

# Alvic

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

*July 2011*



**The Nick Walker Memorial  
Tour  
Part 2**

**The Winners of the  
2011 VSCC 24 Hour Team Trial**



# 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.

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

July 2011  
VOL 50 ISSUE 6

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## Presidents Report July 2011

Greetings from Carcassonne (France) where we are currently moored. We have just had breakfast, filled the water tanks and are about to resume our journey along the Canal de Midi towards Toulouse.

We have another four days of boating before we reach our destination. This trip would have to be one of the best things I have ever done. We have on board Andrew and Francis McDougall and on another boat are the Hetheringtons and the McKinnons.

The AOC Tour was a huge success with many new friends made and many old friendships re-invigorated. It was also a sad time with the passing of David Woodburn and although none of us could attend his funeral, we sent some flowers on behalf of the club that were gratefully appreciated.

I'm told that the bookings for Tasmania are coming through to JL and to date we have 15 entries so far, including a couple of overseas entries. Also there has been keen interest from O/S for our National rally in 2013.

Not much more to report from your French correspondent, so I'll wish you all the best and look forward to catching up again at the July meeting .

Chester

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



## PLEASE NOTE

Your membership fees are due and payable

*(note for Victorian members on the ACCV club plate register - if you are unfinancial as at 14 July you will be effectively driving an unregistered vehicle. The club is under instructions from VICROADS that they are to be advised if club plate holders become unfinancial as club membership is mandatory)*

## PROBLEM FOR RESOLUTION

The convenience of EFT in paying membership fees has raised the issue of ID. It would appear that at least one bank has a limit to the number of characters in the FROM box. Please would anyone using EFT, list your first initial and surname in the FROM box so that we don't have you paying someone else's membership fees. The Treasurer would also like you to post him a copy of the renewal form.

Thanks for your co-operation

## Supper - the Remfreys

## 2011 EVENT CALENDAR

July	15	General Meeting
	17	Eynesbury for Lunch see details page 6
August	19	General Meeting
	21	Rob Roy Hillclimb
September	16	General Meeting
	24, 25	Healesville Steam Rally <b>OPTIONAL OVERNIGHT PLANNED 24th</b>
October	8, 9	Birregurra Festival <b>THIS WILL BE PLANNED AS A WEEKEND AWAY</b>
	14	General Meeting
November	18	General Meeting
December	4	Christmas Party

Front page: Congratulations to David & Lyne Vaughan on their first Alvis outing in the TA21, car number 24238.  
(see David's article page 8)

## VALE DAVID WOODBURN

It is with great sadness that we advise the passing of David Woodburn.

We first met David and Sally on the JNBC Rally when they drove, firstly Chris Higgins 12/50 and then Eric Nicholl's 14/75.

They both immediately fitted into the Alvis mould of nice people, in spite of the fact that they did not own an Alvis and we thoroughly enjoyed their company.

Following the JNBC, David and Sally became frequent visitors on ACCV events when in Australia visiting family.

We will sure miss that contact.

Our sincere condolences to Sally and family.

### EDITORIAL

Once again, just when I was thinking that Chester is out of communication in France, or even fallen overboard, he comes good with a President's Report by carrier pigeon.

So rather than waste a good editorial! Well alright, an average editorial, you get one two months in a row.

Each month when I start to prepare ALVIC, I look at many of the same cars for sale and wonder at the eventual outcome and their future.

This month there are 6 very desirable Alvis cars for sale and I know of at least that many again that have been withdrawn from advertising through a lack of interested buyers.

In considering the reasons, one must consider the possibility that the World Financial Crisis has had an impact on people's ability to buy a luxury item.

Are owners asking too much because they have seen the astronomical prices that have been achieved overseas, for the most desirable models?

Is the price of petrol an issue?

Is it that the current government might outlaw cars that do not meet current emissions requirements and we are left with museum pieces occupying our garages?

It has been said that when people gain wealth in their later years, they set out to recover their youth in buying the types of cars that became impractical with their growing families and mortgages. Is the aging population the problem?

A thought for your consideration. Because we drive Alvises, we consider that cold radiator events are undignified for our cars and they should be on the road. I think we should be prepared to put our cars on display whenever the opportunity arises and make opportunities if none are presented to us.

In some states, the club or historic plate schemes, provide us with the opportunity to drive our cars whenever we want for a given annual quota.

Let's make maximum use of the quotas and use them not just on designated club runs.

Let's market the Alvis marque to the public and see if we can't get people thinking about the benefits of driving special cars.

I have been involved in the Macedon Grand Tour for the last 8 years and the public has shown a lot of interest in the Alvises on display, when we have promoted the event.

Most members of the public have never heard of, or seen an Alvis!

The ACCV printed B & W copies of a coloured Alvis history booklet that was sent to members a few years ago. It is hard to keep up with the demand when the cars are on display.

I have an electronic copy available or can provide multiple copies for an event.

Without diluting my comments above, there have been some positive signs with several cars changing hands recently, that never became wallpaper in the back pages of ALVIC.

*John Lang*

# 2011 VSCC 24 Hour Team Trial

Our fellow club the VSCC held the popular 24 hour Team Trial over the weekend of 25/26 June, 2011. Captain Mark Burns rounded up a 5-car team of 12/50s, reduced to 4 in the final week when Andrew Green fell victim to some dinner party hijinks and injured his wrist. Final starters to attempt to defend Alvis honour (having won the two previous events) were the Willingham, Hewitt (in "Edwina") and Northey. There were a range of interesting mostly pre-war cars.

