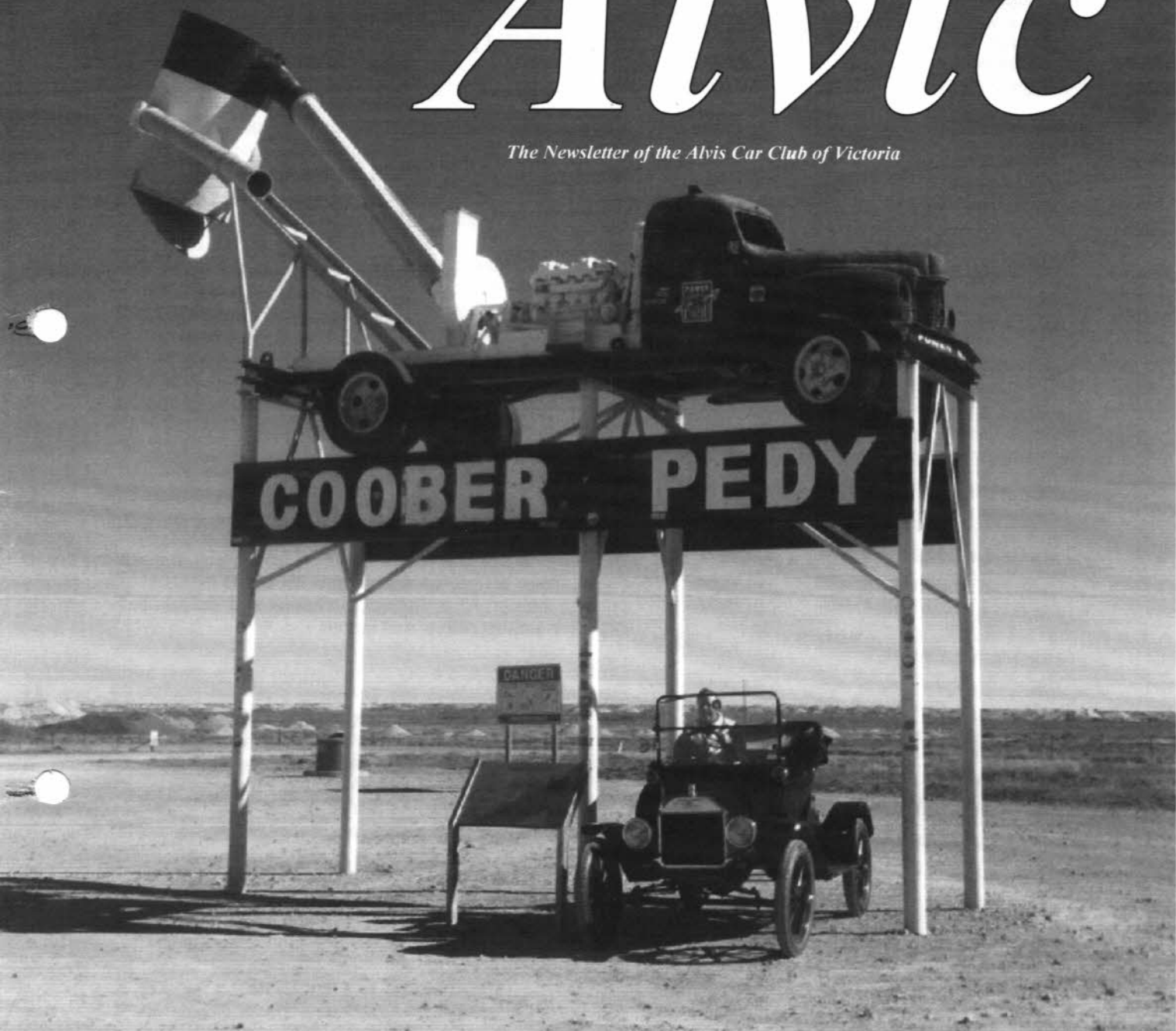


August 2014

# Alvic

The Newsletter of the Alvis Car Club of Victoria



**Check Your  
Towing Gear**

See page 10



**New Members**



**Tooborac Pub  
Run**



**Rob Roy**





**August 2014**  
**VOL 53 ISSUE 7**

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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 ON THE ROAD AGAIN

The last time I wrote my report on the road we were in Queensland last year, following our participation in national high wheeler buggy rally in Bundaberg. This time we are in South Australia at the Marla Road House camping ground on our way to Darwin with our 1915 Ford T, as participants in the Adelaide to Darwin veteran car rally.

