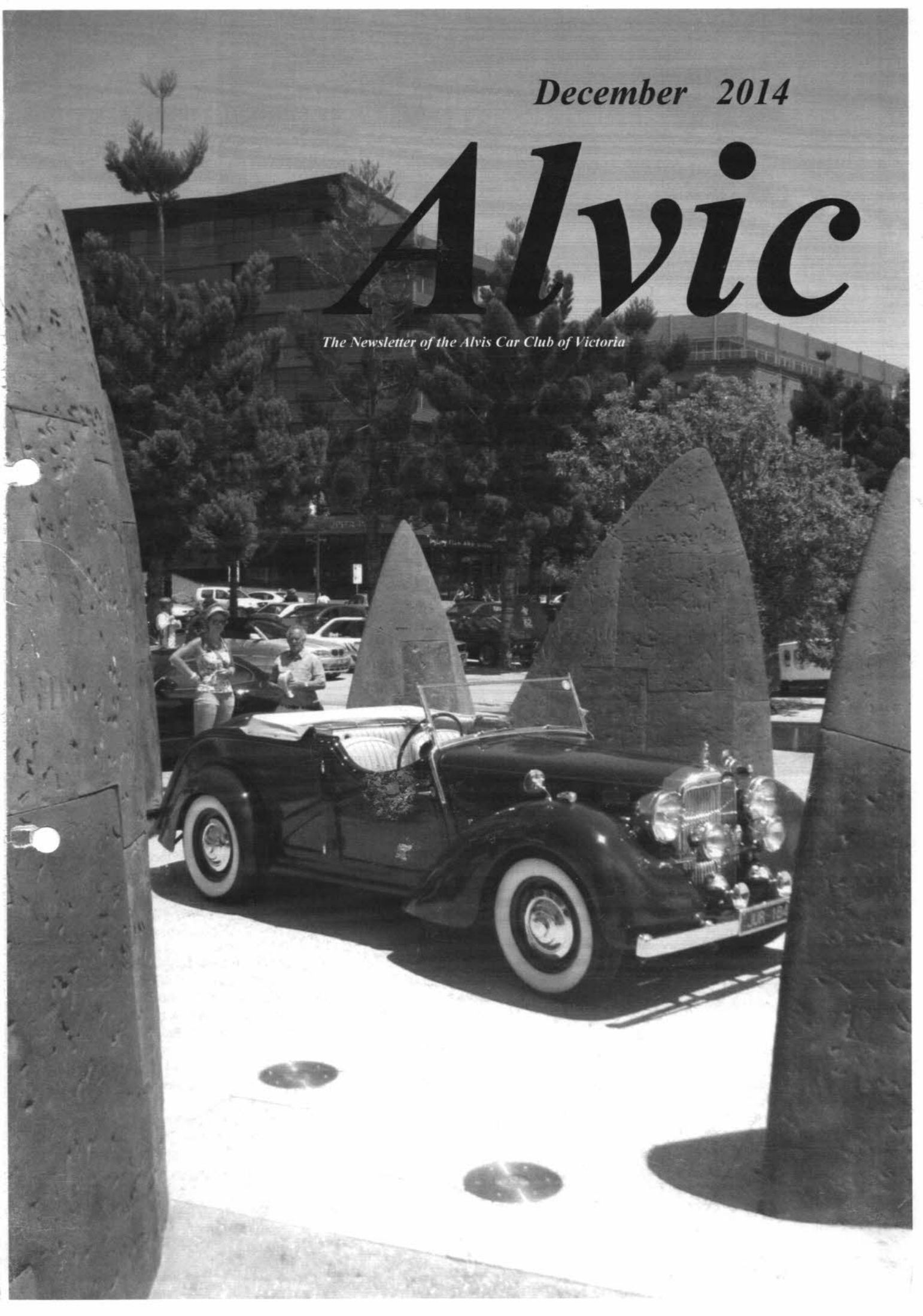


*December 2014*

# *Alvic*

*The Newsletter of the Alvis Car Club of Victoria*





**December 2014**  
**VOL 53 ISSUE 11**

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## Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris (MELWAYS 59 F8)  
Meetings—third Friday of each month [except DEC/JAN] at 8.00pm. Newsletter  
Deadline - first Friday of the month.

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782  
[www.alvis.org.au](http://www.alvis.org.au)

### PRESIDENT'S REPORT

Again another year has flown by and many will be scrambling to get everything done before Christmas. However, I take this opportunity to wish you all a safe and happy Christmas, with family and friends and to wish you all good Alvis motoring in 2015, our 60<sup>th</sup> anniversary year.

We had a very successful display at the Geelong Revival on the Sunday, situated amongst "The Sails" in the prominent foreshore area. There were 6 Alvis and one Alvis person behaving badly with his Armstrong Siddeley. At least the first name starts with "A." I wish to thank the members who were able provide the spectacular display. It was the first time that most of us had seen Harrie Grey's TA14, with its striking but unusual wooden body. This body was created in an English ship yard around 1950. The car certainly attracted a lot of public attention. The display was enhanced by having the ACCV banners up and with the availability, for the public, of the small booklets giving a brief history of Alvis and details about our club. The fifty booklets were quickly snapped up. Hopefully this will lead to more Alvis ownership and club membership. At the meal on the evening before the display, we were pleased to be joined by long time members Leigh and Helen Dwyer, new member Harrie Grey and friends and David and Carol Head, all from Geelong. I wish to thank John and Margaret Lang for arranging the accommodation, meal and display.

