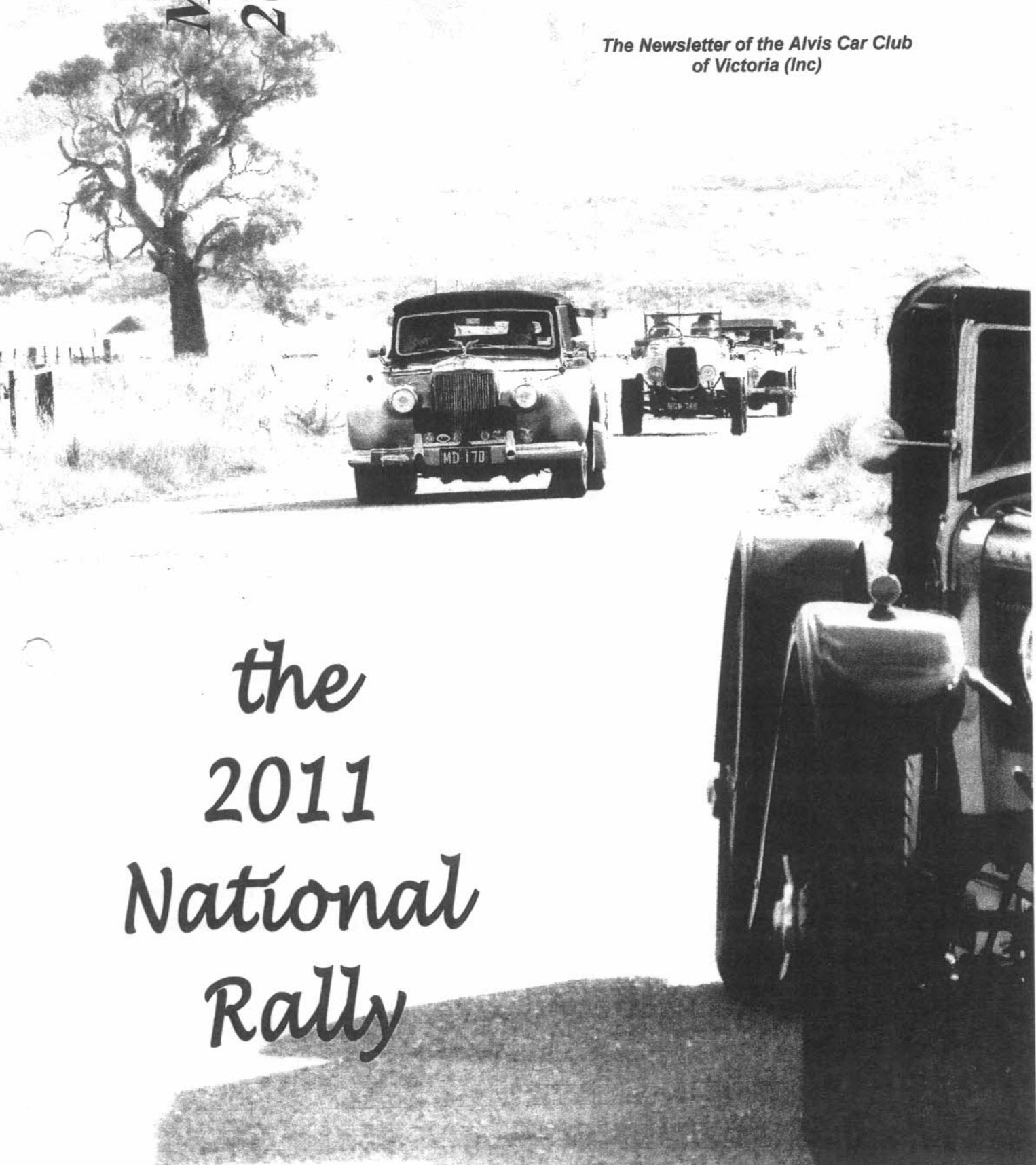


*May  
2011*

# *Alvic*

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



*the  
2011  
National  
Rally*



# 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](http://www.alvis.org.au)

May 2011  
VOL 50 ISSUE 4

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## PRESIDENT'S REPORT

The first thing I would like to say is a big thank you to Heather Goldsmith and her team for putting on a most enjoyable Alvis National Rally.

Unfortunately we had to head for home after the Wagga stage but I'm told that the second half of the rally in Orange was just as good.

The weather could have been a bit kinder but that is typical NSW and I feel sure on one occasion we did have four seasons in one day!

The other thing of interest was the wide variety of models from 12/40s through to TEs with just about everything else in-between. Missing was a well known Graber.

Three FWDs were also present and this could easily have been four or possibly five if both Bosanquet and Lang had going cars.

It was good to catch up once more with Martin Boothman and the chance to meet Peter Glover of Alvis and VSCC fame.

With the NSW National behind us, we now have to set our sights on our own National Rally in 2013. The venue is Gippsland centred on the town of Traralgon.

We will start planning this event on our return from the U.K.

The next bit of news concerns April 2012. Thanks to the good work of Noeline McKinnon, we are in the throws of planning a 10-12 day rally in Tasmania. More details of this will be made available in the next couple of months. We will be hoping to attract a number of people from the U.K. so it may be a case of first in best dressed.

The July meeting will be a bit light on as a number of us will be in the U.K for the AOC celebrations. The club will be in the safe hands of the N/L Editor who will still be able to send you a N/L and the Treasurer who will still be able to collect your subs. Makes you wonder why you need a President, Secretary, Vice President and three committee people?

Well, that's about all the news from me. Looking forward to seeing you all at the May meeting and at the pub before hand.

Cheers  
Chester

(Malvernvale Hotel, 1321 Malvern Rd, Malvern - from 6.00pm)

## EDITORIAL NOTE

There are several very important pieces of information in May ALVIC.

Firstly, is your membership renewal for the next 12 months. If there is not one included, you are financial for 2011-12.

If you have a car on the ACCV register on Victorian club plates, you will need to be financial by the 14 July 2011, otherwise the club must notify VicRoads of the situation, as holders of club plate permits must be financial.

Please read carefully the document in relation to both your responsibilities and the club's in this regard.

Chester's President report identifies 2 major rallies. Tasmania next year and the Alvis National Rally in 2013. There is an entry form for Tasmania and an Expression of Interest for the Nat Rally.

The flyers are on the back pages & can be easily removed. you don't want to deface your ALVIC by tearing out the pages, contact the ed for a single copy.

.....ed

### Supper - the Northeys

## 2011 EVENT CALENDAR

May	20	General Meeting
June	17	General Meeting
	19	Lunch at the Whistle Stop
July	15	General Meeting
	17	Industrial Heritage Run (Western Suburbs)
August	19	General Meeting
	21	Rob Roy Hillclimb
September	16	General Meeting
	24, 25	Healesville Steam Rally
October	8, 9	Birregurra Festival THIS WILL BE PLANNED AS A WEEKEND AWAY
	14	General Meeting
November	18	General Meeting
December	4	Christmas Party

Front page: on the road to Tumbarumba. McDougall SP20 Special on the right. Phillip Dadd's TA21 DHC, Bruce Jorrs 12/50 Ducks Back and the Mott's SP20

All Photography by Frances McDougall

# PEOPLE

David & Sally Woodburn on one of their annual pilgrimages to Australia, found David in hospital at RPA. Fortunately the expert medical attention ensured his fitness to return to the UK and we wish him a speedy full recovery.

On the way back from the Nat Rally, we called in to see Murray & Claire Fitch at Glenrowan, who always make you feel as though you are the most important people in the world. On leaving, I wondered why the SP25 was not as responsive as before. At home, on unloading the car I found a huge pumpkin, a bag of apples and a carrot cake tucked in the back. Thanks Guys!

Simon Ramsay had to leave the Nat Rally at Wagga as Aileen was not well. We hope she has returned to better health now that Simon is home.

Martin Boothman was over from the UK to visit family and participate in the Nat Rally. He was sighted either driving or passengering in a variety of cars.

Alan & Colleen Bratt arrived on the Monday at the Nat Rally and stole the show in their newly acquired TB21. David Seath's excellent choice of colour for the car, certainly sets it off against others of the model. It attracted attention where ever it went.

Also on the sick list was an early departure by Kendall & Joyce McSkimming. Kendall had declared a restricted area around himself, to prevent a spread of his heavy cold. We trust he is over it now or at least on the mend.

## LETTERS TO THE EDITOR

"Dear John,

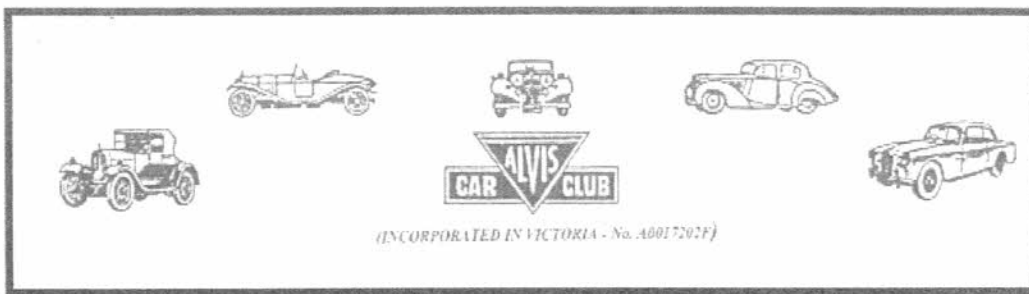
It is good that so many members of Alvic also choose to join the AOC, which we welcome very much over here. Renewal time is upon us, and this can now be done via our website (as on the front of the Pinkun). Hopefully next year, we can reorganise a central Australian renewal through John Hetherington. This year, we are conducting a census of cars, in preparation for a new Members' List. Many cars have changed hands since the last in 2007. The forms were with the last Pinkun, and can be sent to Peter Knapp at his address in the Pinkun or e mailed to him on [peterknapp@rocketmail.com](mailto:peterknapp@rocketmail.com). It will be a shame if cars are missed.

I am delighted that so many of you will be here for International and our Nick Walker Memorial Tour in June, all the way up to Scotland, and Helen and I look forward to seeing you. A warm welcome is assured. The JNBC was a lifetime highspot, and having you here will guarantee the fun. In the meantime, enjoy your National Rally."

Leave it to you.

