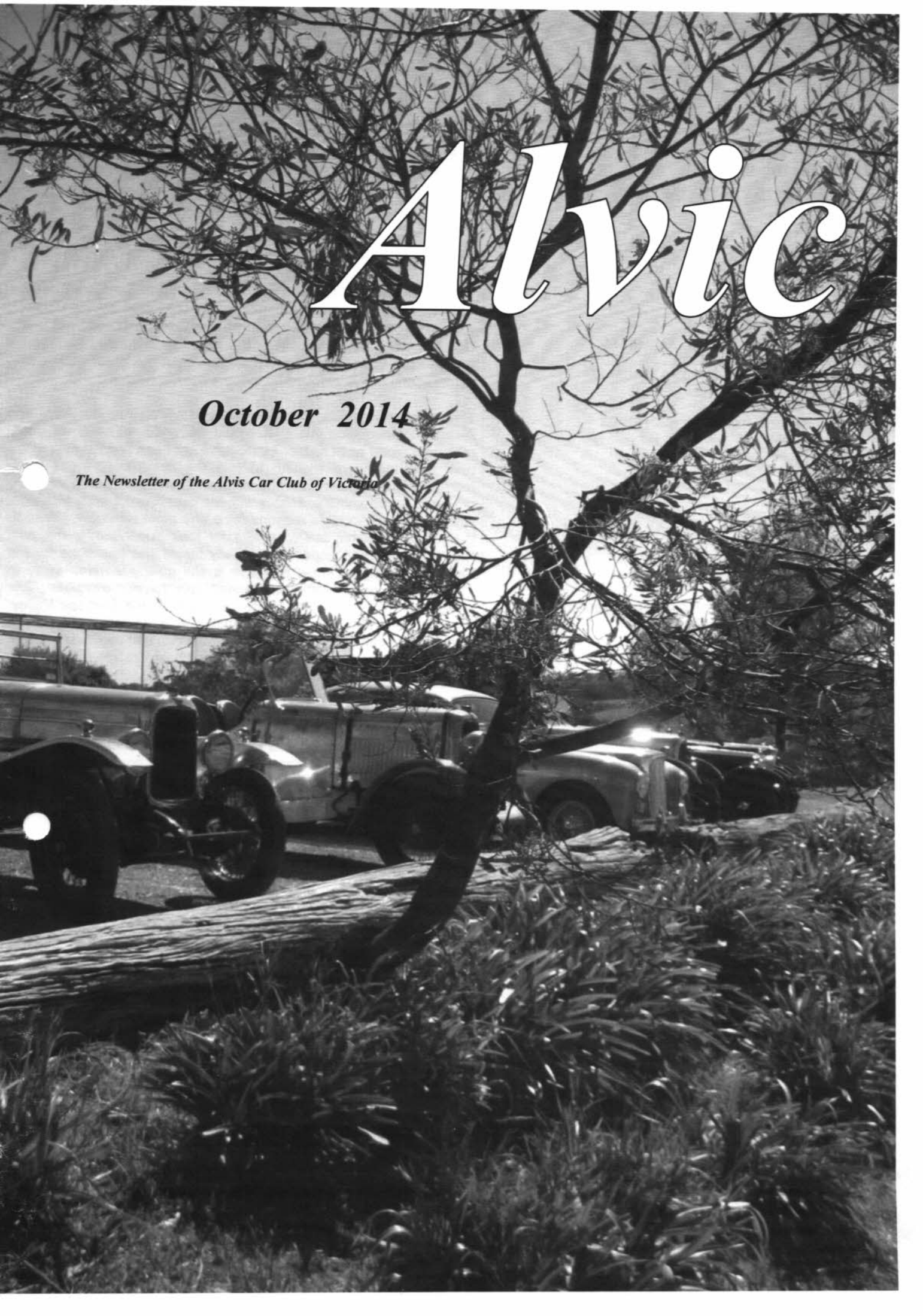


Alvic

October 2014

The Newsletter of the Alvis Car Club of Victoria





October 2014
VOL 53 ISSUE 7

PRESIDENT

Andrew McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

VICE PRESIDENT

John Hetherington, 71 Hawkins St,
Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586
jfh@mcmmedia.com.au

SECRETARY & PUBLIC OFFICER

Dale Parsell 14 Symons Rd,
Avonsleigh, Vic 3782
Tel 03 5968 5170
dparsell@ozemail.com.au

TREASURER

Marg Lang P.O. Box 129,
Gisborne, Vic 3437
Tel/fax 03 5426 2256
jdmelang@netcon.net.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129,
Gisborne, Vic 3437
Tel/fax 03 5426 2256
jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

COMMITTEE PERSONS:

Mark Weller

PO Box 5030, Hawthorn, Vic 3122
Tel 03 9818 4324
mark.weller@authenticage.com.au

Sally McKaige,

Carrick House
6 East St,
Carrick, Tasmania 7291
Tel: (03)6393 6212
sallymckaige@me.com

Alan McKinnon, 195 Lower Heidelberg Rd,

Ivanhoe, Vic 3079
Tel 03 9497 3414
alanm@antiquetyres.com.au

Richard Tonkin, 15 Rob Roy Rd,

Smiths Gully, Vic 3760
Tel 03 9710 1465
rtonkin@gmail.com

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

PRESIDENT'S REPORT

As I write, we are heading this weekend up to Daylesford for the Alvis weekend away – this time capably organised by the Parsells, who have only just returned from an enjoyable, extended trip to the US. As I will hold off submitting this report until Sunday I am sure I will be able to say a few more words about the great driving and camaraderie that is enjoyed on these weekend events.

This month our regular clubroom meeting will also be our AGM and Awards Presentation night. It would be good to have as many members along as possible. As we have not been bowled over in the rush with members wishing to join the committee, the existing members of the executive and committee have indicated they are prepared to renominate. That is with the exception of Sally McKaige, who for understandable reasons feels she must withdraw. I wish to thank all the committee members for their support over the past twelve months and especially to Sally for all she has done for the Club in the past. I know that she is still quietly working away in Tasmania to assist with the planned tour for our overseas Alvis owners, prior to next year's National Rally in the Barossa Valley. There is still a vacancy on the committee as a replacement for Sally. Nominations can be taken on the night but don't let this cause you to stay away from the evening for fear of being railroaded into the position!