We left the Birdwood Mill National Automobile Museum last Sunday and drove to Burra for the first night. We have been fortunate in having fine weather all the way but initially with frosty mornings which made crank starting with stiff oil a bit difficult. Once we passed through Port Augusta we were in new territory for us and have particularly enjoyed visiting Woomera and the opal mining town of Coober Pedy. Up until Coober Pedy our normally very reliable Ford was spending more time running on 3 cylinders rather than 4, even though I had replaced the spark plugs, fitted 4 new trembler coils and cleaned the ignition timer numerous times. We had a notional rest day in Coober Pedy which I spent fitting a new timer. Finally today we had a full day of 4 cylinder running! We have thoroughly enjoyed the spectacular countryside in all it's vastness as well as the company of the fifty other entrants and their respective support crews. Soon we will be spending a couple of nights in Uluru before passing through Alice Springs, Katherine and Kakadu before arriving in Darwin on the 24th of this month.

On the Sunday before our departure we had a great turn out for the combined clubs run to the Tooborac Pub with the Jowett Club. All told there were around 42 people. In particular I wish to thank John and Margaret Hetherington for organising the great route for our type of cars, the observation questions and the limerick competition. It was a most enjoyable event. We really enjoyed the company of the Jowett Club members and some of our less regularly seen older members as well as our most recent new members.

Since being away I have learnt that the Bruce Feldtman 12/50 has changed hands and that as a result we are to welcome a new member to the Club. We certainly appreciate the recent acquisition of a number of Alvises with 2 coming in from overseas. We look forward to having these newly purchased cars and owners participating in our events and for us to be able to provide the benefits of our collective knowledge if it is required.

As I will be away for the August meeting I wish to thank John Hetherington for standing in for me. It will be appreciated if you can let John know if you intend eating at Malvernvale Hotel prior to the meeting, so that John can provide the hotel with an indication of numbers.

Andrew McDougall

# SUPPER

## The Caldwells

**MEMBERSHIP RENEWALS WERE DUE 1st JULY**  
***DON'T WAIT FOR THE TREASURER TO KNOCK ON YOUR DOOR!***

***(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

- Aug 15**      **General Meeting**  
**17**           *Rob Roy Hill Climb*
- Sep 19**      **General Meeting**
- Oct 10-12**   **WEEKEND AWAY in Daylesford - see page 6**  
**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"**

*Yes! Yes! I know it's not an Alvis!* some readers might ask the question what might the President be doing in a T model Ford, trying to find some shade where there is none; it's on the other side of the structure! Maybe he has been affected by too much time in the sun.

However in his plight, he does have the support of many; Frances and many of his friends, who apart from the support vehicles, are all driving funny old cars or similarly funny old motorbikes.

It was a toss up as to whether to feature his photograph on the front page or in "Alvis People Behaving Badly."

The reason our President finds himself in the centre of the continent is because Veteran cars from most states of Australia are driving from Adelaide to Darwin; just a matter of about 3000 km. It is unclear just what the attraction in Darwin is, but I guess if there is a nice bottle of red waiting at the other end it will all have been worthwhile.

.....ed

Photography by Mark McKibbon



*Morning at Coober Pedy. Frances at breakfast. Andrew still sleeping!*

## 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)

*To the Members of the Alvis Car Club*

*Many of you will know that Roy Henderson was a life member the Alvis Car Club.*

*The club was a major part of his and wife Joan's life for many years and many club members became lifelong friends of the whole family. We still have fond memories of our time on club gymkhanas, rallies, hill climbs, film nights and a host of other events.*

*Even now, almost seven years since Dad's passing, Joan still receives Alvic and the family continues to follow the goings on at the club from month to month.*

*It was with surprise and much joy then when we opened the June and July editions to see firstly a photo of Dad and 'Bertha' (our family car for many years) and then an article of Dad's (one of many both irreverent and serious articles he wrote for Alvic). It brought rushing back to us memories of the times we spent in that car and at the club.*

*The club stays with us to this day and seeing Dad in his prime reminded us not only of him, but also of the years of happiness the Alvis Car Club and its members brought to us all.*

*Thanks so much from Joan, John, Susan and Peter Henderson.*

### Macarthur Job OAM (1926 - 2014)

*We note the recent death of Mac Job who was a foundation and active member of the Alvis Car Club (NSW).*