Best Regards,

Chris  
Chairman AOC



## Log Book Based Club Permit Scheme Obligations

With the introduction of the revised Club Permit Scheme (Red Plate Scheme), commencing the 1<sup>st</sup> February 2011, your club, Alvis Car Club of Victoria (Inc), along with all other VicRoads approved clubs, has had to enter into a formal contractual agreement with VicRoads in respect to the operation and administration of the log book based scheme. This contractual agreement is legally binding and places obligations on your Club. VicRoads can access ACCV records and in turn the Club can access the VicRoads records in respect to the use of the Club Permit Scheme by its members.

### Obligations:

- **Eligible Vehicle:** At this time the ACCV club accepts all members cars that are older than 25 years and are not substantially modified from original, and suitable replica vehicles. The ACCV reserves the right to refuse a vehicle it believes does not meet these guidelines.
- Safety (Provision# 1):** Prior to obtaining a new vehicle permit, ACCV requires that the vehicle has a current, commercially obtained Certificate of Roadworthiness to be presented to VicRoads with the permit application..
- Safety (Provision# 2):** If the ACCV becomes aware that a vehicle is not in a safe condition, the ACCV will notify the owner that the vehicle's deficiencies have to be fixed within 14 days, otherwise ACCV is required to advise VicRoads that the vehicle is unsafe and is not in a suitable condition for use on the roads. If the repairs are not completed in 14 days the permit will be suspended until such time as the Club advises VicRoads that the repairs have been completed. At all times it is the responsibility of the owner to maintain the vehicle in a safe condition. The ACCV may require the vehicle's owner to provide a current roadworthy certificate.
- Correct use of the club permit log book:** The owner is responsible for the correct use of the log book, otherwise the owner can be charged with driving an unregistered vehicle, which attracts a large penalty. The owner acknowledges that ACCV is obliged to notify VicRoads if it becomes aware that its members are incorrectly using the log book permit system.
- **Current Club Membership:** ACCV club members holding a permit through this club must remain financial in order to use their vehicles on the club permit scheme. Members will be advised when membership subscriptions are due and the cut off time for payment. Any member who has not paid the subscription by the due date will be considered un-financial and will no longer be able to legally use their vehicle on the log book permit scheme. Members acknowledge that they understand that ACCV is required to notify VicRoads when a member becomes un-financial.
- Selling or Disposing of a vehicle:** If a vehicle which holds a permit through the ACCV is sold or disposed of without the logbook and permit having been destroyed, then the ACCV on learning that this has occurred is required to notify VicRoads that the vehicle has been disposed of incorrectly and that the permit is no longer valid.
- Sale by arrangement in order to get an additional log book:** The ACCV is required to notify VicRoads if it becomes aware that an owner notionally sells a vehicle to a relative or friend in order to gain an additional log book, whilst the original owner continues to drive the vehicle.

A failure by ACCV to comply with the above responsibilities may result in VicRoads revoking the approval of the Club to utilise the Club Permit Scheme. This would prevent any member of ACCV holding and using a log book club permit through the Club.

6 April 2011

Andrew,

*I can only find this poor reproduction of my father's work in the Alvis Factory. If I ever find the original of the photograph (a beautiful piece of photography, that I have seen recently, but 'lost,') I will send you a copy.*

*My father dies in 1988 and the article was prepared by my cousin Chris Gillings who took up the baton on Technical Illustration. I went into an engineering career encompassing the design of heavy mining equipment, railway stuff, ports facilities and so on.*

*Thanks you so much for taking me on a run on your Veteran car, I enjoyed it very much. My little Radco covered the routes beautifully - so I really had a good time at the Rally.*

*Regan's*

Rod Attwood

## DRAWING ON THE PAST

*Ken Smith*

Have you ever wondered who was responsible for those marvellously detailed illustrations found in the handbooks produced for cars over forty years ago? The 'T' Type handbooks for instance telling you what to lubricate and where, how the points are to be set, and a wealth of other vital information all profusely illustrated.

Well these were the work of the Technical Illustrators of the day, men who could draw almost anything and often did. Bear in mind this was before the days of the Rot ring pen and the ellipse guides used so frequently in later work, and certainly before the age of the graphic computer!

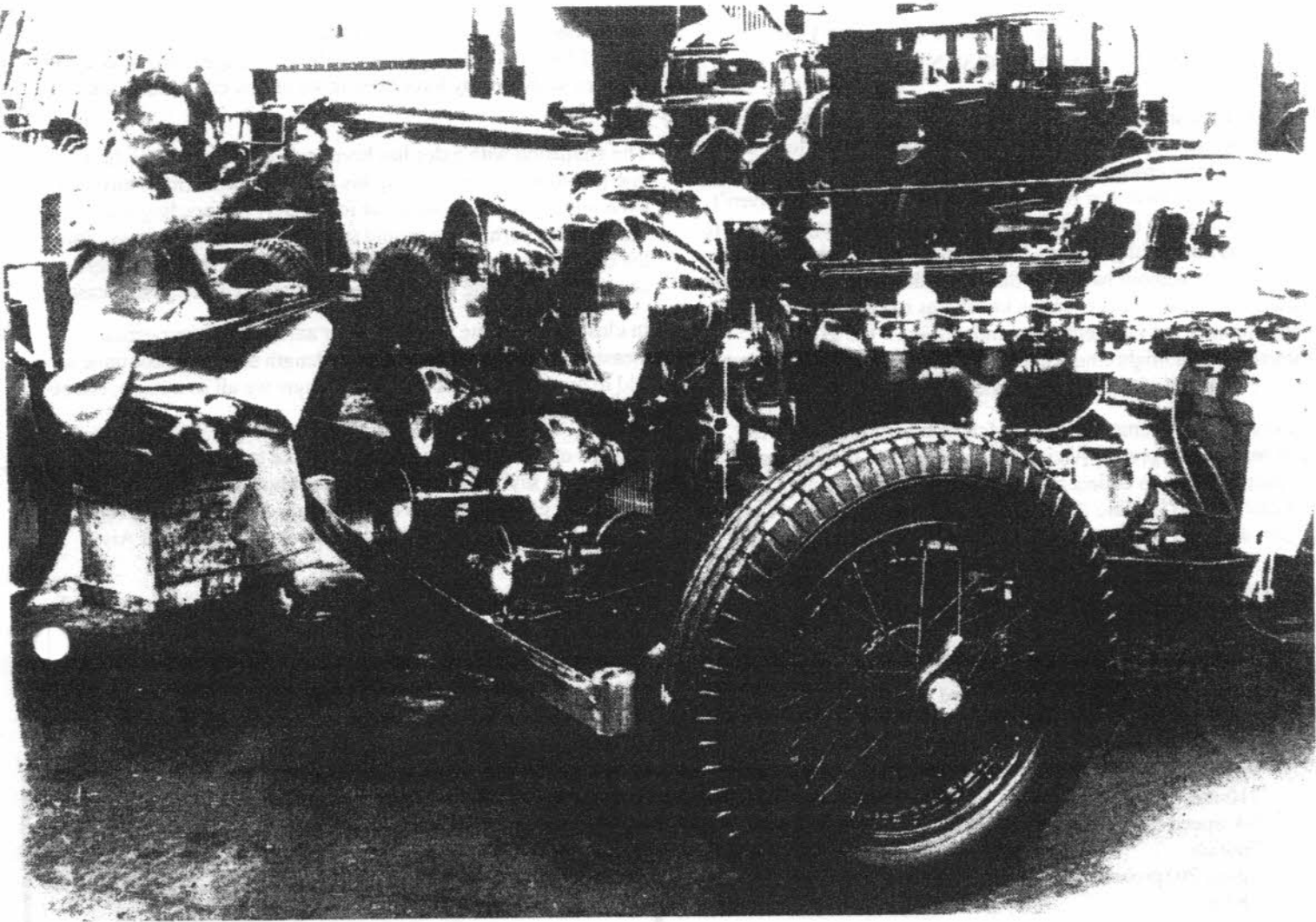
Recently we were privileged to meet one of the graphic illustrators of today, Chris Gillings of Kent. During the course of our conversation it emerged that his uncle was an outstanding illustrator who used to work for among others the Temple Press, and quite a lot of his uncle's work was to be found in the pages of the M.G. handbooks and manuals.

This gentleman's name was David Attwood who always had a great interest in Motor Cycles and cars and MGs in particular. He was a great friend of 'Lofty' England of Jaguar fame, and they used to go off touring on their motorcycles together when younger. David Attwood was a talented man in other ways besides his skill with the pen, and showed no mean engineering skill making every- think from a

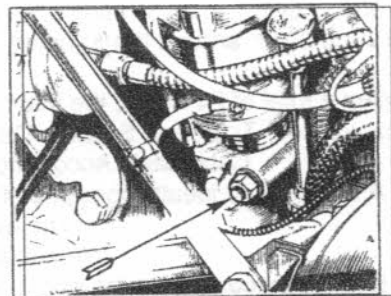
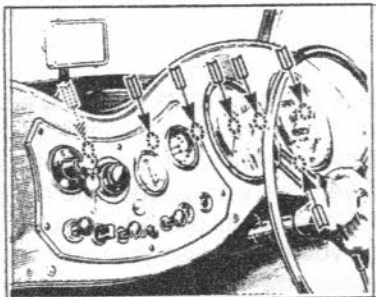
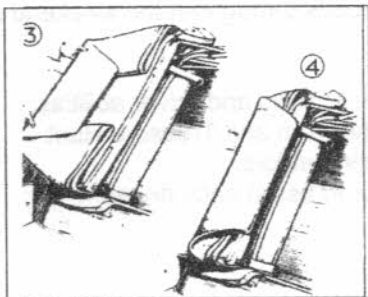
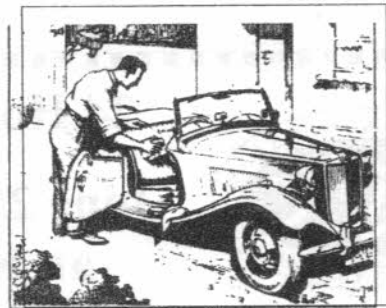
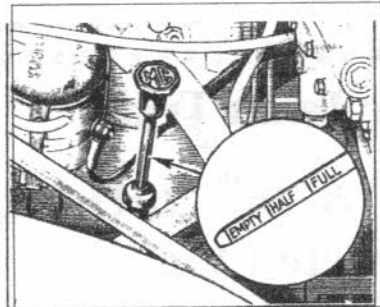
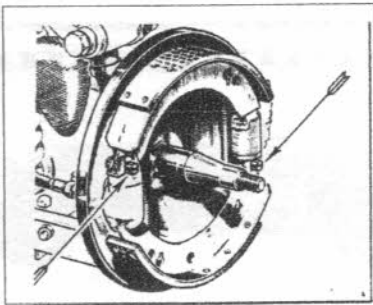
grandfather clock to bandsaws from unwanted scraps! However it was with his illustrator's pen that he earned his living with Temple Press and in particular the 'Motor Cycle' magazine and 'Motor'. He signed his illustrations with either a capital 'A' or 'Aubois' and we reproduce some of his work here to show you the skill and detail he put into what we accept today as normal. Regrettably David Attwood died recently and we thank Chris for letting us have sight of some originals his uncle was involved with, including the superb detailed cutaway of the Q. Chris's own passion for illustrating was fostered by his uncle who also communicated to him a passion for MGs through his son who sold his VA Coupe to Chris in 1962. The VA was a 1937 model! Reg. No. MG 5737. (Anyone know where this is today?)