Whilst on the subject of the National Rally, Noeline McKinnon, who is organising the Tasmanian Tour as well as the coast run to South Australia ahead of the Rally, is keen to hear from local members who wish to join in the Tasmanian Tour and or the coastal run. Please give it serious consideration and let Noeline know of your interest as soon as possible. It will be good to spend as much time as possible with our overseas friends, which I believe could be as high as half a dozen couples.

On the 26th of October there is a combined run with the MGA and Ford A Clubs. We would like to have a good representation of Alvis there. Details of the event are elsewhere in Alvic. Likewise John Lang has managed to get feedback about the Geelong Revival at the end of November. John and Margaret attended last year and said it was an excellent spectacle and so it is on our calendar of events to attend again this year. This is an ideal opportunity to have a great day out, see some competitive motoring and an opportunity to display the Alvis Marque. Please make the time to join in and let John know as soon as possible if you plan on coming the night before for a meal, followed by the event on Sunday. Knowing the number of Alvis coming could impact on which parking area we are allocated.

Next year we are celebrating the 60th Anniversary of the founding of our Club. To that end the Committee has been turning its mind to suitable events as celebration. Also we are going to produce a special run of 60th Anniversary lapel and radiator badges. We would value input from you, the members, regarding suitable events and the way we can involve the wider club membership and in particular

the remaining early members. Please pass on your thoughts to committee members or through a letter in Alvic.

I am pleased to report that Chester McKaige is out of hospital and back home. He is making good progress and has walked to the local pub for a meal and coffee, been out in the car with Sally and in his library and using his laptop. We wish him a full and speedy recovery.

As a stop press, we have just returned from another excellent Alvic weekend away. This time it was centred on Daylesford with fantastic, quiet driving roads which were ideal for our cars. The weather was stunning as was the scenery and together with the observation questionnaire, visits to excellent eateries, visits to many points of interest, the Ancient Roman night and great company, it was a terrific event. This was made even more so by having two new vehicles join us: Mark

Weller's beautifully repainted SA Speed 20 which performed very well and also the Silver Eagle of new members Peter and Jen Mackay. We really enjoyed the company of Peter and Jen and also to see for the first time their recently imported car from the UK. Once again on behalf of all those who came on the weekend I wish to thank the Parsells, ably assisted by the McKinnons, for all their efforts and excellent organisation.

Our October monthly meeting will be next Friday evening so I hope to see as many members as possible at our clubrooms. Remember this is a self catering night so please bring along a small plate and something appropriate to drink. If you are able to make it to the Malvernvale Hotel for a meal prior to the meeting please let me know by Wednesday evening if you intend coming.

Andrew McDougall

SUPPER

As has been the tradition over the last few years for the AGM, everyone brings something for supper

2014 COMING EVENTS

Club events are listed in BOLD and non-Club events are in Italics

- | | | |
|-----|-------|---|
| Oct | 17 | ANNUAL GENERAL MEETING & TROPHY PRESENTATION |
| | 26 | MGA, Model A and Alvic
Sunday 26 October
Meet at The Time Ball Tower, Battery Road (end of Nelson Place), Williamstown.
10am for a 10:30am departure.
Picnic lunch at Point Cook Coastal Park (the last car park)
BYO everything for a picnic or BBQ lunch. BBQ facilities available and some chairs and shelters. |
| Nov | 21 | General Meeting |
| | 29-30 | Geelong Revival |
| Dec | 7 | Christmas Party - Tonkins at Smiths Gully |

Front Page: some of the cars at the recent Roman Holiday Weekend Away, parked at Cricket Willow at Shepherds Flat.

PRESIDENT'S REPORT FOR 2013 – 2014 YEAR

I wish to report that we have had another active and successful year, although for us in Victoria not quite as active as last year with the running of the National Rally in Traralgon. However behind the scenes our South Australian members have been very busy organising the National Rally in the Valley for next year. They are only a small team and I wish to thank them very much for taking on the task and for all their efforts. I am sure it will be a great event.

Also whilst on the thanking theme I wish to thank the committee members for their cheerfully provided contribution to the wellbeing of our Club and noting with thanks Mark Weller for coming on board the committee and providing some fresh ideas. I particularly wish to thank Sally McKaige, who will be retiring from the committee at this AGM, for her great contribution over the years. With the ease of communication these days I am sure that Sally will still provide comments and ideas and has said she is only too happy to assist with any visits we might make to Tasmania. Noeline McKinnon, whilst not on the committee, continues to be a great contributor and driving force when it comes to organising events such as the pre National Rally run to Tasmania and also the pre run along the Great Ocean Road to South Australia. We are most grateful to Noeline.

Another thankyou goes to Dale Parsell who through his own efforts got our Club Constitution in order to ensure it complied with the new Model Rules and then had it accepted by the authorities. Dale has also put in a lot of work with our website and as a result we have received some interesting enquiries from people surfing the net and finding that our website is both informative and user friendly.

This has been a year for new members as we have had 8 people join the Club with their vehicles. You are all most welcome and we look forward to having you participating in our club activities. Some of the new members live remotely, so that they may not be seen as often as others, however I am sure they will enjoy Alvis Weekend Away events and the National Rallies if they can make them. At least one of the new vehicles is a restoration project, so we look forward to seeing and reading about its progress. For the new members I wish to emphasise that there is a lot of collective knowledge within the Club and that all they need to do is ask if they have any queries or require advice and assistance.

Events this club year have included:

The Tonkins sneaking up to the NSW Club Alvis Day and taking away the prize for the best Graber.

The Geelong Revival at which unfortunately our representation dwindled due to unforeseen circumstances, however we plan to do better this November. Thanks to the Langs for organising this and also for hosting the most enjoyable Christmas barbecue, where again 12/50s dominated.

Again we were joined for the New Year barbecue by the Armstrong Siddeley Club. This is always a good way to commence the New Year and to let the dogs run around.

We had another great display at the RACV/AOMC Classic Showcase at the Flemington Racecourse car park in March. We had nine examples of Alvis on display from all eras and in particular we were very appreciative that Peter Miller brought along his beautifully restored Speed 25 rolling chassis which was parked alongside John Lang's Speed 25 Saloon. There were many members of the public passing through our display and the highlight was for them to see a clothed and unclothed Speed 25. Our display was further enhanced by the new blade banners. There was clearly much interest in the marque as many of the free booklets about the Club and Alvis were given away.

