

August 2012

Alvic

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





AUGUST 2012
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Alvis Car Club of Victoria (Inc)

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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.
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www.alvis.org.au

PRESIDENT'S REPORT

The October AGM is fast approaching as is the annual trophy presentations. The Committee will be looking for two new applicants to fill the positions of President and Treasurer.

After six years as President and a further two as a Committee member, I have decided to step down as a Committee member and become a back-bencher.

I have enjoyed my time in the "Chair" but I feel it is time to hand over the reigns to someone who has the fire in the belly and the determination to move the club up another level.

There is still much to do and new ideas and a fresh approach will do the club a lot of good.

V.S.C.C. Rob-Roy Hill Climb is fast approaching and I would like to think we will have an excellent turn out of Alvises for this event. There are a few of us competing so please come and support your club and members at this event.

In October there is the AAA rally organised by John and Marg Hetherington. This promises to be a cracker of a rally over 3 days so please if you haven't yet booked, do so now.

The following weekend is the 100th anniversary of Lake Goldsmith so another great opportunity to give the Alvis a run. I would suggest you give this event a lot of thought with the view of perhaps having a club run there on the Sunday. If you are interested, please let me know and we'll see if we can muster up enough enthusiasm to turn it into a run.

Well enough for me, take care and see you all at the next meeting.

Chester



Albert Markham's (UK) majestic Crested Eagle

PLEASE NOTE

MEMBERSHIP FEES ARE NOW OVERDUE & PAYABLE
*Your renewal was in the June ALVIC or attached to the email.
If you are operating a car on the ACCV register of the Victorian Club
Plate Scheme, you must be a financial member. If not you face being
charged with driving an unregistered vehicle.*

SUPPER - the McKinnons

COMING EVENTS

- 17 Aug General Meeting
- 19 Aug **ROB ROY** this is a celebration of 75 years since the first Rob Roy event. A special occasion not to be missed
- 21 Sep General Meeting
- 6 & 7 Oct Healesville Steam Festival The ACCV has supported this event on the previous 3 years and will do so again this year. Sunday is the display day. Some members have arrived Saturday and over-nighted at the RACV Club. If you would like to do so, contact Chester for bookings.
- 9 Oct Annual General Meeting
- 26-28 Oct **ALVIS AT AVENEL** - note, there is a limitation to accommodation **SEE PAGE 5** for details - John Hetherington
- 16 Nov General Meeting
- 24-28 Nov **RACV 80 Years' Great Ocean Road Celebration Tour** - it is expected that entries will be open from 1 July. Overnights at Torquay, Colac, Lorne, Port Campbell & Port Fairy. **ENTRIES ARE OPEN.** - John Lang
- 2 Dec Christmas Party Balnarring Beach - Joc & Darrell

Front page: The Tonkins' new Alvis see page 16

FRED HEMING

It is with regret that advise of the death of Fred Heming on 3rd July. Fred was a long time member of the ACCV and an ALVIS stalwart.

Fred owned several Alvises during his life and at the time of his death, the ex Alf Fairfax 12/50. He had been recently been involved in the project to restore Alvis 2929, the Garlick 12/50.

Our sympathies to his wife Colleen and family.

OUR SYMPATHY TO JOCELYN COATES ON THE DEATH OF HER FATHER

Darrell advises the death last Wednesday of Arthur Care aged ninety nine, Jocelyn's father, who many will recall, knew Cecil Kimber of MG fame and from whom Arthur took delivery of a factory fresh MG PA in 1934 on his twenty first birthday.

The factory undertook to prepare the car for Arthur to compete at Brooklands and he was always interested in the doings of our Club and admired the three litre as a proper car when "only the best will do".



Yarra Valley Railway

The Healesville Heritage Festival is on again— Saturday 6th & Sunday 7th October 2012

Now in its fourth year the Healesville Festival continues to grow and has become a firm fixture in the Yarra Valley events calendar.

The main aim of the Festival is "to bring the past back to life" through static and interactive displays of all things historic. The Festival is located at the Healesville Station Precinct and features railway locomotives and rolling stock, steam traction engines, steam wagons, steam rollers, veteran / vintage / classic cars, commercial vehicles, fire engines, buses, spinners, weavers, blacksmiths, just to name some.

The Festival is an opportunity for your group to share your passion and achievements in preserving our heritage with other enthusiasts and the public. It also gives you the opportunity to promote your group and recruit potential new members. To ensure all exhibits are fully protected, security guards will be on duty all Saturday night.

The Yarra Valley Railway is committed not only to the preservation of the railway, but also the heritage of the area. All proceeds from the Festival go toward restoration of the Healesville to Yarra Glen railway line, enabling steam trains to return to the Yarra Valley.

ALVIS AT AVENEL

On the last weekend of October ACCV will be spending a week-end away in the country. At Avenel, which is about 1½ hours drive north of Melbourne there is a D B & B with a difference.

“RUSTY SPRINGS” has 16 bedrooms with en-suite bathrooms surrounding a large communal living area for socializing and dining. There are another two bedrooms in a nearby building. BYOG. “Honour system” fridge. We are staying for three nights. Planned activities:

FRIDAY 26/10:- Meet for lunch in BROADFORD. (about an hour north of Melbourne, " " just off the Hume Freeway). After lunch a short drive on hilly country " " roads to THE ARMY TANK MUSEUM at PUCKAPUNYAL. Then a " " half hour drive to Rusty Springs to meet our hosts, Bob & Judi " " McGrath who will cook a BBQ for us later. Bob is into Jaguars.