Chris's next M.G. purchase was a 1939 TA Tickford, reg. no. MG 6337. When he sold it he thought at the time he'd done really well making £20 on his original £95 investment!! The TA was followed by a 'TC' and Chris is at the moment restoring yet another MG. Any information on the TA or the VA will be forwarded to Chris.

So just go and get out those old manuals and handbooks and look for the superb drawings with the capital "A", this is the legacy of master illustrator David Attwood.



David Attwood, the Master Illustrator at work. Note the method of measuring by thumb and pen



Some of David Attwood's Illustrations, each one a masterpiece

## ALVIS AXLES or HOW TO CONFUSE AN ALVIS OWNER.

Let me start by saying that this is not intended to be an exhaustive examination of Alvis Rear ends just a quick look at how small things can change although the big picture appears to be the same. For those Post War owners, or pre war owners who haven't had the pleasure of dismantling their rear axles, the majority of Pre 1940 Alvis have "fully floating" axles, meaning that the axles can be withdrawn without having to dismantle the wheels, brake drums and hubs, in some cases even the knock ons can stay in place, you simply remove the hub centre nut and withdraw the axle (sometimes you might find a circlip or other retaining device but in earlier cars the hub nut keeps the axle in).

I was recently presented, by Alan McKinnon, with a set of rear axles for an early prewar Alvis which did not suit his 12/50 and this prompted me to collect and measure the various axles I could find easily, keep in mind that in about 1935 (SC Speed 20/ Crested Eagle), the outer drive spline diameter was increased to about 50mm from 40mm so the axles listed below are from cars built between 1926 and 1934.

Car	year
Axle length	
12/50 and 16.95 Silver Eagle	1926-1929
680mm (probably not wide bodied cars)	
19.82 TA Silver Eagle (Alan's axles)	1930
735mm	
Firefly	1932/33
710mm	
SA Speed 20	1932/33
760mm	
Speed 20 (probably SB)	1934
780mm	

You will note from the table above that Alan's axles turned out to be perfect for my 1930 19.82 Silver Eagle, an interesting coincidence when you consider Alvis only made 27 of these cars

(of course the axle length may fit another model as well). As an aside, I have two spare gearboxes (both damaged) and now a pair of axles so there may have been more of this odd model sent to Australia.

The confusion with axles has been well known for some time, with one long time owner carrying his new spare axles for many years, even touring New Zealand, but fortunately not needing them. He decided that perhaps he should substitute the new axles and carry the old ones as spares only to discover that the new ones were about 20mm to long to suit his car, it pays to check just in case.

In closing, next time you have your axles out for inspection, measure them and let me know the length so we can continue to add to our knowledge of the this marque we all so admire, but also find frustrating from time to time.

Perhaps other members will be prompted to write on the many oddities we find whilst exploring our Alvis. If I get enough feedback I can start a page on the club website outlining some of the many small changes that occurred during the life of Alvis manufacture.

Dale Parsell

(Note, the lengths quoted above are for illustration only and should not be used if you plan on making a new set DP. Axle length versus model may be documented somewhere but I haven't come across it, feel free to enlighten me)

### WANTED

TC21 (100) brake drums & hubs

Ring Alan Bratt 0427 405 573



## 24 Hour Team Trial June 25<sup>th</sup> & 26<sup>th</sup> 2011 at Kyneton Vic.



### Advanced Notice

The **VSCC** invites members of the **Alvis Car Club** to form a team and participate in the 2011 **24 Hour Team Trial**. This is a Multi Club Touring event, incorporating a series of come and try activities on public roads throughout the weekend of 25th and 26th June 2011, around the Kyneton area of Victoria.

Spanning a total of 24 hours, the trial consists of a six events requiring a range of skills and driver abilities.

Events include: Transport Section, Day Trial, Economy Run, Night Trial, Scatter Run and Treasure Hunt.

Cabin style Accommodation and meals are provided for all competitors.

A team would ideally consist of 4 to 6 vehicles with at least one navigator to assist each driver.

The event is open to all pre-war vehicles.

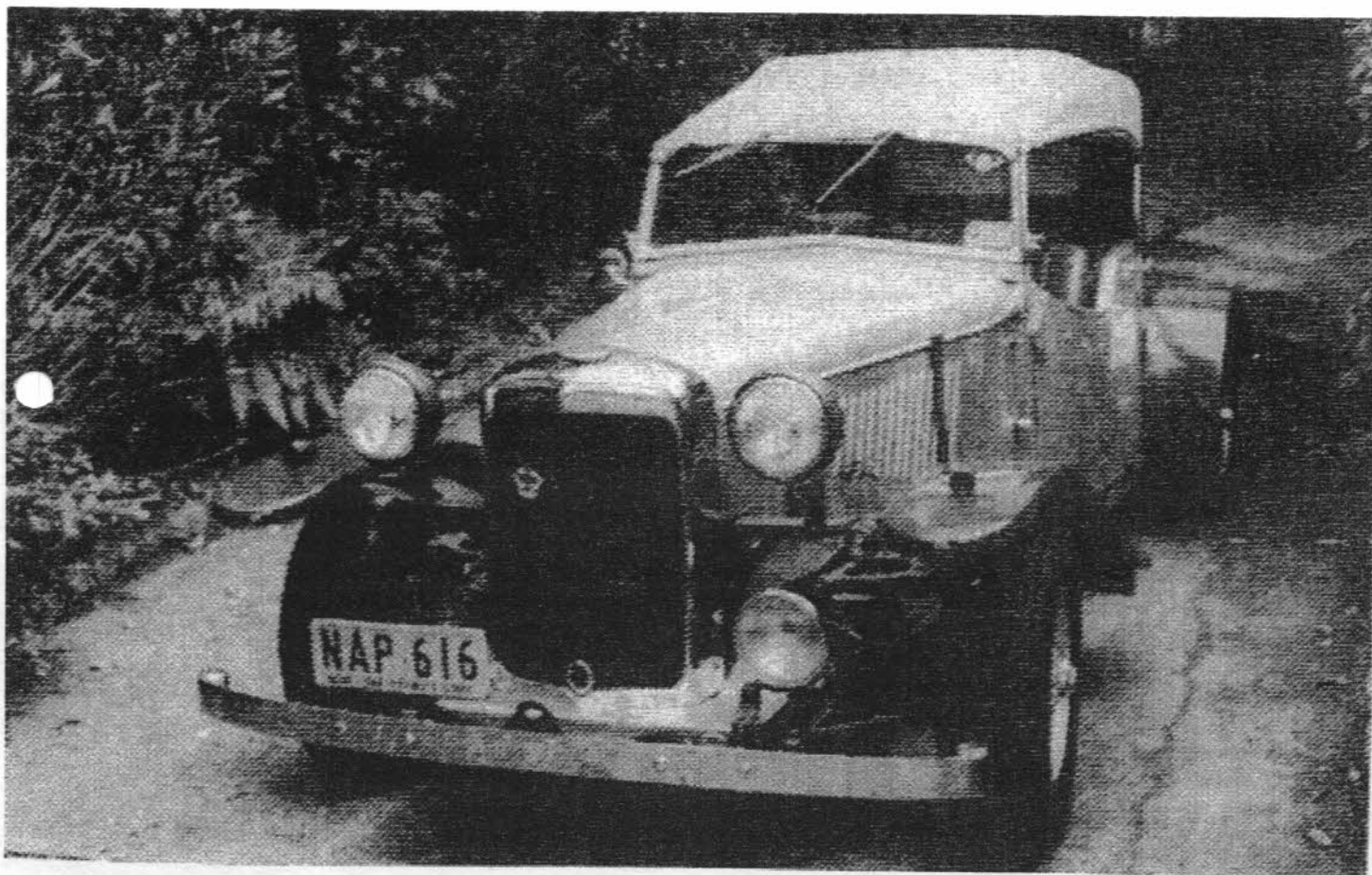
We encourage you to organise your own team.

Register your interest by contacting the event organiser now.

John Balthazar (03) 9728 8614 or email: [vscc24hour2011@internode.on.net](mailto:vscc24hour2011@internode.on.net)



# TA21 ALUMINIUM BODY 4 SEATER CONVERTIBLE



I bought the car in Sydney in 1987 from Bill Haymet (a dentist) who prepared the car with the idea that he and his wife would enjoy the car on their retirement. This was not to be, as he developed a brain tumour and put the car on the market.

I think he did this with his friend Charlie White of Willoughby. Originally it was a maroon Mulliner Saloon, then had a Daimler drop head coupe put on the chassis and later Bill and Charlie had the current special body made.

I knew nothing about Alvis cars at this stage, but the photo of the car appealed to Annie and I and I flew to Sydney. We liked the car and the couple, so bought the car. The owner refused to let me drive it to Melbourne and offered to pay for its transport (which I declined, but made the arrangements). All this was about 23 years ago.

On the car's first major trip in Victoria, it boiled and boiled. None of the usual things worked and I resorted in the middle of a rainstorm near Hamilton, to shovelling water out of puddles on the road and transferring it to the radiator and finally got home.

Some time later, after trying everything I knew, I finally inspected the inside of the water jacket and found it entirely coated in a thick "limestone" like product from Sydney hard water. Being at that time in the "ultra" high pressure water business (35,000 psi), I soon got rid of that problem.

Later I decided to rebuild the engine, as it had very low oil pressure and replaced all the bearings and rings etc, plus a new oil pump. The result was stunning to me - the oil pressure was exactly the same. (Low oil pressure has never been a problem.)

