

APRIL 2014

# Alvic

*The Newsletter of the Alvis Car Club of Victoria*





**April 2014**  
**VOL 53 ISSUE 3**

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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

Well amazingly I find that the year has progressed to the point where Easter is upon us. For this reason the next monthly meeting will be held on Thursday 17<sup>th</sup> April, as the next day is Good Friday. I hope that this doesn't upset members' routine too much and that we still get a reasonable attendance at the meeting. Please let me know by Tuesday if you plan on coming to the Malvernvale Hotel for a meal before the meeting.

We have just enjoyed a couple of very successful Alvis events. The first was on Sunday 30<sup>th</sup> March when the ACCV mounted an excellent display of cars at the RACV Classic Showcase at the Flemington Race Course. We had 9 cars on display, including the beautifully restored Speed 25 running chassis of Peter Miller. This was parked alongside John and Margaret Lang's "Big Red" Speed 25 so that the public could see clothed and unclothed Speed 25s. This created a lot of interest with very favourable comments being overheard. Our line up of Alvis cars was enhanced by having our new club blade banners at either end. They certainly stand out and served to attract people to the display. There are photos of the event further into ALVIC. In addition to the 9 cars in our display, John Balthazar had his Firefly on the VSCC site, so all told we had 10 Alvis cars at the event, which was a very good roll up for our club. As well we had available the free copies of the small booklet giving an outline of Alvis history, vehicle models and the history of our club. These booklets were snapped up, so hopefully we may attract some more new members. I wish to thank all the members who brought their vehicles along and in particular thank Peter Miller for bringing in the Sp 25 chassis which proved to be a highlight.

The second event was the day run into the Yarra Valley, ably organised by Richard and Pauline Tonkin. Both the weather and run were great. First stop was the Watson's Creek antique store for morning tea, followed by a visit to the historic National Trust Gulf Station, dating from 1840 and with its rough sawn, spaling constructed home and out buildings. Then it was onto an excellent pub meal at Launching Place, after first passing through Healesville. The countryside was looking a picture and we traversed some excellent historic vehicle roads. All told we had 29 people, 5 Alvis, 1 Armstrong Siddeley, 1 Jaguar E Type, 1 MG B and the remainder in modern. Just to add some spice to the day there were 34 observation questions and a limerick to be written. Once again the Northeys demonstrated their skills and took out the main prize. On behalf of all who came along and had a great day I wish to thank the Tonkins for their efforts – well done.

When not attending Alvis events I am still spending as much time as I can on the assembly of my veteran Sizaire Naudin, which I hope to have up and running by the end of the month and ready for a single and twin veteran rally in Robe South Australia, commencing 3<sup>rd</sup> of May. It is a race against the clock, however it is now starting to look more like a running chassis rather than a disconnected collection of parts. A late hiccup was finding that the front independent suspension sliding pillars and stub axles were cracked, so hastily new ones had to be made. It is a salutary lesson that we are dealing with old metal

which can become fatigued and cracked and hence dangerous.

Later in May, on Sunday 18<sup>th</sup>, we have the revival of the combined clubs Petanque Competition. Hopefully we can get a roll up of ACCV members so that we can demonstrate the superiority of Alvis owners at a variety of skills, including the bowling (throwing) of Petanque boules. Details of the event, location and timing are elsewhere in ALVIC.

I wish everyone an enjoyable Easter no matter how it is spent.

Andrew McDougall

## COMPETITION REPORT

### VSCC NIGHT TRIAL 2014

#### CONGRATULATIONS

3rd place Ian Barber in the Silver Eagle Special



## SUPPER - THE LANGS

### 2014 COMING EVENTS

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

- Apr 17      **General Meeting** (*note this is a Thursday due Easter*)
- May 2-4      *Lake Goldsmith Steam & Vintage Rally*  
16      **General Meeting**  
18      **Boules - see page 5**  
23-25      *Winton Historics*
- Jun 8 & 9      *Echuca Steam Rally*  
20      **General Meeting**
- Jul 18      **General Meeting**  
25-27      **WEEKEND AWAY - Wangaratta—see page 6**
- Aug 15      **General Meeting**  
17      *Rob Roy Hill Climb*
- Sep 19      **General Meeting**
- Oct 10-12      **WEEKEND AWAY in Daylesford - see page 11**  
17      **Annual General Meeting & Trophy presentation**
- Nov 21      **General Meeting**  
29-30      **Geelong Revival**
- Dec 7      **Christmas Party - Tonkins at Smiths Gully**
- 2015
- May 3-9      **Australian National Alvis Rally "ALVIS IN THE VALLEY"**

