

JULY 2014

# *Alvic*

*The Newsletter of the Alvis Car Club of Victoria*



*TOOBORAC PUB RUN*

*Sunday 27 July*



**July 2014**  
**VOL 53 ISSUE 6**

**PRESIDENT**

**Andrew McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto: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](mailto:jfh@mcmmedia.com.au)

**SECRETARY & PUBLIC OFFICER**

**Dale Parsell** 14 Symons Rd,  
Avonsleigh, Vic 3782  
Tel 03 5968 5170  
[dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

**TREASURER**

**Marg Lang** P.O. Box 129,  
Gisborne, Vic 3437  
Tel/fax 03 5426 2256  
[jdmelang@netcon.net.au](mailto: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](mailto:jdmelang@bigpond.net.au)

**LIBRARIAN**

**Frances McDougall**, 424 Wellington St,  
Clifton Hill, Vic 3068  
Tel 03 9486 4221  
[amfi@dunollie.com.au](mailto:amfi@dunollie.com.au)

**COMMITTEE PERSONS:**

**Mark Weller**

PO Box 5030, Hawthorn, Vic 3122  
Tel 03 9818 4324  
[mark.weller@authenticage.com.au](mailto:mark.weller@authenticage.com.au)

**Sally McKaige**,

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

**Alan McKinnon**, 195 Lower Heidelberg Rd,

Ivanhoe, Vic 3079  
Tel 03 9497 3414  
[alan@antiquetyres.com.au](mailto:alan@antiquetyres.com.au)

**Richard Tonkin**, 15 Rob Roy Rd,

Smiths Gully, Vic 3760  
Tel 03 9710 1465  
[rtonkin@gmail.com](mailto: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](http://www.alvis.org.au)

### PRESIDENT'S REPORT

It seems to take no time for another month to pass and there to be the need to write the next President's Report. I am sure that John Lang's experience is many fold greater than mine, as he has to find content for a whole newsletter on a regular basis. Please help make his life easier by writing an article about yourself, your car, recent experiences, technical items, etc.

It is with great pleasure that I welcome another new member, Peter Mackay of Ballarat, who recently purchased at auction in England, a 1930's Silver Eagle. All Peter has to do now is wait patiently for 8 weeks for the car to arrive in Australia. We look forward to having Peter and the car join us on our events. No doubt Peter will provide more information about his interest in Alvis and the details of his car.

I wish to acknowledge the fine work that Dale Parsell does with the Club's web site. Two recent experiences highlight this. The first was when I received an enquiry from a man who, whilst on overseas travel in the Lake District of England, came across and photographed a Speed 20 Alvis. For his records and photo caption he wished to confirm the model and year. From his photo and the partially visible registration number I was able to confirm that it was a 1932 SA Speed 20 fitted with a Van den Plas tourer body and also provide him with serial numbers. He said he was from Vancouver Canada and when seeking information about Alvis on the internet, found our Club's web site and found it easier to access than other sites – hence the enquiry to me. The second enquiry arrived recently when a man was seeking to find a TB14 for purchase and restoration as there had been a connection with a TB14 many years ago. Through John Lang I hope that we have been able to steer him in the right direction.

There is now some improved lighting in the garage area of the club rooms through the installation of a couple of high efficiency, low power draw, fluorescent tubes. Although not bright enough to cause you to wear sun glasses, we should now be able to get a better appreciation of members' cars when put on display at the monthly meetings.

Some notable person said life wasn't meant to be easy, so on the home vehicle front this has been the case. The Sizaire radiator re-tubing is complete, but with further work required on the corroded cast iron surround. A method of attending to the badly corroded cast iron was to line it out with epoxy. This I did after mixing up parts A and B and pouring it into header tank, however in this cold weather it was difficult to keep the radiator at 20+ °C for the first 24 hours and as a result I have ended up with a partially cured sticky mess. As it turns out the chemical reaction doesn't take longer due to the lower temperature it just dies and is not recoverable. So now I am faced with scraping out the sticky mess and starting all over again and this time ensuring that the radiator is kept around 25°C whilst it cures. Plan "B" for the Adelaide to Darwin veteran rally, commencing 3rd August, was to take my 1915 Ford T. There were a few tidy up jobs required, including the replacement of the existing structurally unsound radiator. Good quality reproduction radiators are available from America for a reasonable price. So when the replacement arrived I was disappointed to find that the top tank water outlet