We had two excellent pub runs, one in March and the other in July run by the Tonkins and Hetheringtons respectively. We had good roll ups at both, with the Jowett Club joining us for the July run. Both runs were well attended, provided excellent driving, good food and great company. Thankyou to both the organisers for a job well done.

The postponed combined clubs Petanque competition was finally held in May, hosted by the Daimler/Lanchester Club, at an excellent venue at Somers. Members of the Alvis, Daimler/Lanchester, Bristol, Armstrong Siddeley and Jowett clubs attended. There was a very pleasant self catering barbecue followed by fierce competition. I am please to record that the Alvis Team was victorious and it was made even more special by having long time member David Wischer present the trophy. All who attended had a great time, with the consensus being that it should again become an annual event on the national motoring heritage day in May.

Our weekend away at Daylesford in October was another great event, with a wonderful mix of driving on quiet scenic roads, visiting many points of interest, enjoying good food, excellent companionship and also to have two new vehicles join our ranks, Mark Weller's beautiful SA Speed 20 and the recently imported, from the UK, Silver Eagle of new members Peter and Jen Mackay. Many thanks to the Parsells for organising this excellent weekend.

There have been further developments by VicRoads in relation to the Club Permit Scheme (CPS). These changes appear to be sensible in ensuring that safe and not highly modified vehicles are on the CPS and that separate provision is made for highly modified vehicles. We have to thank the AOMC taskforce for their efforts in negotiating with VicRoads a reasonable and rational approach to our era of vehicles on the CPS.

Throughout the year there have been a few members who have experienced illness, however it would appear that they have come through ok and we look forward to having them actively involved for many years to come.

Finally I wish to thank everyone who has contributed to the Club and wish you all continuing enjoyment in owning and using Alvis vehicles. In particular I look forward to next year when we celebrate our 60th Anniversary.

Andrew McDougall

CARS, HISTORY and People



VICTORIAN LIGHT CAR CLUB



Back in April ALVIC, the photograph below was featured, having been sent by Steve Tillyer in the U.K. asking if we could identify the car, driver, event and information about the Victorian Light Car Club.

The internet provided information about the Victorian Light Car Club and this appeared in April ALVIC, but the identification of the driver and car was a little more difficult.

Rob Sands set about seeking more information and Bob King (VSCC) advised that the photograph had appeared on page 355 of the James Flood's Third book of early motoring, indicating that it was at a hill climb. The driver being a Mr Gardiner.

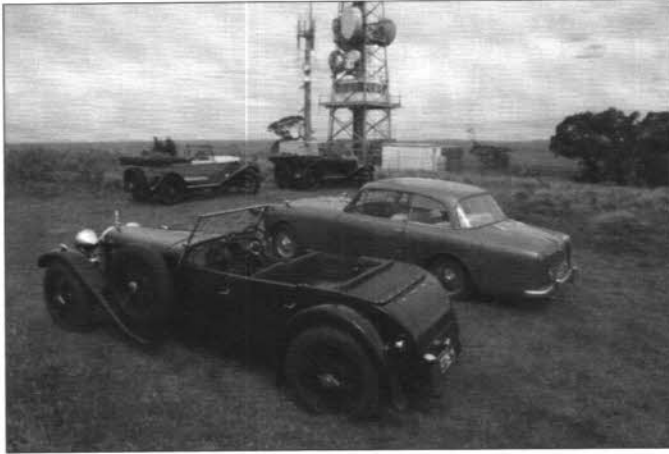


Rob and Mark Burns put their heads together and the photograph below is the scan of an old print of the same car and Rob writes: "Mark and I looked at the list of competitors for the 1928 AGP or 100 miles race, and the car was a 1496cc Alvis 12/50 driven by a Ron Gardner, but DNF. He retired again in 1930 and in 1932. It could be this car probably is an SD?"



ROMAN HOLIDAY

Well the Roman Holiday has been and gone. Holiday is not the right word as there was lots to do.



What better place to be when you need mobile phone coverage!

We did not join the coordinated departure from Rockbank so part of the trip will remain a mystery, however some of the photographs might tell the story.

We decided to meet at the Wombat Hill lunch venue and approached from a different direction than the other cars. The access road suddenly appeared and we made a quick right hand turn to be met by the steepest hill I have ever seen. Big Red didn't even like second gear and what was at the top! A stop sign!

We had looked seriously at taking the FWD, then opted for the better weight carrying option. The hill might have been remembered for all the wrong reasons as the FWD's 4.1 d is for cruising not climbing!

Wombat Hill. Some of the biggest examples of decorative trees are featured with beautifully maintained gardens, some of which was first established in 1850.

Wombat Hill Tower was an invitation to the frequent flyers who really don't like going up in aeroplanes and some of the photography from the top accompanies this report.

Lunch was served in the Wombat Cafe which quite obviously is a favourite Saturday lunch stop. The people noise grew to a crescendo as the meal progressed - how people can eat and talk and hear anything is beyond my not so tender (y)ears!

Into Daylesford, the gay capital of Victoria. Some of us parked together and sighted an "oily rag" Morris Minor on the other side of the road. Probably a misnomer as it gave me the distinct impression that it might not have seen oil in the last decade. This was later confirmed, when running into a friend who lives in the area; he mentioned that the Morris had been sitting there for the last 7 years adjacent to the 2 Hour parking sign??? Nice to be in a Shire Council area in which it has the ability to balance the books without resorting to parking fines or worse - parking meters!

Friday dinner was at the pub and a bus to pick us up and deliver us back to the Bellinzonia Guest House. Interesting old pub that had been there for many decades even if it had been burnt down a couple of times. Much the same had happened to the Bellinzonia during its period in Daylesford. Interesting, wonder if there is a firebug!