12/50s of Burns,  
9 teams entered with a wide

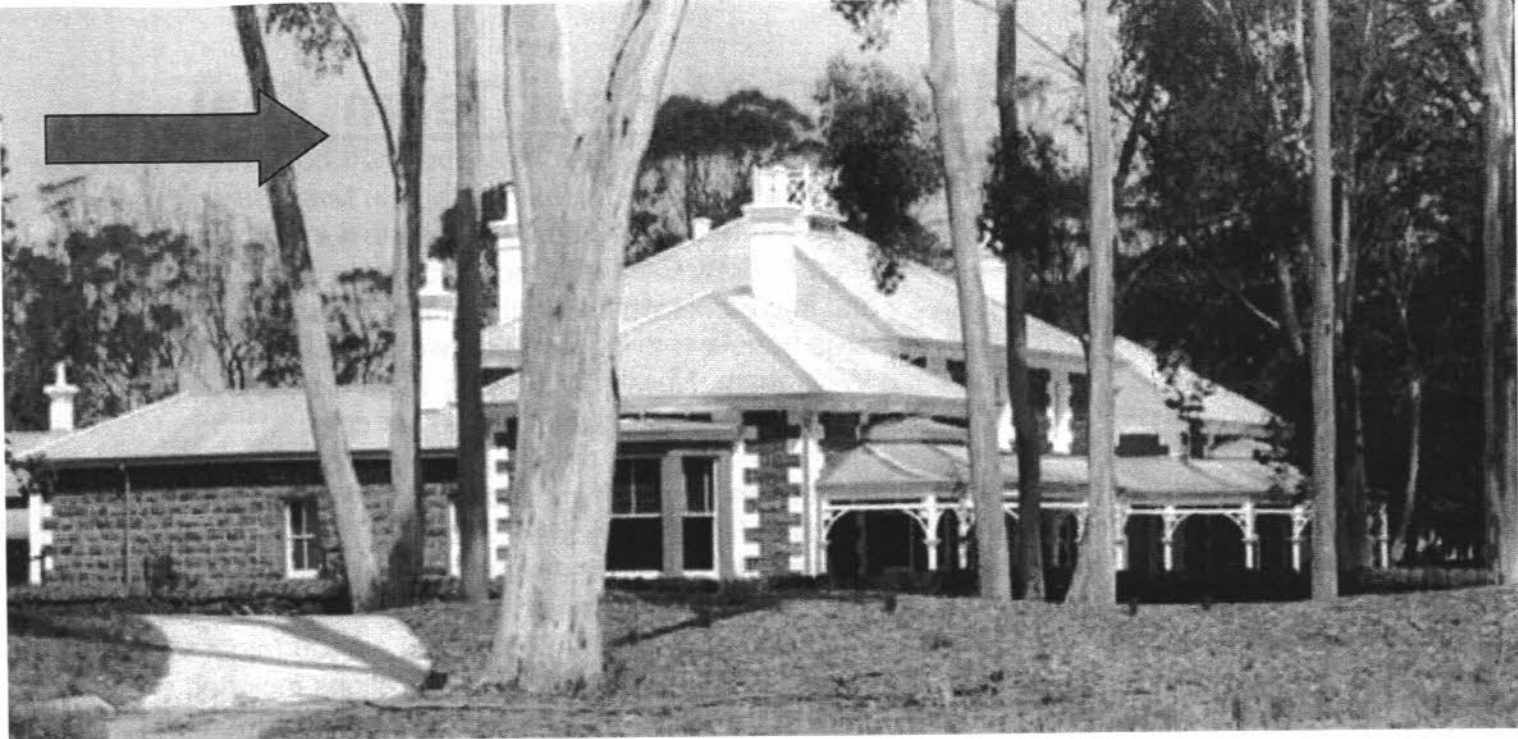
Conditions were near perfect (save for some patches of very thick and wet fog) for the event, based at Campaspe Downs just north of Tylden on the Kyneton Road. Organisers - including Alvisite Messrs Fleming and Denner - under the guidance of supremo John Balthazar had laid out a series of 3 and 4 hour consecutive events each requiring generally one, but sometimes two cars. As an example your scribe's car had shifts of 1600 - 1900 (day trial), a trivia quiz 2000 - 2130, 0100 - 0400 (night trial), and 0700 - 1000 (treasure hunt); the ability to 'sleep fast' is a useful skill... Other sections included a transport section (with a very challenging standing start hill climb up a slope too steep for many competitors), an economy run, scatter run, other trials sections and a canoe race. Yes, in canoes, at dawn...

Early stiff competition by The A Team (some fast Fords) evaporated with a well-timed sleep in on one of the wee hour events. Some solid and possibly lucky performances through the night saw The Harey Beasts pull out a robust lead at the end; all four 12/50s ran well throughout and the team thoroughly enjoyed a very well-run event. The team comprised Mark Burns/Lloyd Williams, Alan Willingham/Rob Ewing, Geoff & Liz Hewitt, and Bob & Lesley Northey. Thanks go to all of the organisers and their spouses!