*Front page: Flemington Race Course at its best. No not with roses! With Alvises!*

A very warm welcome to ACCV membership to Leigh Mummery who now owns the ex John Link, TA21 Special. We caught up with Leigh at the Classic Showcase and look forward to having him join us at club meetings and outings in the near future.

#### A FOLLOW UP

G'day John

David Mitchell's article in the March "Alvic" where he fitted the TA14 with a foreign engine reminded me of an Alvis CC run I went on with my father in the late 50s. We ended up, think, at the Berwick pub & the publican who had a vintage car of some description [ it might have even been a Rolls Royce, but his car & the location of the pub I am a bit hazy on] expressed interest in the Alvis { Alvi ?}.As I have said it was a bloody long time ago but I think it could have been a particular Speed 20 that he really was taken by & expressed a desire to look under the bonnet. Various members shooed him away from the car to another & showed him that car's engine. Later on I asked my father what was that all about & he replied that the Alvis he originally wanted to inspect had a flat head ford V8 fitted.

Happy days  
Bob Morrow

I recently had welcome correspondence from Steve Tillyer in the UK attaching the photograph below that he had found on the web and asking about the Victorian Light Car Club. Being Alvis centric, I had to Google VLCC to see what I could find and with acknowledgement to the Bob Watson Rally website, the following information was found:

*The Light Car Club of Australia, originally named the Victorian Light Car Club, was formed in Melbourne in 1924 by a group of Automobile Club of Victoria (later to become the Royal Automobile Club of Victoria, the RACV) members who were interested in motor sport.*

*The club grew rapidly, taking over the organization of competitive motor sport events from the RACV and in 1928 decided to run a long distance road race at Phillip Island. This race became popularly known as the Australian Grand Prix, being the first long distance race in Australia. The club ran a further seven Australian Grands Prix at Phillip Island, when in 1936 it was decided to share the race between all states.*

*During the 1930s the club ran many trials and hill climbs. The major trial of the year, the Herald Dependability test, gradually evolved into the Alpine Rally, which is one of the longest running motor sport events in the world and is still being held. In 1934 the LCCA attempted to obtain permission to run motor racing at Albert Park in Melbourne but public fears of excessive noise defeated the effort. However, in 1953 the club obtained approval, and ran races at Albert Park in 1953, 1954, 1956, 1957 and 1958, the highlight being the Olympic Melbourne Grand Prix in 1956, won by Stirling Moss and attended by 100,000 spectators.*

*In 1937 the club obtained permission to build a hill climb at Clinton's Pleasure Grounds near Christmas Hills. It was called Rob Roy, and hosted many famous drivers and championship meetings until bushfires destroyed the access bridge to the property and the club moved on to establish the Lakeland hill climb near Lilydale in Melbourne's east. The MG Car Club and other car clubs still run hill climb meetings at Rob Roy.*

*In 1960 the LCCA initiated long distance touring car racing in Australia with the Armstrong 500 race at a new track on private property at Phillip Island. The concept was well supported by vehicle and other automotive related companies and was run twice more at Phillip Island before damage to the track surface forced the transfer of the race to the Mount Panorama circuit at Bathurst, where it has remained, although in a slightly different format.*

*The LCCA took over the organization of motor racing at the Sandown circuit east of Melbourne in 1966 and ran motor racing there until the late 1980s. The highlight of this period was the 50th anniversary running of the Australian Grand Prix, which was attended by the world's greatest racing driver Juan Manuel Fangio, driving the "Silver Arrow" Mercedes Benz racing car in which he won two world championships*