On the subject of club membership we learned of 2 potential new members and I am happy to report that since the display we are welcoming Margaret Dymond to the Club, with her recently imported TD21, from New Zealand. We look forward to having Margaret join us on future events.

Last month we were pleased to have David Wischer, a former member, join us for a meal at the Malvernvale Hotel followed by the monthly meeting. David was well and we enjoyed his short talk on his association with Alvis and the Club. Next year we hope to have more early members join us in the Club's 60th anniversary celebrations.

I wish to thank Pauline and Richard Tonkin for hosting the Christmas barbecue at their place. It was a little cool and showery but we were able to sit outside. We had a good roll up of members, some we don't see so often. The weather made most of us leave our Alvises at home, but the Denners are to be commended for coming in their TE 12/50 Beetleback. It was particularly pleasing to be able to enjoy the company of "overseas" members, Sally and Chester McKaige. Chester is looking very well.

The committee, generously hosted by the McKinnons, met recently and mapped out a calendar of events for next year. This is listed on page 3. There will be an emphasis on celebrating 60 years since the formation of the Club. Also we will be joining in on a couple of combined clubs events, the first being the Boules Competition to be held on National Motoring Heritage Day on Sunday 17<sup>th</sup> May. We

would like as many members along as possible, as our Club has its honour as champions to defend. Of course the main event next year is the National Rally in the Barossa Valley in South Australia, which our hard working local members are arranging for us. Also a reminder that prior to the event, Noeline McKinnon is arranging a tour of Tasmania, along with our visiting English Alvis friends and a "Rally to the Rally" along the Great Ocean Road. Please contact Noeline promptly if you wish to participate in either of these runs.

It is with sadness that I report the passing of Marcia Barber. She was an amazing lady with remarkable generosity, enthusiasm and energy. On behalf of the members I extend our condolences to Ian and the extended Barber family. Our Club was represented at her funeral by the McDougalls, Richard Tonkin and two Alvis; the 12/50 and the Graber.

On the car front I have just commenced giving some attention to the clutch and gearbox in the Speed 20 Special. Initial inspection seems to indicate that the clutch might not have to come out, but that the trouble could well be in the actuating mechanism. However there is metal in the gearbox oil so it will be a gearbox removal, dismantling and inspection job. The car needs to be

ready for the Todds when they come out from England for the National Rally. I expect it to be up and running again sometime in January. Recently on behalf of a fellow in Alice Springs, Richard Tonkin and I were asked to inspect a Series1 TD21 for sale in Melbourne. The car was being sold by Laurence Alvis whose father bought it new in 1960. The obvious attraction being that the car and he had the same name. The car arrived in Melbourne in 1964 when the family emigrated from England. Thus, whilst it is a bit tired, it was in sound condition as it hasn't been subjected to too much exposure to corrosive English conditions. As it turns out the fellow in Alice Springs did not proceed with the purchase, however I am very pleased to report that Simon Ramsey has purchased the car, which means that it remains in Victoria and that it will receive the attention it deserves. We look forward to seeing Simon driving the car on our events.

Well, as I said earlier, please enjoy a wonderful festive season and we look forward to seeing as many of you as possible, with members of the Jowett Club, at the New Year barbecue at the Kevin Bartlett Reserve on Friday 16th January at 6.00pm.

Andrew McDougall

## NEW MEMBER

**We welcome Margaret Dymond into the membership of the Club**

## 2015 COMING EVENTS

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

Jan 16th	Opening BBQ with the Jowett Club at the Kevin Bartlett Reserve in Burnley Melways 59 A1 From 6.00pm. BYO everything	May 17	Petanque (National Heritage Day)
Feb 20th	General meeting	Jun 19	General Meeting
Mar 20th	General meeting	Jul 17	General Meeting
22	Early Morning Run to Williamstown - arrangements to be advised	19	Kyneton Pub Run
Apr 17	General meeting	Aug 16	Rob Roy
14-23	Pre-NatRally Tassie Tour	21	General Meeting
25	60th Anniversary Dinner	Sep 11-13	Metung Weekend Away
26	Cranbourne Botanical Gardens	18	General Meeting
29-2	Rally to the Rally	Oct 16	AGM & Awards Presentation
May 3-9	NatRally	Nov 8	Combined outing with the Jowett Club to Maldon
15	General Meeting	20	General Meeting
		28-29	Geelong Revival
		Dec 6	Christmas Party - the Langs

*Front Page: Harrie Grey's TA14 at the Geelong Revival  
(see some of the known history of the car on page 7)*

## VALE

### MARCIA BARBER – 1935 TO 2014

Marcia, wife of former club stalwart Bill Barber, passed away on the 26<sup>th</sup> November 2014, after a courageous battle with cancer, over the past five years. She remained energetic and positive all the while and was determined to live life to the full.

Marcia in her own right was a great supporter of Alvis and the Club and provided the Barber Literary Award for the best contributor to ALVIC.

Her funeral service was attended by a very large number of people, with standing room only, as she had touched the lives of many through all her interests, friendships, community service and involvement, family support, outside interests and sporting club associations. She loved her gardens and wherever she went created wonderful examples from her gardening talents.