Bob Northey



Left to right: Bob & Lesley Northey, Geoff & Liz Hewitt and Mark Burns & Lloyd Williams. Absent from the photograph - Alan Willingham & Rob Ewing



PIONEERING HERITAGE

## Eynesbury for Lunch

SUNDAY 17 July

We will meet for this easy drive departing at 0930 from a small car park at the Scienceworks Ferry dock Melway 56 B6. We plan to have BYO morning tea not far away at a picnic area at the south end of the Newport Lakes Parkland

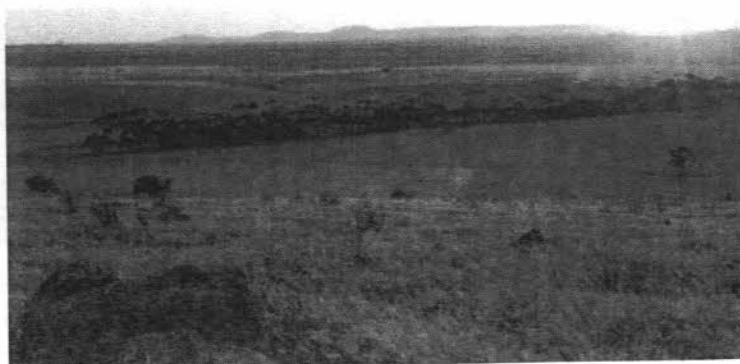
*(a revegetated former bluestone quarry)*, which is well worth an exploratory stroll.

If running late please meet us there (Melway 55 G3). From there we will make our way via various points of interest for lunch at Eynesbury (Melway 226 H2) where we have secured parking in front of the old homestead wherein we will partake of a \$30 carvery lunch from 1200.

For the lunch booking please advise Bob or Lesley if you plan to attend phone 9528 6767 or [northeys@westnet.com.au](mailto:northeys@westnet.com.au)

THE SITE FOR VICTORIA'S NEWEST TOWNSHIP IS INSPIRED. ONCE PART OF THE STAUGHTON FAMILY'S 'EXFORD RUN' PASTORAL EMPIRE FIRST ESTABLISHED IN 1842 AND SPANNING 100,000 ACRES (40,500 HECTARES) AT ITS PEAK, EYNEBURY TODAY COMPRISES OVER 18,000 ACRES (7,285 HECTARES) OF MIXED-USE FARMLAND THAT HAS CARRIED UP TO 30,000 HEAD OF SHEEP DURING ITS WOOL-GROWING PAST.

THE MAGNIFICENTLY RESTORED EYNEBURY HOMESTEAD, HAND CRAFTED FROM LOCAL BLUESTONE ALMOST A CENTURY AND A HALF AGO STANDS TESTAMENT TO THE PROPERTY'S PIONEERING SPIRIT. AN ARRAY OF OUTER BUILDINGS CLASSIFIED BY THE NATIONAL TRUST, INCLUDING THE ORIGINAL SHEARING SHEDS, WATER TOWERS AND WORKERS COTTAGES, ALL PROVIDE AN ENDURING REMINDER OF THE PROPERTY'S EARLY SETTLER ORIGINS.



# VSCC Rob Roy Hill Climb

CLINTONS ROAD, CHRISTMAS HILLS, MELWAY 264 K7  
**SUNDAY 21<sup>ST</sup>. AUGUST, 2010**

The **VSCC** once again takes great pleasure in inviting your club to compete and / or display your cars at the **VSCC ROB ROY HILL CLIMB**.

**Last year we introduced** an opportunity for display cars to participate in a **'PARADE RUN'** up the track. This run gives our display car visitors an opportunity to see the top end of the track and an appreciation of the challenge **Rob Roy Hill Climb** presents our competitors. It may even inspire a few display entrants to consider entering in 2012. This run will take place at the completion of competitive runs and will be a parade following a safety car. (Speed Limit 50kph)

**A new event for 2011 will be a 'Passenger In Car' run.** Competitors will have the opportunity to take a passenger in their car. This run will take place immediately after the luncheon break and Billy Cart Race. **Spectators will be invited to enter a ballot for a few places as passenger in competitive cars.**

Yes folks, for the kids of all ages **THE GREAT ROB ROY BILLY CART RACE'** will be on again during the luncheon break. **This year there will be two start lines one for juniors, and one for the 'older' kids, higher up the hill.**

**Enter the Billy Cart Race in the VSCC display marquee during the morning.**

Clubs that advise the organising committee of their intention to display their members cars will receive a club presentation.

**ADMISSION IS \$15.00 PER CAR**

**OFFICIAL PRACTICE COMMENCES 10.00AM**

**COMPETITION COMMENCES 11.30 AM**  
**(Club display cars should arrive by 10.30 am)**

Entry forms and supplementary regulations are available from VSCC web site:  
< [vintagesportscarclub.org.au](http://vintagesportscarclub.org.au) >

**ALL ENQUIRIES TO:**

**JOHN COX (03) 9758 2643     [johnmarg@lizzy.com.au](mailto:johnmarg@lizzy.com.au)**

**BILLY CART RACE**

**RULES AND REGULATIONS - (As authorised by VSCC Chief Scrutineer S. Hands)**

**Maximum length: 2m**

**The billy cart must be of Vintage style. That is, no streamlined carbon fibre F1 replicas, however it may resemble a pre-war car, or be of more traditional billy cart design.**

**The wheels may contain ball bearings, but ball races may not be used as wheels.**

**A working and effective brake must be fitted that operates on the two rear wheels.**

**The driver must wear gloves, knee and elbow pads and wear a bike or crash helmet.**

**The marshals on the day reserve the right to prohibit any cart from running and to handicap any cart showing an unfair potential by starting them on the bridge.**

**Protests must be accompanied by six pennies worth of mixed lollies [no chocolate bullets].**

# Buying a Rally Car

For the past few years Lyne and I discussed the fact that we were missing the vintage/classic car scene. When we had an old car we at least went out and saw old homes, places of interest and occasionally went away on weekends.