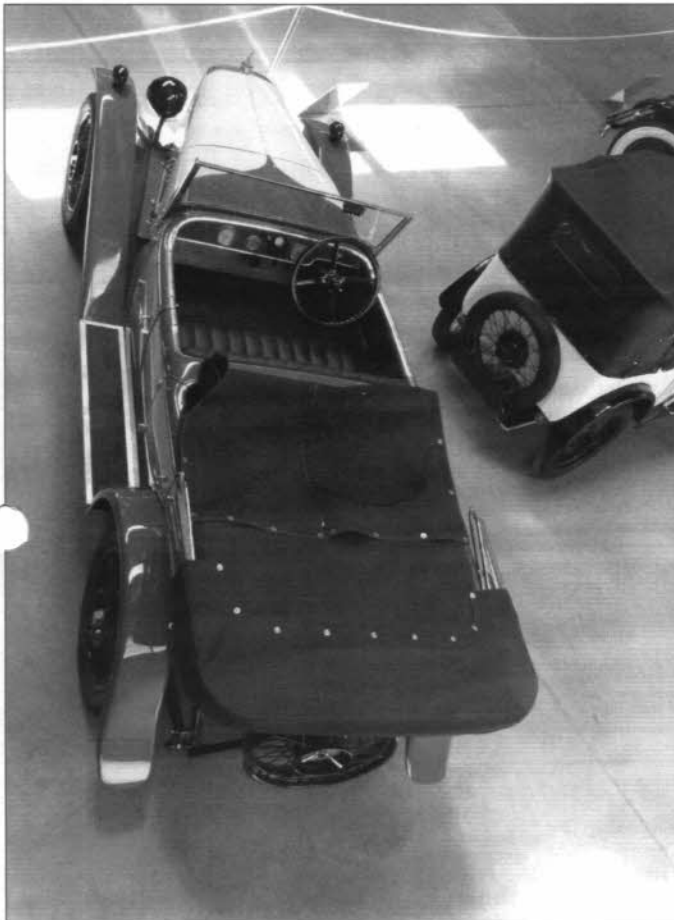
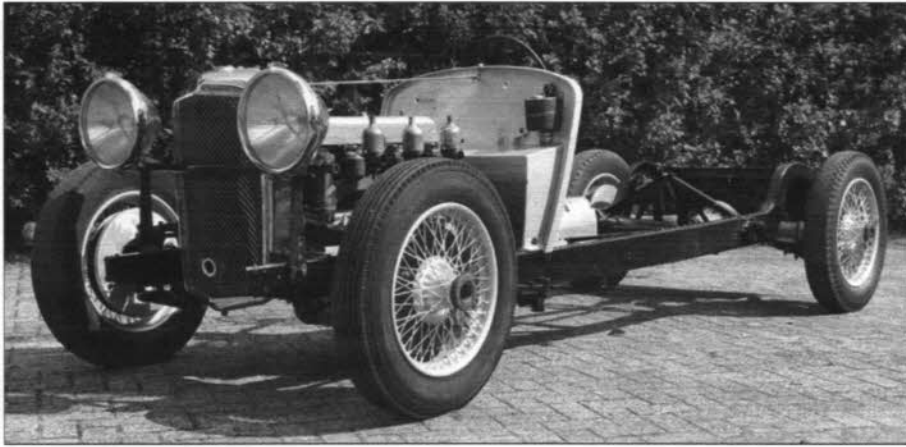
*Mac was the architect of the Mac Job Special based on a 12/50 and he drove it with some success. He trained as a pilot after the war and ran his own charter business. He was subsequently employed by the Department of Civil Aviation in Air Safety and his journalistic skills were responsible for the acceptance of the Aviation Safety Digest as a world leader in Air Safety publications.*

*He will be sorely missed in Alvis circles.*

# WE HAVE 2 NEW MEMBERS

A very warm welcome to both John Gove and Rowan Swaney

John is in the process of importing a rolling chassis Speed 20 SB from the Netherlands and has lots of work in front of him before we see him drive it on an event. Chassis 11158



Rowan has purchased the ex Bruce Feldtmann 1927 12/50, that had received a comprehensive restoration over a significant number of years. It is the car that we saw in the Shepparton Car Museum during the Rusty Springs Weekend Away in 2012.  
Chassis 4948 Engine 5297



Also of interest is this TA14, 21546 recently purchased on the net and imported from America and now resident in Geelong. The photo was taken by Jack (John) Henderson, (Roy's son). The car features a unique body in timber panelling in a similar fashion to a "woodie," however it is obviously styled as a tourer or DHC. The editor has had contact with the owner, however it has not resulted in a new membership at this time. Wayne Brooks in America has a history file on the car.