At the same time, I decided to give the car more oomph and decided a new cam shaft would help. I fitted the new one from Red Triangle and the car had even less performance, but a wonderful exhaust note. (The cam shaft had been supplied to me out of the faulty parts bin and I had it reground properly and had a modern profile made.)

In about 1992 with 4 people on board, we went on the last Duttons Rally to the Adelaide Grand Prix via the Ford proving ground, where I managed about 70mph maximum and I learnt that it is not a good idea to try and drive as high

up on the wall as possible, and if you go too high the car keeps sliding down. I finally found the height where the car was stable to drive and maintaining its correct line on the wall. This was exhilarating and good fun.

We then went to the hill climb in Collingrove where I was beaten by a hot Austin A30, much to the embarrassment of my wife Annie who said I should have driven faster (on the open road she encourages me to drive slower - women!!) When I went round corners fast, the petrol would centrifuge to one side and suffer lack of petrol.

Later I found out that the early twin choke carburettors (which also suffered from hot starting problems) were replaced with later model S.U. carbies.

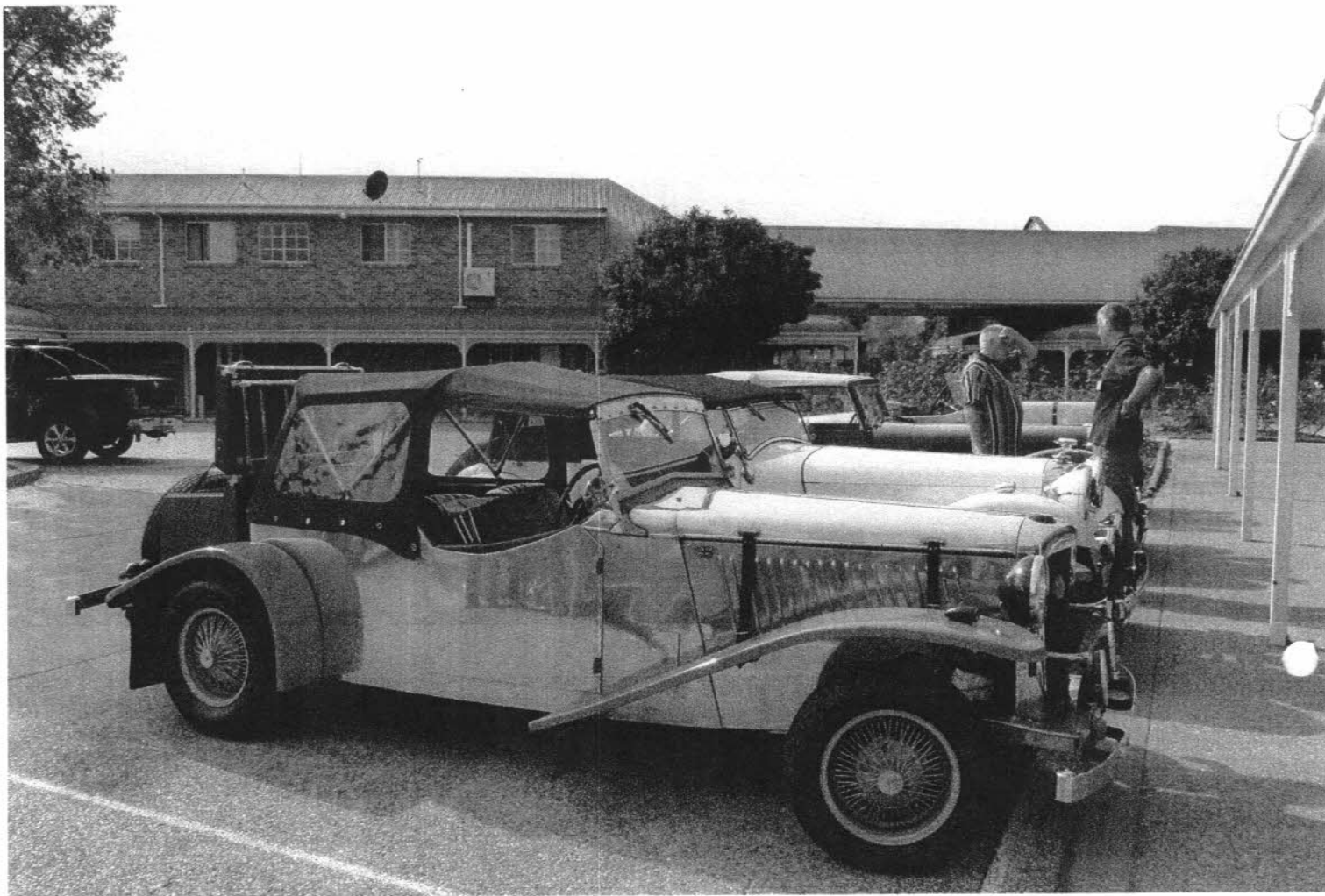
I started researching the horsepower output by the engine and found it was at its peak at 70mph and after that the power fell away, hence the low top speed.

and a much smaller one as well.

I decided to improve the brakes and put a power booster system on the car and I was startled as to how much the brakes improved. I got tired of adjusting the points all the time and fitted an electronic system, which has been reliable for the last 10 years without having to be touched.

I put the wider tyres on, thinking I needed to improve the handling (which it didn't need). The steering was too heavy when parking so I have now reverted to the original sized tyres and the steering again is much lighter.

P.100 headlights were fitted for some time but were too big for the car and have now been replaced with more suitable headlights. I finally found good ones at the Winton Historic Races. By the time we had completed re-rolling, panel beating, re-chroming and conversion to Q.I. Globes, they proved to be an expensive proposition, but the results have



Concurrently, I decided to cure the lack of synchromesh on ft, and falling out of gear in top on overrun and match the engine power to road speed. I fitted a 5 speed, all synchromesh Rover gearbox that I imported brand new from England.

The car started to be a delight to drive. I also put bigger diameter tyres on and played with the idea of copying later Alvis models with a better diff. ratio to again slow the engine down. This idea didn't proceed as the car now went well. I fitted a custom made luggage/tool box, built a new hood and tonneau and designed three sizes of side curtains so I could get my arm out of one and let some air in when it got too hot

been excellent.

The first time I polished the car (which took 80 hours) I drove it proudly to the Shell Service Station and the proprietor's wife took one look at this gloriously polished car and asked when I planned to paint it? I was mortified and said at the same time was she going to paint her diamond ring. How long I will be with only one Alvis I'm not sure, perhaps a useable TE21 might be the go? Annie says I can buy another car as long as I sell one first.

John Link  
Williamstown Victoria



*Alan Bratt's TB21 Car No 25138*

*It was great to see Bob Blacket's FWD at the National Rally.*

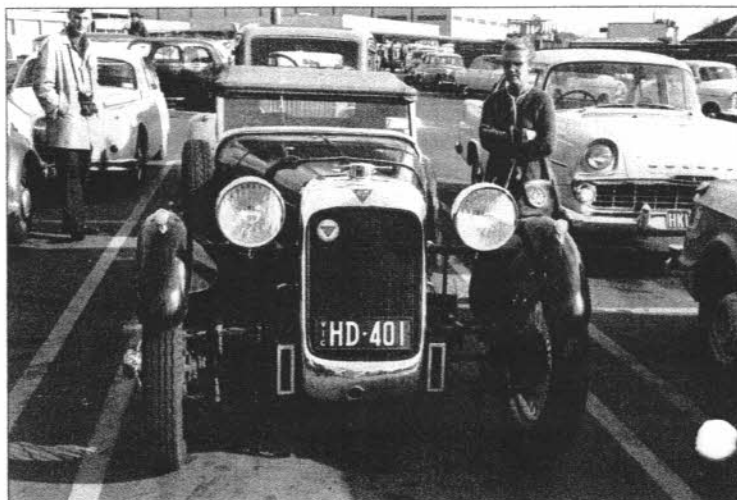
*Mindful that Bob has had a myriad of problems that only FWD owners understand, he is obviously still enjoying the challenge.*

*Certainly he had a few problems on the rally, however his ingenuity saved the day. Denise drove his support vehicle and no doubt it was good insurance with some of the issues he faced.*

*If he can fettle the car as well as he has done with his 12/50, it will be a super car!*

.....ed

**1928 12/75 FD FWD  
(Supercharged)  
Chassis No 7192  
Engine No 7679  
Car No 12096  
Despatch date: 22 December 1928**



Originally owned and raced by Miss Brooke Adie

It is understood that the car had been modified in England to better suit Australian conditions and was brought to Australia in about 1932 by **Flt Lt Adrian Trevor Cole** who was later to become Air Vice Marshall Cole.

During that period in Australia, it carried Victorian registration 55.668

Purchased by **Graham Cook** from **Don Cole** of Elwood (Victoria) in 1950 with registration HD401. Cook drove the car for about 60,000 trouble free miles.

**Ken Hudson** of Moe purchased the car in 1954.

The car had not been on the road for some years, according to **Les Lee**, of Victoria, when he purchased it in about 1956. During his ownership, he fitted it with front disc brakes as the original front brakes were missing.

He sold the car to **John Cole** of Kerrie, Victoria in the mid 1960s and also the remains of car number 11988. John Cole drove the car for some time and with car number 11988 sold it in 1969 to **Max Kennedy** of Queensland. Kennedy, in the No 3 Hells Confetti Gazette of October 1980, reported that it was in very poor condition with minimal miles on the speedometer. He restored the car as near as possible to original condition and specification, substituting chassis number 7192 from car number 11988, that had been purchased in pieces. The car was finished in all-white paintwork and completed in the late 1970s.

The car was for sale with Special Interest Autos of Glynde, South Australia in September 1998.

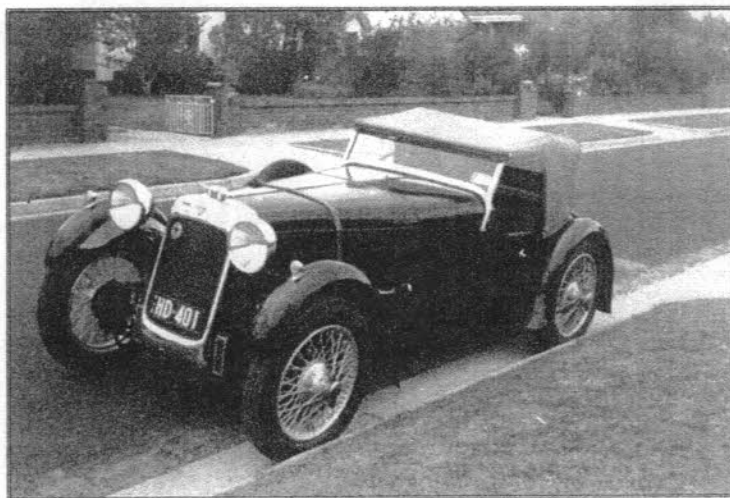
It was subsequently sold to **Bob & Denise Blacket** of Ingleside, New South Wales in 2004.