I love open air motoring so most old cars I have owned have been tourers or sports cars. However, the weather can not always be relied on and even with tops up these cars can be very uncomfortable for passengers, especially in the rear seat, if there is one.

In February 2010 Lyne and I decided that we could not wait until I had my 1930 Austin 16/6 roadster on the road and we should buy a going vintage that should be comfortable enough to take the grandchildren on rallies.

Our search began for a late twenties American sedan. I assumed they were reliable and had good reputations. They certainly look big and bullet proof!

Several suitable sedans have appeared in magazines over the years but suddenly they became scarce as hen's teeth, there was not one advertised in "Just Cars" or the VDC Newsletter for months! Plenty of tourers and roadsters but no sedans in my price range.

About ten years ago I had the same problem when I was seeking a reasonably priced VSCC eligible car. Eventually Eric Cunningham in Sydney told me of the Alvis 12/50 for sale in country Victoria, which we owned for three years.

I often think about the boat loads of vintage and classic cars that leave our shores and how at some stage there would be very little stock left in Australia for enthusiasts to purchase. Even ten years ago I think the stock of vintage sports cars for sale had all ready dwindled.

It is understandable that local Vintage sports cars are now advertised at outrageous prices and often advertised overseas where the moneymen are. The high prices of course are to discourage profiteers from buying relatively cheap cars here and selling them overseas. This trend means vintage sports cars are now inaccessible to Australian enthusiasts unless you are rich or got a nice fat superannuation cheque to cash in.

The trend I feel is now gradually affecting the more sought after late vintage American cars and prices have increased quite dramatically over the past few years.

One helpful trend for the buyer is that the custodians of vintage cars are aging and disposing of their vintage cars replacing them with more comfortable easier to drive classics, as seen at the Kalorama rally.

When specific cars are hard to acquire, the only way they will be located is to talk to owners and members of clubs and see what turns up.

I studied all the publications I could get my hands on, looked on car club web pages and started making phone calls. A car had to be there somewhere.

Even after inspecting several, I was unsuccessful in purchasing a suitable car.

Later we decided a more modern classic would be suitable, as I already had a vintage car anyway. This decision opened up the field of potential purchases. Yet again we were stymied as there were few cars that really appealed to us. Those I enquired about, such as a 1940's Riley, was sold before it was advertised.

I sent Emails to people I knew and Dale Parsell sent me a copy of the Alvis Car Club's magazine. After enjoying a few years of 1950's Alvis motoring, I was attracted to an advert for two TA21s. One virtually restored and the other a complete spare parts car.

Although I thought about phoning Mildura to find out more about them, I didn't.

A month later Lyne and I decided it was time for a few days away and as we had never been to Mildura, it was designated as our destination for a short break.

Needless to say I could not resist phoning about the TA21s.

They were still available and we were welcome to call in to inspect them.

The restoration of the silver 1951 Alvis appeared to be almost complete, sadly several

parts were stripped from the complete unrestored, well worn, original spare parts car, that was part of the package. Before relieving it of parts the unrestored car was in running condition. The silver car was started up for our benefit and ran quite well, which it should with a recondition engine.

A price was negotiated and a few weeks later, on the 6th June 2010 a pair of TA21s appeared on our doorstep, transported down by truck. I rejoined the Alvis Car Club and was pleased that several members contacted us and welcomed us back into the club.

During the first three months, in my spare time, I had to rectify the whole interior as none of the upholstery and seats had been fitted properly. The next three months it was at the local garage having mechanical issues resolved, these included a new radiator and replacing the exhaust with a stainless steel system. Week after week I phoned the mechanic and eventually it had a roadworthy and was ready to roll. I arranged to get it registered on a club permit.

The frustration was not over, as the steering was chronic, lots of play and impossible to turn on corners. Also essential instruments didn't work and the master brake cylinder was leaking.

I had the car transported to Bill Alridge's restoration workshop in Dandenong, as he and John Rhodes were more capable of completing the mechanical repairs than the local pain.

John stripped the steering box and found it was completely stuffed as some time ago the wrong bearings had been fitted. I had to further dismantle the spare car and sent over its steering column in the hope it was in better condition. It was also badly worn but not excessively so. Never the less it needed new parts made and modifications to accept better bearings. The workshop's engineering contact took four months to make the steering part. It took two months to produce an incorrect one then another two to make a correct one. In the meantime the master cylinder was fixed and instruments overhauled, plus many other adjustments to improve its running and stopping.

On the 6<sup>th</sup> June, exactly one year since the car was delivered, it was drivable. The hour and half it took to get home to Sunbury was amazing, after a frustrating year the 'almost' complete restoration was completed. It is far from perfect but who cares, we love it and we can go rallying again.