Our Club was represented by three members and two Alvis, however there were many other vehicles and clubs represented, due to her wide interests.

Marcia will not be forgotten as she had contributed, for the better, to so many lives. She will remain in their memories forever.

To Ian and the extended Barber Family we express our condolences and join them in remembering a lovely person.

Andrew McDougall

The Annual General Meeting was held in October in which the Treasurer presented the financial statement (see page 5) for the previous financial year and a new committee was elected. The only changes were the resignation of Sally McKaige from the committee and John Hetherington from the Vice President position. Mark Weller was elected to the Vice President position, otherwise the other committee members were re-elected unopposed.

Andrew McDougall thanked the committee for their service and his President's report in the November ALVIC, indicated another very successful year.

The Trophy Awards were made to the following:

The Bill Barber Literary Award - Richard Wallach

The McDougall Trophy for the best presented car at a designated event - Richard Wallach

The Andy Hannam Trophy for the greatest event attendance in a proper car - John Hetherington

The David Muirden Club person of the year - John Lang



**Alvis Car Club of Victoria (Inc) NAB Chq A/C # 94353 8818**  
**ABN 36118 172771**

**Profit & Loss Statement**  
**July 2013 To June 2014**

Income		
Membership Fees	\$7,206.00	
Merchandise	\$65.00	
Supper Money	\$160.75	
Hall Gap Weekend	\$3,640.00	
Tfr From Term Deposit	\$1,946.51	
Balance ANZ Acc	\$3,332.33	
EOI 2015 Nat Rally UK	\$20.00	
<b>Total Income</b>		<b>\$16,370.59</b>
<b>Gross Profit</b>		<b>\$16,370.59</b>
Expenses		
General Expenses		
Accounting	\$575.00	
Post Office Box	\$107.00	
Booklets	\$145.00	
Newsletter	\$1,002.80	
Postage	\$692.00	
Stationery	\$138.20	
Rent	\$1,000.00	
Insurance	\$753.96	
Association Fees	\$147.00	
National Rally Refunds	\$765.00	
Hall Gap Weekend	\$3,576.20	
Consumer Affairs	\$51.40	
Trophies	\$154.50	
Website	\$161.64	
Banners	\$398.00	
AOMC records	\$375.00	
Consumer Affairs model rules	\$75.20	
Sundries	\$202.79	
<b>Total Expenses</b>		<b>\$10,320.69</b>
<b>Operating Profit</b>		<b>\$6,049.90</b>
<b>Net Profit/Loss</b>		<b>\$6,049.90</b>

Term Deposit \$46,414.20  
(Matures 5th July 2014)

Treasurer: ell Lang Date: 25<sup>th</sup> October 2014

President: Aly M O'Connell Date: 27<sup>th</sup> October 2014

Secretary: [Signature] Date: 27<sup>th</sup> October 2014

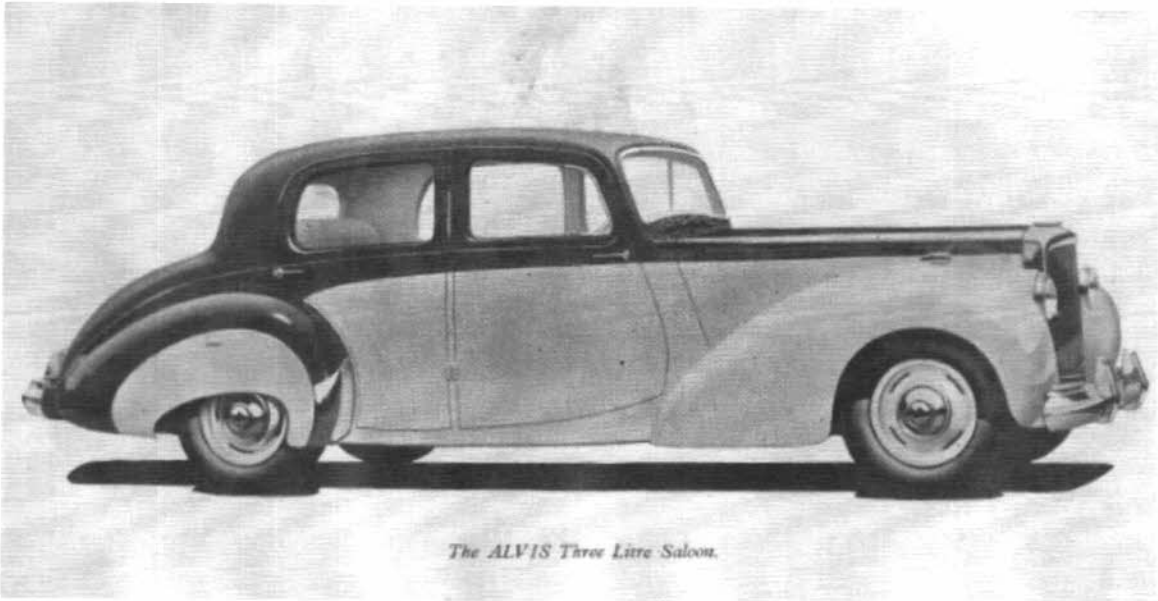
“FOR THE SHEER JOY OF DRIVING ..... I'D LIKE TO GO THERE IN AN ALVIS”