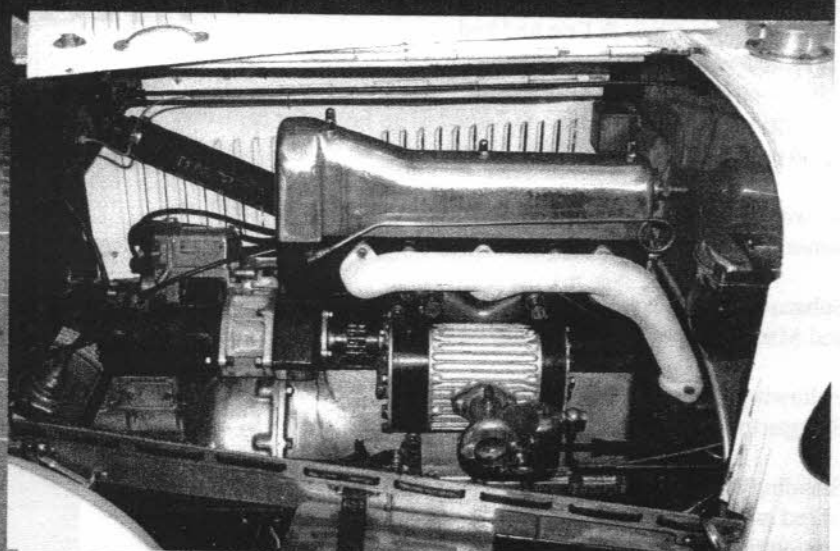
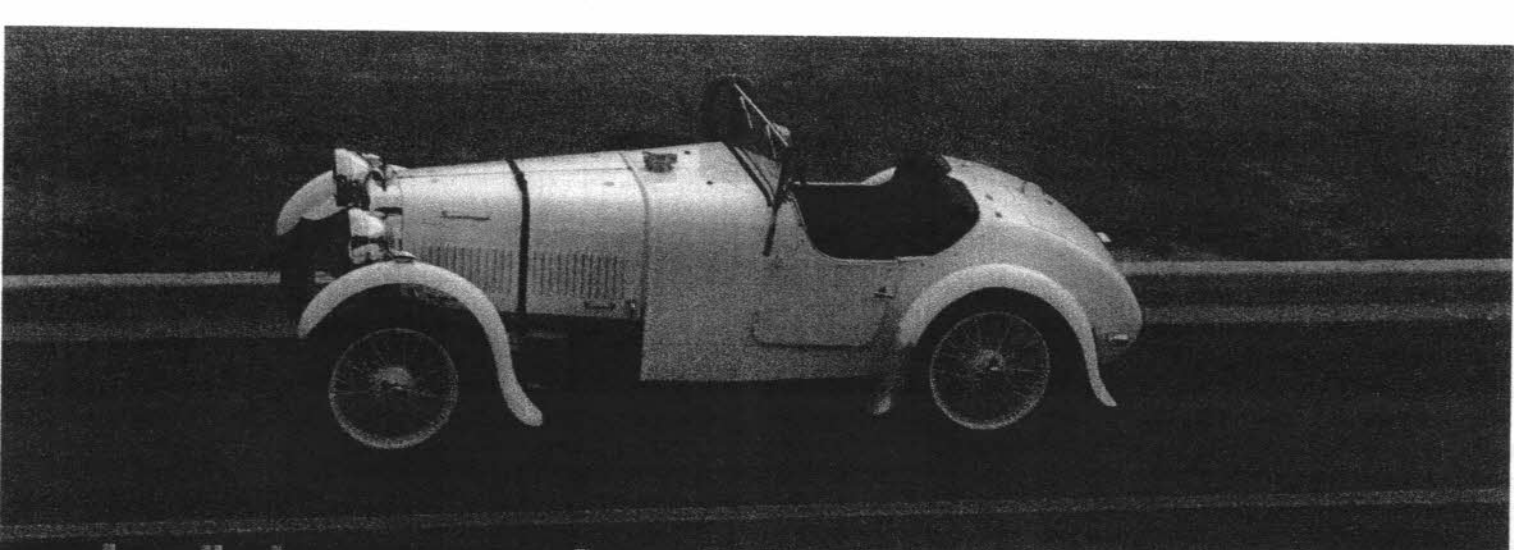
#### COMPETITION HISTORY:

Miss Brooke Adie competed twice in the June 1929 Henly's Alvis Day, coming second in her first race, a ladies one-lapper that attracted 23 entries and the winner of the second race, for FWD cars only, at 78 mph in a field of 17 cars.

Was raced at Phillip Island, Fisherman Bend and Calder Park (all Victoria) by Les Lee.

Calder Park (circa 1960), Lee was placed second in VSCCA (Victoria division) Handicap Race to Laurie Rofe's Alfa Romeo P3 and John Cole's Alvis 12/50 was third.





# 2013 National Rally

## *The Alvis Escape*

### WAGGA

John Hetherington had suggested a route up the backroads to Wagga and we had the pleasure of driving via Katamatite, Yarrowonga, Moama, Corowa, Howlong, Wanabadgeri, Culcairn to

Wagga.

A Tea stop at Moama had us viewing the white competition in the layby but we lost interest

when we couldn't find an Alvis badge or wire wheels.



From Culcairn we were on the Olympic Highway and our first real taste of NSW roads. Sure some of the previous ones had some potholes but we were not subject to traffic on them that felt 100 clicks was the minimum speed.

We found the Wagga Veteran and Vintage Club rooms right where they told us they would be and we were met with a very warm welcome.

The accommodation at the Country Comfort Motel could not have been better and the dining rooms were more than adequate and the



One of the added joys of going to a National Rally is the trip to the venue and back home.

We left Gisborne at 10.00am to meet other travellers at Nagambie for lunch. On arrival we found Chris Higgins, who with Eric Nicholl, had been there for some time. Chris & Eric had had the typical old car adventure already that morning when Eric's 14.75 had failed to proceed and Chris was forced to go home for his trusty 12/50 roadster.

As with any 12/50, it was up to the task and had arrived with the minimum of fuss.

Subsequently we were joined by the McDougalls, the McKaiges and Mike & Liz Williams, all the way from Hobart.

Following lunch, overlooking the Lake Nagambie we headed for Shepparton and motel beside the airfield.

Standing outside around the cars, we enjoyed the occasional glass of red and a lot of banter and marvelled at how a student pilot who was obviously having trouble with his landings, continued to practice well after anyone else would have found another hobby.

We had our first taste of old age as our room was one for the disabled and the shower didn't have a curtain which meant that nothing stayed dry on the floor.

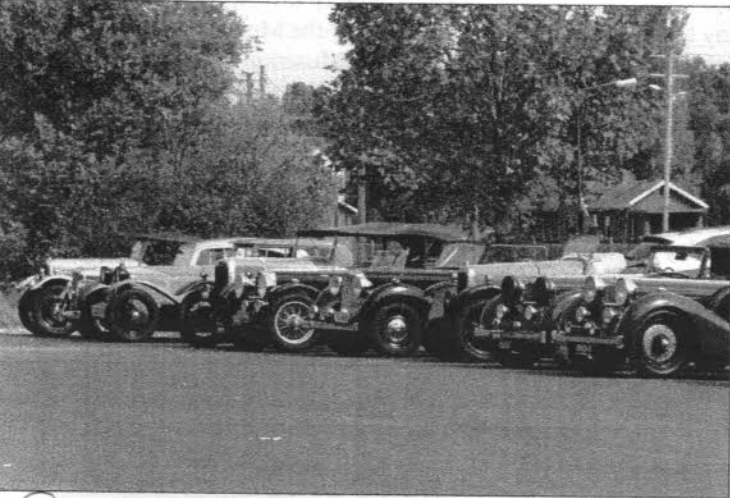
We have decided we will pass up the offer of an incontinent bathroom next time!

We were joined by the Hetheringtons for dinner and aside from the queue at the food counter, that made the queue at the Malvernvale Hotel look like the queue at an AFL game between the bottom teams, we finally got our food.



food was great.

Monday morning was a free morning and saw many people wander into the town. Amazing the number of people I spoke to who had, to use an aviation term, become unsure of position with the street layout.



We gathered for photographs at the Wagga Beach Car Park and departed for Junee. Following lunch we visited the Licorice and Chocolate Factory and the Broadway Museum.

The skies darkened!

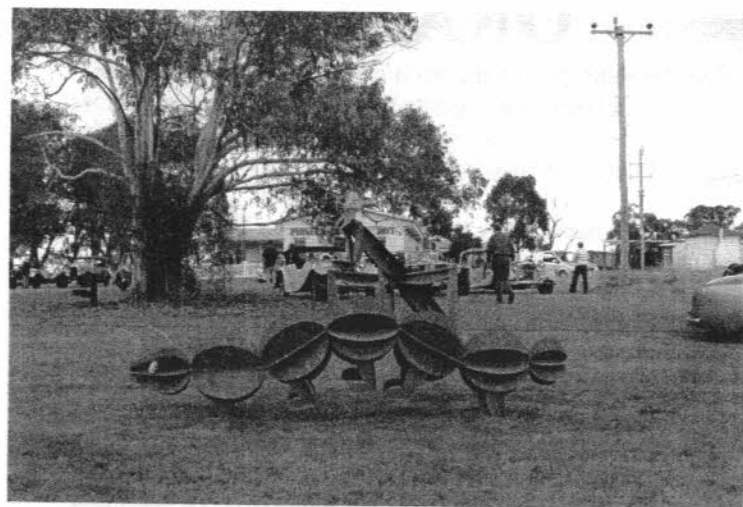
With about 45 km to Wagga there was a mad hurry to get going.

After about 20 km, we decided that seeing the SP25's sun roof leaks and the skies were even more threatening and now with lightning, we pulled into a layby on the right hand side and ran some tape across the join in the roof. Back into the car - couldn't find the keys!