*In 1984 and 1988 the club ran rounds of the World Sports Car championship on the Sandown circuit, which had been upgraded to Formula 1 standard. Both of these meetings incurred heavy financial losses, and with the banning of tobacco advertising at sporting venues the club was forced into liquidation in 1992, so the leading and most innovative car club in Australia ceased to exist.*

**Due to the transient nature of number plates in state oriented Australia, my history records do not include number plates.**

**This poses the question, can anyone identify the Alvis in the photograph or the event or the people?**

.....ed

# VICTORIAN LIGHT CAR CLUB



## THE EAGERLY AWAITED AND MUCH ANTICIPATED INTER CLUB BOULES CHALLENGE TROPHY



**COMPETITORS:** After an eleven year hiatus the Boules Challenge Trophy previously contested between Alvis, Bristol and Daimler/Lanchester Car Clubs and this year with guest clubs Armstrong Siddeley Club and Jowett Car Club is being resurrected.

**DATE:** Sunday 18<sup>th</sup> May, 2014 (National Motoring Heritage Day)

**VENUE:** Michael & Pat Pringle's home at 113 Sandy Point Road, Somers 3927 (Melway 194 E8). About 55 minutes from the eastern suburbs via Eastlink and Peninsula Link. Adequate off-street parking; prime positions given to 'classics'

**START:** Arrival from 11.30 am for socialising prior to lunch around 12.30 pm. BYO lunch and drinks. BBQ and tea and coffee making facilities will be available. Some tables and chairs are available but it might be prudent to BYO just in case.

**COMPETITION:** Which is expected to be 'fierce' will commence around 1.30pm and is expected to conclude around 3.30pm to 4.00pm with the presentation of the trophy. Some bowls sets will be available however it will assist if those attending bring along bowls sets if they have them.

**RSVP:** Could each club appoint someone as co-ordinator and then please advise Andrew McDougall by telephone 0427220249

by Sunday 1<sup>st</sup> May, 2014 of the likely numbers.

REMEMBER ITS BRAGGING RIGHTS NOT SHEEP STATIONS WE ARE PLAYING FOR.  
MAY THE BEST TEAM WIN!

# Wonderful Wangaratta Weekend

Friday 25th to Sunday 27 July

Claire and Murray Fitch and Pauline and Richard Tonkin present a weekend away centred on Wangaratta in North Central Victoria.

We are arranging lots of things to see and do, including touring through the beautiful King Valley and the surrounding areas, while having time to look under bonnets, up exhaust pipes, or just relax over a quiet Chardonnay or a local red.

"We have booked 15 double and 2 twin rooms at the Wangaratta Gateway Hotel. As well as being modern and comfortable, the hotel has secure underground parking for our special friends.

We have negotiated a rate of \$159 per room per night, which includes cooked breakfasts on Saturday & Sunday."

"More details & booking form in May ALVIC.

Richard Tonkin - 9710 1465 or 0407 944 987.

*Don't miss it or there  
will be  
BLOODSHED!*



# an ALVIS DAY IN THE YARRA VALLEY

Last Sunday, 29 brave souls (well most of them were) and six Alvis cars, set forth from Templestowe for a scenic route to Watsons Creek. Well you might ask where the heck is Watsons Creek and what's there. Well it's on the Eltham -Yarra Glen Rd and there is a cafe and Antique shop there. A great place for morning tea which is exactly what we did.

Next stop was Gulf Station just outside Yarra Glen. Sorry no trains! But a fully functioning farm with buildings built back in the 1840s and preserved as you would an oily rag car! One of its features was well described by the warnings "watch your head." Either our forbears were very short in stature or economising in building materials!

Of significant interest was the roof structure of the main building, which appeared to have had several rooves or roofs built one over the other and extensions incorporating roof structure when originally separated rooms were joined.

As one might imagine open fire places were in many of the rooms and the use of microwave ovens in the kitchen was many decades away!

The National Trust maintain the farm and the discussion on the state of the building encompassed how little monies had been put into the property or its state a true representation of living conditions of many many decades ago. I prefer the latter.

