

Alvic

The Newsletter of the Alvis Car Club of Victoria

December 2015

60 YEARS





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.

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www.alvis.org.au

December 2015

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*Front page: Allan Willingham's 12/50 Ducksback, chassis
3306 on display at the Geelong Revival 29 November.*

Photo by Frances McDougall

*The Editor would like to thank all contributors to
this month's ALVIC*

2016 COMING EVENTS

ACCV 2016 EVENT PLANNING

- | | | |
|-----|------------------------|---|
| JAN | 15 | OPENING BBQ at the Kevin Bartlett Reserve in Burnley. Melways 59 A1
From 6.00pm. BYO everything |
| FEB | 19
21 | GENERAL MEETING Guest Speaker John Hetherington on Plane Spotting before Radar
EARLY MORNING CABLE CAR RUN |
| MAR | 11-13
18
20 | BALLARAT WEEKEND AWAY (PETER MACKAY)
GENERAL MEETING
KALORAMA 60TH BIRTHDAY |
| APR | 10
15 | RACV CLASSIC SHOWCASE FLEMINGTON RACECOURSE
GENERAL MEETING |
| MAY | 1
15
20
28-29 | PETANQUE CHALLENGE
NATIONAL MOTORING HERITAGE DAY
GENERAL MEETING
WINTON |
| JUN | 17
19 | GENERAL MEETING
EARLY MORNING RUN (MARK WELLER) |

JULY	15	GENERAL MEETING
	17	CRANBOURNE RUN (DALE PARSELL)
AUG	19	GENERAL MEETING
		ROB ROY (DATE TO BE DETERMINED)
SEP	16	GENERAL MEETING
	23-25	WEEKEND AWAY - MANSEFIELD AREA (ROHAN SWANEY)
OCT	15-16	SHORT WEEKEND AWAY - BIRREGURRA (ALAN MCKINNON)
	21	ANNUAL GENERAL MEETING
NOV	18	GENERAL MEETING
DEC	4	CHRISTMAS PARTY (RICHARD TONKIN)

It is planned to have a guest speaker at every second general meeting

If you can suggest anyone who you think would make a good guest speaker; not necessarily on Alvis or old car matters, the committee would be happy to hear from you

PRESIDENT'S REPORT

So much has been achieved this year with our 60th Anniversary celebrations, tours of Tasmania and the Great Ocean Road, the National Rally, interclub events, weekends away and other day events. So no wonder the year seems to have flown by. December is generally hectic with end of year events and preparing for Christmas and the New Year celebrations. I wish you all a safe and happy festive season with family and friends and enjoyable Alvis camaraderie and motoring in 2016.

Our attendance at the Geelong Revival was done with a difference this year, by making it a weekend away where we were able to catch up with members who live in Geelong and on the Bellarine Peninsula. On the Saturday we had an enjoyable run around the coastal communities before going to lunch at McGlashan's Winery where we were joined by new members, Alan and Ros Wettenhall, who are restoring an early 12/50 ducksback and Terry and Marian Wills-Cooke who invited us back to their place to see Terry's fine collection of veteran cars and the TA14 Drophead, which is still awaiting the installation of the rebuilt engine. In the evening we were joined for dinner by Harrie Gray, long time members Leigh and Helen Dwyer and Geoff Ross. On Sunday morning, following an early start, we made our way to the foreshore where we put on a great display by the Carousel with 8 cars and our Club banners. The cars attracted a lot of public attention and many copies of the little publication on Alvis and our Club were handed out. I wish to thank John and Margaret Lang for organising the weekend and Mark Weller for organising the Saturday run and lunch. It was great to catch up with local members and gain publicity for our Club.

I wish to thank Margaret and John Lang for hosting the Christmas barbecue at their place. Fortunately it was not

a fire ban day and was not too hot. The 5 Alvis looked fine on display in the back paddock and comprised the two 12/50s of Higgins and McDougall, the SA Speed 20 of Mark Weller, the Balthazar Firebird and the Lang FWD. It was great to have the opportunity of seeing the excellent restoration work being done by Peter Miller on the Speed 25. It is nearing its first start up prior to the body being built. Back at the party it was good to have John and Sharon Balthazar, Chester and Sally from across the ditch, David and Jennifer Muirden, the Millers and Keith and Lou Williams. Santa and his helper made a welcome visit. It was a most enjoyable day.