mismatched my cylinder head outlet by 15mm. With only 12mm between the fittings it is impossible to get a hose to distort enough to make the connection. Of course the radiator manufacturer says that their radiators fit every other car and that it must be my car which has its chassis/engine out of alignment. Somehow this will get sorted by fixing up my old rough radiator so that it will last the trip or I make up a special fitting to allow the connection to the new radiator!

Talking of the Adelaide to Darwin, Frances and I will be away from 2nd August until mid September so I will miss the August meeting and the opportunity to go to Rob Roy.

Please remember we have our combined club pub run with the Jowett Club on Sunday 27th July. Please let John Hetherington know if you intend coming so that he

can provide numbers to the pub. Details for the run are elsewhere.

Once again I will appreciate getting a call by Wednesday if you intend coming to the Malvernvale Hotel for a meal prior to next Friday's meeting.

Andrew McDougall

## SUPPER THE TONKINS

### MEMBERSHIP RENEWALS WERE DUE 1st JULY

*(Victorian owners are reminded that they must be financial to legally operate on the Victorian Club Plate Scheme)*

## 2014 COMING EVENTS

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

Jul 18	<b>General Meeting</b>
27	<b>Pub Lunch Run to Tooborac - Combined Run with the Jowett Car Club of Australia</b> <b>SEE PAGE 7 FOR DETAILS</b>
Aug 15	<b>General Meeting</b>
17	<i>Rob Roy Hill Climb</i>
Sep 19	<b>General Meeting</b>
Oct 10-12	<b>WEEKEND AWAY in Daylesford - see page 6</b>
17	<b>Annual General Meeting &amp; Trophy presentation</b>
Nov 21	<b>General Meeting</b>
29-30	<b>Geelong Revival</b>
Dec 7	<b>Christmas Party - Tonkins at Smiths Gully</b>

### 2015

May 3-9 **Australian National Alvis Rally "ALVIS IN THE VALLEY"**

Front page: *New member Peter Mackay's Silver Eagle, recently purchased in the UK.*

## 2015 PLANNING

*I am not sure how Noeline McKinnon makes the time to organise the events that she does. However she has done it again! Below you will find a Pre-National Rally event in Tasmania and also an option for those travelling to South Australia for the National Rally.*

*Ed.....*

### 'The Tasmania Fun Run'

In order to entice our UK friends to come over for our National Rally in the Barossa Valley we have put together a tour of Tasmania which will take place from 14<sup>th</sup> to 24<sup>th</sup> April, 2015.

We would like some locals to join in and add to the enjoyment – the more the merrier!

We will be calling on the McKaiges as well as the Parkinsons during our stay on the island so it will provide a good opportunity to catch up with them.

The itinerary will be finalised later in the year.

Cost will be \$2500 per person and further details can be obtained by contacting:

Noeline McKinnon 0421 213449 or [noeline@antiquetyres.com.au](mailto:noeline@antiquetyres.com.au)

### 'The Rally to The Rally'

To make for a more interesting drive to the Barossa Valley in May next year we are planning to take the scenic route via The Great Ocean Road, with three overnights before arriving in the Barossa on Sunday 3<sup>rd</sup> May to join in the National Rally.

This will not be an organised rally as such, but I will be booking accommodation to ensure we do have somewhere to stay. If you would like to join in this tour please let me know so I can book the necessary accommodation.

Noeline McKinnon 0421 21 3449 [noeline@antiquetyres.com.au](mailto:noeline@antiquetyres.com.au)

#### DAVID SEATH

It is with regret that we advise of the recent death of David Seath. David, although not a current member, was active in the Club for many years during which he capped off his varied old car ownerships with a TB 14 and TB21.

On the sale of the cars, David & Jan moved to Devonport, Tasmania to be closer to family and to support David in his battle with cancer.

We offer our condolences to Jan and family.