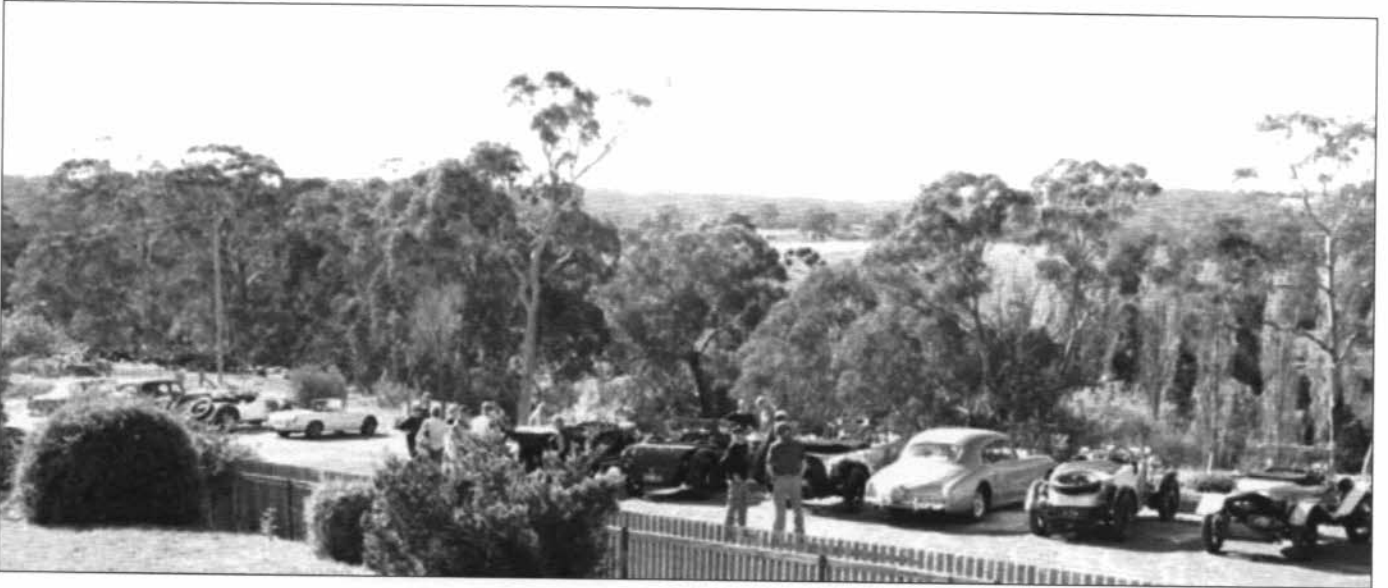
As we arrived at the pub we passed by a half chook / half man in the passage way. One of the Daylesford residents? Turns out he was raising money to pay for his trip on an overseas aid mission.

For the non Aussies reading this; chook raffles are regularly held in pubs in which a chook, not the man chook, is the prize.

We considered the option of calling in the fraud squad, when two of the prizes were won by none other than our



From the tower. Mark Weller's SA Sp20, the Hetherington TE21 & Big Red



organisers. Following receipt of the first prize, one was heard to say to her husband, you had better go and claim the second or I might finish up as chicken pie.

The Bellinzonia was a very interesting building. The walk up from the car park at the rear of the building, tested one's physical fitness and left the ladies gasping for breathe and the men wheezing - must have been the beer! Once you arrived at the top of the steps and stairs, you were only half way to reception as it was a cut lunch and thermos trip right up to the front of the building, where of course there was little or no parking in the street outside.

The rooms were comfortable and the swimming pool was wet!

Saturday saw a short drive to Cricket Willow where they grow willow for cricket bats and manufacture bats for sale all over the world. A stunning cricket oval and other sporting facilities are also part of the estate.

This report is not the place to list the history of Cricket Willow, however it is suffice to say that it is truly unique and a visit to it and a trip through the museum and work shops is well worth the time.

Back in the cars again. A further 30 odd kilometres found us turning into the Ellender Estate winery which is one of the smaller wineries that dot Victoria and making a small select range of sparkling whites, chardonnays and pinot noirs on the property.

Then off to lunch at the Red Beard Bakery in Trentham. For a small town Trentham has certainly matured in the last few years and I was surprised to see how busy the central township was at Saturday lunchtime.

The Bakery site has had a Scotch oven operating since 1891 and although the building lay dormant for several decades it was rebuilt and the huge oven was restored. It weighs in at about 75 tonnes and the floor measures a massive 16 square metres. The heat from one firing can bake 600 loaves.

The Bakery was also flat chat, but the staff did us and all the other patrons proud, with their cheery attitude and efficient service.



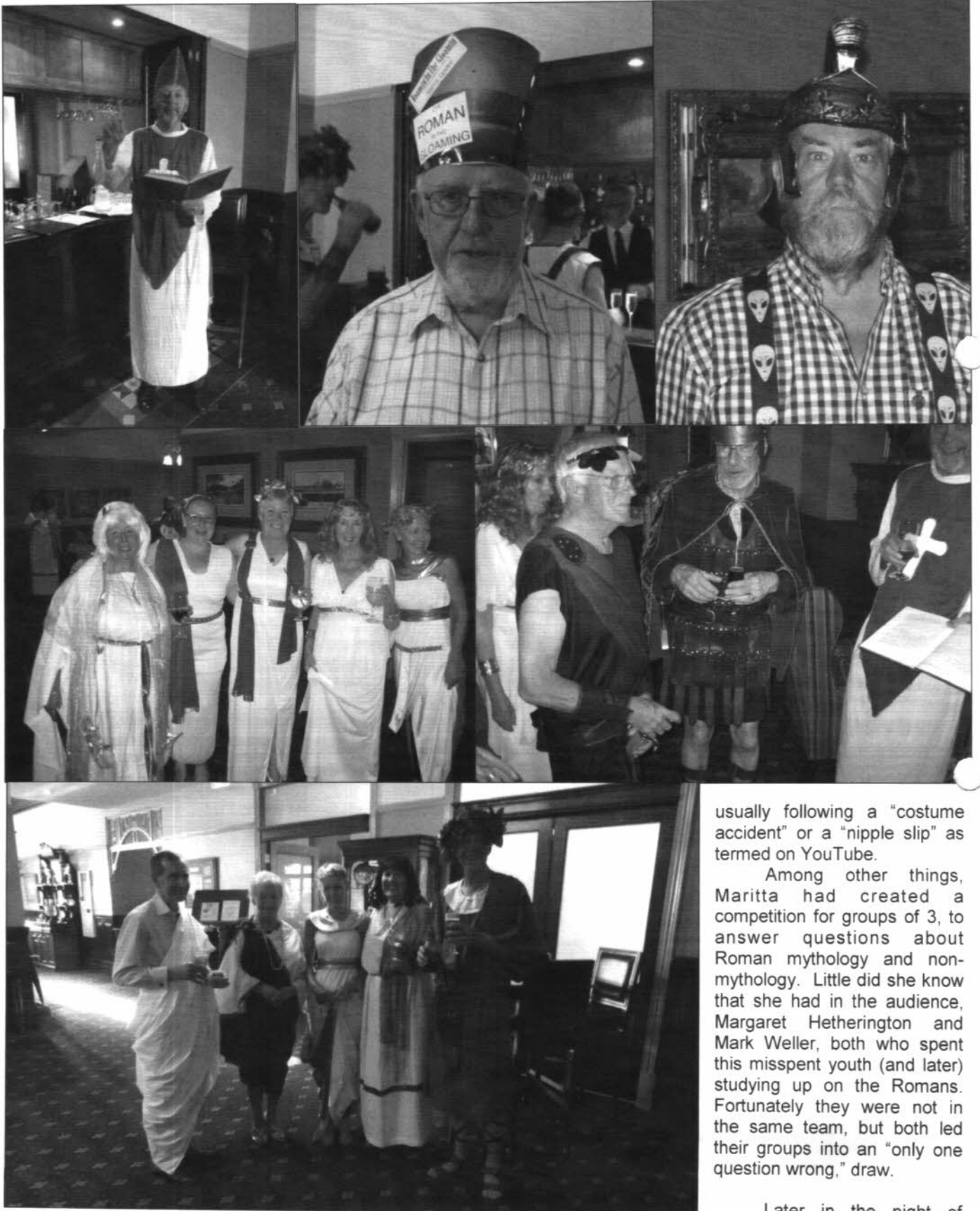
Trentham also sports a zoo. Bob Northey gladly took the Ducks Back up the lane and positioned at the zoo for photographs. Some of the animals were larger than life and were quite happy to intermingle with one another although a pink pig looked rather desperate in the mouth of a crocodile.