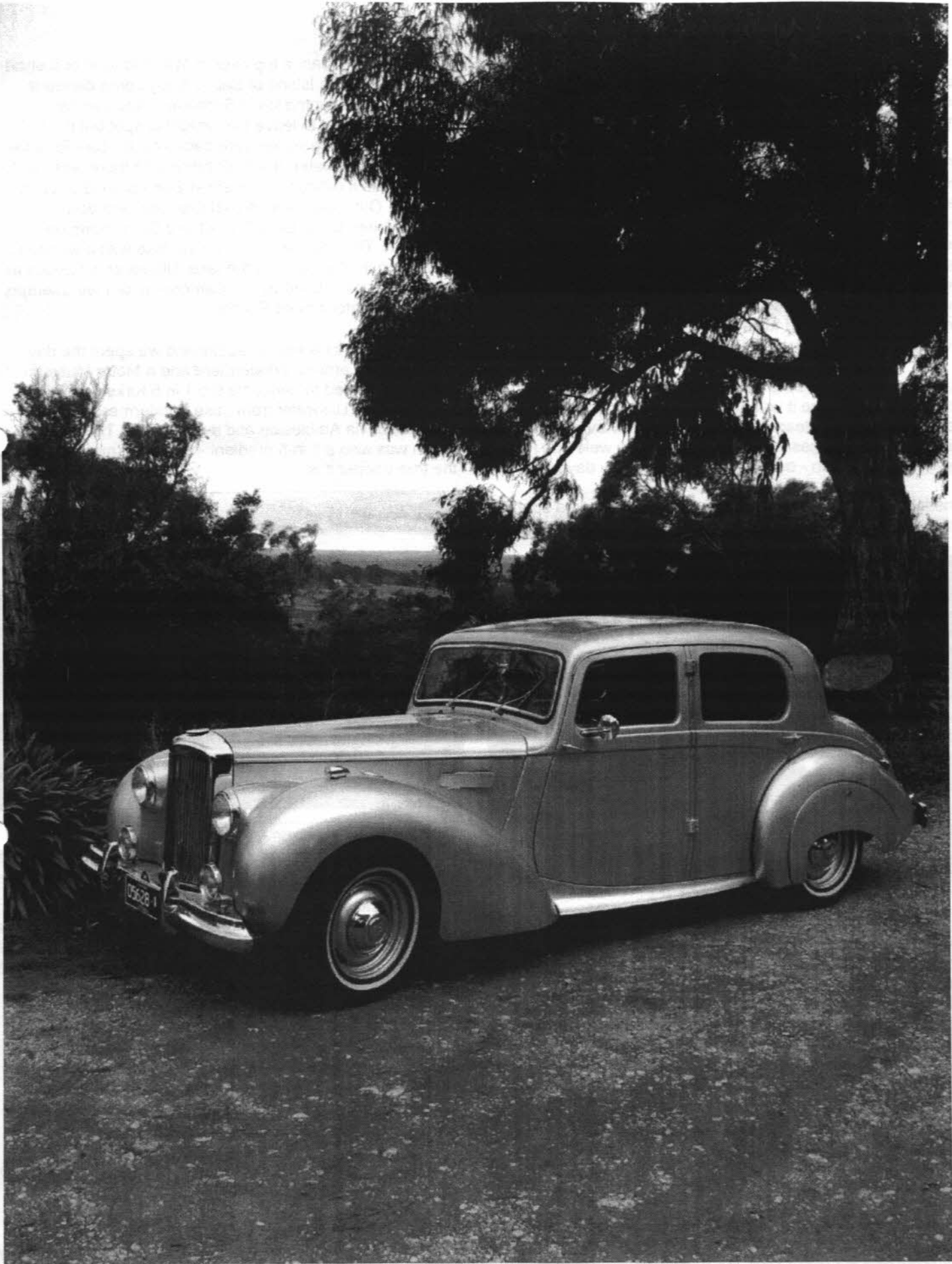
Our maiden voyage was on the Lang's mini tour of the Macedon Ranges and pub lunch at the "Whistle Stop." Lyne and I were both very nervous as to how well the car would go. Aside from an obstinate clutch that would not work when the car was stopped, but worked perfectly when going, we had a very pleasant day with Alvis drivers.

I notice that the emphasis of the club is on the more trendy pre-war or Graber Alvises, so I hope we are not in the only T series on future rallies. I hear the 60<sup>th</sup> anniversary of the T series was missed last year. Well at least we can celebrate 60 years of our Alvis' birthday in August this year.

David and Lyne Vaughan







# NICK WALKER MEMORIAL TOUR OF GREAT BRITAIN

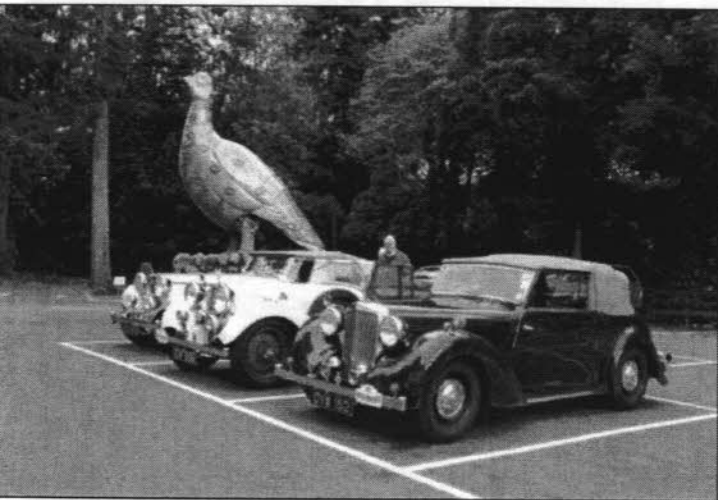
## PART 2

As we sit on the canal boat motoring along the Canal du Midi, in southern France, with the sun shining and expansive blue skies, it is time to write about the second week of the Nick Walker Memorial Tour.