As mentioned in Andrew's Presidential Report, we welcome Peter & Jen Mackay to club membership.

Peter's newly purchased Silver Eagle is featured on the front page and we may have the pleasure of their company on the Tooborac run. The Silver Eagle is on the water at this time and they might be in a more modern English car.

Please welcome them

It is sad to see Murray Fitch's Silver Eagle for sale. Murray and Clare have been members of the club for many years and been involved in the organisation of many events. Murray comments on the fact that the car is being used less and less as the years pass by and the time comes when it is someone else's turn to enjoy it.

Hello John,

Your 'mystery' Silver Eagle is a 16.95 belong to Roy Henderson, the dapper gent in the shorts. It was, indeed, taken outside Luna Park. Parking was a lot easier then! I really enjoyed the trip down memory lane with all the old names recalled. Thanks for that!  
David Bamford



SUNDAY 27th JULY 2014  
PUB RUN WITH THE LOT



## THE ALVIS CAR CLUB & THE JOWETT CAR CLUB

Combine to entertain you, amuse you, feed you, water you and inform you about all sorts of matters.

Meet at the "Aeroplane Viewing Area" at the junction of Oaklands and Sunbury Roads  
Melway p 177 H 10  
at 9.30 am for a start at 10.00 am sharp.

Have you ever wondered how best to care for your roses? Come and find out at a "Walk & Talk in the Garden" with an expert rosarian.

Have you ever wondered how Melburnians heated their homes in the 19th C - before the Gippsland coal fields were discovered?  
Come and find out.

In return for providing answers to these burning questions we will ask some questions of our own to test your observation as you travel some delightful country roads - roads just made for our kind of motoring. And you will be asked to compose a Limerick. The best effort will win a prize if that prize has not already been awarded to the competitor who offers the biggest bribe.

The run concludes, after about 100 miles, at 1.00 pm at:-  
THE TOOBOORAC HOTEL AND BREWERY, TOOBOORAC. 3522.  
RACV VIC ROADS p 60 E2.

Two course lunch, with choice from three main courses plus a set pud. \$25.00 pp.  
Pay on the Day.

ACCV members have eaten here before and found the tucker, service and hospitality to be excellent and the choice among boutique beers interesting. (There is a conventional wine list as well.) If it is a nippy day the open fires will be most welcome.

It will help if you bring a thermos for morning tea but "Nescafe & Tea Bags" will be available at the Rose Garden, where there is room undercover if it is raining.

If your proper car is off the road, come in a modern one, but come.

If you can't manage the whole route, ring me to find a meeting place.

In mid July I believe we have about 20 people starting but  
I need final numbers and notice of special dietary requirements by Wednesday 23rd July please.

**JOHN HETHERINGTON**

03 5821 6422

0419 319 339

*jfh@mcmmedia.com.au*





*Above: Alan Bratt advises that he has just purchased the ex Iain McKenzie TE21 DHC chassis # 27209. Well done!  
Below: another photograph of Peter Mackay's Silver Eagle*



# 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.



## *ALVIS CARS ALIVE & WELL IN QUEENSLAND*

Historic Ormiston House was built in the 1860s by Capt. Louis Hope, who was to become known as the Father of the Australian Sugar Industry. The house is surrounded by 14 acres of equally historic grounds and gardens overlooking Moreton Bay, a beautiful setting for one of the finest examples of colonial architecture in Queensland. Ormiston House is listed on the Queensland Heritage Register. The house and its grounds have been carefully restored over the past 44 years, funded by the fundraising activities of a volunteer committee and a team of dedicated volunteers. Throughout the year, Ormiston



House has a busy and varied calendar of open days and special events that attract many visitors and tourists to sample the delights of the house and its surrounds. There are occasions that celebrate the house's strong Scottish connection, its history and its beautiful gardens; several Concours d'Elegance, Mother's Day High Tea and elegant Edwardian Tea Parties on the verandah.

VCCQ ( Vintage Car Club of Queensland) held it's Concours at this perfect location on June 29th 2014. Invited clubs included the Veteran Car Club of Qld, with whom we share a purpose built Club House & the Classic Jaguar Club plus the Austin 7 Club. Perfect weather made for a gathering of over 60 cars, of which there were many Alvises.