Some more driving to the Creswick Woollen Mills for a look at their products and back to the Bellinzonia.

Saturday night dinner at the Bellinzonia required people to dress as Romans! If ever there was a group who took their time emerging from their rooms, leaving the early birds to deal with the funny looks at the bar. Finally all was revealed - or it was with Messrs Tonkin and McKinnon

whose accessories were spoken about in hushed tones. Amazing how small things can impact on one's train of thought!

Months ago when I read the flyer for the weekend, I wondered how you would deal with entertainment on a Roman subject. Now I know! Costumes both hired and homemade, brought raucous laughter at various times of the evening,



usually following a "costume accident" or a "nipple slip" as termed on YouTube.

Among other things, Maritta had created a competition for groups of 3, to answer questions about Roman mythology and non-mythology. Little did she know that she had in the audience, Margaret Hetherington and Mark Weller, both who spent this misspent youth (and later) studying up on the Romans. Fortunately they were not in the same team, but both led their groups into an "only one question wrong," draw.

Later in the night of "Alvis People Behaving Badly,"

All those above would prefer to remain anonymous, lest their psychiatrists despair!

Richard Tonkin and Margaret Hetherington led a mens' and a ladies' team in a charade with a twist. While the team leader and the audience were told what the charade was, the other team members were brought in one at a time to view the previous animation to guess the answer and then perform similarly to pass the answer to the next member.

Richard needed to replicate his washing of the chariot and Margaret Hetherington, the washing of an elephant.

Richard did a marvellous job of replicating a dodgem car as if it was a horse at the front of a chariot. The efforts of his team members to replicate the antics of the previous member showed a decided lack of understanding.

Margaret who found that she only came up to the elephant's knees, had a great deal of trouble throwing the bucket of water over its back and resorted to chasing an imaginary butterfly around the room and panicking the pachyderm. Likewise the following 3 team members were somewhat perplexed by the antics of their predecesing team mates and neither side really came to grips with the mime.

Sunday was a short trip to the Heritage Railway and Sunday market.

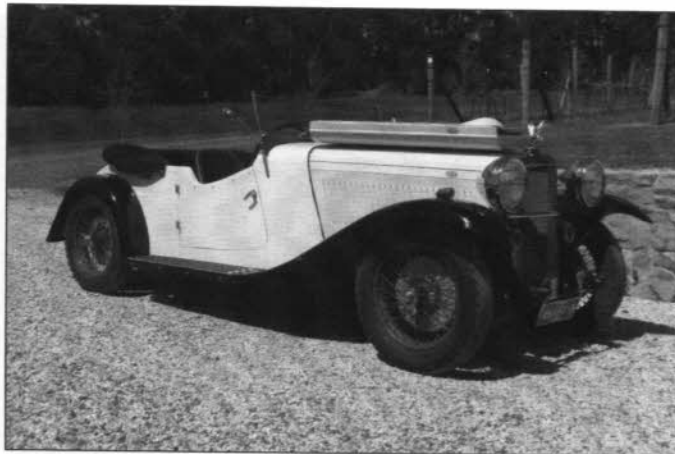
Great weekend thanks to Maritta, Dale and Noeline.

.....John Lang



You don't even need to open the bonnet on the Northey ducksback to have others crawling under it!

Thanks to the many photographers who provided their wares.



Great to see Peter & Jennie Mackay out on their first run in the recently acquired Silver Eagle



Character study! The President and secretary up to no good.



2014 BALLARAT FESTIVAL OF MOTORING



Tues 4 Nov
Melbourne Cup Day
at M.A.D.E
Museum of Australian
Democracy at Eureka.

Featuring unique touring, sports and racing cars, motor cycles and commercial vehicles from yesteryear (pre 1990). Displayed on the lawns of the 'Eureka Stockade Memorial Park'. Family friendly community event - spectators welcome.

Cost: \$20 per participant vehicle - includes M.A.D.E admission for 2 people. Tour de Ballarat participants must arrive by 10.30am.

• **Tour de Ballarat: 11am - 12pm**
Awards: Best Car/Best Motorcycle/
Best individual or couple in period dress.

• **Show and Shine: 12:30pm - 3pm**
Awards: Overall Winner/Best restored/
People's choice/Best display/Exhibitor
travelling the greatest distance.

• Mini's will be a featured marque.

• **Classic Motoring films**
screening in M.A.D.E theatre.

• **The Melbourne Cup**
will be screened at 3pm.

• **Awards Ceremony**
at 4pm.

• Refreshments
available
on-site.