# ROB ROY

Venue of the first Victorian and Australian Hillclimb Championship 1938  
Clintons Road, Christmas Hills Melway ref 265 A9

# TRIPLE CUP

A CHALLENGE SERIES FEATURING  
CLASSIC & HISTORIC CARS



## Round 1 27th April

promoted by the

**VICTORIAN HISTORIC RACING REGISTER**

Entry Forms [vhrr.com.au](http://vhrr.com.au)

Event Enquiries Paul Schilling 0409 862 949

Entry Enquiries Ken Price 0418 311 040

## Round 2 17th August

promoted by the

**VINTAGE SPORTS CAR CLUB OF VICTORIA**

Entry Forms [vintagesportscarclub.org.au](http://vintagesportscarclub.org.au)

Event Enquiries John Cox 0408 036 767

Entry Enquiries Mark Burns 0417 002 892



## Round 3 23rd November

promoted by the

**M.G. CAR CLUB OF VICTORIA**

Entry Forms [robroyhillclimb.com.au](http://robroyhillclimb.com.au)

Event Enquiries Wayne Rushton 0412 339 934

Entry Enquiries Ken Price 0418 311 040



ADMISSION: SINGLE ENTRY \$10 OR \$15 PER CAR

OFFICIAL TIMED RUNS COMMENCE 10AM

FULL CATERING IS PROVIDED ON SITE AT ALL EVENTS



# 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.



# The Tooborac Pub Run

Photography Frances McDougal

Most of the participants met at the viewing area to the north of Melbourne Airport and prior to our departure, the sight of aircraft at low level, departing overhead on their way to unknown destinations, was not the sort of experience someone living in Melbourne needs to see every day.

Amazing how many people were at the viewing area at 9.30am on a Sunday morning. Parking was at a premium. They either hadn't got to bed yet or the kids were playing up!



*What more could you ask for—low flying aircraft and a low flying Mr Whippy van!*

From Tullamarine we headed off on a 100 mile run via some lovely country roads to a Rose Nursery at Clonbinane for our morning tea stop.

After the Bosanquets and others changed a flat tyre on their modern, we headed off following complex instructions on quiet winding roads towards Tooborac, stopping along the way to view the historic timber trestle bridge at Pyalong (built 1890). It was then a 20 minute run the Tooborac Pub for lunch.

During lunch John Hetherington had us mark the quiz answer sheets and make presentations.

What a great day it was - great weather (middle of winter), great drive and great food. We were happy to enjoy the company of the Jowett Club and their presence certainly alerted us to the nimbleness of the Javelin. Its 1500cc motor certainly slowed on the hills but in 12/50 fashion, ate up the flats.



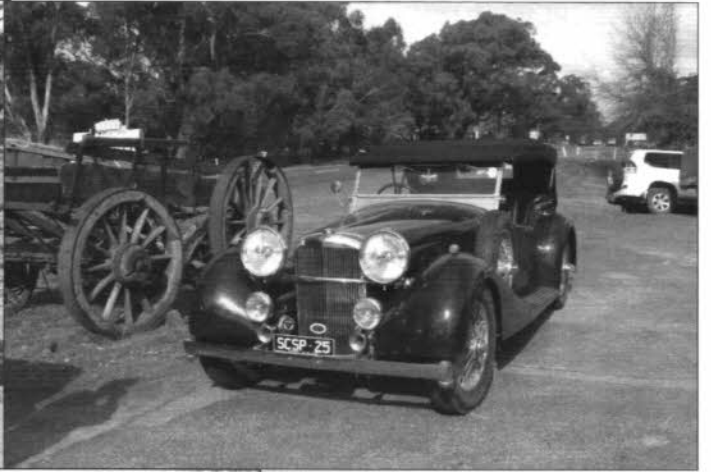
*Not everyone came in a Jowett or an Alvis*

## Alvis Attendees:

<i>John &amp; Marg Hetherington</i>	<i>TE21</i>
<i>Andrew &amp; Frances McDougall</i>	<i>12/50 tourer</i>
<i>Richard &amp; Pauline Tonkin</i>	<i>Graber</i>
<i>Sarah &amp; Karen (Tonkin)</i>	<i>TE21</i>
<i>Ian &amp; Sally Barber</i>	<i>Silver Eagle Special</i>
<i>Simon Ramsay</i>	<i>Speed 25 Tourer</i>
<i>Bob &amp; Lesley Northey</i>	<i>Speed 20 Saloon</i>
<i>Mark Weller</i>	<i>Jaguar E Type</i>
<i>Peter &amp; Jen Mackay</i>	<i>Austin Healey</i>
<i>Don &amp; Jill Bosanquet</i>	<i>Modern</i>
<i>Darrell Horton &amp; Jocelyn Coates</i>	<i>Modern</i>
<i>John &amp; Marg Lang</i>	<i>Speed 25 Saloon</i>







## Towing –Warning—D Shackles and Chains

The Victorian Police have found another money raiser. A \$235 fine and 3 demerit points if you do not have 'Load Rated' D Shackles fitted to the chains from your vehicle to your tow vehicle. They are also checking the chains, tow ball weight and towing capacity of the tow vehicle and the towbar.