From Consett the tour moved off towards Scotland but first there was a stop at Chesters Fort, one of many Roman forts along Hadrians Wall. It was interesting to look at the ruins and speculate about what life must have been like for the Roman soldier who was posted here, at least they had a decent bath house that would have helped with cool and wet weather. With threatening skies we left for the drive to Carters Bar and the border with Scotland - the Welcome to Scotland sign was hard to see through the mist and rain and it was freezing as well - and this is summer!!

The rain continued all the way to Edinburgh which made driving interesting, so it was with some relief to arrive at the hotel. The evening cleared and we had a view over the Forth Road and Rail Bridges. We had a most warm welcome from the Scottish Section - our hosts for the next few days.

The following day we were on our way to Crieff and a spot of whisky tasting at The Famous Grouse Distillery.



*The Grouse Distillery*

It was easy to see by the expressions on faces who enjoyed a wee dram and who didn't. After lunch we were privileged to have a visit to a model railway, on a 1/7th scale, with an engine building up steam as we arrived. The tracks wound their way around the property over roads, through a tunnel and across a lake. The "big children" had fun and all had a couple of rides. Due to an accident on the main road we had to take a longer route to Oban, via Loch Tay and this proved to be a wonderful diversion as it was declared an excellent 12/50 driving road with its sweeping bends along the side of the Loch.

The next two days were at Loch Melfort just to the south of Oban and we were treated to champagne weather with sunshine and fine days. The long twilight made for wonderful dining overlooking the Loch and out to sea. The food was wonderful and the views from the bedrooms superb. It was up to you what you did and most had a relaxing time looking

around Oban, a trip over to Mull and Iona or a short drive to the Island of Seil to enjoy some delicious seafood. The countryside in Scotland is spectacular. All were reluctant to leave this delightful spot but the Lake District was calling so we were back into the cars for a fairly long day to Ullswater. It was drizzling and there was low fog which made it difficult to see either Ben Lomond or Loch Lomond. Our route took us past Glasgow and down to Gretna Green to the Lake District and Glenridding on Ullswater. The hotel was right on the lake with a wonderful view out over the hills and the lake. Ullswater is famous as one of the Lakes used by the Campbell's for their attempts at the World Water Speed Record.

The Lake District is very beautiful and we spent the day having a look around Windermere and a Motor Museum. The cars all managed to negotiate the 1 in 5 Kirkstone Pass which divides Ullswater from Lake Windermere. We also came back via Ambleside and a road called The Struggle which was also a 1 in 5 gradient - the 12/50 managed it like the true trooper it is.



*The 12/50 at the top of The Struggle*

We were on the move again and we were heading into Wales for the night. The route took us down through some very pretty countryside and around the shore of Morecombe Bay - this is an large expanse of shallow water and sand. We made our way through the centre of Lancaster which looked an interesting city even if the traffic was diabolical, particularly for a vintage Alvis!

Our lunch stop was at a place called Barton Grange Garden - this proved to be a huge garden centre beside the Lancaster Canal. The garden centre had a cafe and a restaurant and every imaginable plant that you could want - the begonias were particularly wonderful.

We were then onto the M6 motorway which proved to be not too bad and we turned off just by one of the Manchester exits to go to afternoon tea at Norman & Claire Blundell's place. They were on the tour in their 1949 TA 14 Carbodies DHC and the afternoon tea was another way to raise money for Cancer Research, which was one of the aims of the Tour. It was a very pleasant afternoon.

Then it was back onto the motorway for a short distance before heading off to Wrexham. Nick Simpson did a technical talk while the ladies enjoyed a chat in the bar. Next day we continued on down past some very pretty towns along the Shropshire Union Canal and then had a visit to Chris Prince's place. He has a lot of post war Alvis cars in various states of disrepair - most will be restored and some used for spare parts.

Our lunch stop was the new premises of Red Triangle/ Alvis



*Above & below: Chris Prince's establishment.  
(for anyone not familiar we Chris Prince - he is a supplier of  
parts for post - war Alvis cars.*



Car Company in Kenilworth. On display were a number of Alvis cars from the various eras as well as the "new" 4.3 litre Alvis.

We were also taken on a tour of the workshop and the



bodywork and painting shop. It was all very interesting. Then it was a short drive to the hotel just out of Warwick in preparation for Sunday's Midland Alvis Day. Saturday night's dinner represented the final dinner of the Tour and it was a great night. Genny Walker (Nick's widow) talked about Nick's life, his involvement in the AOC and presented trophies.

Sunday was the Midlands Alvis Day (MAD) at Charlecote Park which is an old country house belonging to the Lucy Family, with some parts of the present house dating from 1551. The majority of the house was renovated in the early 1830s. The estate has been in the family since 1247. The Avon River flows through the property on its way to Stratford on Avon and apparently Shakespeare was caught doing a spot of poaching on the estate, but got off with a warning.