For further information:
www.ballaratfestivalofmotoring.com.au
John Emery mobile 0408 570 217 or
email johnkemery@bigpond.com



M.A.D.E Opening hours 10am - 5pm
102 Stawell St South, Ballarat Ph: 1800 287 113
info@made.org www.made.org GPS Coordinates: 37.564847°S, 143.8841°E

Greetings John,

For those who aren't aware, Maritta and I have been touring the USA for the last 6 weeks, starting in Las Cruces, New Mexico and gradually travelling East visiting the Grand Canyon, Monument Valley, some of Historic Route 66 and many other scenic places, without counting them up I think we have visited about 15 states, although some of them very briefly.

We had organised to meet fellow Alvis enthusiast Jim Sprague at the St Michaels Concourse in Maryland just out of Washington DC.

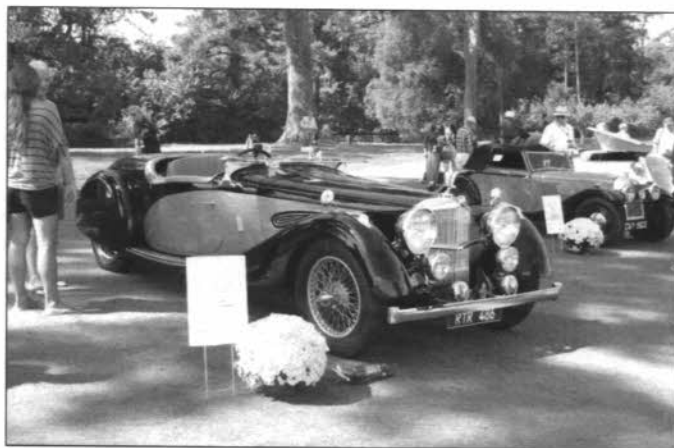
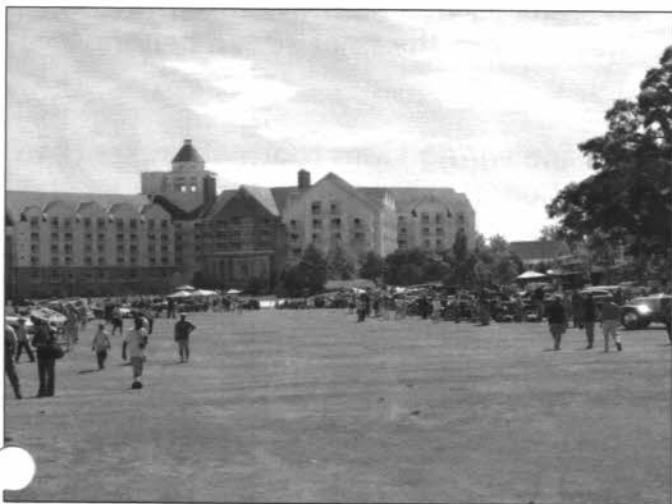
We were staying on Capitol Hill in DC so took I50 north towards the enormous Bay Bridge which goes across Chesapeake Bay and reaches a height of approximately 200ft. We thought at first the \$6 toll was a bit serious until we realised it was only charged one way.

The drive took us over several more bridges and around a number of inlets until we arrived at the Hyatt Regency where the event was being held. The site was spectacular, the cars lined up on one of the golf course fairways with the bay in the background. A number of historic boats were also on display.

Jim was awarded the Presidents prize for his Speed 25 Offord bodied Alvis and was a very popular choice. A wide variety of cars attended with everything from a 1912 National Indianapolis Race Car to a 1938 Morgan Plus 4 prototype, American Underslung (Maritta's favourite {after the Alvis of course}), and an extremely original 1916 Simplex Crane which had never been restored.

After the cars left the field we made our way back to Washington for the night.

Dale



“For the sheer joy of driving I'd like to go there in an Alvis”

(Advertisement in The Motor 1952)

The argument for positive earth.

I for one have often wondered why the English favoured positive earth electrical systems for their cars and trucks. Occasionally it would come up in conversation and the common reason given was – well what do you expect they're English. In other words the people I spoke with really didn't know. There must have been during the 1930's compelling reasons for the primary manufacturer, Lucas, to adopt a positive earth system. Prior to the mid 30's negative earth was the norm as is the case since the late 60's.

The answer lies buried in Lucas technical manuals and only came to light for the author when foraging for some wiring loom data. To that end it is worth sharing their reasoning.

Lucas argue that with a positive earth system the central electrode of the spark plugs will be negative. Lucas contend that there is the same sparking efficiency as a negative earth system **BUT** it is achieved with a 10% reduction in high tension voltage. This Lucas claims reduces the “strain” on high tension leads as well as the distributor cap. All in all this makes for a more reliable ignition system with the final added benefit of prolonging the life of the spark plugs.

Lucas also claims benefits for both the battery and the wiring loom too. With respect to the former mention is made of a reduction in sulphation at the positive terminal as well as a mitigation of the effects of corrosion of soldered joints, cable connectors and switch contacts especially under conditions of excessive humidity.

It would appear that the automotive industry in America, Germany, Italy and France didn't agree. How long can “you” remain out of step? It took until the late 60's for the British industry as a whole to revert to negative earth.

It is worth noting that Rolls Royce a later convert to positive earth became very critical of this configuration for when the Silver Cloud was manufactured in 1955 they has switched back to negative earth. Their reasoning is given in the insert below.

“...it has been found that cars wired positive earth tend to suffer from chassis and body corrosion more readily than those wired negative earth. The reason is perfectly simple, since metallic corrosion is an electrolytic process where the anode or positive electrode corrodes sacrificially to the cathode. The phenomenon is made use of in the "Cathodic Protection" of steel-hulled ships and underground pipelines where a less 'noble' or more electro-negative metal such as magnesium or aluminium is allowed to corrode sacrificially to the steel thus inhibiting its corrosion. Also the radiators of post war cars wired positive earth have a tendency to become blocked due to electrolytic deposition of metallic salts, particularly in hard water areas. For this reason it is important to bond these radiators to the chassis and bodywork with flexible copper braiding so that they are at 'earth' potential”

Reproduced from the website of the Rolls Royce Owners Club at <http://rroc.org.au/wiki/index.php?title=Technical:Polarity>

In concluding we need to remember that any new old stock ignition coils that we may purchase for our cars will probably be configured for positive earth unless a sticker is affixed that states that the coil is negative earth. This is important if our cars have been converted to negative earth as we really want the spark to jump from the plug to the block and not the other way around.