Not having mentioned attendees at this point, I must mention Noeline McKinnon who had five of her grandchildren strapped into the 4WD or was it the school bus! Their ages ranging from under one to nine and they would have to be the most polite, happy kids anyone could wish to have contact with. Granma was unflappable and it was a privilege to have them all on the event. Alan found there was nowhere to sit in the 4WD and took the MGB.

Next stop was Launching Place. It is thought to have been named after the spot on the Yarra River where the logs (freshly cut down in the valley) were floated down the river to be milled in Melbourne. That is, the logs were "launched" at this place.

Launching Place hotel where we had a most enjoyable lunch with excellent meals and good service. Richard and Pauline as part of the day had organised a trivia questionnaire to test peoples' multi-tasking in being able to drive and observe at the same time. Also to test our creativity, a limerick based on "there was a young lady from Don." Don being the name of a valley we passed through. The prize being awarded unchallenged to Margaret Hetherington for :

Following lunch we all went our own ways to the utter most parts of the earth.

A great day was had by all and many thanks to Richard & Pauline.

Those who came:

Alan & Noeline McKinnon + 5  
Barbers  
Northeys & Ken  
Tonkins  
Hetheringtons  
McDougalls  
Bosanquets  
The Wallachs  
Mark Weller  
Langs

MGB & 4WD  
Silver Eagle Special  
Speed 20  
TE21  
TE21  
12/50  
Modern  
TA21  
E-type  
Modern

.....ed

"There was a young lady from Don,  
Whose knickers were always on.  
For a bob each way,  
She'd throw them away,  
So long as the gambler was John."



Sharing the driving - Pauline Tonkin



# RACV

## Classic Showcase

The Classic Showcase is always a good event.

It happens in autumn when in most cases the weather is fine, it features about 1500 cars in a fabulous environment; and ten Alvis cars is not a bad number when you consider it is after all, a cold radiator event.

John Balthazar brought his Firefly which was displayed on the VSCC pitch. Richard Tonkin & John Hetherington brought their TE21s. Ian Barber, his Silver Eagle Special. David Head Silver Eagle SG. Andrew McDougall and Chris Higgins in 12/50s. The Northeys Speed 20 and Peter Miller his Speed 25 rolling chassis under going a last (I mean last!) nut and bolt restoration and the Langs Speed 25.

Peter's rolling chassis created a lot of public interest and deservedly so.

The new ACCV banners had their first outings and were a great asset for this type of event.

The intention was to create as much interest in the marque as can be gained in a mass congregation of classic motor cars. It was successful. We provided a folder featuring "Alvis Cars Awaiting New Owners" and although there was some interest, I don't think the efforts of those trying to create a sale were successful.









# Roman Holiday Weekend

Friday 10<sup>th</sup> to Sunday 12<sup>th</sup> October 2014:



Come and join our "Roman Holiday" weekend away in beautiful Daylesford and Hepburn Springs and let yourself be pampered in Victoria's luxurious and decadent Spa Country.

**Daylesford and Hepburn Springs have so many things to do, see and explore – perfect motoring country. The area is well known for its beautiful gardens, breathtaking scenery, quirky shops, rejuvenating mineral waters and fabulous award winning foods.**

We have planned this to be a pampered, luxurious weekend of fine food, beautiful period accommodations and the chance to unwind just as the Roman aristocracy did in Bath. So think ancient Roman holiday and be prepared to simply indulge yourself.

Staying at the Grange Bellinzona guesthouse nestled in the heart of Hepburn Springs and just a couple of kilometres from the historic town of Daylesford. Bellinzona has its own in house day spa, if you don't want to travel too far a healing, soothing body treatment the region is famous for. They have an award winning restaurant with the full menu available to us to indulge the taste buds and glorious garden surroundings to lounge in, peel the odd grape or two and chat with like-minded friends. There is also an indoor heated pool, sauna and spa for guests to enjoy.