The committee will be meeting shortly to prepare a calendar of events for 2016. This will be outlined in the February Alvic, however we would like to see as many members along as possible at the New Year barbecue which will be held at the customary Kevin Bartlett Reserve at 6.00pm on Friday 15th January. You can be assured that there will be many things happening in the way of Alvis activities in 2016.

Sadly, Ron Allen passed away and recently with John Hetherington and Simon Ramsay I attended his memorial service. Ron had been a member of our Club from the earliest days. Besides the Alvises that Ron had owned over the years he had around 90 vehicles plus motorcycles pass through his hands. There is a memory of Ron written in this edition of Alvic.

Once again all the best for the festive season and I look forward to seeing many of you with your Alvises in 2016.

Andrew McDougall

Vale Ron Allen

Ron Allen passed away on the 23rd November 2015, aged 85 years. He was a very early member of our Club and in 1956 held the position of President. At that time he organised some events and took out the Concours Trophy for his then Alvis, a Speed 25. He remained a member up until the time of his death.

Over the years Ron owned in excess of 90 cars and a number of motorcycles. His most recent Alvis, a TE 21 Saloon, was sold recently to a person in Western Australia.

Ron was born and lived in the northern suburbs of Melbourne, the youngest of 6 children. He had a mechanical bent and apprenticed as a gas fitter and plumber, which took him to various locations in central Victoria. He could turn his hand to most things and was a very good welder and carpenter.

He married Wilma and together they established the caravan park at Mount Macedon where he built a 24 square home. He was very industrious and often held down 3 jobs, especially when providing private school education for their daughter Jo.

Subsequently the family lived in Castlemaine, Bendigo and Maiden Gully. He loved animals and wild life, always making sure that the bird bath was full and he even had a period where he fattened cattle, although they tended to become his pets.

His other skill was music and he was an accomplished trombone player who loved jazz and Louis Armstrong in particular. This was most evident at his memorial service where some of his favourite music was played.

He lost the love of his life, Wilma in the 1990s which he found to be a huge wrench. However he always remained optimistic, had a dry sense of humour, was always ready to help others and enjoyed his time socialising with friends at his favourite hotel with a glass of amber fluid, where apparently he could talk the leg off an iron pot. He was able to converse knowledgeably on a variety of subjects.

He will be sorely missed by his daughter Jo and the extended family who have known him as a caring industrious, honest and supportive person. Whilst we have lost a long standing member of our Club, our thoughts are with Jo and the extended family.

Andrew McDougall

Summary of AOMC AGM and Delegates Meeting held at the Chevrolet Club Rooms on November 16th 2015

1. The guest speaker was Daryl Meek representing the RACV. Daryl spoke on a survey of clubs in order to determine the size of the historic car movement, number of clubs, size of clubs, number of vehicles and those eligible to be on the CPS. The RACV has 320 affiliated clubs and it received a 30% response from 270 clubs in relation to its survey form. Extrapolated from this information is that there are at least 645 clubs in Victoria, 115,000 members, 150,000 vehicles and of these 120,000 are CPS eligible. This is a 20% increase over the 2006 levels and since the introduction of the log book based CPS there have been an additional 45,000 to 50,000 vehicles come onto the scheme. The historic vehicle movement in Victoria is expanding and will continue to do so.
2. Rod Amos former Vice President of AOMC and the untiring delegate who has been negotiating on our behalf with VicRoads for more than a decade, has decided enough is enough and has stood down from these 2 roles. His great contribution was signified with acclaim.
3. Our log book based CPS is now recognised by the authorities Australia wide and hence there will no longer be a need to take out a supplementary permit for our CPS vehicles when travelling interstate, as has been the case in Western Australia. Vehicles taken overseas and driven on our CPS must have the log book completed for each days use.
4. Whilst the log book CPS runs on a separate database to the regular registrations the police will soon be able to access this database directly when a CPS vehicle is being driven or is pulled over.