Richard Wallach

MY ALVIS INTEREST

Mark Weller

I have been keen on old motor cars from a young age but my father never drove anything interesting – although I recall checking the water and oil in a (dead) 1920s Dodge truck parked in the paddock before I started school.

My first car was a Rover 105S, which was a very quiet car but hardly sporting despite its twin SU carburetors and overdrive. This was followed by my first Jaguar, a 1966 S Type saloon – again very quiet but considerably more sporty. Being nervous about the cost of repainting it, I was contemplating a change to a Jaguar XJ6 but, when driving my mother one day we passed a car yard with an E Type Jaguar and she said, to my amazement, "Why not buy one of those?" We promptly went for a test drive and I was hooked. The one I subsequently found was a 1972 Series II FHC which I owned and enjoyed for ten years as an everyday car and was an active member of various Jaguar clubs around Australia.

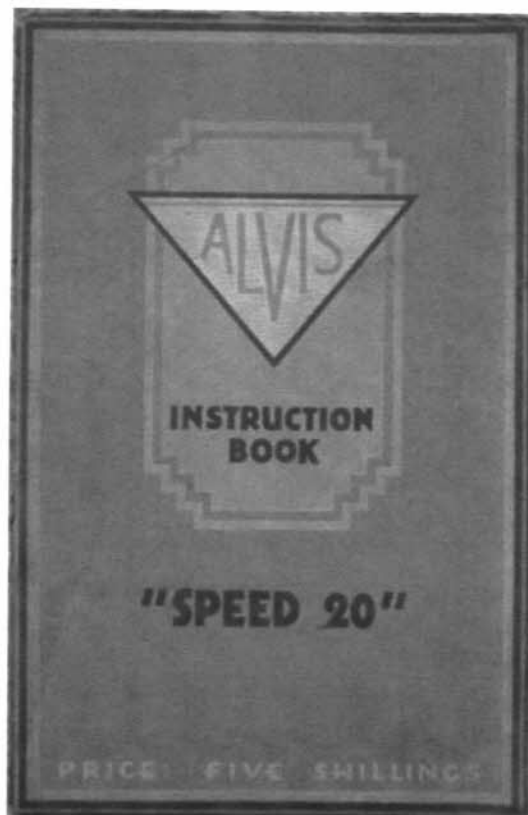
During this time I acquired and restored a 1947 Mk IV Jaguar saloon, a pre-War model but career commitments forced its sale after a few years.

Feeling like a change from the E Type, I sold it and bought a 1977 Jaguar XJS, which I enjoyed (and fed vast amounts of petrol into its V12 motor) for fourteen years. But I hankered after an E Type again, so bought a 1962 Series I FHC and restored it from the ground up, paying others only for bodywork and engine machining.

Watching a friend restoring a 1936 Jaguar SS100 (every Jaguar owner's dream) a couple of years ago, I began thinking about one myself, but their rarity makes them unavailable/unaffordable. 1930s Rolls Royces have attracted me since I was fourteen but when I looked closer, I realised that they are huge and complex. 1930s

Bentleys were another option, but good looking bodies are similarly unapproachable.

Then I remembered having driven the late Austin Tope's handsome Alvis Speed 20 Tourer and thought, why not? A mutual friend introduced me to Chester McKaige in 2013 and I joined the ACCV. Lots of Internet research led me to seek a Speed 25 and I actually drove one that is for sale in Melbourne, but a 'Wanted' advertisement in ALVIC flushed-out Richard Williams' Speed 20 SA Cross and Ellis tourer. This was partly restored (chassis, mechanicals and electricals) with the body bolted back on. After some fettling it was registered and restoration of the bodywork is now underway.





RED TRIANGLE - Top Tip

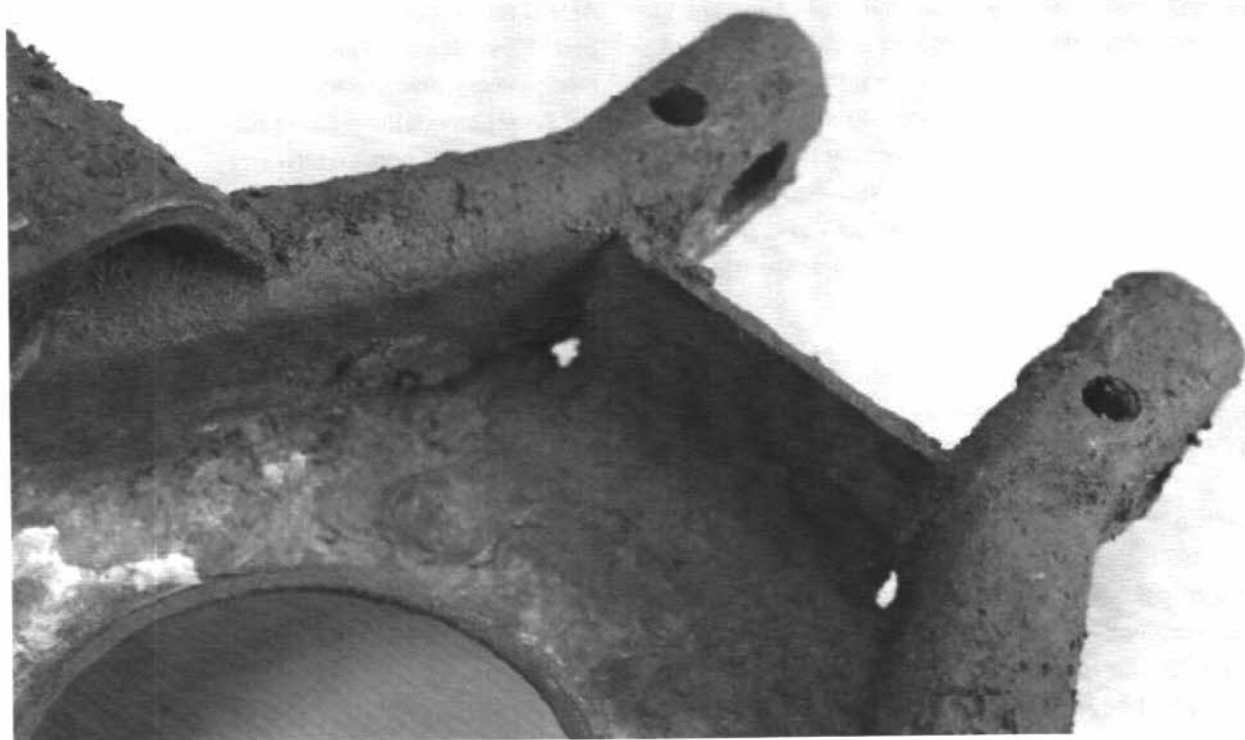
3 LITRE - LOWER WISHBONE

The front lower wishbone on all 3 Litre cars is a very robust fabricated component made out of steel.