(Advertisement in The Motor 1952)

Richard Wallach

richardwallach@hotmail.com

## BEST OF BOTH WORLDS – ALVIS TA-TC SERIES



*The ALVIS Three Litre Saloon.*

It is the author's view that the first 3 Litre is rather maligned by the Alvis fraternity. Perhaps it is time that we take a fresh look at this model. The heading for this piece states – best of both worlds. This was a deliberate choice of words as the body styling, is decidedly from the pre-war period and makes a real statement on today's roads. The other world is the post war era where the car has the benefit of hydraulic brakes, independent front suspension by coil spring and a powerful engine that is relatively user friendly for the home mechanic. Added to this is the bonus of having more than one parts supplier for those parts that are Alvis specific. All in all for those looking to stand out from the crowd in a car that has some modern features will appreciate that the TA-TC series is a worthy example.

From a person in the streets perspective the TA-TC series has a very distinctive look. One could venture to say more than the Graber body style. As to whether it was a pre or post car war is really quite meaningless to someone who was born in the 70's or later. My black TA21 really stands out in today's "homogenised" traffic. Words like "cool" are quite regularly heard and appreciated. You mention 1950's to these people and you really are referring to "ages" ago. From a home mechanics point of view the TA-TC series of cars are relatively easy to work on. The bonnet side panels are readily removed and working on the motor and its accessories is so much easier than is the case with the later models. To the author tinkering on these cars is half the fun of ownership. As I am getting older I do appreciate not having to climb into a restricted space just to clean the fuel filter. And what's more the welch

plugs can be reached and changed without the additional cost of a trip to the local garage in order to use a hoist. There is an added bonus, of the increased engine space that helps keep everything cooler too. There are also some small engineering aspects that make owning a TA-TC a little easier to work on than later models. One such example will resonate with those owners who have tried to change the rear shock absorbers as they know all about the tiny headed upper mounting fastener that rusts firmly into place and defies removal. And of course changing the spark plugs doesn't require removing the rocker cover. With respect to the body, panels are relatively easy to work on and with Australian delivered cars corrosion is generally less of an issue. Whilst pre-war cars have a charm of their own, mechanically and electrically the availability of parts is becoming limited, so too expertise. And yes, I must confess that I never really mastered double declutching with the crash boxes, and the preselector box never caught my imagination as a gear box for an Alvis. For those wanting more safety features it is not difficult to fit lap/sash seat belts and to convert the trafficators to flashing indicators. If driven respectfully for its age a standard TA-TC car will cope with modern traffic conditions.

Its rather ironical that it is the cars that are less favoured, namely the TA14's and 21's that are the only real entry points for younger new members who generally do not have the funds to buy the Graber bodied and pre-war cars. And we all know that if one make clubs are to survive the future lies in more members and a cycling of cars through the membership.

# HARRIE GREY'S TA14



Some months ago David Head rang me to say that he had spotted an Alvis in Geelong and was unable to identify the model. He had spoken to the owner and it had recently been imported from America having been advertised for sale on the internet. David had obtained contact details.

As reported in August ALVIC, I made contact with the owner and Harrie Gray became a member in November and we met him for dinner on the night before the Geelong Revival.

The photographs above and on the front page show the quite uniquely bodied TA14 at the Geelong waterfront.

Harrie saw the car for sale on the internet and immediately decided that he wanted it. Fortunately with his daughter living in the US he was able get her help in the negotiation, purchase and delivery of the car.

In chasing history, Harrie was unable to get any response from the previous owner, by email or snail mail and actually flew to America to ask for information face to face. He came away again, disappointed.

Many thanks to Wayne Brooks in America who has spent much of his spare time, over many decades, collecting Alvis car news and history and he was able to provide the following information from his history files:

Believed originally a Brooklands Utility 21564, JUR 184, despatched 7 January 1948. Later a tourer, wood bodied from the bulkhead back.

I Show the following owners:

Mark Doyne, Mark Doyne's Collectible Cars, Minneapolis, Minnesota and later, Dunedin, Florida.

David H. Horst-Korda, Minneapolis, USA, circa 1975 -

Barratt-Jackeon Auction January 1992

John Miller, Grose Point Farms, Minneapolis, January 1992 -

Classic Investment Cars, Minneapolis in 1993

Kruse Auction April 1993

Dr. Fernando M. Jara, - April 1993 -

Additional *unedited* info from my Alvis database:

The registration JUR 184 was issued by the Hertfordshire County Council between May & July 1948

AOC Ad May 1976, WANTED: For TA14: two wheel hub cover plates, six wheel nuts, two Lucas headlights MBD 166 or just the shells, please advise any other TA14 spares available. Dave Korta, Minneapolis.

*Car Corral*, June 10, 1990, Page 36, TA14 21564 was advertised in by Yesterday's Auto Sales, 2800 Lyndale Avenue South, Minneapolis, for \$36,000. I called Al Hagen at Yesterday's Auto Sales on 11 May 1990. TA14 21564 is a tourer built entirely of wood from the bulkhead back. The car at that time was still owned by Dave Korta, Minneapolis, who purchased it from Mark Doyne, the dealer, then of Minneapolis, and Dunedin, Florida in the mid 1970's. According to Al Hagen, the car had been

restored from the frame up by a professional restoration shop.