If your vehicle is listed as able to tow 2.5 tonnes and your towbar is listed at 1.5 tonnes then 1.5 tonnes is all you are legally able to tow. If the weight on the towbar exceeds the manufacturer's towbar rating, you will have to unhook and go and get a tow vehicle of the correct towing capacity. This was seen in Bairnsdale over the past few weeks. It would muck up your holiday a bit.

There is a certain formula for the size, fitting and type of chains as well (all in Australian Design Rules 62/01). ADR62/01 also states that if you have two chains, they must be crossed over to stop the drawbar from contacting the ground in the event of a failure. The chains must also be short enough to stop the drawbar from contacting the road. D rated shackles have different colours for different ratings, yellow for up to 2 tonnes etc.

Interpretation of the Australian Design Rules is that if a shackle is used to attach the safety chain to the tow hitch it must have at least the same load capacity as the chain, ie if the chain is 3000kg load capacity then a 3 ton shackle must be used, see [www.goseeaustralia.com.au/article/901](http://www.goseeaustralia.com.au/article/901)

In South Australia, "It is the view of SAPOL to strongly urge the public to make the change to a rated D shackle for peace of mind when towing and as part of a positive outlook on road safety". "As part of the SAPOL Road Safety Section we will continue to promote rated D shackles to the public as a *road safety measure*." "In SA it is not an offence to have a non rated D shackle connecting the safety chains to a motor vehicle", Senior Constable First Class Paul Bryant said.

It is recommended that if shackles are used, then they comply with AS 2741-2002 "Shackles". These shall be legibly and permanently marked with the following information:

The manufacturer's name or trademark, Quality grade of the shackle, e.g. ("M" or "4", "S" or "6"), Working Load Limit (WLL) or Rating; Identification marking to correlate shackle to test certificate.

Notes: Generally, the break load limit of a rated shackle will be six times greater than its work limit. The Pin diameter of shackle will be greater than the diameter of the main shackle body. Same size shackles of different quality grades will have a different WLL (i.e. 6mm "s" grade shackle has a greater WLL than a 6mm "M" grade shackle.

Stainless steel shackles are unsuitable for trailer use due to the material's general low resistance to bending stresses.

"S" or "6" grade "D" shackles bear similar characteristics to "S" or "6" grade bow shackles.

Bow shackles provide for greater angular usage compared with "D" shackles.

Rated bolts, chain shackles or other suitable fittings (i.e. Hammerlocks) may be used as devices for connection on safety chains providing the break load limit of the device is at least 1.5 times greater than the ATM of the trailer.

I have not been able to locate anything on the VicRoads website regarding which shackles to use, nor anywhere in the Act (doesn't mean it's not there), but I think that they are acting under the Australian Design Rules (see ADR62/01) and Australian Standards (AS-2741-2002) which lists chain regulations from under 750kg up to large semis and "B" doubles. (VSB-1)

We will let you know when we find out anything. If you find out anything, then please let me know ASAP. Please ask questions from the authorities before you hook up and head off.

Rick Cove

*This article first appeared in the GHAC June 2014 newsletter.*

Table shows Safety Chain Shackle Matrix (Guide only)

Diameter mm	WLL (kg)	Quality Grade Marking	Diameter mm	WLL (kg)	Quality Grade Marking
6	250	'M' or '4'	16	1500	'M' or '4'
	500	'S' or '6'		3200	'S' or '4'
8	750	'S' or '6'	19	2000	'M' or '4'
				4700	'S' or '6'
10	500	'M' or '4'	22	3000	'M' or '4'
	1000	'S' or '6'		6500	'S' or '6'
11	1500	'S' or '4'	25	3800	'M' or '4'
				8500	'S' or '6'
13	750	'M' or '4'	29	5000	'M' or '4'
	2000	'S' or '6'		9500	'S' or '6'

## RED TRIANGLE - Top Tip

### FUEL 'CHANGEOVER' TAP

The main fuel supply pipe goes to within about 2 inches of the bottom of the tank. The reserve supply pipe goes to the bottom of the tank. These two pipes go along the chassis to the fuel tap on the bulkhead.



The fuel tap is a simple device, which has just two components with a cork seal. The movable part of the tap has connected drillings, which align with ports in the body of the tap to select either main or reserve supply. (see fig 1).

The prudent motorist who keeps the tank well filled may not have used the reserve facility for many years. If this is the case, the cork seal in the tap may have dried out and be stuck to the movable part of the tap. When the tap is moved the seal may also turn and in doing so shear the retaining lugs off the cork seal. (see fig 2).