5. It will be some time before the CPS database is combined with the main frame system so if there are changes to your circumstances such as address etc and you notify the change in relation to your fully registered vehicles/licence this **will not** automatically result in a change of circumstances on the CPS database. Any changes of circumstance relating to CPS vehicles must be separately notified to VicRoads. There have been instances where owners of CPS vehicles have not received their renewal and the permit has lapsed. It is important that CPS owners remain aware when a renewal is due and follow up with VicRoads if it is not received.
 6. AOMC is currently in discussions with VicRoads in respect to the following issues: age of vehicle eligibility (currently supporting the retention of 25 years); replica vehicle (VicRoads may well be taking a tougher line on these vehicles and may require a special plate) and Club Eligibility (VicRoads is looking to apply stringent requirements).
 7. AOMC has produced a new CPS booklet which covers all the latest provisions for using a vehicle on the CPS. It is available to clubs for their members. It is recommended that everyone using a vehicle on the CPS have a copy of the new booklet and be able to refer to it in the event that they have an encounter with the police.
 8. Following the AGM elections there have been some changes in the executive of AOMC. Iain Ross has remained as President, however there is a desperate need to have someone fill the position of Secretary. They are also seeking a Car Shows Venue Manager. They are seeking volunteers from the member clubs.
 9. Revenue was significantly down in the year 2014/15 due to the postponement of the American Motor Show due to weather conditions. This means that there will be 3 major shows in this current year which will boost the revenue.
 10. AOMC has turned 40 and is taking the opportunity to review its purpose, mission and activities to ensure it remains relevant in these changing and modern conditions. The history of the association will also be written up.
 11. Club fees for membership with AOMC are rising a little and AOMC have changed the fees relating to club membership size. There is now a fourth category of club. 100 and under, 101 - 250, 251 – 750 and a new category for over 751 members.
- Events for 2016: AOMC is supporting the 60th Kalorama on Sunday 16th March; The RACV Classic Showcase for British, European and Japanese Classics will be held at Flemington on 10th April; Shannons American Motoring Show - Flemington 1st May; National Motoring Heritage Day – Mornington 15th May; 40th Year of Historic Winton 28th/29th May and the popular Restoration Seminar 11th June.

Andrew McDougall
Delegate for VCCA (Vic) and ACCV

IMPORTANT NOTICE

For anyone expecting us to strike a 61 year grill badge. You've got it wrong! There won't be one. SO! Now is the time to get your 60th Grill badge before 31 December and you won't finish up, when the time comes, with a poor trade in for last year's model.

Call the Treasurer now and secure your badge. Who knows it might be the last one and will immediately become a collector item worth far more than the \$30 you will pay. See page 19 for details.

GEELONG REVIVAL

MOTORING FESTIVAL



This year's Geelong Revival seemed to be subject to some planning problems in which a location previously advised as being available to us, was substituted by one significantly better.

Previous years saw us in "The Sails" area in which were located several concrete monoliths, representing yachting sails in acknowledgement of the long history the Geelong Yacht Club has had with the city of Geelong.

The "sails" did make locating the cars into an artistic display somewhat difficult, however it was a prime area with the cars on an elevated section of the water front..

I must acknowledge the BMW Club for its ability to occupy the area with many more cars than we had previously and was happy not to be around if someone from the front row had to go home early!

I recall last year someone saving my bacon by stopping my apparent backing excursion off the side of the elevated area! Alvises can fly can't they!

We were located beside the Carousel on a timber decked area in which the photographs will describe better than my words.

For anyone not familiar with the Geelong Revival, it is a recreation of the an event started in the 1950s and a sprint over ¼ mile track.

If my memory is correct, the hay bales of the 50s and two cars at a time, has now been replaced by one car at a time and concrete barriers and huge water filled plastic buffers.

Looking at the speed some of the competitors were doing, suggests that the J-bars that we used at Avalon aerodrome in the 60s and 70s to catch Mirages that were overshooting the runway, might have been more appropriate.

I understand that on the Saturday of the event, one car managed to shift 1000 tonnes of water in a buffer while trying to extend the run to half a mile.

Also I understand that some enthusiastic driving managed to roll the Shannons Goggomobile Dart.

Some organisations will go to any length to market their products.

This year, Mark Weller arranged a meeting at Rippleside for an 11.00am departure and tour of the Bellarine Peninsula and lunch at a winery.

We normally take "Big Red" on touring events, however seeing the car is still on the operating table, we decided to trailer the FWD to David Head's home in Batesford, to the west of Geelong.