The cars looked wonderful lined up on either side of the main



*Charlecote Park*

entrance way with the old Tudor Gate as a backdrop. The day was spent looking at the cars - some we hadn't seen before, talking to Alvis owners and having a tour around the house. It was a very pleasant way to spend the day. At 4pm it was time for the awards and both Alan McKinnon and Richard Tonkin won awards for Novice Concourse (first time at a concourse) and Alan also won an annual award for the best vintage 4 cylinder car. It was a great day and a wonderful way to finish the most enjoyable and memorable Nick Walker Memorial Tour.



*Carter's Bar on the Scottish Border*

*Article & photography by Frances McDougall*

# ACCV MEMBERS AT THE NICK WALKER MEMORIAL TOUR



*Left to right: Jane Galloway, Bryan & Elin Pooley, Jo & Ian Todd*



*Alan McKinnon & Richard Tonkin with Genny Walker  
having received their trophies*



*Left to right: Mike Williams, Alan McKinnon, Liz Williams, Sally &  
Chester McKaige, John Hetherington, Noeline McKinnon  
& Andrew McDougall*



*Marrita Parsell at the  
Scottish border*

*All photography by Frances McDougall*

# ALVIS PEOPLE BEHAVING BADLY



*Hello  
anyone  
for tennis?*

*Fancy Darrell Horton with an Alvis badge on a non-Alvis car!!!!!!!!!!!!*

*Shame!!!!!!*

## FOR SALE

1952 TA21 DHC. Chassis and engine number 24639.

Black duck over original black duck over original colour 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.

\$75,000 negotiable

For further details contact Darrell Horton on 5983 2016 or by emailing

[jocelyndarrell@bigpond.com](mailto:jocelyndarrell@bigpond.com)

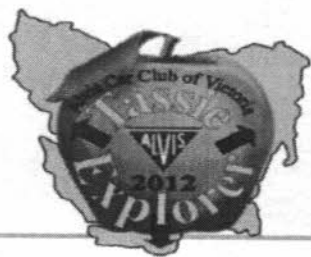


# "Tassie Explorer"

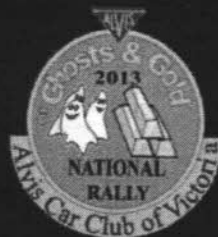
Alvis Car Club of Victoria (Inc)

22 April - 6 May 2012

Your  
Invitation  
to the  
Ultimate  
Apple Isle  
Experience



# "of Ghosts & Gold"



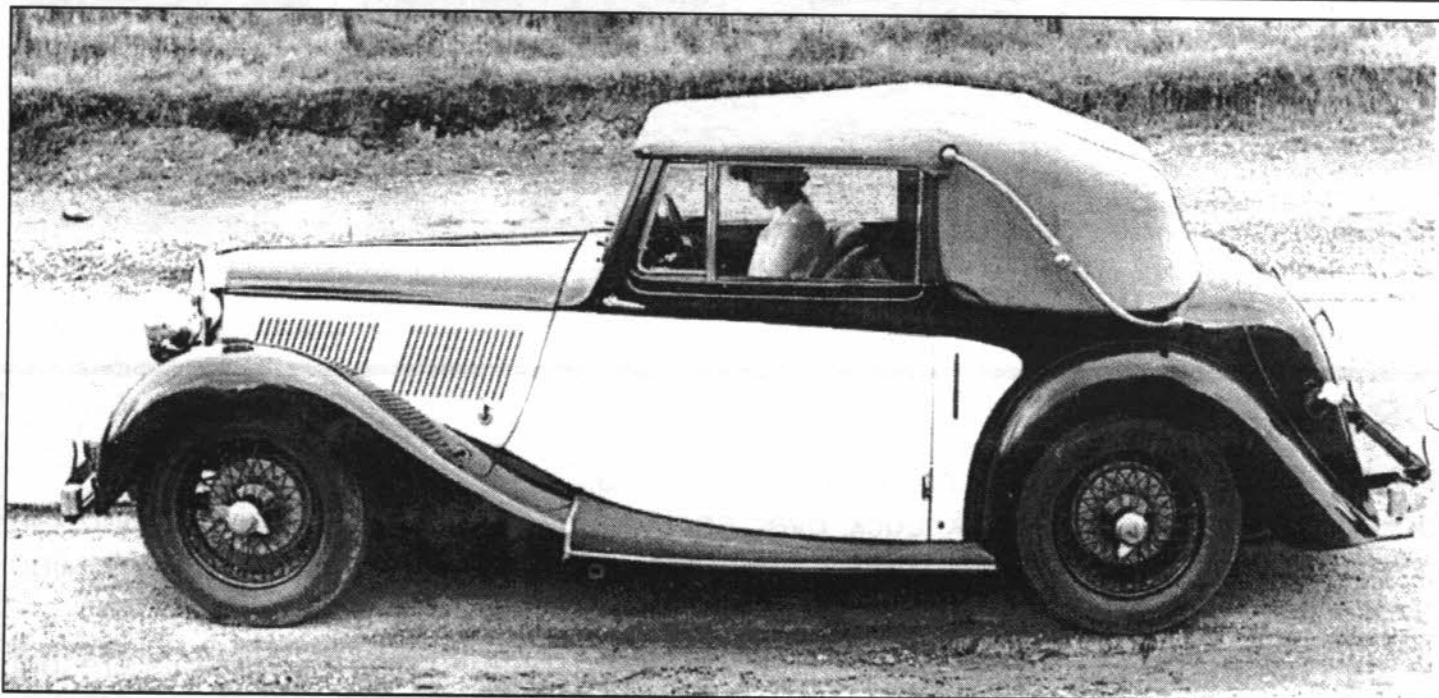
Your  
Invitation  
to have fun

If you would like information  
about either event, please  
contact John Lang  
[jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)  
or  
PO Box 129, Gisborne 3437  
or  
03 5426 2256

## WANTED

TC21 (100) brake  
drums & hubs

Ring Alan Bratt  
0427 405 573



## 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

## 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**

## WANTED:

Pair of bucket seats to suit 1934 Speed 20, (ex Austin Tope).