AOC Bulletin 393, June 1991, Page 34 ad for TA14 21564: 1947 TA14 with one-off body built in a British ship yard after the war. Complete ground-up restoration. The car took third in class in the 'Milestone Car Society Concours d'elegance.' This car is perfect and wants to come home! Asking \$30,000. Contact Dave Korth, Minneapolis.

Justus Garman, 9 July 1991 called for information on TA14 21564.

Barratt-Jackeon Auction January 1992

Kruse Auction 24 April 1993, TA14 21564 was listed in the catalogue

*Sports Car Market Auction database*: Alvis - TA 14, Body type - 2 Dr Tour, Year - 1947, ID # - 21564. Sale Location - Detroit, Sale Status - Sold, Auction Date - 24/04/1993, Price / High Bid - \$18,500

2 October 1994 - Call from Glen Datson, who cares for Dr. Jara's cars, needed info on parts, requires head gasket set.

Dave Culshaw 7 November 1994: 21564 - Works Record seem to have this starting life as one of the Brooklands Estate cars, so suspect the tourer format is a later conversion.

21 January 2005 call from Craig Cranmer, who lives on Fernando Jara's farm, Fernandos Equine, Metamora. Craig has managed to get the TA14 running and called for a source of parts.

*Hemmings Motor News*, November 2005, Page 274, ad: '47 Alvis roadster, a rare opportunity to own one of a kind, fully restored, in good running condition, \$75,000.





# GEELONG REVIVAL

MOTORING FESTIVAL



*The Geelong Foreshore  
"Richie Boulevade" the start line below for the sprints*

The Geelong Sprints was conceived by Murray Rainey and first ran back in 1956. As a prominent member of the Western District Car Club and Geelong's automotive industry, the event was a means for promoting Geelong and offered the local community a chance to see some of Australia's top motor sport identities competing in the most powerful and exotic sports and racing cars of the day.

The Sprints were modelled on the famous Brighton Speed Trials in the United Kingdom which were established in 1907. The venue and picnic atmosphere of the Trials has been an attraction in itself. The course takes in the Edwardian setting surrounding Ritchie

Boulevard (Geelong's roadway access to Eastern Beach) and a part of Eastern Beach Road.

The track is lined on one side by terraced lawns which form a natural grandstand. This provides an excellent view for spectators of the day's competition, along with spectacular views over the historic Eastern Beach waterfront precinct, picturesque Corio Bay and the distant Melbourne skyline.

In 1978, the Vintage Sports Car Club of Victoria re-launched the event and since then became increasingly more nostalgic, demonstrated by the ongoing participation, by both competitors and spectators, who enjoy historic motor sport and

generally things vintage.

Over the years, competitors have included a significant number of national and international motor racing identities. These include Sir Jack Brabham, Sir Stirling Moss, Lex Davison, Tony Gaze, Bob Jane, Bib Stillwell, Norm Beechey, Doug Whiteford, Jim McKeown, John Harvey, Darcy Russell, Dick Johnson, Win Percy, Jim Richards, Glenn Seton, Craig Lowndes, Formula One champion Mika Hakkinen, Johnny Herbert, Pedro Lamy, Stan Jones and his son Alan. Alan Jones, the World Driver's Champion of 1980, launched his motor racing career at the 1964 event

*Courtesy Geelong Revival Website*

If my memory serves me correctly, Murray Rainey was the first person to successfully supercharge a 500cc motor cycle engine as used in the formula 500 races.

The event has become important for Geelong which has reeled over a number of industrial shutdowns leaving much of its workforce without jobs.

One of the things important to the Alvis Car Club of Victoria is the promotion of the Alvis marque. Quite obviously if we don't market the marque, the Club will not survive in the long term and I for one would not like to be the member of the committee that allowed that to happen. The work of all the committees of the last 60 years would have been in vain.

On a more pedestrian subject, when we get old and decrepit there needs to be a safe haven for our cars in the custodianship of younger members.

With many of the cold radiator events, there is often nothing to do to wile away the hours.

The Geelong venue is ideal for the reason that there is always something to do.

You can watch the race cars on the track. You visit the myriad of stalls. You can walk into the city centre 400m away. You can build sand castles! You can ride the carousel.

I started off with 50 of the Clubs black and white "A Brief History of Alvis" booklets and brought home 5.

Harrie's car certainly drew the attention of the public.

The interest was certainly there from the viewing public and our newest member, Margaret Dymond was a result of contacts made and there is an expectation of at least one other.

Chris Higgins left home early and crossed Port Phillip Bay on the ferry in his 12/50 Doctor's coupe. Richard Tonkin with 2 Alvises requiring mechanical attention, came in an Armstrong Siddley and we let him into our site because we felt sorry for him!

Andrew & Frances McDougall in 12/50 and Mark Weller in SA Speed 20 came from Melbourne. David Head, Silver Eagle and Harrie Grey, TA14 live in Geelong. The Langs in "Big Red."

Several went out to dinner on the Saturday night and caught up with Carol Head, Leigh and Helen Dwyer, long term members from Geelong. Harrie Grey and 2 friends were there also. Good food, good company.

Sunday morning saw us at our allocated area at 8.00am. As with last year, the control staff were excellent and nothing was too much trouble.