Gaye & Derek Dixon took the Award for the Best Alvis with their 1928 TG 12/50 Doctor's Coupe, which just might be for sale!! Greg Berkman left his 1927 12/50 at home and drove his SS100 Jaguar to keep our guests company!! Frank Corbett in his 1923 12/40 was the oldest Alvis vehicles to attend, not forgetting Bruce Jorss, who arrived late after a day's work in his 1926 12/50. Ducksback. Post-war Alvises were represented by Jon & Lyndal Voller in their TC21/100 Grey Lady saloon as well as my 1954 TC 21/100 Grey Lady DHC. This year Concours was voted the most successful yet with, at least, 51 very special Veteran's, Vintage & Classic vehicles attending OTHER than those owned by our VCCQ members.

The ideal setting, the perfect weather, the Vintage Four Jazz Band, the Devonshire Teas on the Ormiston House verandah all brought a special something to an excellent day.

Driving our old vehicles & enjoying the company of other like-minded people made the Concours a gathering to be enjoyed by all. Special elegant posters, designed by VCCQ member, David Fryer helped to publicise the event, with many members of the public attending. The publicity section of Ormiston House used the occasion to take photographs of a bevy of beautiful ladies all dressed in the fashion of the late 1800s, when the house was in its hay-day, as they stood on the lawn in front of a bright Red Lagonda.

Next year will be VCCQs 60th Anniversary so we are building on the success of this year to make next year bigger & better – why not join us??!!

Ronnie Brown



Many thanks again to Richard Wallach for another of these very interesting articles on the TA21. Can't wait for him to buy a Speed 25 and a FWD for some more common sense tips. WELL DONE.

ED.....

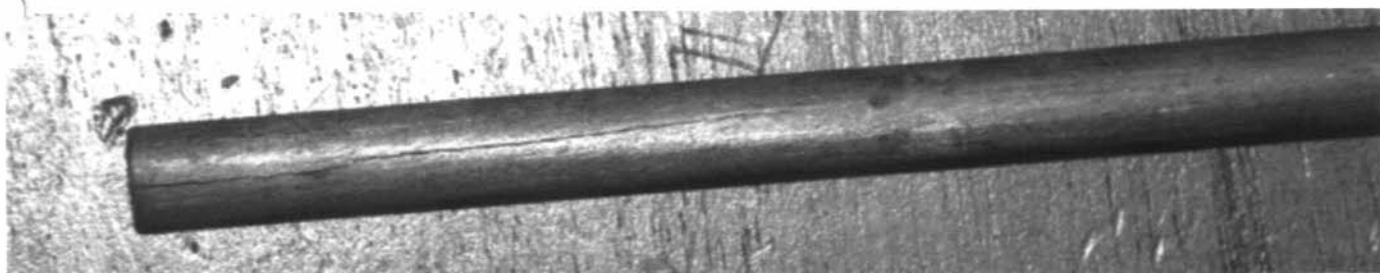
“For the sheer joy of driving ..... I'd like to go there in an Alvis”

(Advertisement in The Motor 1952)

## Three Litre Cars - Lucas fuel tank pick up and reserve valve unit {with particular reference to the TA-TC series }

### Lucas part number 78020A

Out of sight and out of mind is an appropriate term to describe the hidden from view fuel tank pick up unit with its fuel reserve valve. With the ravages of time three faults with these units are likely to develop. Firstly the valve unit fails to operate when the (R) reserve switch is pulled as it has more than likely seized. Secondly the wiring will probably be rotten with the potential of it shorting when the switch is activated. (The last thing we want is a fire near the fuel tank.) Thirdly the brass pick up pipes are prone to cracking thus allowing the ingress of air. The image below shows the result of aging.



TA - TC cars in particular have a neat little panel in the boot floor that provides good access to both the pick-up unit and the fuel gauge sender unit. It is therefore not difficult to remove either.