We have managed to arrange a weekend package for \$490 per couple sharing a room:  
Arriving Friday – Bed and full breakfast  
Staying Saturday – Dinner, bed and full breakfast  
Checking out Sunday (if you don't want to drag yourself away, an extra night can be booked for an extra \$180).

You will need to contact Bellinzona directly to book your accommodation and mention the Alvis Car Club to receive the package rate. Contact via 03) 5429 1777.

So pack your toga and dust off the chariot for a relaxing, pampered weekend away.





## Our top tips!

# MECHANICAL FUEL PUMPS FITTED TO ALL 3 LITRE MODELS

Mechanical fuel pumps fitted to 3 Litre models are generally very reliable and give little trouble. The only servicing requirement is to clean the filter bowl and filter strainer.



When the glass sediment bowl has any contamination it is a simple matter of undoing the screw wheel on the wire retainer, removing the bowl and cleaning. The filter mesh usually remains in the housing and is sometimes a little tricky to remove.

At this stage it is advisable to check the black neoprene sealing

ring (see fig.1)). This seal, due to ageing, usually loses its flexibility. Because of this the glass sediment bowl often fails to seal properly when refitted, resulting in air leaking in and fuel starvation.

If this occurs it is very tempting to try and tighten the retaining wheel further. This is **NOT** recommended as it often results in distortion of the die cast fuel pump body

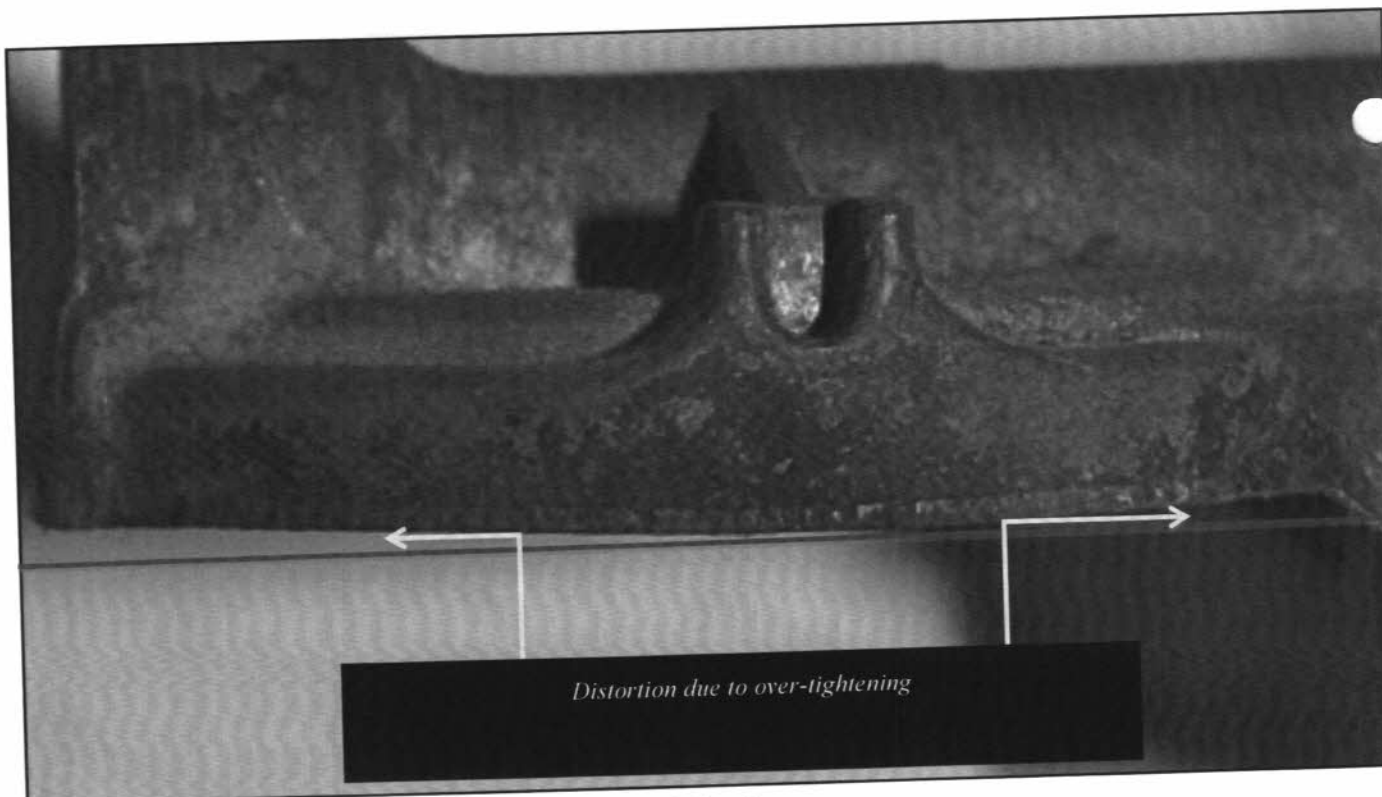
(see fig.2). The red line represents a flat face and looking carefully it can be seen that the 'U' shaped part of the casting that receives the wire retainer has been pulled down through over-tightening and has distorted the face.