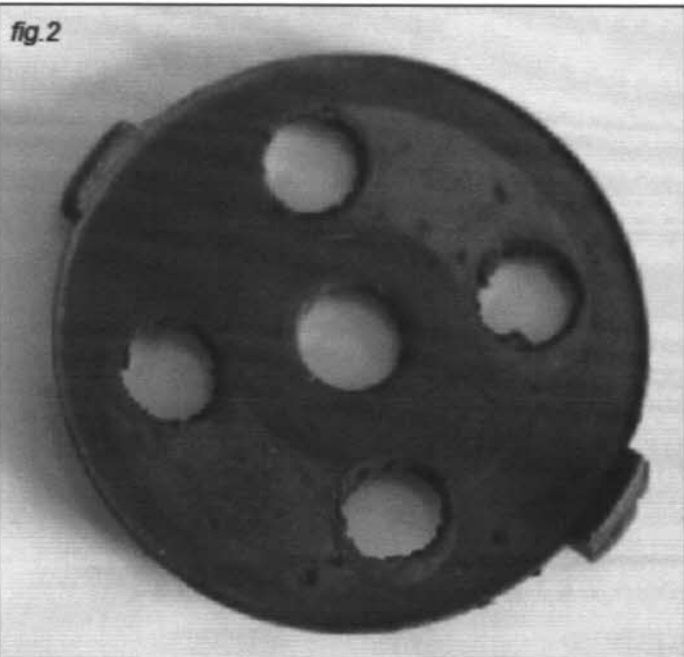
This renders the tap useless and blocks the fuel supply. Also if the seal is damaged the suction from the fuel pumps may draw air past the seal rather than fuel from the tank.

#### Recommendations:

1- Periodically (when at home with no immediate need to use the car) move the tap and check for smooth operation without undue force to move it.

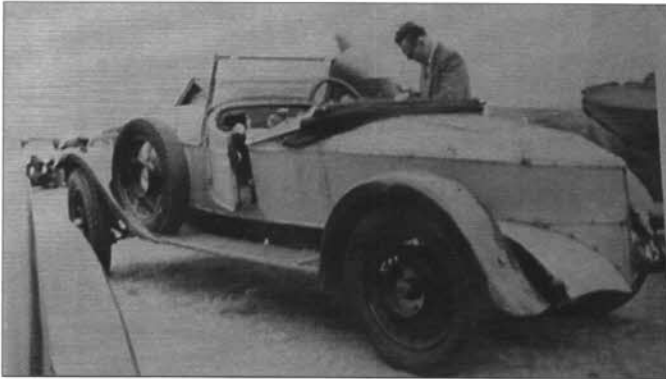
2- Move the tap to the half way position and run engine, it should stop shortly due to fuel starvation. Then move to reserve position. Listen to the electric pumps working and when they slow down restart engine. If this happens all is well. If this does not happen the seal in the tap probably is damaged. This can be replaced.

3- As the reserve pipe goes to the bottom of the tank it is not uncommon for this pipe to block with accumulated debris from the bottom of the tank. On several models this pipe is visible when the fuel tank drain plug is removed.



Dave Langridge  
Mechanical Workshop Manager - Red Triangle

# CARS, CLUB, HISTORY and People



No one responded to my request for identification of the mystery car and or driver in the July ALVIC.

If you have been meaning to contact me I would still like to hear from you.

Mystery Car No. 3 is below. Very topical at this time with the VSCC's Rob Roy on the 17th August.



*There are certainly some gems from the archives of ALVIC.  
The following is from Ron Wilson as Editor in April 1973:*

## EDITORIAL

*THE advertising world has been revolutionised recently by the advent of car stickers.*

For little or no cost you can now tell everyone that you are a Blood Donor, which football team you favour, your religion, in fact anything from sport through sex to politics. Teachers? Wages; Save the Children; Bush Fires, Litter Bugs and Jitter Bugs, all get a mention.

SOME are cryptic like "Keep a Politician to his Promise; "Save Water - Shower with a Friend" and "Support Mental Health or I'll Kill You."

Even the Pope is not forgotten with a picture of him wagging his finger and the caption, "Have you had your Pill Today?"

A BATTERED Holden supported the R.S.P.C.A. with "Be kind to animals - kiss a frog," while an Alpine Rally competitor from N.S.W. had "Rugby Players need Leather Balls."

And what about "Keep Australia beautiful - put a bag over your head"?

WITH the same mad enthusiasm we inform the world we've been to a Lion Park, taken our holidays at Tweed Heads and fed the Penguins at Cowes.

NOT content with all this distraction, some have "dangles" - shrunken heads, footballs and baby shoes - hung from the rear view mirror; while bride and groom dolls on satin cushions decorate some rear window sills.

THE most thought provoking sticker informed all that "Today is the first day of the rest of your life."