Some of the pics from the ACCV display below.

Join us next year it is a great Alvis outing.

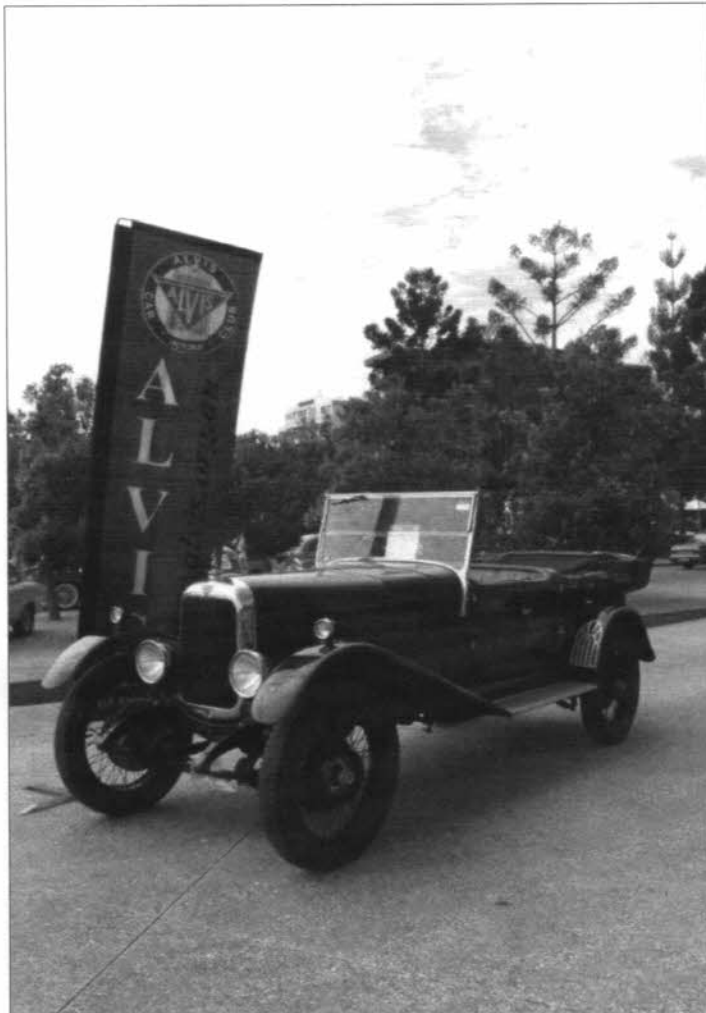
.....ed

Photography by Frances McDougall  
et al



Above: the pits  
Below: Mark Weller's Speed 20  
Clockwise on page 11  
The McDougall's 12/50  
Richard Tonkin's Armstrong Siddeley  
David Head's Silver Eagle  
Chris Higgins 12/50







## Top Tips

### BRAKE ADJUSTMENT ON PRE WAR MODELS

If someone unfamiliar with the brakes on pre war Alvis cars comes to adjust the brakes, there is often confusion about the function of the small adjuster and locknut found on the brake back-plate. (see fig.1)

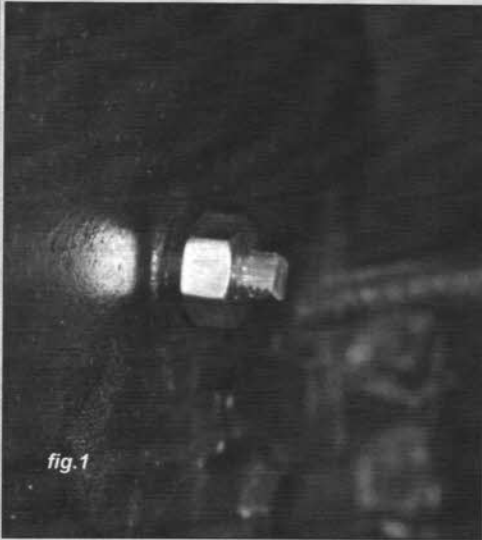


fig.1

This adjuster has a cam on the inside, which centralises the brake shoes within the drum. The only occasion that this should be used is when new brake shoes or drums are fitted. If this adjuster is moved during the course of normal servicing of the car, the braking balance and efficiency will be upset.

The brake shoes are only attached to the back-plate at the pivot points. There are two return springs fitted, one pulls the two shoes together and the other pulls one shoe against the adjuster cam. So when fitting new brake shoes, the adjuster

cam should be turned until the brake shoe in contact with the cam just kisses the drum and is then locked (see fig. 2) The brakes should then be adjusted up using the cable adjuster.

The cam adjuster should not need adjusting again throughout the life of the brake shoes. Unfortunately due to the infrequent use of the adjuster, they often are found to be seized and the square peg rounded off. Use of penetrating oil and some gentle persuasion will usually free them, but if they are too badly damaged, replacements are available.