SATURDAY 27/10:- Visit the AVENEL MAZE and then drive for about an hour to " " SHEPPARTON to visit the brand new and very impressive " " MOTOR MUSEUM. A light lunch will be served. " " After lunch visit the SPC ARDMONA factory shop and/or the " " Shepparton Art Museum (SAM) where there are some very special " " sculptures on show. Or head straight off to CHATEAU TAHBILK via a " " fascinating country road which includes two wonderfully archaic " " timber bridges and a riveted iron one. At the winery you can taste " " the wine and/or take a self-guided walk through the WETLANDS. " " From there a short drive returns you to Rusty Springs for a roast " " dinner and some special in-house entertainment with a difference.

SUNDAY 28/10:- We take to the hills. Up into the steep and rugged STRATHBOGIE " " RANGES for morning tea and then on to ALEXANDRA where we " " become part of their HISTORICAL WEEKEND. The cars will be " " displayed while we visit the TIMBER TRAMWAY, ENGINE SHEDS " " and MUSEUM and have a BBQ LUNCH on the 150 year old " " STATION PLATFORM. " " After lunch those who need to can return to Melbourne (about 2 hrs) " " while those of us who are able will return via the highway to Avenel. " " Dinner will be “home delivery” pizza or fish & chips.

MONDAY 29/10:- Head for home.

COST:- " " \$250.00 per person (Yes for the 3 nights!) plus sandwich lunch on Fri " " & Sat plus morning tea and dinner on Sunday. (These not yet costed " " - numbers matter.) The D B & B cost includes full cooked breakfast. " " Twin rooms available. Single occupancy at double rate.

First in, best dressed. Expressions of Interest, please to John Hetherington. 03 5821 6422 or 0419 319 339 or email jfh@mcmmedia.com.au. If you can't stay 3 nights you can join later or leave earlier and pay pro-rata.

80 YEARS OF THE FIREFLY

from Simon Fisher

Whilst Alvis is perhaps best known for the large, fast cars it produced in the nineteen thirties, the company's reputation had been established with the four cylinder 12/50 in the twenties. Until the Second World War and in the period immediately following, it was the four cylinder cars that provided the stability and profits. By 1930 the 12/50 was becoming rather long in the tooth and expensive to build. Its life was extended by giving it a second carburettor, in the form of the 12/60, but in November 1930 T.G. John, the Managing Director, had proposed that a cheaper 4 cylinder car be produced by redesigning the chassis and engine.

Work was well in hand by May 1931 and deliveries could have commenced in September of that year, but in the event, development of the Speed 20 took priority. So it was not until May 1932 that the first experimental prototype was completed and tested. This comprised a Speed 20 Chassis, No 9586, with a prototype 4-cylinder engine and gearbox, which was the subject of The Autocar's road test in August 1932. Savings in the cost of production were achieved by using as many parts in common with the Speed 20 as possible. The chassis was essentially a shortened version of the 'double dropped' Speed 20 chassis, with the same suspension and braking system, but the radiator and hence bonnet line had to be taller, since cooling was by thermo-syphon, with no water pump or fan. This resulted in a handsome, sturdy, and reliable car with good brakes and a virtually indestructible chassis. The engine was also similar to the Speed 20, with overhead valves, but of course with only four cylinders, giving it a capacity of 1,496cc, and a rating of 11.9 HP.

No fewer than four Fireflies - a bare chassis, a Saloon, a Coupé and a 4-Seater (which these days would be called a Tourer), were exhibited at the Motor Show held at Olympia between 13 and 22 October 1932. The car was advertised as 'An entirely new model' in The Autocar for 9 September 1932 and, later on in 1934 as 'The quality car of the light car class.'

The production life of the Firefly coincided almost exactly with the brief period in which E.N.V. Produced, pre-selective gearboxes and from the start a pre-selective gearbox was offered as an option for an additional £15. Well over 50% of all Fireflies produced were sold with pre-selective gearboxes. 871 Fireflies were produced between 1932 and 1934, plus 5 hybrids (compared to 1,164 Speed 20s over 5 years), with only minor modifications being made during the production run, the main one being the change from the Type 75 E.N.V. gearbox to the more reliable Type 110 in October 1933. From first despatch date of May 1932 to the final of February 1935, an average of six cars per week were sold, (compared to four Speed twenties), although the majority have a despatch date between October 1932 and June 1934.

Alvis did not have its own coach-building facility, but sub-contracted this work to local companies, offering, initially, four catalogued body styles for the Firefly.

The Saloon and Coupé sold for £495, while the Sports 4-seater (open) sold for £475. A Two-Seater was also catalogued at £455, but very few of these were sold. For 1934 a 'De Luxe' 6-light saloon was added to the catalogue at £520. A few bare chassis were sold at £395 to agents or customers who wanted to commission their own bespoke bodywork. The vast majority of bodies were contracted out to nearby Cross & Ellis, but some saloons were built first by Carbodies, then by Charlesworth, then, right at the end of production, by Holbrook in Wolverhampton. Grose of Northampton also built a handful of saloons to their own very elegant, design.

Fireflies were expensive cars and it is difficult to identify any 12 HP competitor selling for more than £400, while the Morris Cowley (also 11.9 HP) sold for between £165 and £190.