The valve coil wiring pigtail should be replaced as a matter of course as the insulating material will more than likely have become brittle especially where it enters the solenoid cover. (This task is not usually undertaken when a car's wiring loom has been replaced. (The same also applies to the pigtail from the heater blower motor however it is more visible.)

The first task is to gain access to the electrical part of the valve by prising off its protective metal cover. This will have been swaged on in a couple of places and with a flat bladed screwdriver it is not a difficult task to pry it apart. (Note: the waging does not lock firm the case to the knurled end piece as it needs to be able to rotate) Take care not to damage the fine wires as you extract the coil. The next task is to separate the valve unit from the cast body. This is quite straightforward as it simply screws on at the end. A pair of "multigrips" and a vice is all that is needed.

Replacing the two leads is straightforward as it only requires the unsoldering of the old and the replacement with new. Polarity is not important for the solenoid to function therefore no special attention need be given to cars that have been changed to negative earth.

That said the **width** of the two core flex is important as it has to fit within the extruded area of the metal case. I found difficulty in sourcing narrow two core wire and so to that end bought two lots of single core wire and heat shrink tubing. With the aid of the gas stove the tubing shrunk tight to the wire and the whole job looks neat. The image below shows the exposed parts with the new wiring pigtail.

Before reassembly I chose not to use the paper shield that goes around the coil but instead electricians tape. Assembly is just the reverse of the disassembly procedure. The coil and case have to be able to rotate on the end fitting so as to allow the wires to be aligned with the clamp (bottom of the image) which is screwed into the cast body. This is necessary as upon reassembly and tightening the cable may not align with the clamp. Careful twisting of the case will then allow the cable to align.

The mechanical parts that act as a plunger will require a thorough clean and reassembly with some light grade oil. Sewing machine oil works well. The cast body will need a good clean. Be careful not to lose its ball and spring. If for



some reason the ball is missing or becomes lost a suitable substitute can be found courtesy of small spray paint cans. These products often have a steel ball inside that is used to mix the paint ingredients. The diameter of the ball fits nicely. It is worth replacing the orange fabric washer as can be seen in the above image. This is easier said than done. It took a while to source a suitable washer but even then it had to be reduced in size in order to fit within the body. This washer is important as it prevents petrol leaking as there is no washer on the coil base screw fitting.

If upon careful inspection the brass pipes are serviceable then it is certainly easier to leave them in place. Attention should however be given to the fine gauze screen in order to determine whether there is any blockage evident.

Unless the correct diameter brass tube can be found the replacement of the pipes may require a little ingenuity. 5/16ths "thick walled" copper tubing makes an excellent substitute and is easy to source. That said 5/16ths tubing is slightly larger than the original brass version. ( *Note: 5/16ths BSF 22TPI nuts and studs are to be found on many Three Litre engine parts and it is well worth having a tap and die in order for example, to clean out the manifold head threads and in particular for making new studs.* )

Having cut and unscrewed the old pipes they can then be used as a pattern. The diameter of the two holes do **not** need enlarging. The 5/16ths tap will fit neatly and a new thread can be cut straight in. With a die a thread can be cut onto the copper tube. Keep the new pipes straight at this stage. After all the tasks have been completed they can be bent in order to fit into the special well built into the bottom of the tank. If one carefully unsolders the fine mesh screen it can be used again. I am not a good "solderer" so all I could do was to tack the screen in place. That said something is better than nothing. The last remaining tasks are to make a new gasket out of suitable material and to crimp or solder the appropriate fittings to the end of the wire pigtail. The end result is as below.

Having studied the parts the valve operation is relatively simple and effective. Both pipes will draw fuel however when the fuel level drops below the shorter pipe air will be sucked in. This will eventually work through the lines and the engine will start to splutter. By pulling out the "R" switch on the dashboard the coil will become energised. The plunger will then push the ball against its venturi thus blocking off the pipe and the ingress of air. The longer pipe continues to draw the last gallon (4.5 litres) of fuel. Before reinstallation it is worth testing the unit by touching the leads on a 12 volt source, such as the battery, again it is not polarity sensitive. If it is working well a distinct click should be heard as the ball is rammed against the casing.