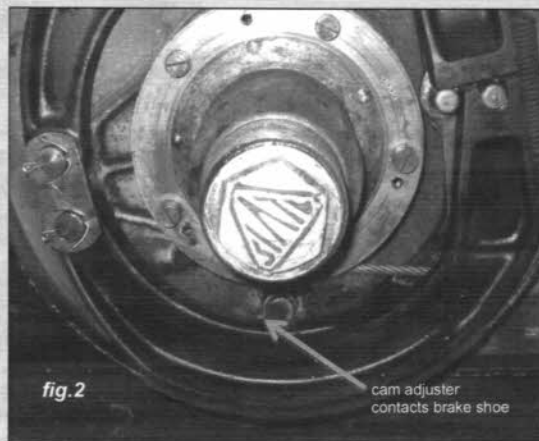


fig.2

cam adjuster  
contacts brake shoe

Dave Langridge  
Mechanical Workshop Manager—Red Triangle

*Our thanks to Alan Stote and Red Triangle Services for allowing ALVIC to publish this series of Top Tip articles.*

*This is the last of the series*

The background is a light-colored, textured surface decorated with festive elements. On the left side, there are several balloons of varying shades (dark, light, and white) tied with ribbons. A long, flowing streamer with a circular pattern runs vertically down the right side. The entire scene is scattered with small, white, circular confetti or bubbles, and there are several bright, starburst light effects scattered throughout.

THE PRESIDENT & COMMITTEE  
OF THE ALVIS CAR CLUB OF VICTORIA

WOULD LIKE TO  
WISH ALL ALVIS  
OWNERS WHERE  
EVER THEY MIGHT BE,  
A VERY MERRY CHRISTMAS  
AND A SAFE 2015

# The ACCV Christmas Party

In my nearly 20 years of ACCV membership, Father Christmas has never failed to turn up at the party and this year was no exception. He seems ageless in the same red shorts, red top, funny hat with pom pom and a similar beard to the one that finished up in my pool filter on one occasion.

I say ageless because not like the rest of us, his memory seems to be getting better, because this year what was missing was the LEFT and RIGHT that some kind helper had written on his knees. Either his navigation has improved or he has bought one of those Tom Tom things that makes non GPS people think you are stuttering. The marketing people for Tom Tom must be run by the people who call their children, Malcolm Malcolm or David David. Makes you wonder how they get on in the Baltic countries where their children have 17 letter Christian names containing only one vowel!

This year the Christmas party was held at the Tonkins place in Smith's Gully in what started as inclement weather, or as our Bureau of Meteorology used to list as 60DZ or intermittent drizzle. However that cleared and it became quite pleasant outdoors.

This sentence will be deleted from our international copy of ALVIC lest our English friends think of us as a pack of wooses. Other than Father Christmas' Graber, only one other Alvis was present—the Denners braved the elements in their 12/50 Beetleback.

Many true and legendary Alvis tales were told during the afternoon until the nobbly knees of St Nick appeared with his two helpers. Again insisting on both male and female Alvis sitting on his knee. Presents were carefully selected by the helpers so that appropriate presents were given, varying from huge sunglasses to funny hats to shiny faces to collagen lips, although I was confused that the multicoloured bras that were handed out to the men, were offered as giant bow ties! Ho Ho!

One of the funniest things was the presence of 4 ex-Customs dogs. Andrew McDougall's prize was a red strap-on nose that squeaked when pressed. All four dogs immediately rushed to the source of the squeaks to claim their prize for discovering contraband.

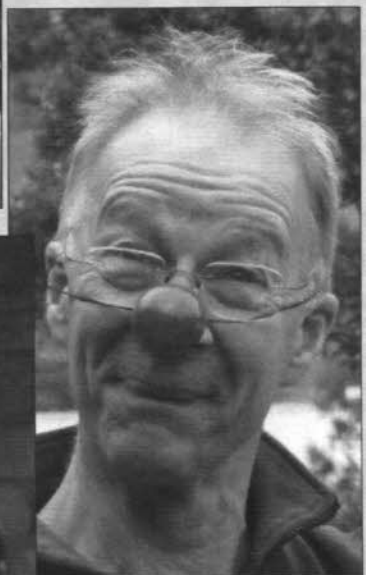
Some of the fun was again captured on camera and should provide another year's worth of Alvis people behaving badly. Can't imagine the Rolls Royce club doing things like this.

Great Day!

**RECOGNISE ANY OF THE FACES ?**

JL





Photographs by Frances McDougall

3 May - 9 May

Barossa



# "Alvis in the Valley"

## 2015 Australian National Alvis Rally

Autumn is a very pleasant time of the year to be touring the picturesque rolling hills that surround the Barossa Valley of South Australia, that overlook the patchwork of vineyards, bathed in autumnal colours.

The Barossa Valley is one of Australia's prime wine producing areas and the event will be based in the township of Tanunda, which is surrounded by traditional vineyards.

Whilst the first eight Australian Grands Prix (AGP), were held each year on Phillip Island from 1928 onwards. In 1936, South Australia applied for and was granted permission to stage the 1936 AGP in Victor Harbor and then the 11<sup>TH</sup> AGP and the 15<sup>TH</sup> AGP, were held in South Australia, at Lobethal (1939) and in Nuriootpa (1950) respectively.

The circuits utilised public roads, which still exist, and so we intend doing a lap or two.

Alvis did make a very modest appearance in those early races, with 12/50's and a FWD and one year a 12/50 did finish eighth.

The Angas family was an integral part of the history of the settlement of South Australia.

We will be visiting the old Angas homestead, which is called Collingrove and we will travel a short distance to the Sporting Car Club's own Hillclimb complex, called Collingrove Hillclimb. We intend to do more than just look at it.