Altogether about 90 Firefly chassis survive (over 10% of those produced), several as 'specials'. Of the 611 Fireflies that left the factory with 4-light saloon bodies, 469 were built by Cross &

Ellis. Sadly only five of these Cross & Ellis 4-light saloons are known to have survived in roadworthy condition and these are dispersed around the globe, with one in New Zealand, one in the USA, one in France and only two in the UK. Fortunately at least one Charlesworth and one Grose 4-light saloons and one Cross & Ellis 6-light saloon survive, the Grose saloon now residing in Sweden. By contrast, at least 24 4-seaters and 15 Coupés survive in more or less original form together with one of the only two 2/3-seaters built and one of the six 2-seaters.

Fireflies are capable of 70 mph. (Motor Sport reported that they succeeded in reaching a speed of 75 mph) but their strength lies in being able to cruise all day at around 50 mph.

The Firefly was designed when Britain was emerging from the Depression and has had to live in the shadow of its illustrious predecessor, the 12/50 and its larger and faster contemporary, the Speed 20. But the same Alvis engineering quality shines through in its design and manufacture. Over the years, Fireflies have attracted a group of enthusiastic owners (several of whom have owned their Firefly for more than 25 years) who appreciate their sturdiness and reliability and the pleasure of driving them.

AN ENTIRELY NEW MODEL!

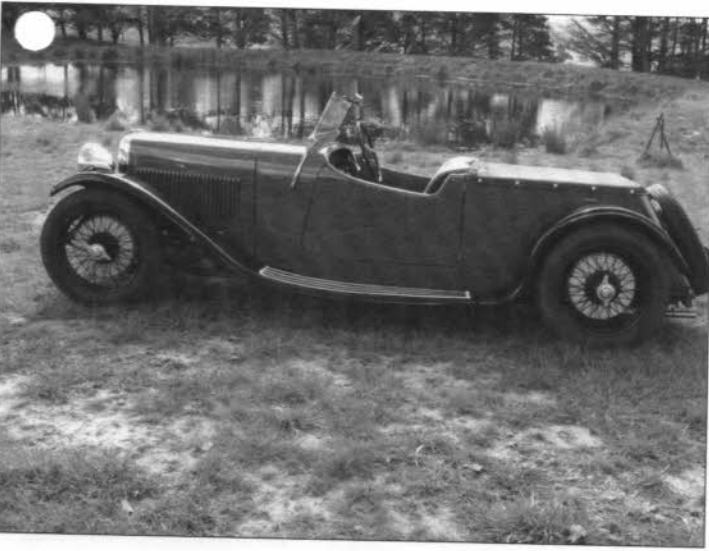
... based on the already famous ALVIS "Speed Twenty" ... but with a four-cylinder engine of advanced design ... and only £12 Tax!

TWELVE h.p.

THE new ALVIS "FIREFLY" combines the ultra modern features which created such sensation in motor-circles when introduced in the ALVIS "Speed Twenty" with the economy associated with a car of this moderate rating. The chassis with its double-dropped frame, superlative springing, road-holding and steering, is an identical line to the "Speed Twenty". The 1496 c.c. 11.9 h.p. "Firefly" engine is identical in general design, and displays the same driving characteristics as its larger brother the "Speed Twenty". It runs with extraordinary smoothness even at the peak of its remarkable power curve. In fact, no six-cylinder engine of similar capacity, of any make, can compare with it either in regard to acceleration, high speed or smooth running. The four-speed gear box is of an entirely new type with "slime throw" and short shift gear lever which falls readily to hand, and provides three ratios for rapid acceleration, and a first gear low enough to cope with the most severe conditions. The brakes are of the ALVIS Patent self-energising type, which first appeared on the "Speed Twenty" and have been acclaimed by experts to be the finest in existence. The ALVIS "Firefly" represents our endeavour to offer the finest car of its type, in this country or anywhere.

Saloon (as illustrated)	£495
Coupe	£475
Sports 4-Str.	£475

ALVIS 12/50 and 12/60 Models. These famous Cars are being continued unchanged in price or design. (All Prices ex Works.)



Above: John Higham's 1933 Alvis Firefly Sports Tourer
Chassis no. 10330 Engine no. 10780



Above: Ray McKenzie's 1933 Firefly Chassis no. 10456 Engine no. 10905 Car no. 15262 body by Martin & King

Below: Dale Parsell's 1933 Firefly Chassis no. 10839 Engine no. 11287 Car no. 16233 body by Cross & Ellis



Above: 1934 Firefly Coupe Chassis no. 11878 Engine no. 12068 Car no. 16653



Our thanks to Chris Viney and the Royal Automobile Club of Tasmania for permission to reprint this article and to Parky.
.....ed

Flight of the Alvis eagle

Chris Viney



There's a whiff of hot oil and warm Italian leather. A throaty whine from the diff. A deep grumble with a hint of pent-up anger in it from underneath the never-ending bonnet. A muffled clap of thunder – it would be a serious understatement to call it a backfire – from somewhere way behind us as the driver throttles back to take a sharp bend. Gravel skitters away from the huge narrow-tired wheels and he wrestles the massive steering wheel one and a half turns to full lock. For a moment it seems that we'll never make the tight curve – but the chrome eagle on the radiator cap, wings outspread, guides us around the bend, the swooping arch of the gleaming black front mudguard almost brushing the guidepost on the point of the corner.