"Little Red" as the FWD is known, is a fun car to drive, however long distances are not my favourite journeys.

The driving we did on the Saturday and Sunday was a real watershed for me as we drove the car for nearly 100km in varying conditions and the car was a pleasure to drive.

Having stupidly decided to go through the centre of Geelong to get to the winery, put us in slow moving traffic in the city and I watched the temperature climb confidently up the gauge and nowhere to stop.

Open road again and all was well.

The only hiccup occurred driving back to David's home when a solid hill climb in 3rd gear up Morongo Hill created a miss that wouldn't go away.

Subsequently at home, I found a "feather" between the electrodes on number 4 plug which suggests I have not been using a suitable gap

Lunch was a very pleasant affair at the winery where we met Allan & Ros Wettenhall and renewed our contact with Terry and Marian Wills-Cooke. Also met some friends of Mark Weller's who live in the area and brought their SS 3½ litre car.

We also visited Terry's garage and viewed his cars.

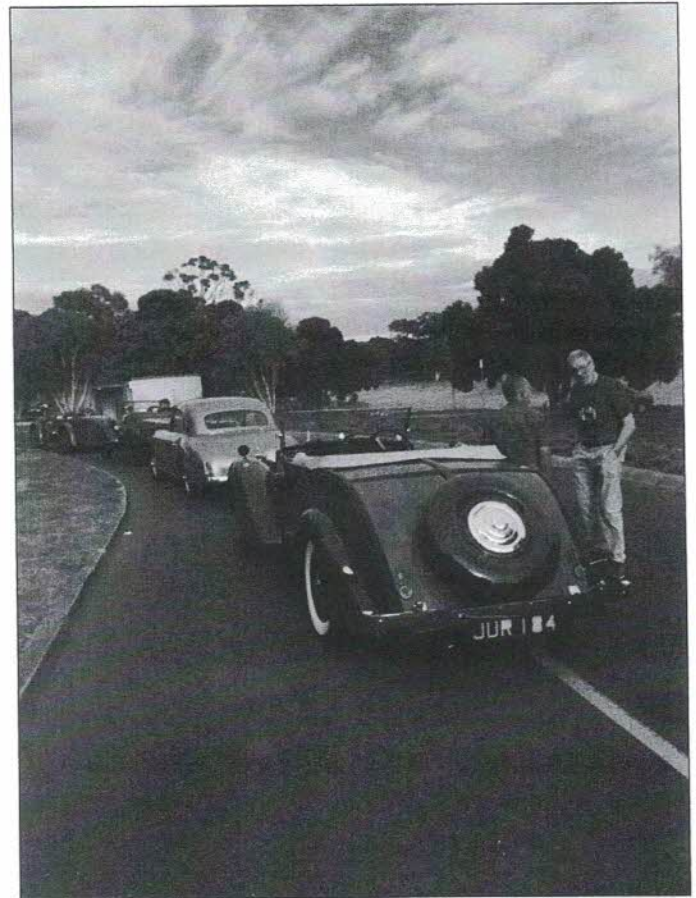
Saturday dinner's food was somewhat forgettable, but the company was good, as was the wine. Caught up there with Leigh & Helen Dwyer.

Harrie Grey whom we only manage to see each year, displayed his TA14 with its unique body that was created in a UK boat building yard.

All in all, another successful event.

Eight cars.