**FOR AN ENTRY FORM CONTACT  
WENDY SMITH**

[wenknits@gmail.com](mailto:wenknits@gmail.com)

or

**STUART MACDONALD**  
[stuart\\_30@bigpond.com](mailto:stuart_30@bigpond.com)

*In the meantime, we wish you good health and good motoring  
The 2015 Alvis National Tour, Organising Group.*



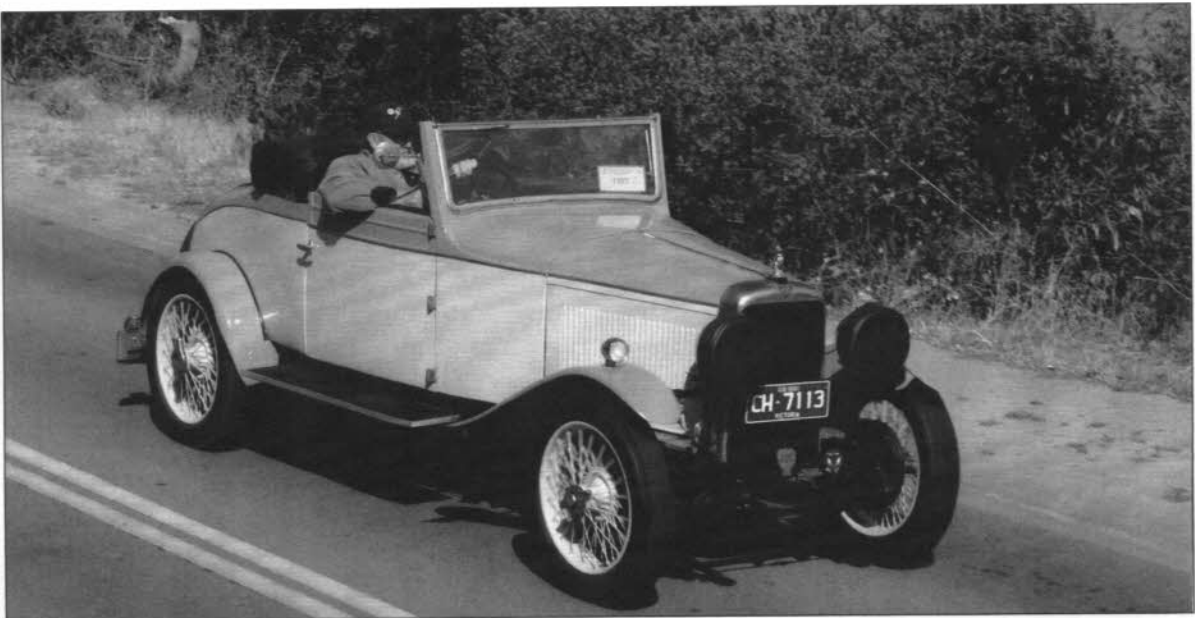
# ALVIS PEOPLE BEHAVING BADLY



Yes, the photographer in this case!

Would you wait until one of your fellow Alvis friends who had little sleep the night before, had a solid day of driving, too much sun, a few glasses of red, having a bad hair day, waiting for his dinner; take his photograph, then send it to his wife with strict instructions that it must appear in Alvic?

Yes I would! Just wait John Hetherington!



**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

1965 Alvis TE21 series 111 saloon

Features:

- All wheel power assisted disc brakes
- Chrome wire wheels
- Power steering
- 5 speed manual gearbox
- Original colour - mid grey
- Sound condition throughout
- Registered in Victoria TE-021

Car located in Bendigo

Price: \$65,000 negotiable

Contact: Ron Allen 03 5449 6321

Mobile : 0427 843554



## FOR SALE IN NEW ZEALAND

Alvis TA14 Saloon 1947 one of 3000 built. 1892 cc OHV motor rebuilt and balanced. Car fully restored 1992. 4 speed syncro gearbox, radial tyres. Nice to drive. Top speed 78 mph. Engine spares.

Price NZ\$24,500

Contact Lyn Moore: [whichwitch@vodaphone.co.nz](mailto:whichwitch@vodaphone.co.nz)

Or via John Lang ALVIC Ediitor 03 5426 2256



# FOR SALE

FOR SALE:- ALVIS 12/50 2 seater fabric bodied tourer. 1926.

The 84 year old car is in very fine going condition but its younger owner has broken down so reluctantly must sell after more than 30 years of great vintage motoring.

The car is well known in Australian Alvis circles having attended many rallies and covered many more miles of roads in eastern Australia. Many miles indeed: about 90,000 of them in my care. Victorian "Red Plate" permitted 4.026.

John Hetherington. 0419 319 319 or 03 5821 6422. [jfh@mcmmedia.com.au](mailto:jfh@mcmmedia.com.au)

\$50,000 ONO



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### 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

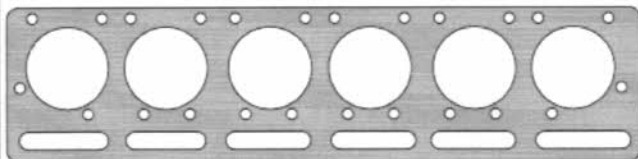
Restoration details available on request.

\$95,000 O.N.O.

Murray Fitch Telephone: 03 5766 2529

## 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](mailto: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