I'm in the passenger seat of Ian Parkinson's 1932 Alvis Speed 20 SA, on a thrilling loop of the gravel and bitumen roads near his home on Barnes Bay, North Bruny Island.

One of only two such vehicles in Australia, Ian's Alvis has a fascinating history. Shipped to Australia from the Alvis factory in Coventry, England as a chassis and engine, it was finished in the Melbourne workshop of bespoke coachwork builders Martin & King,



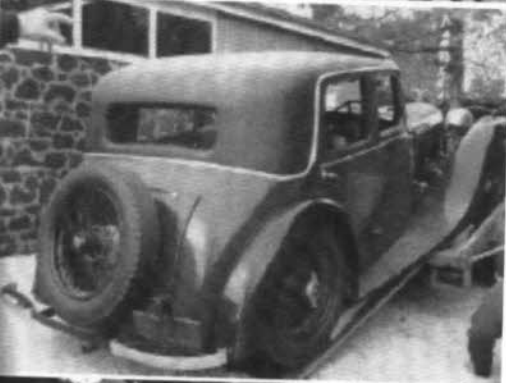
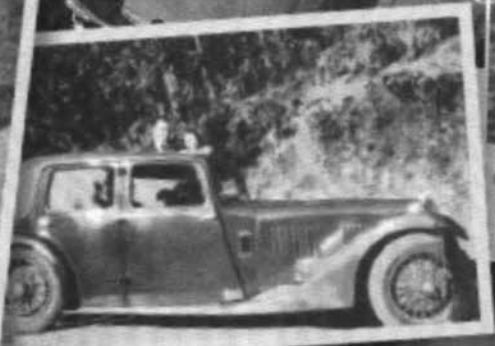
"They also built Melbourne's trams and trains, so the Alvis has the same deep maroon paintwork and kapok-padded vinyl roof as the trams and 'red rattler' trains of the early 1930s," Ian tells me.

But this car came to Australia for a special reason – it was an 18th birthday present for Miss Gertrude Hope-Kennedy, the daughter of a wealthy Western Districts grazing family.

What a young woman she must have been! This is no easy car to handle – it's very heavy in the steering (Ian is a well-built ex-policeman, and he has to work hard); difficult to manoeuvre (it has a 21-metre



turning circle); and complicated to drive (accelerator between the clutch and brake pedals, double declutching to change down with the four-speed crash gearbox, two forms of running brakes, a lever to move to select reverse). But just three years after unwrapping her birthday gift, the intrepid Gertrude piloted her Alvis to first place in the Melbourne-Sydney road race.



"Her father was the navigator but she gave him such a scare on the trip that he wouldn't drive home with her," Ian laughs. "He came back to Victoria on the train!"

Ian found the car in 2004, gathering dust and feathers in an old chook shed on a property near Woodend, Victoria. It had been neglected for many years but was mechanically sound.

"We connected a battery and it fired right away," Ian says. "With a bit of work I was able to get it back on the road. The first time I took my wife Pat for a drive, we had to sit on a plank and there were no windows. But I wanted to see how the car would go on a climb so we headed to the Dandenongs – it was mid-winter and Pat just about froze."

Apart from the windows and seats, there was still plenty of work to do – new upholstery, an engine rebuild, new electrics and a lot of spit, polish and elbow grease. And while it's not quite a daily driver, Ian and Pat often take the Alvis out for a day's classic touring on the scenic country roads of southern Tasmania.

"We love getting out on the road, although the car can be a bit of a handful at times,"

*Previous page: On North Bruny; Ian Parkinson with his pride and joy; the massive P100 headlamps have an electrically-controlled lens that swivels when low beam is selected
This page, clockwise from top left: The engine with its trio of 2" SU carburetors; spoked wheel; out of the chook shed at last; the owner reflected in chrome; tail-light; first owner, Gertrude Hope-Kennedy, with her father*

Ian tells me. "Getting around small roundabouts in one go is a challenge and the blokes on the ferry enjoy stopping me halfway up the top ramp – they get a laugh out of watching me reverse, then have another crack."

And while the Alvis is quick (a Speed 20 was timed at 86 miles per hour – 138 km/h – on England's Brooklands circuit) it's also thirsty.

"Yes, it'll pass just about anything," the proud owner chuckles. "Anything except a petrol bowser!"



The device used for securing the bonnet consists of (fig 1) a primary catch (roller) and a secondary catch (hook with small return spring) and (fig 2) a main bonnet lock (receiving catch and spring mechanism)