If a new seal is not available, one can be made from suitable cork gasket material. This generally works well as it is compliant enough to form a seal without excessive tightening and therefore the risk of distorting the cast body is much reduced.

One other problem with the fuel pump is that when old and worn they tend to leak engine oil. Whilst this does not affect reliability it is of course undesirable.

The lever that works the pump diaphragm (actuated by the camshaft) pivots on a pin, which passes through the pump body. As the pin and body wear it results in oil seepage. There is no proper fix for this other than renewing the pump. However with thorough cleaning and degreasing of the pump, a blob of silicon sealant can be applied to the housing where the fulcrum pin can be seen. This often results in curing the leak for some time.

Dave Langridge  
Mechanical Workshop Manager - Red Triangle

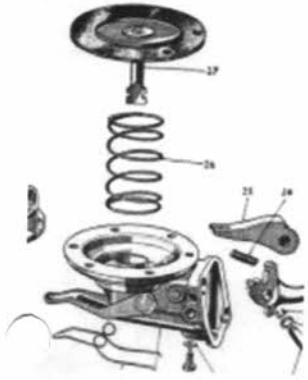


*“For the sheer joy of driving ..... I'd like to go there in an Alvis”*

(Advertisement in The Motor 1952)

## AC Fuel Pump (Type UE) – TA/TF Series of Cars

The 3 Litre series of cars employed the AC mechanical fuel pump. The 2014 March-April edition of The Bulletin, under the heading of “Top Tips” discusses some of the issues involved in their maintenance, notably the potential warping of the cast body and the possible ingress of air.



Given the age of these units we must be mindful that there are other components that require our attention. In particular the diaphragm should be inspected and its condition noted. The diagram below shows a typical exposed AC pump which on this model is missing the glass bowl. Upon studying the diagram it soon becomes apparent that a diaphragm that is perishing (27) whilst still delivering petrol to the carburettor(s) will almost be certainly also delivering some fuel into the sump as well.

The consequences of both oil and petrol mixing are quite alarming. Replacement diaphragms are available but care must be taken when choosing the repair kit. A quality kit will contain a diaphragm that is made up of 3 layers of material rather than the cheaper version that relies upon one thicker layer. It is the later type that is most likely to leak petrol into the sump. A good quality kit will also provide quality valves that seal effectively. Remember you only get what you pay for.

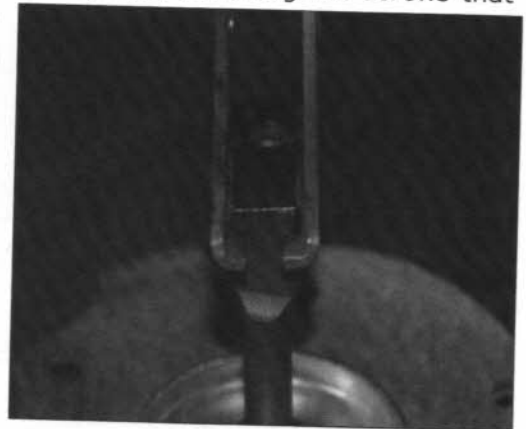
Replacement of the diaphragm is quite straight forward. The image below (left) shows a new diaphragm next to its connecting arm (25) that is connected to the rocker arm and which is activated by the camshaft. Two new genuine AC valves are in the bottom of the picture.