Peter Mott. 08 8327 3323.

[mottpa@bigpond.com](mailto:mottpa@bigpond.com)

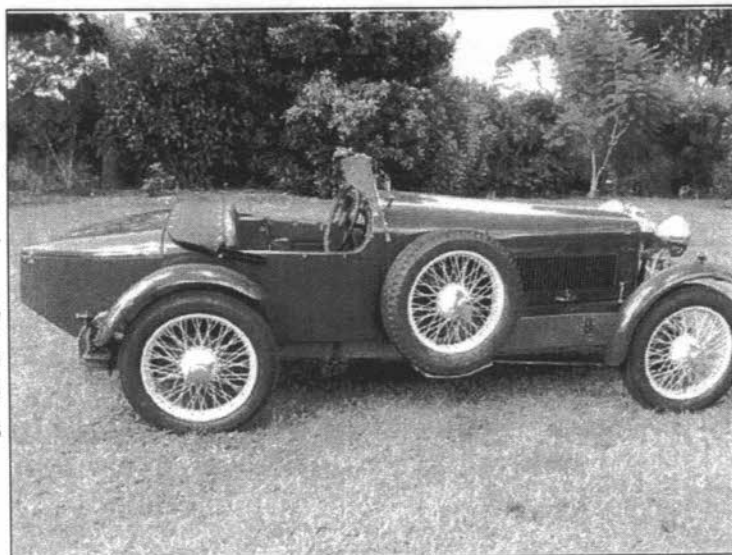
## FOR SALE

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



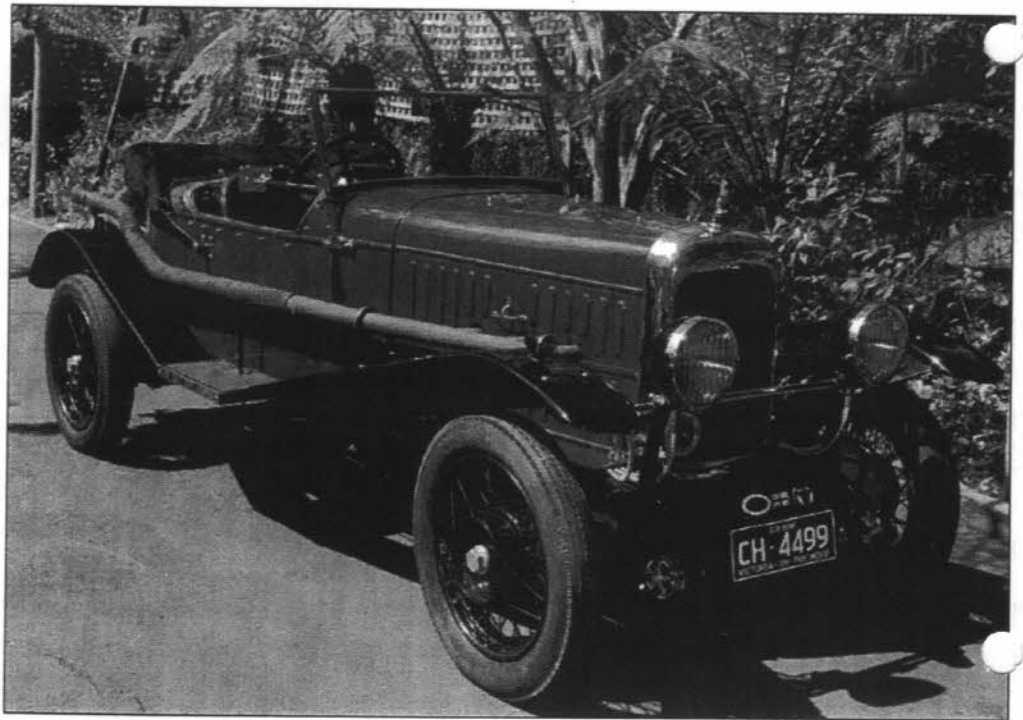
1958 TD21 (red)  
Chassis # 25996  
Manual gearbox, wire wheels, front disc brakes,  
electric fan, sun roof.  
Re-built front suspension. Re-painted  
Full History available  
Recently restored. Repainted in red. Rechromed,  
new carpets & tyres. Clutch & brake seals  
Mechanicals restored—clutch & brakes  
\$32,500  
Ring Tery Hurst 0438 689 544

### 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



## WANTED

MAGNETO BTH CE4 for my SA 12/50, ideally, or one of the following -  
SCINTILLA MN4,  
SCINTILLA GN4  
or BOSCH ZU4.  
Geoff Ross 0419 212 657.

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

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