Figure 1

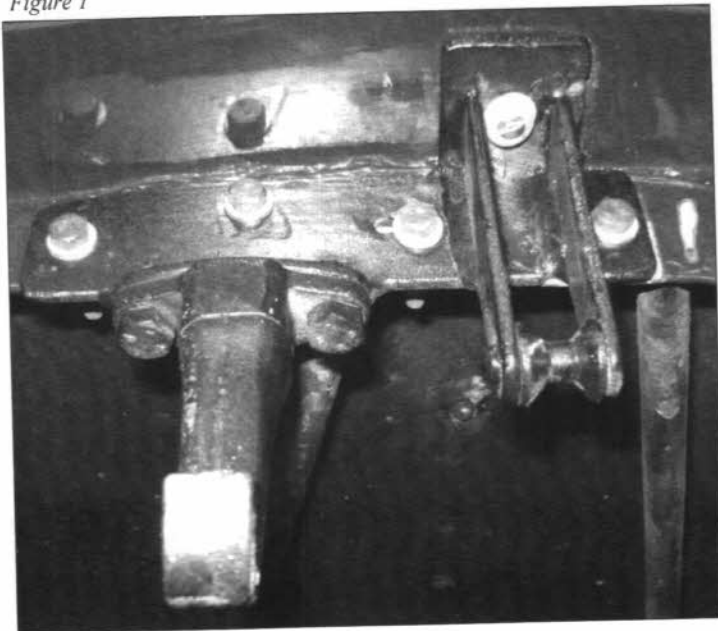
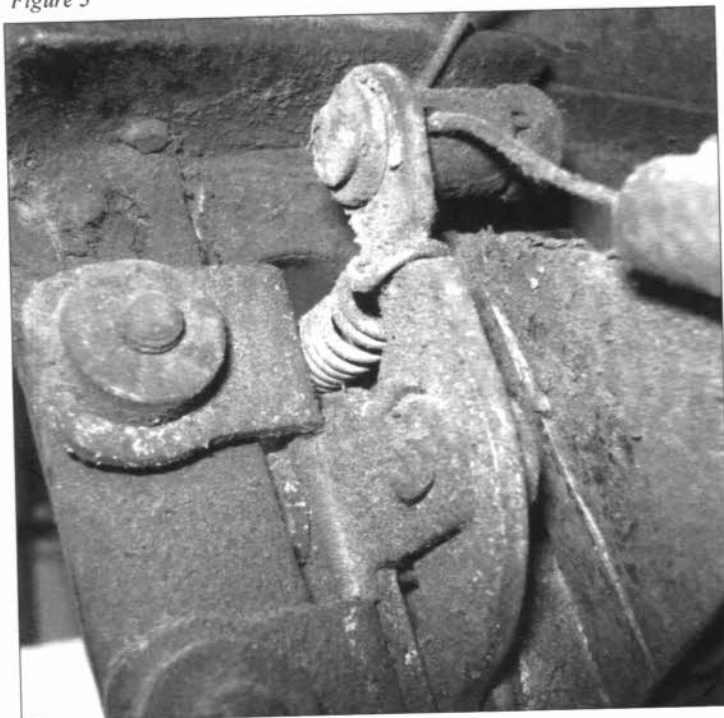


Figure 2



A combination of a stiff or seized release cable (fig 3) and a weak bonnet lock spring (fig 2), can allow the bonnet to pop up at speed, which is very dangerous. Usually it stops on the secondary 'safety' catch, but this cannot be guaranteed. We are aware of instances where a bonnet has opened at high speed and the safety catch has not done its job. It is not difficult to imagine how dangerous this is apart from causing severe damage to the vehicle.

Figure 3



light machine oil. With the hook in place you should not be able to lift the bonnet without first pushing back the hook. You can further check the security action by partially depressing the bonnet and quickly releasing it - the bonnet should stay firmly hooked. This means it should stay secure at speed, even if the car should bounce.

When the cable release is pulled the main spring in the lock assembly should allow the bonnet to lift up enough to get your fingers underneath the front edge for access to the secondary catch. If it does not, the spring should be replaced - not an easy job as the bonnet catch assembly has to be removed. The release cable can also become stiff which again may prevent the bonnet lock from working properly.

This is usually caused by the cable corroding at its lowest point, about midway along the inner wing. An occasional squirt of oil here may help, as it can penetrate the outer cable to some extent although if corrosion has already taken a grip we would recommend the fitting of a new cable assembly.

The easiest way to change the main bonnet spring is to remove the four bolts (fig 2 bolts marked white) holding the latch to the retaining bracket. (Do not be tempted to remove the retaining bracket completely as there are two screws which, if removed, can cause damage to the paintwork). Once the bolts have been removed the latch assembly can be carefully manoeuvred between the radiator and bonnet. This means you can then replace the spring with relative ease using a good pair of pliers. It is prudent to change the cable at this stage as it saves repeating the process later. As the secondary catch (hook) is the safety catch of last resort. Therefore it is important you check it is functioning correctly by depressing it up towards the bonnet and when released it should flick down freely to a position where the hook is fully underneath the front edge of the bodywork. It is a good idea to lubricate the mechanism with

I had recent email contact with Paul Bamford and asked how his two projects were progressing. On hearing back from him and very aware of his mechanical skills, I persuaded him to let me publish his answer along with his photographs.

.....ed

Hi John

I have been working pretty consistently on the cars this year. The FWD is pretty much wired. I have the dash ready to go in, except for finishing off the Hobson Telegage. The glass tube was broken and I couldn't get the correct bore in any glass tube and so was forced to pay \$143.00 US from "Classic and Exotic" in the US, for a glass and reservoir that looks like this and then had to pay \$46.00 US postage!



The dash is fully wired with just three plugs hanging off it. One goes to the wipers, another to the cut-out, and the other plug connects to everything else through a sixteen pin plug.

I have made taillight stands, that mount on the rear spring bolt. I am using the same lights each side with the numberplate under the right hand light and a "GB" plate under the left. These are all wired and have appropriate lengths of wiring attached to reach the rear junction box.

I have also finished the windscreen and fitted it with glass which was an epic in itself. There is a lot of detail work in a screen.