The wishbone forms the lower suspension control arm and has the support plate for the main suspension coil spring. Therefore this component carries considerable load. Because it is largely out of sight and rarely causes problems it is often forgotten.

However we have seen cars with the spring base plate bulging downwards due to corrosion and subsequent weakening of the wishbone. On very rare occasions the spring has pushed through the support plate and the suspension has dropped.

The construction of the wishbone makes an almost perfect water trap when two small drain holes become blocked. (see photo) Therefore it is recommended that these drain holes are periodically checked, and dirt and mud trapped around the base of the spring removed as far as possible.



Providing the wishbone is in sound condition taking the above actions should prevent future failure or rejection on MoT test.

Dave Langridge
Mechanical Workshop Manager - Red Triangle

VSCC ALPINE RALLY



Rob Sands in his 12/50 on the recent VSCC Alpine Rally

COMPETITION DIVISION (Points lost)

Andrew Green & Chris Lawrence	Alvis 12/50	25	Equal 1 st
John Shellard & Zhao Hang Chen	Bugatti T57 1934	25	Equal 1 st
Mark & Sue Burns	Alvis 12/50 1924	30	Equal 3 rd
Robert Sands & Jim Norris	Alvis 12/50 1927	30	Equal 3 rd



The 12/50s of Andrew Green & Mark Burns separated by a Bugatti

Photograph courtesy of the VSCC newsletter & Sue Burns

ALVIS PEOPLE BEHAVING BADLY



Well you might ask! What would a sensible chap like Don Bosanquet be doing rushing around his Veteran Renault? Is it about to catch fire? No! Is it about to jump the chocks? Well not yet! Is he late for his doctor's appointment? No! But he might need one now!

Don entered the Veteran Car Club competition for the quickest start.

The rules are, you honk on the horn, start the car using the crank handle, run right around the car to again honk the horn.

In true French style, she flashed her brassy eyelids and failed to start!

WANTED

TA21 Solex 30PAAI carburettor complete or parts.

Richard Wallach richardwallach@hotmail.com

FOR SALE



SG Silver Eagle Sports Tourer

12,000 miles since complete restoration including new body & full weather equipment & tonneau.

Chassis No. 12684

Original books & full history available

Restoration details available on request.

\$95,000 O.N.O.

Murray Fitch

Telephone: 03 5766 2529

NSW ALVIS DAY

Max & Judy Houston are hosting Alvis Day on Saturday 15 November and have invited all to attend. The event features Speed models and Max is keen to have as many as possible in attendance.

If you would like to attend please contact Max on 0407 669 459 as the caterers need to be advised of numbers several days before the event.

FOR SALE



1962 TD21 Series II Park Ward DHC number 26811 First registered MUM21 in June 1962. In June 1964 became 389HWR. Now registered S20070 and located in Queensland Australia. Restored 2003-2012. 5 speed manual. \$100,000 ONO. Bill Anderson +61 410 430 208

ALVIS
Only an ALVIS can give you
ALVIVACITY

MOTOR SHOW
STAND 96
Main Hall

SEE THE NEW ALVIS CARS AT OLYMPIA

Four distinctive Models for 1935—each one a thoroughbred car giving the well-known ALVIS performance—with a new beauty and refinement which add still more to the fascination of driving an ALVIS. Amongst the many special features are independent front wheel springing and steering, and all synchro-mesh four-speed gearbox. Leading the world in automobile design, the 1935 ALVIS from £490 is better than ever. Do not choose your new car until you have seen, and tried, a 1935 ALVIS. There is no substitute for "ALVIVACITY"—the joy of motoring in its most fascinating form.

For details of the 1935 ALVIS Models please write
ALVIS CAR & ENGINEERING CO. LTD., COVENTRY
London Showrooms: 15, BARKLEY ST., W.1



FOR SALE 1932 TJ12/50 Doctor's Coupe. Engine 3884 chassis 9367 body 14223. Engine & body rebuilt 1997-8. Runs well. Last 12/50 to come to Australia through an agent.
 \$45,000 or best offer. CHRIS HIGGINS (03) 5986 1510

FOR SALE

TIES
 \$25
 EACH



MUGS
 \$7.50
 EACH

RING THE TREASURER, MARG LANG FOR DETAILS

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

The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuiness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.

FOR SALE



1928 12/50 TG Roadster chassis 6759, engine 7055 L200, car 11602 The car has been restored and is in the colours as it left the factory. Reconditioned head on the car, new flywheel and ring gear (one piece like original), new close ratio gears in the gearbox and a choice of 2 diff ratios 4.3 and 4.7 these can be easily changed into the car as they are set up and in individual carriers, the dicky seat is upholstered and carpeted and is like new. The wooden dash is the original from the factory. A number of good spares go with the car and is included in the price, asking \$70,000

Car located in Maroochydore

Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

1954 TC21 saloon chassis/engine 25336
New head lining, new radiator, recon head. New radial tyres to the rear.
\$22,000

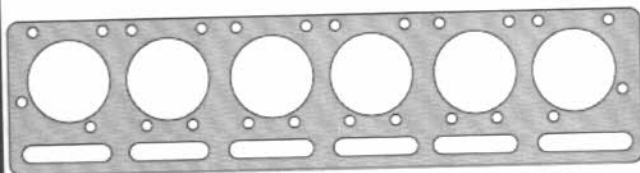
Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com

Car located in Maroochydore



FOR SALE

ALVIS 3 1/2 Litre Engine COPPER CYLINDER HEAD GASKETS



- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

\$168.00 + postage

Contact Peter Miller
Email - moulen@tpg.com.au

For Sale

12/50 windscreen, one piece glass, with separate cast pillars. Never been used. Plating good. Can be pivoted on the uprights. Screen is 3'4 1/2" long, and 12 1/4" high at the centre, 14 1/4" at the ends. Can send photo. \$250
Mike Menzies 02 4997 -2994, or 0408 239 842