BUT out of the lot, one worthwhile statement shows forth - "Butter Lovers Make Better Lovers."

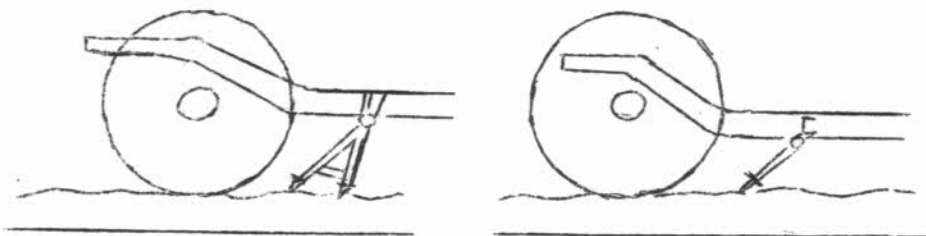
ANYONE know where I can get dairy foods wholesale'?

...and the SPRAG from September '73

## The SPRAG

*Every brake should be equally effective whichever way the drum is rotating. This is not only so that the driver can pull up after he has purposely reversed, but also when the car begins to run backwards quite independently of the driver's wishes, as for example, when it proves unequal to climbing an extra stiff hill. For this emergency the car may be fitted with some kind of sprag. This instrument sometimes also rejoices in the name of "devil," when it consists of a bar hinged by one end to the frame of the car and pointed at the other end.*

*The sprag is normally held up clear of the ground by a cord, but when the car is likely to stop on a hill the driver should release the cord in good time, and let the "devil" drag on the ground. Then directly the car stops, the pointed end of the bar digs into the ground and an involuntary descent is avoided. Unfortunately, the driver often forgets or neglects to let down the sprag until the car has actually begun to run back. If he releases it then it may bring up the car with a severe jerk; or the car may over-run the sprag, which is even more serious. Such sprags are shown in diagrams below.*



*Another good form of sprag consists of a strong pawl, which is allowed to trip over ratchet teeth cut on a revolving part of the gear. This is a good deal neater than the "devil" but if carelessly used it is liable to put very severe strains on the transmission gear, especially on the part to which it is fitted. Even with good brakes, the one great advantage of a sprag is that it permits the car to be restarted on the steepest hill with both brakes off. This saves a lot of racing and possible stopping of the engine. It is a pity that ratchet sprags are not more widely fitted. Anyone who has used them knows how valuable they are.*

*A simple substitute for a sprag may be made from two wooden blocks (about the size of an ordinary brick) with a cord attached. These cannot be brought into use, of course, except by dismounting from the car - which must be temporarily held by the brakes or by being left in gear with the engine stopped - and placing one behind each rear wheel. A start can now be attempted without any difficulty over the brakes, as these can be taken off quite safely. The wooden blocks may be hauled aboard by means of the cord when well under way.*

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

or

**STUART MACDONALD**

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



*A bearded Richard Tonkin preparing to clean the Graber windscreen*

## 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*

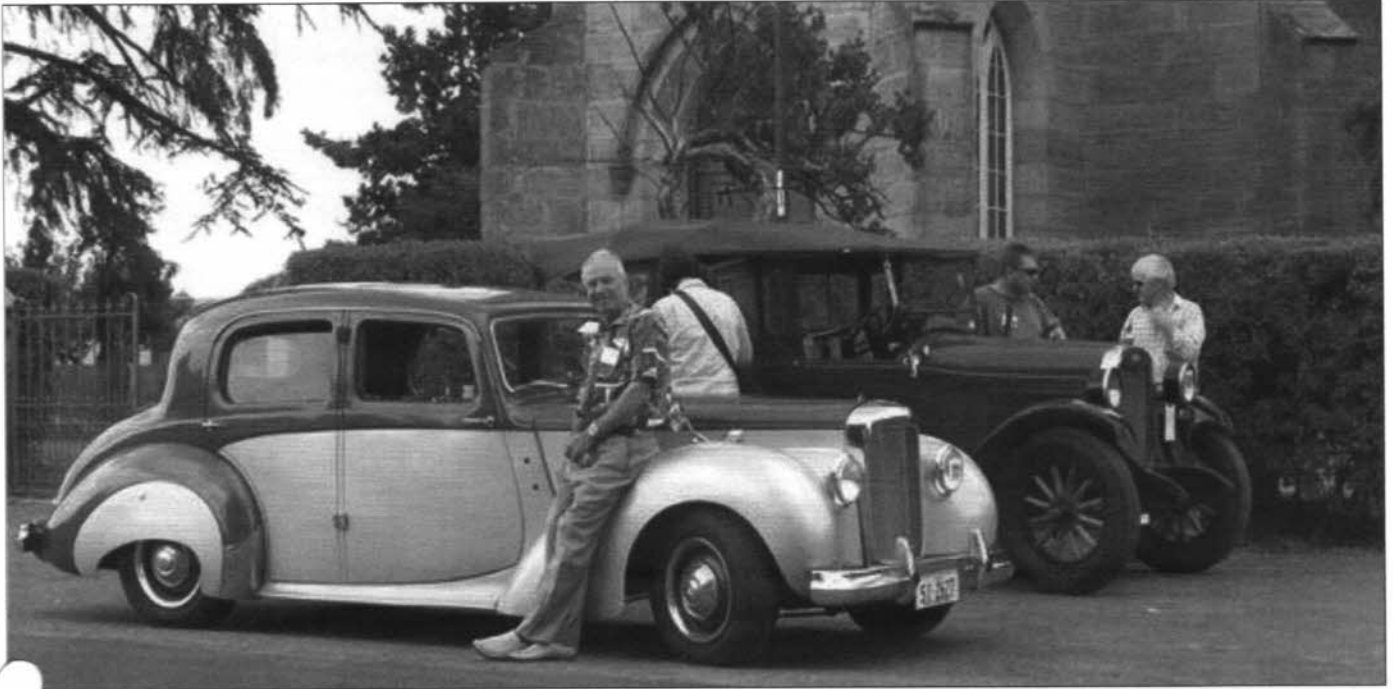
*Restoration details available on request.*