Knew I had taken them out in case the boot was locked. Second trip to the boot found them at the bottom of the breakdown case. Back in car with sheepish look. Out into the traffic and now the rain. The skies opened and I must compliment the makers of rain glaze. It did its best in a torrential downpour and saved the need to put the "wee will winky" wipers Mr Charlesworth had equipped us with.



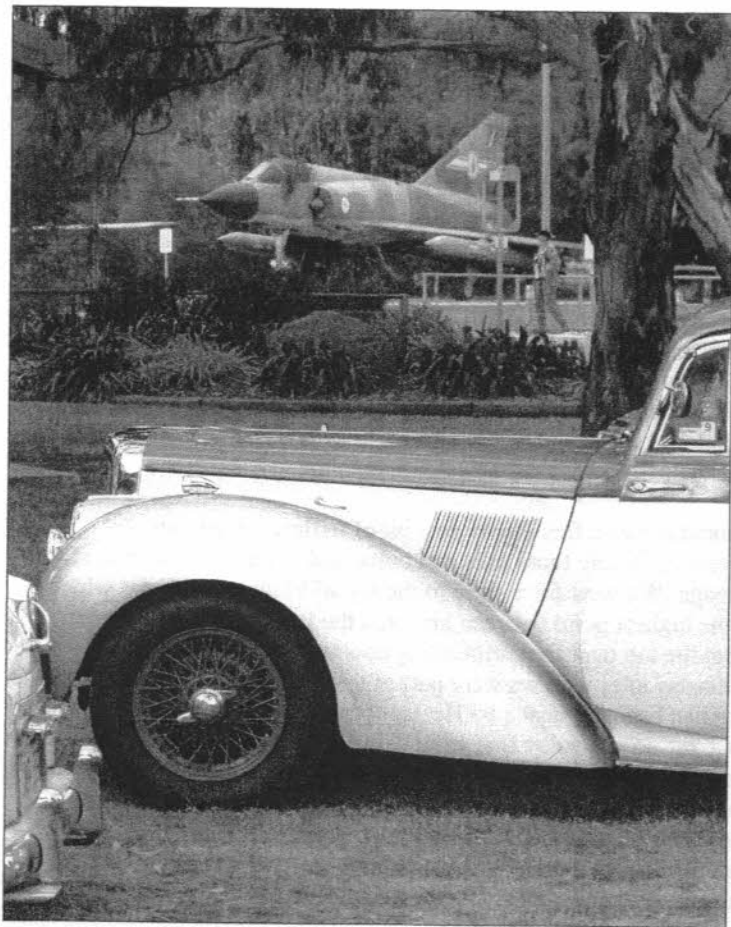
Those in open cars took a hiding, some of the occupants subject to hail as well as the rain.



Tuesday took us to Tumbarumba, via Wantabadgery, Mundarlo, Tumbalong, Adelong and Batlow. Lunch at the Pioneer Womens Hut for a good country lunch.

Peter Gunnell's son, Ben drove back from Tumbarumba with us and kept us entertained with light hearted banter and suggestions for the answers to the quiz and the poem.

Next stop the RAAF museum at Wagga with Canberra, Meteor, Winjeel, Sabre and Mirage aircraft on display, outside.



Two special mentions must be made:  
Pam Mornane drove Frank's Speed 25 from Melbourne to Wagga and back.

Chris Higgins with navigator Eric Nicholl aged 90+ from Frankston to Orange and return in the 12/50.

# ORANGE

Wednesday morning saw the Alvis cars departing from Wagga, some to return home, the majority to continue onto Orange. It was a very scenic route that the organizers had worked out for us via Temora, Grenfell, Goolagong and Canowindra to Orange.

Many took the opportunity to visit the Aviation Museum at Temora Airfield. There was a WW11 flight Training Base here and now the site for historic flying days with a range of old military aircraft in the museum as well as displays of airforce history. The aim of the museum is to collect and maintain in airworthy condition historical military aircraft flown or used by Australian military forces. Amongst the collection is a Tiger Moth, a Wirraway and a Lockheed Hudson bomber. It was an interesting visit.

The roads to the north of Wagga didn't improve and it was often the case of dodging the potholes. The countryside was looking wonderful after the rain over the past summer and the farmers were out in force working up the paddocks ready for planting.



The main street of Grenfell, with its historic buildings provided an appropriate backdrop for our cars, as we took advantage of the cafes for lunch. The closer we got to Orange, the more autumn colour there was in the trees. Orange is justifiably proud of the wonderful display of the deciduous trees in the streets and parks and their fantastic array of autumn colours.

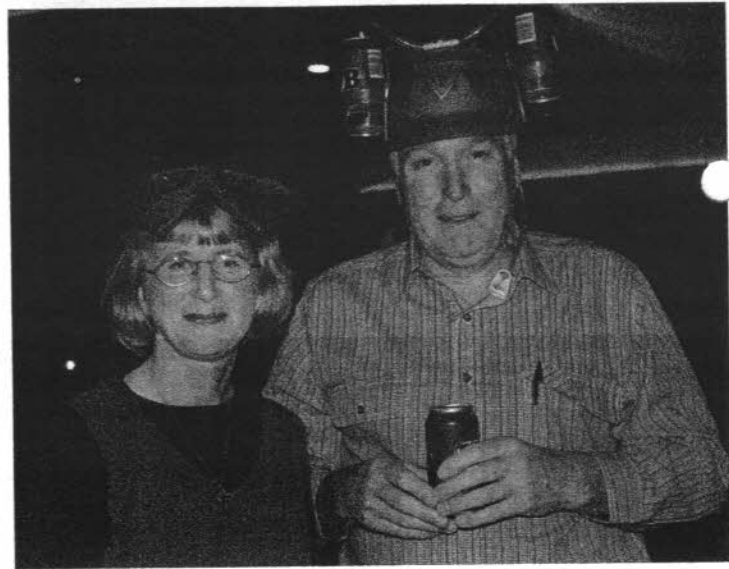
Thursday was a free day to do a bit of fettling on the cars – checking for any loose nuts and bolts, and to have a look around Orange. We went for a drive to the top of Mount Canobolas which is the highest point between here and the Indian Ocean! The view from the top over the surrounding countryside was great. Late Thursday afternoon we were part of the Decade of Grange Tasting that had been organised by Heather (from her cellar). It was a very pleasant way to enjoy fine wine with friends. Many thanks to Heather. At the end of dinner on Thursday night there was a competition to see who could make the best paper plane – prizes for the one that flew the greatest distance. Geoff Hood's plane was the winner. Some other planes only managed to fly in circles and others ended up in the ceiling decorations!

Frost covered cars saw a cold start to Friday with the day steadily improving into crystal clear blue skies and sun. The run today was to Bathurst and Abercrombie House for a visit and lunch on the lawns and verandahs. The route took us through the countryside and remains of small towns like Forest Reefs and Burnt Yards. The house was built in the 1870's in a grand style. The house was used by the Women's Land Army during WW11. The present

family bought it in the 1950's. It was a very interesting visit and since the house is still a home it had a very relaxed feel about it. The present owner is a collector and so there were garages filled with numerous items including a large number of Austin Sheerline cars. There was a Chev Hearse parked by the house, which turned out to be a car that Alan Bratt had owned and restored many years ago – it is a small world. Lunch was a fine selection of sandwiches, sponge cake and fruit. Before leaving for Orange many took the opportunity to do a lap of the Mount Panorama Circuit and to visit the National racing Museum.

Friday night's final dinner saw the entrants arriving wearing some wonderful hat creations for the Hat Parade. Many hats had an Alvis or motoring theme. Again Geoff Hood was a winner.

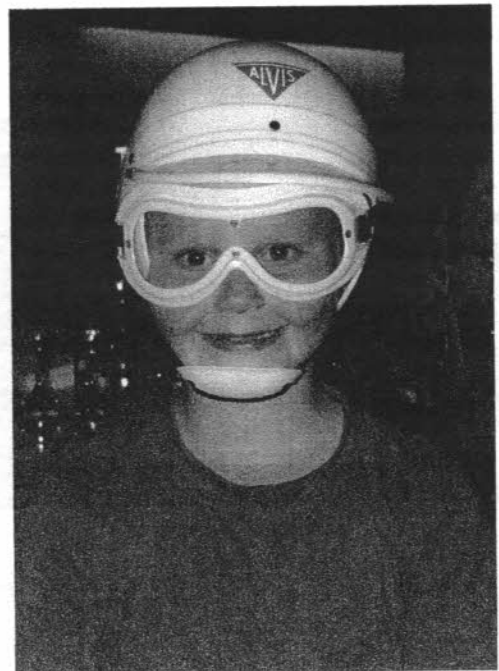
Saturday morning it was time to say farewell and to pick up the USB stick with photos from the rally that Geoffrey had spent the whole week working on – collecting photos each day for a slide



show each night and then to sort through and produce the finished product. An excellent memento of the rally.