It is also worthwhile removing the fuel gauge sender unit and with the aid of a good torch have a look into the tank. This is best done when the tank is near empty. (Check the sender unit to ensure that the fuel has not found its way into the float.) The condition of the tank can be determined as well as the amount of foreign matter that may be present. With a pair of ramps I decided to back the car up in order to be able to have easy access to the drain plug as well as to bring the remaining fuel forward. It was then a simple matter of drawing off the fuel along with any foreign matter.

However, a word of warning is required. If the tank is still the original be careful as to how much force is applied to the drain plug as cases are known of the whole fitting breaking away. If this happens the only remedy is pull out the tank

which is not an easy job.

In concluding it is a nice feeling to know that all parts work as intended and that we actually do have access to the last gallon of petrol when those unplanned situations arise.

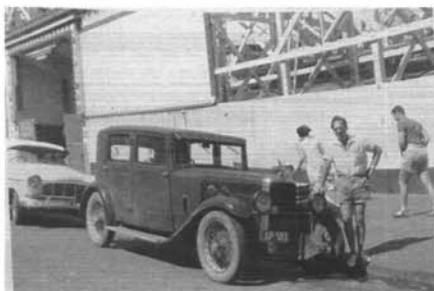
*Richard Wallach*

e-mail: [richardwallach@hotmail.com](mailto:richardwallach@hotmail.com)

July 2014



# CARS, HISTORY and People



*This photograph appeared in the June ALVIC asking for the identity of the club member and also the car.*

*Thanks to the several people who responded to say that it is the late Roy Henderson and the car is Bertha and the structure behind is most likely Melbourne's Luna Park*



*Photograph No. 2*

*Who can identify the person, the car and the location?*

*A little gem from ALVIC August 1968 - written by Roy Henderson who was secretary at the time to the Editor who was David Caldwell.*

Some time ago in the interests of harmony, it was decided that we should try some market research on the type of event favoured by the members. A questionnaire was duly despatched to all members and eventually nine were returned to me.

For some considerable time I pondered these reports, then put them through my Alvi-vac, then finally in desperation, consulted some local hippies, who after due and ponderous deliberation, advised me that decimals are the root of all evil and a return to LSD is the shot!

Having waited in vain for more sheets to arrive (and having forgotten about the wretched things 'til now). I have proceeded to

analyse the results on the following basis:-

Enthusiastic comments	2 points
Display of interest	1 ½ points
Common or garden type tick	1 point
Luke warm response	½ point
It stinks	a big fat zero

On the basis of this scientific approach, aided considerably by the caustic comments of the nameless nine, I have the honour Sir (or madam) to acquaint you with the following results, which may be compared with a possible total of 18 points per event on returns (2x 9)

Day trial	6pts	Day Tour	9 pts
½ day trial & social afternoon	8 pts	Alvis Restoration Tour	10½ pts
Hill Climb	11 pts	Social day with other clubs	7½ pts
Gymkhana	6 pts	Factory tour	7½ pts
Concours d'Elegance	2½ pts	Interstate rally	10½
		Alvis quiz at meetings	9½ pts

(Mention was made of film nights or Annual dinners - I wonder why?)

As the results will show, most members were too busy to know what they were voting for!

Down with the Grog. Bacchus for President.

Yours with tongue in cheek,  
R.Henderson



*Richard Tonkin sends a photograph of the Graber on wedding duties.  
What is much more important is daughter Sarah and her new husband Gregor, on their recent wedding day*



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



*Dale Parsell was having intermittent un-explained alarms on his security system. One would think he would have more sympathy for the spider than disturb its sleep!*