In order to replace the diaphragm the shaft is inserted into the connecting arm and then turned 45 degrees in either direction. This then locks the diaphragm in place (RHS image). When inserting the diaphragm shaft only a slight pressure is required in order to push the holding spring away from its rest position. This can be done without removing the pump from the car by first removing the screws that



attach the two pump halves. The pump valves are located in the top section.

As mentioned above only quality valves should be used. Original NOS valves are quite readily available on ebay. A valve that fails to seal properly either through age or poor manufacture is usually the



last thing we have in our mind when on the side of the road pondering why our car “fails to proceed.”

In concluding we should also check the fine mesh screens that filter the fuel. This also includes the one attached to feeder pipe in the fuel tank and in the case of early TA21's fitted with the Solex carburettor, the one within the banjo inlet fitting.

Richard Wallach  
Alvis Car Club - Victoria

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@adam.com.au](mailto:wenknits@adam.com.au)

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



*Oh dear! It usually takes new members a couple of years before they feature in Alvis People Behaving Badly, but not so Nigel Spragg! Having received a written invitation to join us at Flemington, he appears not in his newly acquired Speed 20, but in a Riley. Having parked directly opposite the Alvis pitch, Andrew made him pose for a photograph to consider the error of his ways. Actually it was a very pretty Riley but it did not have a red triangle on its radiator.*

## FOR SALE

PHOTO NEXT PAGE 

ALVIS: Grey Lady; 1954 TC 21/100 Mulliner Saloon Chassis #25605  
Deceased Estate car restored some years ago. Last Registered 2012.  
Shows 12666 miles on Speedo.

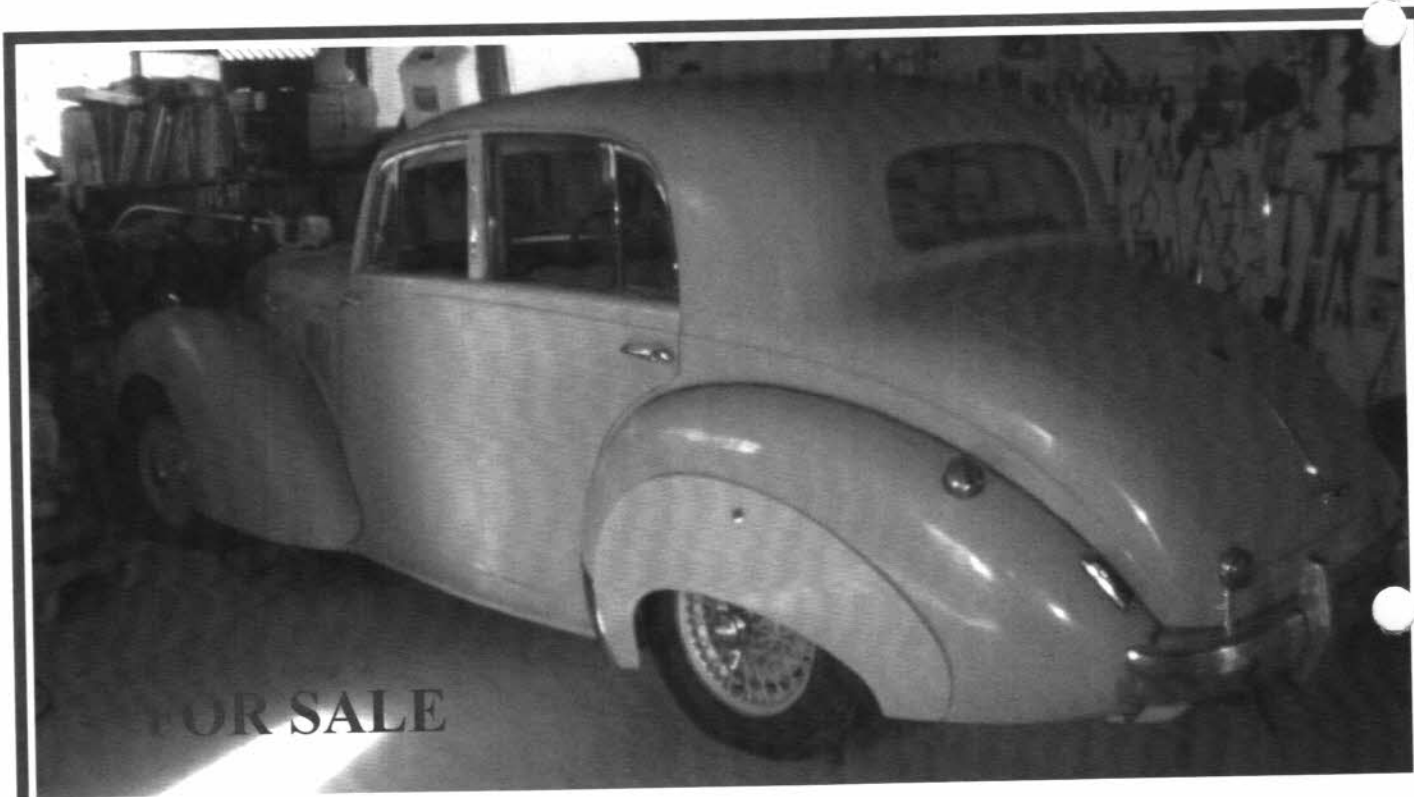
Has Wire Wheels; Full Leather Trim; Headlining and Woodwork is good;  
Red paintwork is in fair condition. I have never driven the car for any  
distance but it seems to be good mechanically.