Here is the cable to the wiper held down with polished stainless steel clips that I made, and they are in turn held down with 6BA (110 thou.) stainless steel slotted screws. You can also see here that I needed a short wire to go from the motor to earth the screen and as there was no room for wire between terminals, I made a little stainless steel strap as you can see in this photo. It looks much neater.

In this photo you can see I have left a loop in the cable to allow the windscreen to folded down. I thought about all sorts of plug fittings and in the end thought this is probably what they would have done originally. As the car was already painted, I was worried about drilling a hole through the scuttle for the wiper cable, and chipping the paint, so I took it down through the screen and drilled the hole under where the screen mounts.



So I am now at the stage of having to assemble the engine and transmission and do a final fitting of the front hubs and I think its finished.

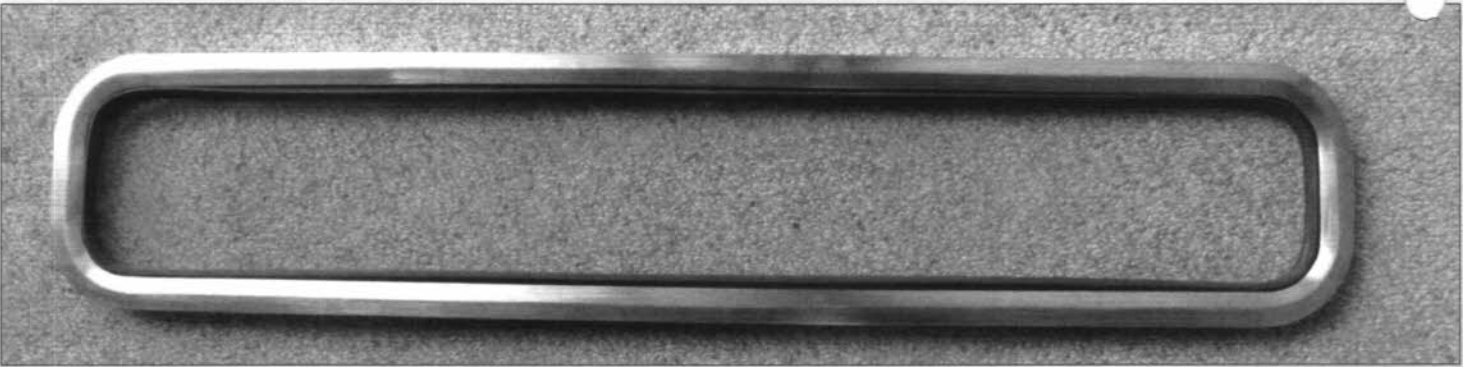
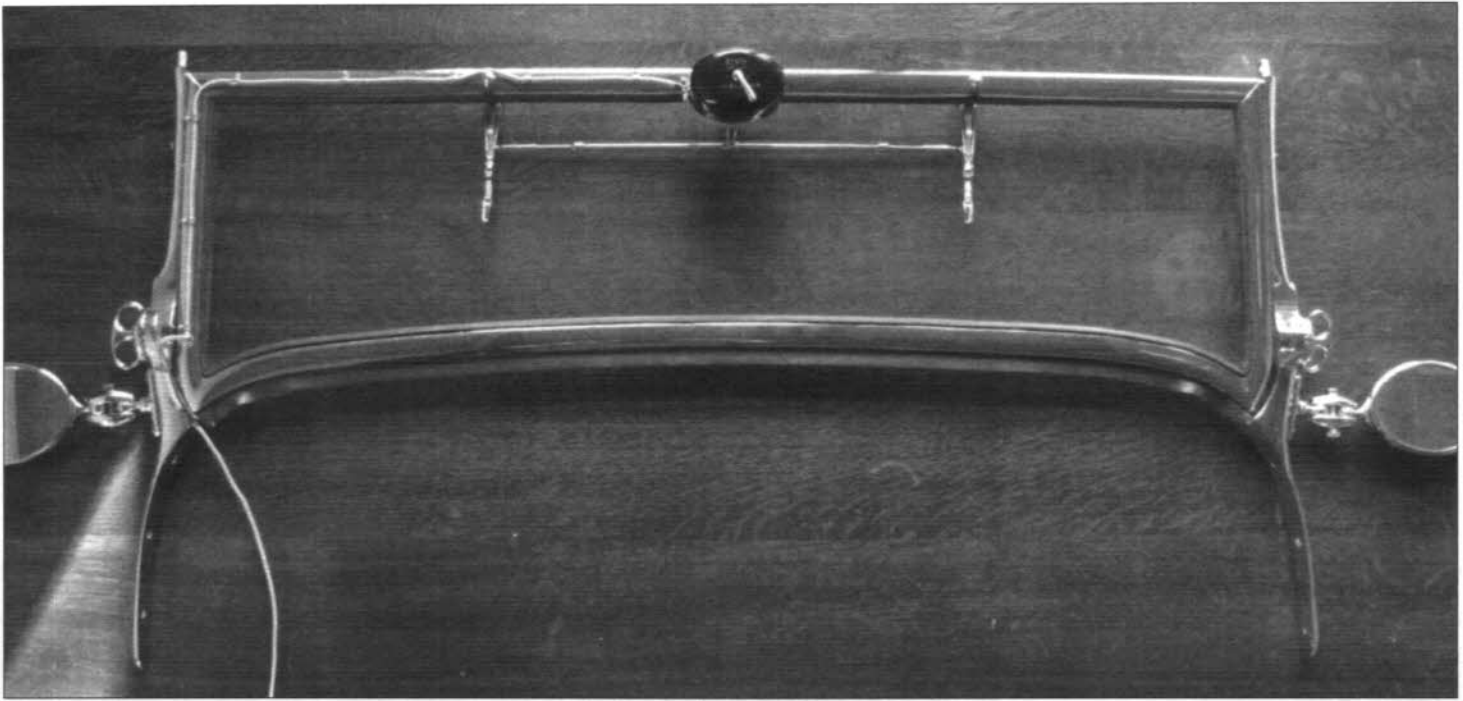
At the moment my FWD is living at my brother's place, so I am working at home to finish the Speed 20 first.