*Individuality*

ALVIS THREE LITRE MODELS



*Alvis*

July 2014

15

# FOR SALE



*SG Silver Eagle Sports Tourer*

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

*Chassis No. 12684*

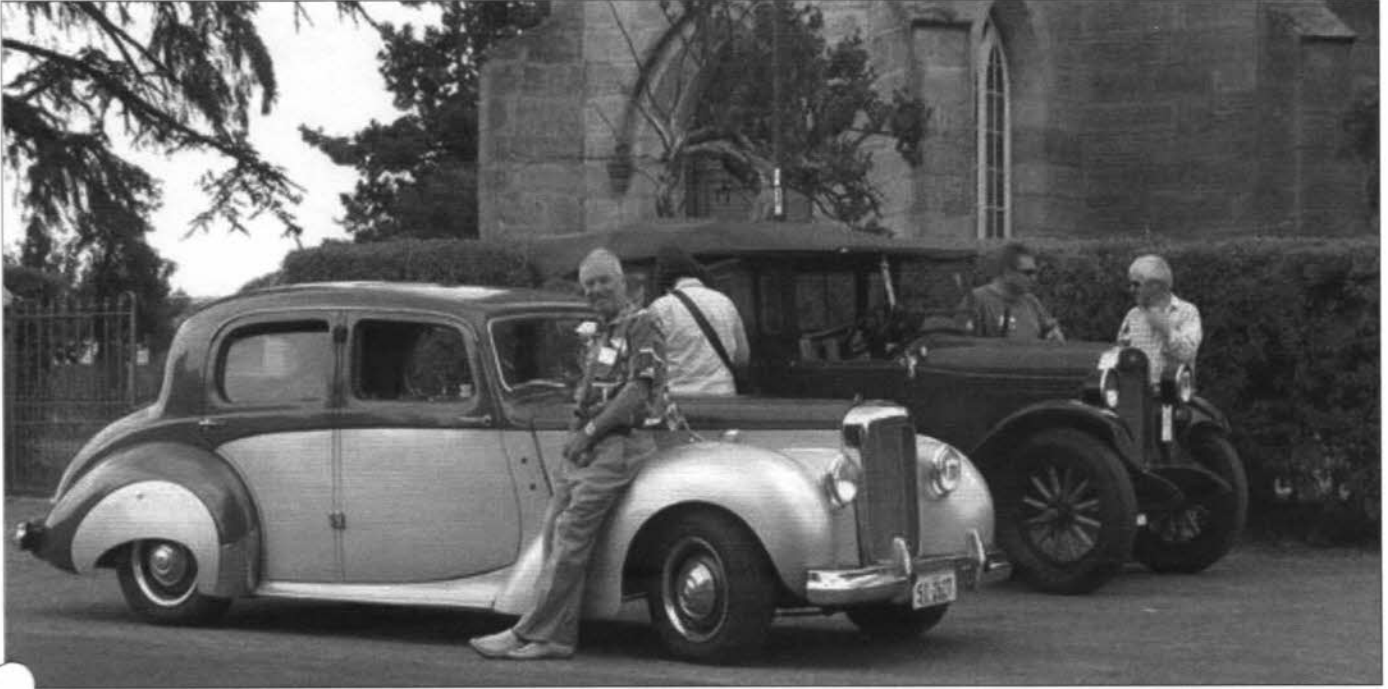
*Original books & full history available*

*Restoration details available on request.*

*\$95,000 O.N.O.*

*Murray Fitch*

*Telephone: 03 5766 2529*



## FOR SALE

1951 TA21 Chassis No. 24303 Mulliner Body No. 2451  
Ring Richard Molesworth 03 6268 6305 (Tas) \$25,000

*autotrader.com.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*



# 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  
**ALIVACITY**

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 £190 is better than ever. Do not choose your new car until you have seen, and tried, a 1935 ALVIS. There is no substitute for "ALIVACITY" — 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 Representatives: 16, BERKELEY 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 genuineness 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](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

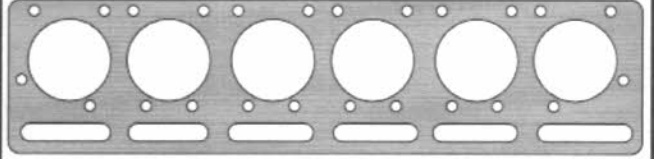
Contact Derek Dixon on 07 5443 4320 or on email [d\\_g\\_dixon@bigpond.com](mailto:d_g_dixon@bigpond.com)

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)

## WANTED

TA21-TC21

LUCAS fuel tank pick up unit

Richard Wallach

[richardwallach@hotmail.com](mailto:richardwallach@hotmail.com)