Have some paperwork and Plates from the first registration in the UK.

Car is unregistered and is now in Sydney. **\$14000**

Contact: Phil Dadd 0418 646 149

Email: [pdadd@bigpond.net.au](mailto:pdadd@bigpond.net.au)



ALVIS: Grey Lady: TC 21/100 Mulliner Saloon chassis # 25823

Deceased estate car; Body off restoration; not quite completed but only needs some tidying of the wiring and the fitting of the interior jewellery (all rechromed). Has new headlining; new leather trim; new carpets; refurbished woodwork; new tyres, etc.

This particular model is fitted with wire wheels.

Still needs its final paint coat to make it a really nice vehicle.

The car is unregistered and currently in Sydney. **\$ 17,500**

Contact: Phil Dadd  
0418 646 149

Email: [pdadd@bigpond.net.au](mailto:pdadd@bigpond.net.au)





## FOR SALE

1948 Alvis TA14 DHC by Carbodies. Car 22154. Originally delivered to Adelaide. In superb original condition with under 80,000 miles from new. Paisley gold with green leather upholstery and black hood. All road tools, books, build sheet. Asking price \$45,000 ONO.

Contact: Richard Harvey Tel: 0488 961 133

Email: [richardharvey@live.co.uk](mailto:richardharvey@live.co.uk)

# 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

Expressions of Interest invited

1965 TE21 DHC chassis 27263  
Contact David Horrocks

email: [jendelay@inet.net.au](mailto:jendelay@inet.net.au)





## FOR SALE

1932 TJ12/50 Doctor's Coupe. Engine 3884 chassis 9367 body 4223. 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.*

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## 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](mailto: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

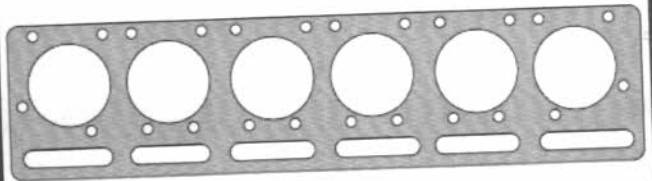
Contact Derek Dixon on 07 5443 4320 or on email [d\\_g\\_dixon@bigpond.com](mailto:d_g_dixon@bigpond.com)

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](mailto:moulen@tpg.com.au)