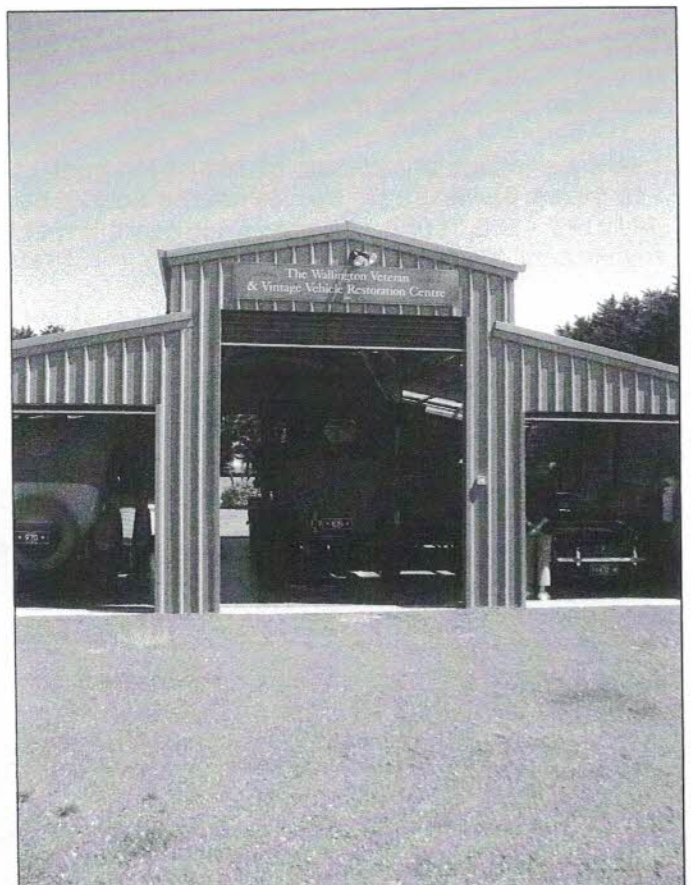
4 12/50s - Allan Willingham, McDougall, s Geoff Ross,
Chris Higgins
Graber - Richard Tonkin
TA14 - Harry Gray
Speed 20 - Mark Weller
FWD - the Langs



Photography by Frances McDougall, Jennifer Muirden and the Langs



*Above: McGlashan's Winery
Below: The Wills-Cooke Collection*



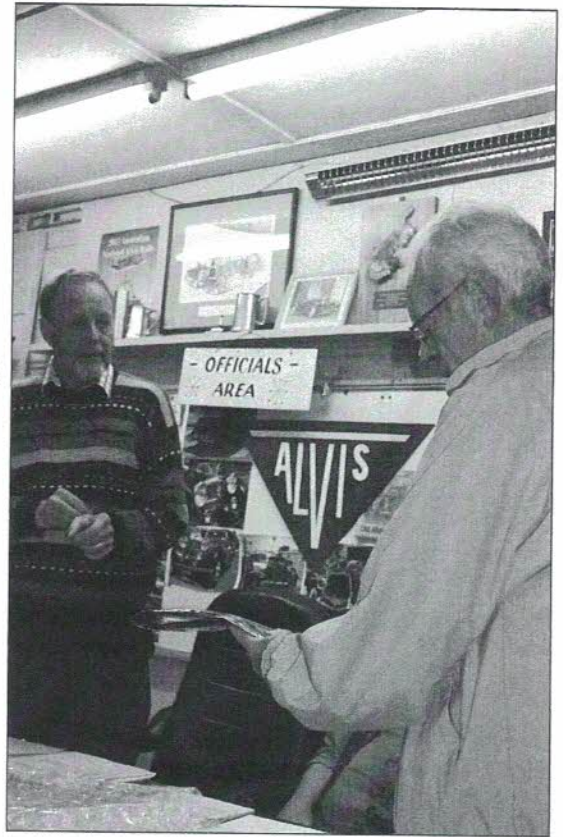
Dear John & Margaret,

You must have despaired of hearing from me, after our splendid gathering, at last months - 16/10 - meet of the ACC of Victoria members + 3 Brits !

The reception was brilliant ! Please pass on my thanks to all who welcomed the stray from 'up here' !

However, to more basics - my PC Notebook started playing up - probably me, wrong inputs and a severe lack of Wi-Fi in various locations - nevertheless, onward we went >> Sydney [a distinct lack of Anglo Saxon type people - only 15 >> 20 % on the streets], an awesome number of tower blocks, and from our 24th floor hotel room, the famous Bridge and Opera House were miniscule ! However, some nice pubs local to them; did all the tours and amazingly fell in with an annual gathering of my 'old UK school' taking place at the Maritime Museum ! I was amongst the distinctly 'elder brethren' ! Actually met three guys, who were at the Pangbourne Nautical College in the early '50s, and knew them, all of us somewhat shrunk and wrinkled now ! !

Thence Brisbane, for a couple of days [school friends] and onwards to Auckland for a week = cold and windy, and overwhelmed by the 'All Blacks' mania, but on the sunny days did the tourist bits and some wine tasting, as one does !