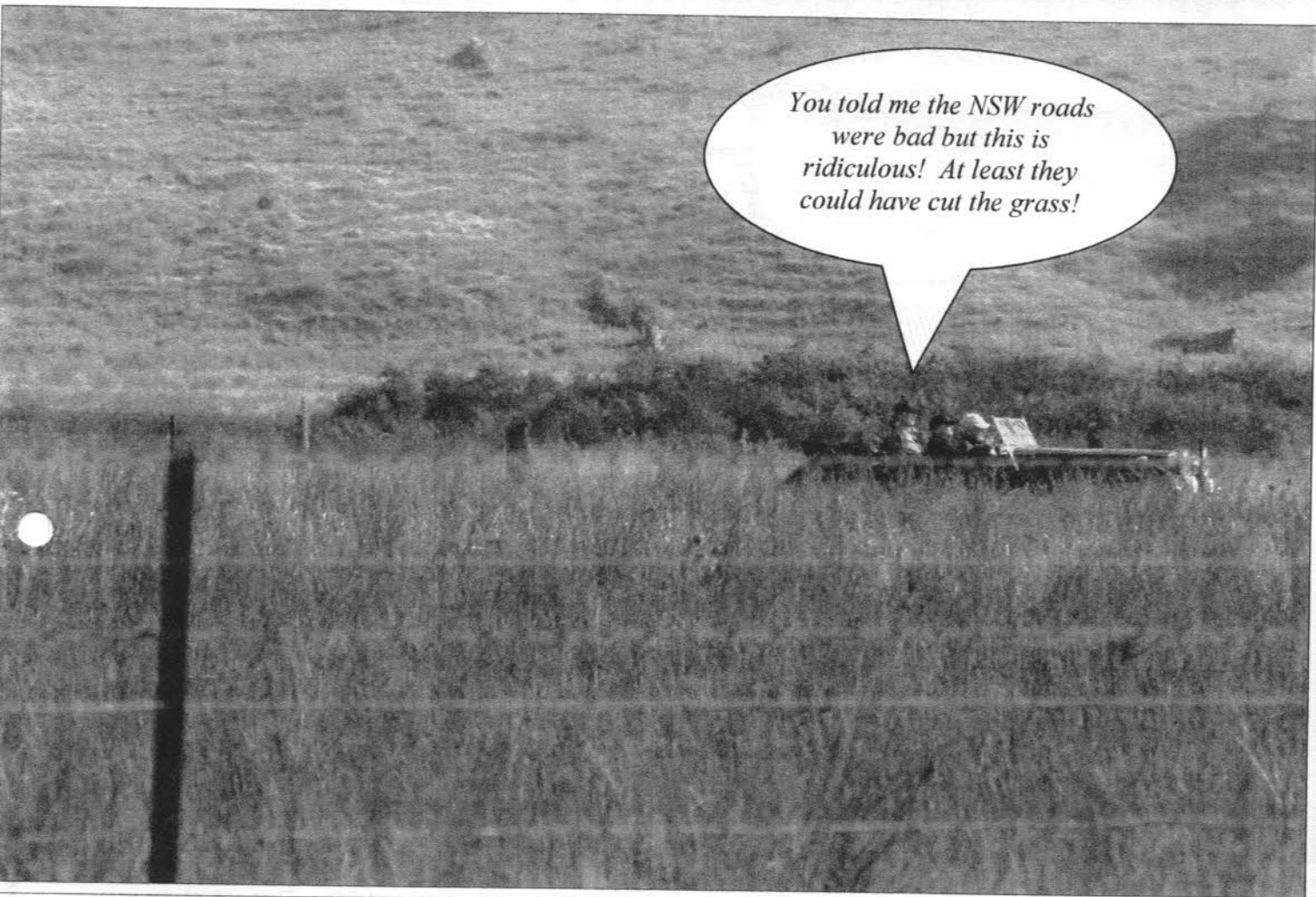
Many thanks to The Alvis Escape Team - Heather, Rob, Loretta and Geoffrey for a wonderful rally.

Frances & Andrew McDougall





# ALVIS PEOPLE BEHAVING BADLY



*You told me the NSW roads were bad but this is ridiculous! At least they could have cut the grass!*

*Frank Mornane, Geoff Hood & Martin Boothman on their way to Tumbarumba*

*Photography by Frances McDougall*

## FOR SALE

1952 TA21 DHC. Chassis and engine number 24639.

Black duck over original maroon body. Interior, tan leather with unusual walnut veneer dash in exceptional condition. Interesting provenance.

The car has been in the ACCV ownership for many years and in the hands of its present keeper, has undergone steady improvement to the point where it is delightful and reliable vehicle ready to participate in club activities.

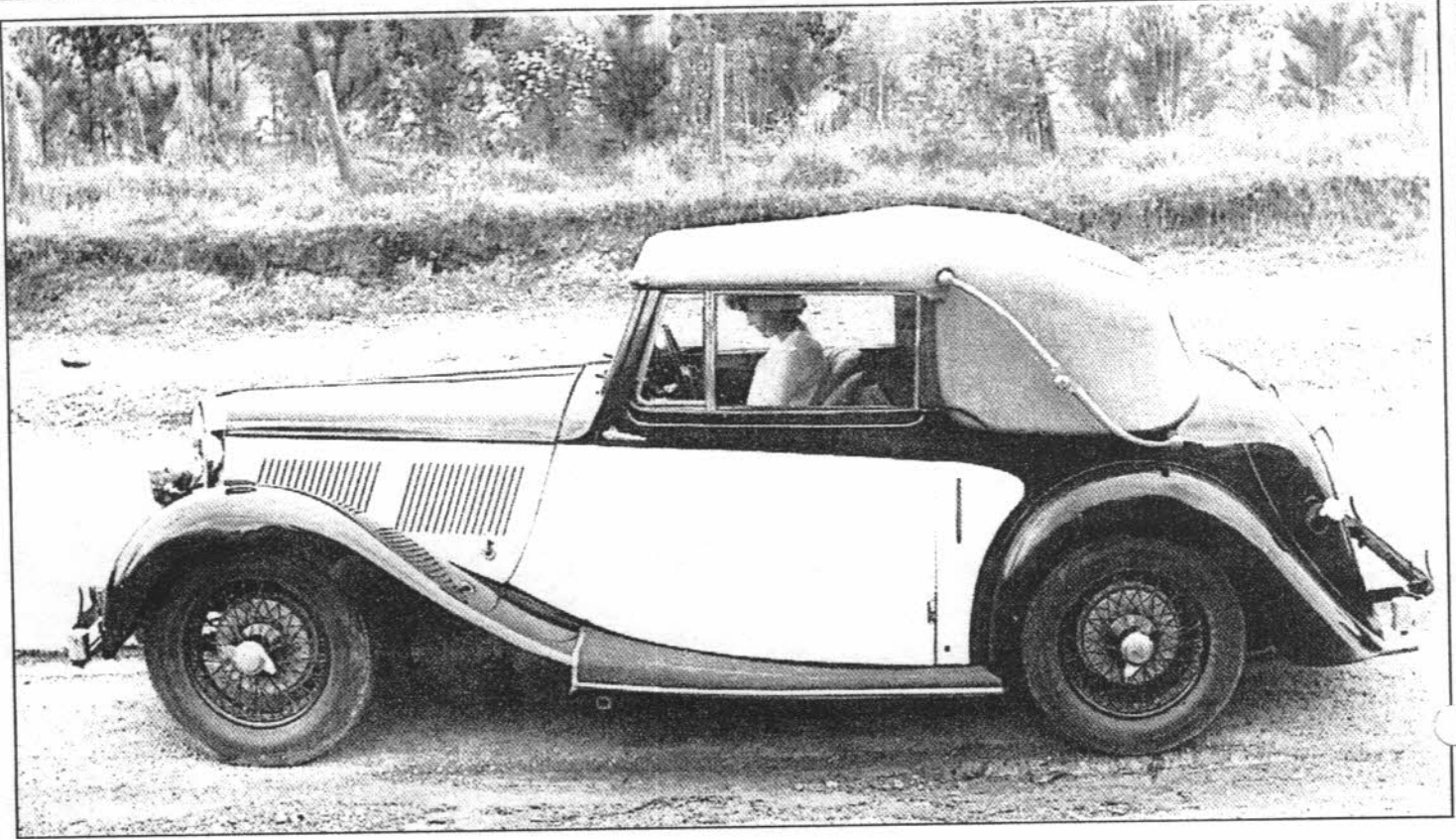
Offered due to circumstances beyond my control.

\$75,000

For further details contact Darrell Horton

on 5983 2016 or by emailing [jocelyndarrell@bigpond.com](mailto:jocelyndarrell@bigpond.com)





## FOR SALE

Alvis 12/70 drophead coupe, which is currently under restoration at the Central Coast (NSW) workshops of Woods & Woods, phone no. (02) 4342 5581, is being offered as is/where is for a quick sale. This SB series 12/70, Car No.19306, Chassis No.15305, Engine No.15790, has its original Mulliner coachwork and requires only re-painting, a new hood and new upholstery for completion to showroom condition again. It is currently on full registration, ZMC-000, and is on brand new tyres. The engine has been thoroughly overhauled so the car is in excellent mechanical condition. This actual car is illustrated in Kenneth Day's book, "Alvis: The Story of the Red Triangle" when possessed by the previous owner, Marc Pain. It can be viewed on page 380 of the current (4th edition) with Marc's wife, Bette, at the wheel. This photo also was published in the 2nd and 3rd editions of this book (at p.240). Reason for sale: owner is beyond restoration to a similar robust condition. Enquiries in first instance to Eric Cunningham, phone (02) 4625 1381 or email to [alvisaccessories@hotmail.com](mailto:alvisaccessories@hotmail.com), or write to PO Box 105N, Campbelltown North, NSW 2560, for further details. Offers around \$43,000 are invited.

## WANTED URGENTLY:

Due to failure of the motor in my TC21/100 I am urgently looking for parts to commence an engine re-build. Please advise if you have any suitable parts available or can direct me to someone who may.

Anything from one of the ALVIS 3 Litre models will be considered; a block in good condition, a short motor or even a long motor.

Hopefully someone will be able to help me to get my Greylady back on the road.

JON VOLLER. Mobile 0400 194 347 or email [jon\\_voller@yahoo.com](mailto:jon_voller@yahoo.com)

## 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

**Wanted 25HP engine (ie 3.5 litre) in any condition or Crankcase for same and complete diff assembly for a six cylinder car.**  
Contact John Rowe, Perth  
email: [jarowe@westnet.com.au](mailto:jarowe@westnet.com.au)  
mobile: 0412 348 246

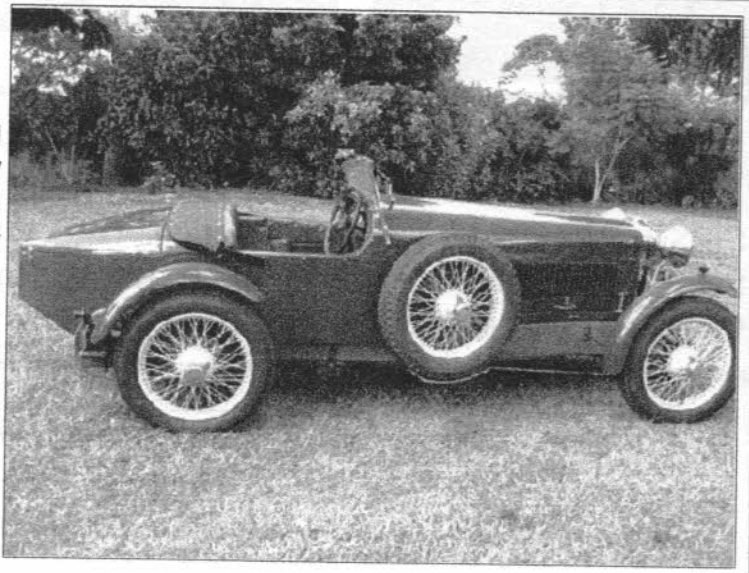
## FOR SALE

FOR SALE New Crown wheel and Pinion for prewar Alvis cars. Ratio 4.1:1 Bought from Red Triangle and never used. \$1200-00 Ring 07-5478 6630 or email [dedonnan@bigpond.net.au](mailto:dedonnan@bigpond.net.au)

## FOR SALE

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

Des Donnan  
[dedonnan@bigpond.net.au](mailto:dedonnan@bigpond.net.au)  
Price is \$100,000 firm.