The Speed 20 just needs new fuel and battery to start, and chase a couple of water leaks and it will be running. I am working on the hood frame of the drophead and have made some new timber parts and I have cleaned up more than fifty items on the hood that need chrome plating. It is and amazingly complex construction. I hope to have it upholstered later this year and have it on the road sometime early next year.

All being well, both cars will be finished by the end 2013.

Cheers
Paul

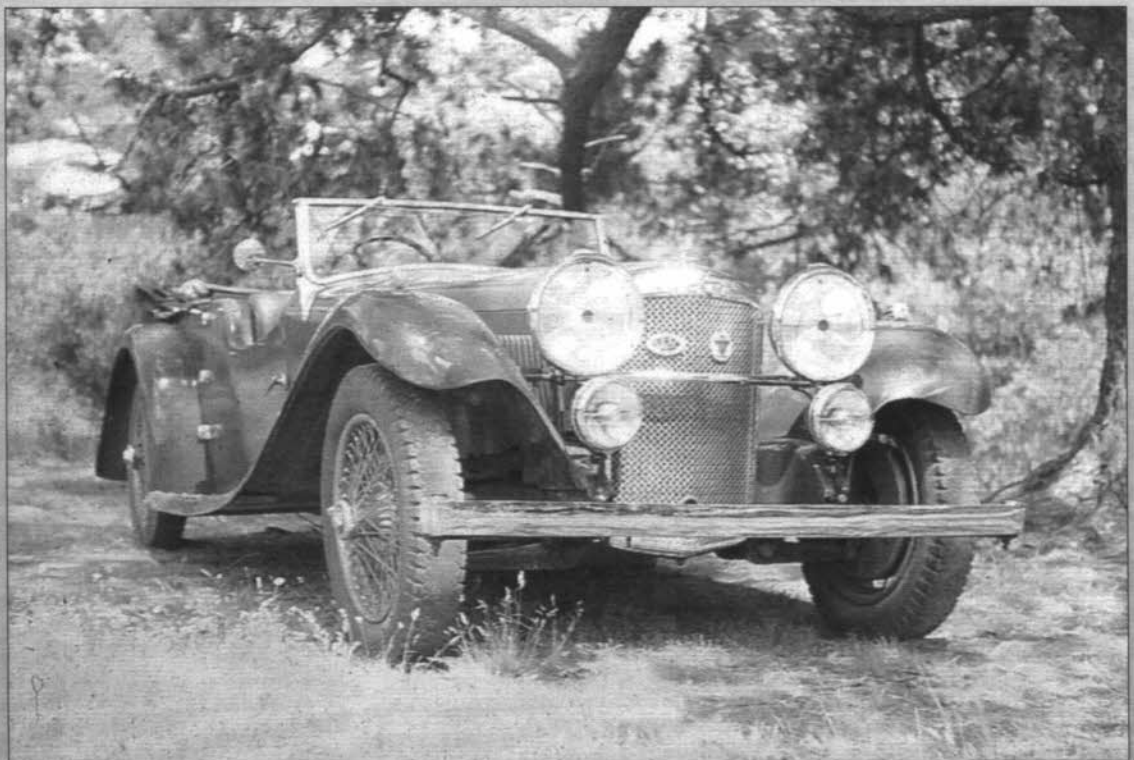




Paul's two projects

Top: 1928 FD FWD. Chassis 7210 Car no. 12008 Engine no. 7658

*Bottom: 1935 Speed 20 Charlesworth DHC. Chassis no. 12041,
Car no. 17158 Engine no. 12464. Now painted maroon.*





BEFORE

1928 Silver Eagle chassis 7046 (16.95) car # 11855 Engine # 7940 (originally 7248 14.75)

My 1928 Silver Eagle 14/75 TB was bought in 2008 as a retirement project. It had a locally made 4 seater touring body which did not suit the car and so it was taken to the tip after any useful bits were removed- windscreen, hood frame etc. There were no period instruments. The engine had been upgraded to a 1929 16.95 which came from another car - not a factory conversion which was fairly common at the time. The chassis length was the longest available so it probably had a saloon body when new - it had been consigned to Henlys of London when new.

When I removed the body it was obvious that it had been in an accident, the front axle was bent, the chassis was banana shaped longitudinally as well as being lozenge shaped in plan. Everything was stripped off and the chassis work was done locally to provide a flat platform. Springs were stripped and regreased, new bushes fitted all round. Wheels sanded and powder coated, tyres sourced from eBay.