Tony Hayes at the October meeting

After that we went back to Malaysia and Penang, where I had done my 'jungle survival training' [RAAF Butterworth], back in the early '60's, with the Gurkhas - dread to think what we had to eat, or drink, whilst in the 'bush' - ants, beetles uuughh = however, we survived ! This visit rather more civilised !

Then home - 13 + hours from KL, avoiding all the nasty middle east areas, to another crash in temperatures here = immediate flu symptoms and related misery - better now ! Central heating at full blast and the car, this morning, covered in ice, battery grinding away before some life !

I sent a package of pictures, folders, a log book etc, re my 'one time' owned '34 Firefly - now in his care - to Stuart Barnes, from the Melbourne Bourke Street Post Office - Australia Post, 16/10/15, receipt no: 3432143 4208 36058 - but have not heard if that arrived ?? Might it have gone adrift ? No response to my enquiry !

Looking forward to your next Bulletin, as always !

Hug for Margaret - yours aye, Tony Hayes

Rupert Jeffkins was world famous for a moment and well known in Australia for a decade

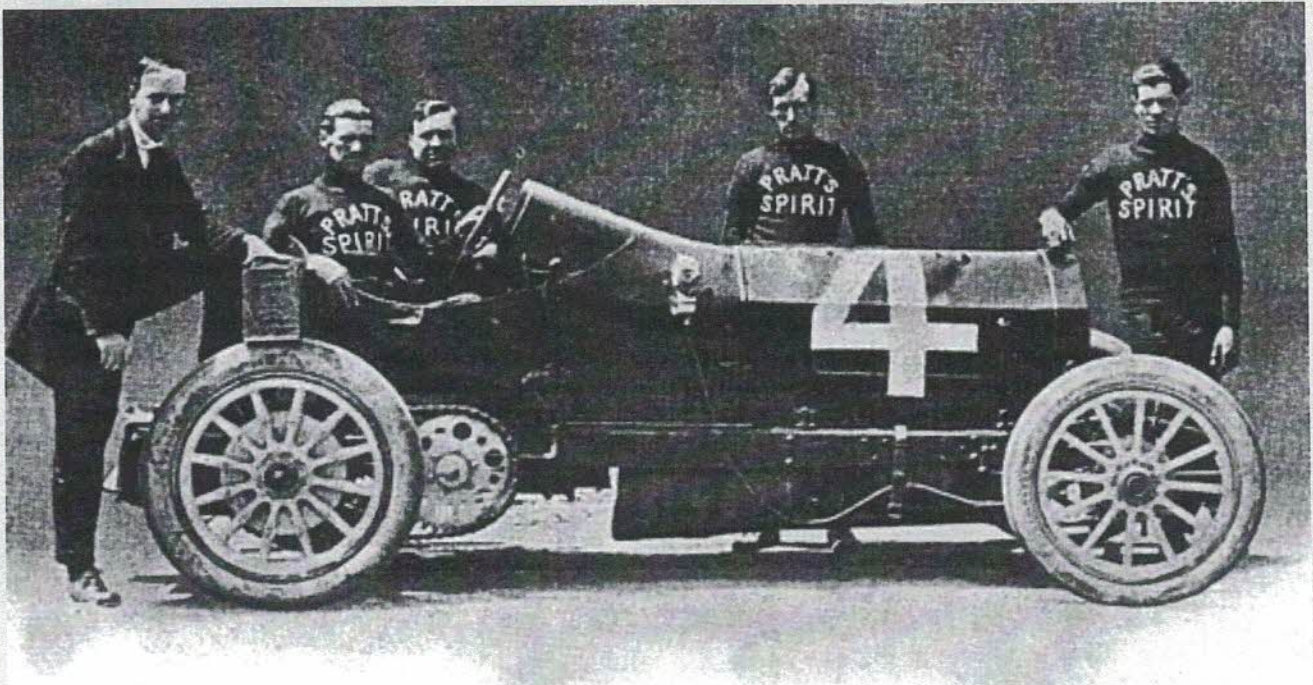
After nearly winning the 1912 Indy 500 (as Ralph DePalma's Riding Mechanic) he returned home to fulfill two dreams: Introducing American style "Speedway" to Australia and marketing a purely Australian built motorcar, The Roo.