## FOR SALE

FOR SALE

1958 TD21

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

\$37,500

Ring Tery Hurst 0438 689 544



## For Sale

### 1931 Alvis

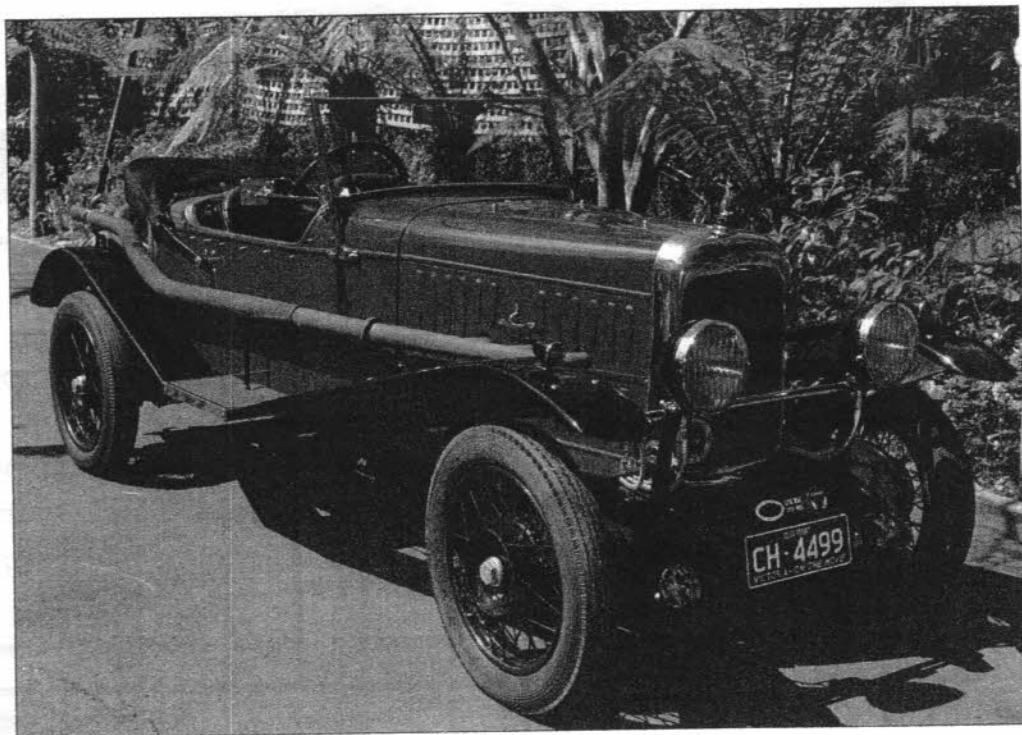
### 12/50 TJ

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

SC Speed 20 magneto—good condition. Diff centre. Alloy waterway for SA Speed 20.. Starter cover. Magneto to coil change over switch. New head gasket. Push rods. Alistair Clarke ph (02) 4447 8340

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

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# "Tassie Explorer"

22 APRIL - 6 MAY 2012

Alan & Noeline McKinnon have put together the "Tassie Explorer" as the Ultimate Apple Isle Experience for you.

With many Tassie tours to their credit, they have planned the route through some of the best features of the Apple Isle.

Commencing on 22nd April 2012, we sail from Melbourne to Devonport on the Spirit of Tasmania.

We stay at Launceston's Grand Chancellor Hotel on the nights of 23-24th, on a mini hub rally. Then to the east coast for overnights at the fabulous Freycinet Peninsula on 25-27th and on to Hobart for the 27-30th to take in Strachan, Cradle Mountain, Smithton and sail from Devonport to arrive in Melbourne on the 6th.

13 incredible days!

The "Tassie Explorer" includes return travel on the Spirit of Tasmania including a porthole cabin and car transport. 12 nights of 4 Star accommodation including breakfast. 2 exclusive dinners. Welcome breakfast at Christmas Hills Raspberry Farm, lunch, tour and tasting at Nant Whiskey Distillery, National Parks Pass. Choice of Gordon River Cruise or West coast Wilderness Railway at Strahan.

Total cost \$2,900 per person twin share.

It's less than 12 months away and some of the arrangements are still to be confirmed.

Some of the accommodation is space limited and the event will have a maximum entry of 25 cars.

There will be a discounted price for Tasmanian residents not requiring the ferry.

Please fill in the Entry Form and send a deposit of \$200 p.p. to confirm your place in the Adventure.

# "Tassie Explorer"

Alvis Car Club of Victoria (Inc)

22 April - 6 May 2012

## YOUR Invitation to the Ultimate Apple Isle Experience



# "Tassie Explorer"

## ENTRY FORM

Please accept our entry for the Rally and keep us updated on the details and final costings.

Name.....Co-Driver's name .....

Address: ..... Suburb: ..... Post Code: .....

State: ..... Country: .....

Dietary or Mobility Requirements: .....

Telephone Number: ( ) .....

Mobile phone/s: .....

Email Address:

Will you bring or borrow a car?      Bring      Borrow      (please circle)

Year ..... Make..... Model..... Registration .....

Colour .....

You can send your deposit by cheque payable to: Avois Car Club of Victoria (Inc) or

Please return by 31 August 2011, to:

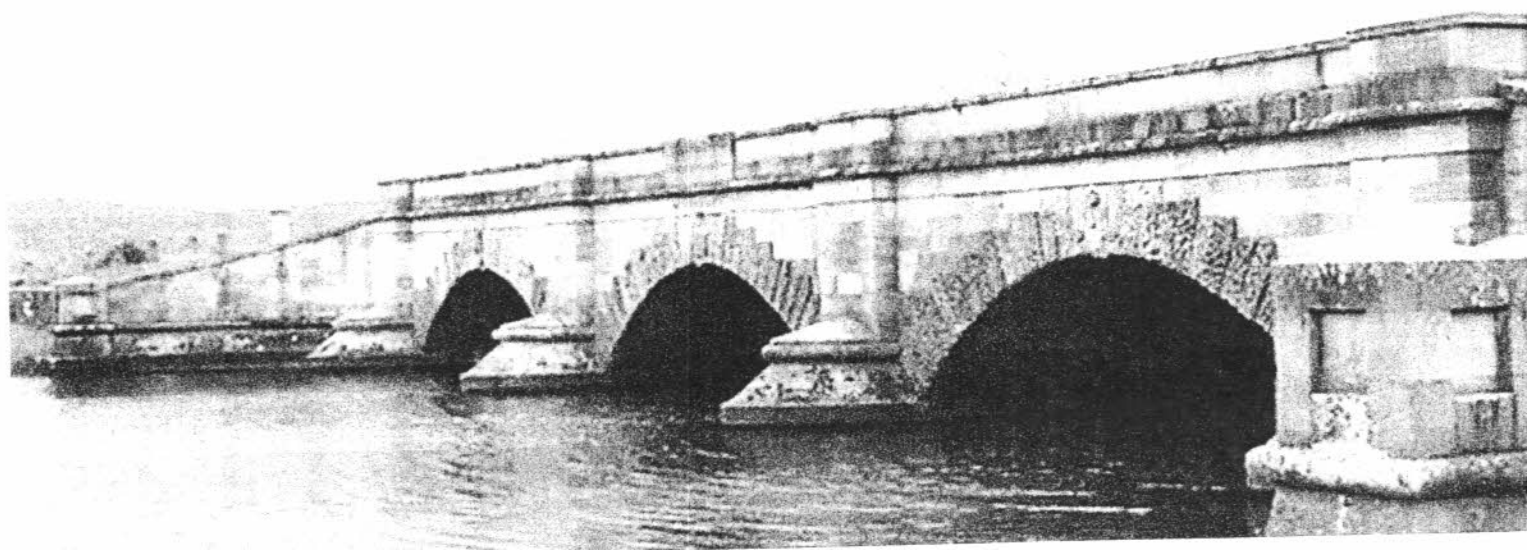
ACCV "Tassie Explorer"

64 Kirribilli Rd,

New Gisborne, Vic 3438,

Australia

For information [noeline@antiquetyres.com.au](mailto:noeline@antiquetyres.com.au)





# "Of Ghosts & Gold"

ALVIS CAR CLUB OF VICTORIA

2013 Australian National Alvis  
Rally

28 April - 3 May



**G**reetings, this is your invitation to have fun -  
exploring Victoria's Gippsland

The Alvis Car Club of Victoria is organising the  
2013 Australian National Alvis Rally.

Gippsland has much to offer, from the Ghost Towns of  
the past to the history of one of the most important Gold  
producing areas of the 1800s.

## Dates

The National Rally commences with the opening on  
Sunday 28 April and the closing dinner on Friday 3 May.

## Location

We will be based in central Gippsland in the city of  
Traralgon.

## Planning

With two years to go, the basic planning is in place and the  
detail will be made known closer to the event.  
You will be asked for a deposit at a later stage.

## Expression of Interest

The tail of this brochure has an Expression of Interest  
section and you are invited to register your interest so that  
we can make accommodation bookings appropriate to that  
interest. We would ask that you fill in the details requested  
and return by 31 August 2011. The EOI demands no  
commitment.

## Costing

An Entry Form will be made available when event details  
are confirmed and costings available.

## In the Future

As with any Australian Alvis event, the focus will be on  
having fun and enjoying your car.

Please list the event in your planning calendars.

Updates on the event will be listed in both Alvic and  
Alvibatics.

## EXPRESSION OF INTEREST

Please note our interest in the "of Ghosts & Gold" and keep us aware of planning updates and final costings.

Name.....  
Co-Driver's name.....

Address..... Suburb:..... Post Code..... State:.....

Email Address:

Please return by 31 August 2011, to:

ACCV "of Ghosts & Gold"

64 Kirribilli Rd,

New Gisborne, Vic 3438,