*\$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](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

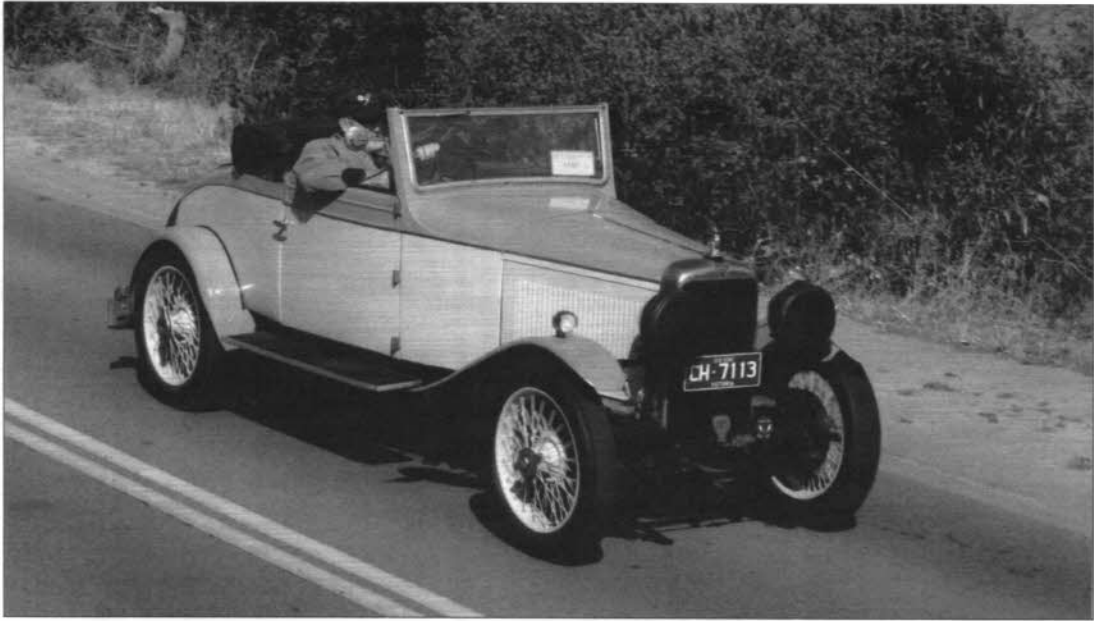
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**ALVIVACITY!**

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For details of the 1935 ALVIS Models please write:  
ALVIS CAR & ENGINEERING CO. LTD., COVENTRY  
London Showrooms: 16, BOND STREET, 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**

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 \$25  
 EACH



MUGS  
 \$7.50  
 EACH

RING THE TREASURER, MARG LANG FOR DETAILS

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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

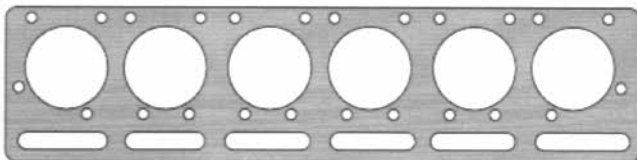
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## FOR SALE

ALVIS 3 1/2 Litre Engine  
COPPER CYLINDER HEAD GASKETS



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- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
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TA21-TC21

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Richard Wallach

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