The engine was complete but had the original duralumin rods, so new steel ones were ordered and slipper bearings were used in the big ends and poured bearings made for the mains. As the pistons were of various sizes, the block was bored and new pistons ordered. The engine work was done by Bob Wilson at Ningi, Bribie Island, who has great experience in vintage engines.

Like almost everything else, the gearbox gears were so worn they had to be replaced, a job done by a Sunshine Victoria gear cutter. The CWP was 5.2:1 as was fitted to saloons, but I was able to buy a 4.7:1 from John Cross which gives a better ratio for modern traffic. I really think a 4.5 would be better...!

I have always admired the Cross and Ellis 4 seater touring body, so I ordered a new body frame from a chap in UK who

was making one for a friend. It duly arrived and after unpacking was fitted to the chassis. Ray Little at Caloundra skinned the body and painted it in a colour scheme commonly used by C and E.

We had to make a new windscreen as the width and shape of the new body was much different from the locally made body.

I've just had the car roadworthied and registered for the road as there is a major rally coming up locally. Even if it lacks interior trim I'll be able to use it. It's currently having a tonneau made to hide the unfinished bits.

I know that the above few lines sound like a minor rebirth, but it has taken me three years to get to this stage, and this will be my last restoration project. Costs are now so high that it costs more than a car is now worth.

Des Donnan



Des is to be commended for the job he has done on this car as its future was pretty bleak before his restoration

.....ed

WELCOME
to Australia



Well done Richard Tonkin, importer extraordinaire, of fabulous cars from all over the world!

Earlier this month, Richard Tonkin took delivery of TE21 Series III car no. 27048 body no. 9036, former UK registration 1084PP. A Mulliner-Park Ward Saloon.

The first listed owner was Mr A.J. Trewyn, an AOC member, who disposed of the car to Mr Adam Gilchrist of Guildford, Surrey in 1984 and the car was painted bright red, to be named "The Red Rocket" by his children.

During his 22 year ownership, the car had a major engine rebuild at 62,000 miles, however in 2003 the car failed its MOT due to rust in the sill panels. The car was given to Chris Prince to restore as the owner had purchased a TE21 DHC. A restoration program was commenced on the DHC and "The Red Rocket" was offered for sale to offset the cost of the DHC restoration.

In February 2006, the car was purchased by Nick Henderson New Zealand, in the knowledge that the car would require a significant restoration. The car arrived in May along with panels from RTS.



During the next 4 years, a major restoration of the car took place, during which power steering and a ZF gearbox were installed.

The car was repainted in its 2 tone blue and re-upholstered.

The instrument panel was relocated to in front of the driver, as was standard in the TF21 series.

The car won the NZ Club Concours in 2010. Nick put it up for sale to make room for his next project, a TC21 restoration.

The name of OSCAR (Old Superannuants' Charming Alvis Runabout) is being considered.






24-28 November 2012

RACV 80 Years' Great Ocean Road Celebration Tour

RACV



LEGACY 

FOR SALE

Men's neck ties
with the ACCV logo

\$25
Each

(plus
postage)



CONTACT
Dale Parsell
his details
page 2



FOR SALE

Stainless steel mugs with engraved ACCV logo.

\$7.50 each or \$15 the pair

ALVIS PEOPLE BEHAVING BADLY



There are some members who will do just about anything to ride in a closed car on a cold day. Mike Hirst in the UK

FOR SALE

FOR SALE

For Sale 11 "long" Alvis wheel nuts, as used in closed hub wheels. Nickel plated but some could be replated. \$50 the lot. Des Donnan
dedonnan@bigpond.net.au

FOR SALE

2 x 12/40s rolling chassis - engine #s 1665 & 2017. Chassis numbers not found, however history records suggest chassis 1506 carries engine no 2017. Both cars are missing some significant parts. One car carries a 2 door saloon body frame. There is a cache of spares.

Asking price \$11,000 (neg) for both cars
Malcolm Bailey 0418 462 005

WANTED

TA21—gutter channelling for a Mulliner 4 door saloon - these items are attached by screws and were originally chrome plated. Condition—capable of being fitted as is or with some redeeming restoration.
Contact Ray Dalton 03 5971 1361

FOR SALE

Complete TA 21 ROLLING CHASSIS with steering box etc kept under cover until now. Missing L/h tie rod only offers around \$ 300.

ph ALAN BRATT 0427405573
ah 0260332951

Wanted

The 2 chrome strips that are on top of the mudguards of a 3 litre just behind the headlights. They are about 30cm long.

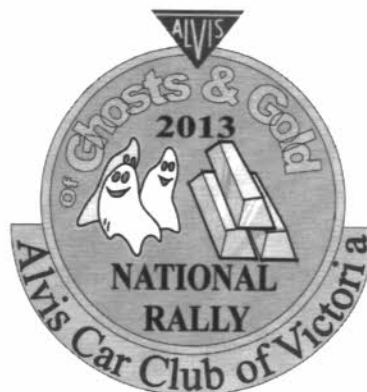
Contact Derek Dixon Tel: 07 5443 4320 or
Email: dgdixon@bigpond.com

"of Ghosts & Gold"

ALVIS CAR CLUB OF VICTORIA

2013 Australian National Alvis
Rally

28 April - 3 May



Contact

John Lang

(03) 5426 2256

jdmelang@bigpond.net.au

for your invitation

or write:

PO Box 129

Gisborne, Vic 3437

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