Sadly, both projects failed. Rupert then toured the Eastern States as part of the Tivoli "Vaudeville" shows, gradually fading into obscurity and passing away in a hostel in Liverpool (NSW) in 1954.

The Friend's Of Rupert Jeffkins Facebook page has been created to perpetuate Rupert's achievements and provide a conduit for information about his projects and his life.

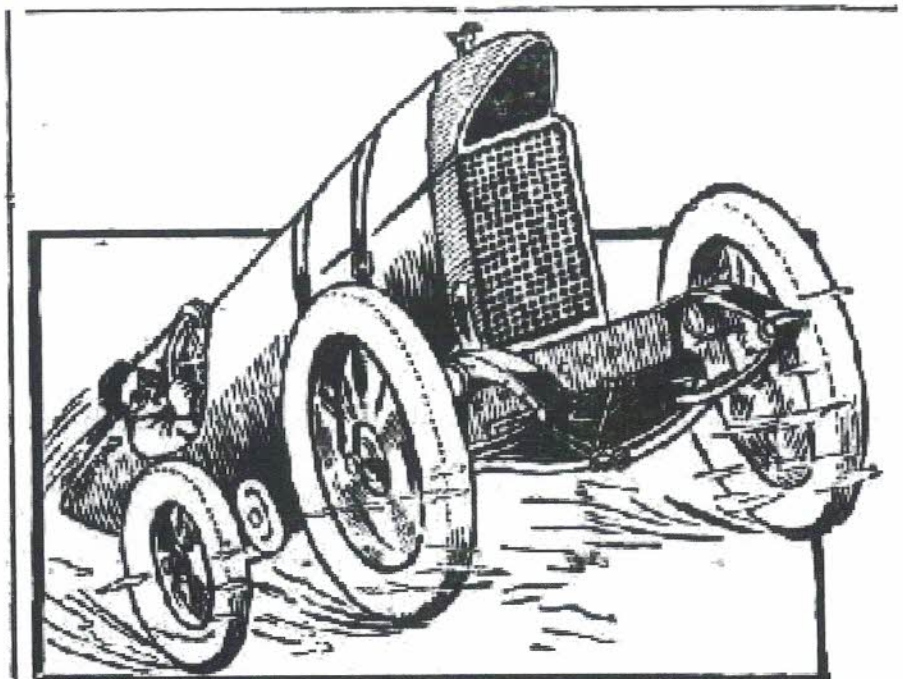
To aid this process could you please include a reference to this Facebook page in your next Newsletter or Members update. Rupert has an interesting and heroic tale to tell and you will be helping to preserve the memory of this pioneer of Australian motoring.

Thank You
Geoff Ellis
Wattle Bank Vic



Jeffkins (second left) and his team at Richmond (Victoria) on 22nd November 1913

Daily Herald (Adelaide, SA : 1910 - 1924), Saturday 27 September 1913, page 1



JEFFKINS IN HIS SPEED-ANNIHILATING BENZ RACING AUTOMOBILE.

This car is capable of attaining a speed of over 150 miles an hour. The picture gives a vivid idea of the terrific speed attained during a race.

FOR SALE

ALVIS 12/50 CHASSIS NO. 4625

Owner: John M Stanley
Address: 7573 Kiewa Valley Highway
Tawonga South, Vic. 3698
Telephones: 03 5754 4164 0409 001 836
Email: john.m.stanley1947@gmail.com
Alvis Model: TG 12/50
Year: 1926 (Despatched 5th October 1926)
Chassis No: 4625
Car No: 9950
Engine No: 4984
Gear Box No: 3968
Rear Axle No: 3971
Radiator No: 62941
Speedo: Smith, Type A No: 600889

\$60,000

Alvis chassis number 4625 is an immigrant to Australia. Upon arrival on our shores in June 2006, he was known only as "Cyril." Why Cyril, from where did he arrive and why did he migrate?

The Alvis Car Record shows that 4625 was originally delivered on 5 October 1926 as a TG sports tourer with a Cross and Ellis body painted maroon and black. It had been sold to Tozer, Kennsley and Millbourne Ltd in London who shipped the car to the New Zealand Alvis dealer, H. S. Harman of Wanganui. Harman then sold the car in February 1927 to a Mr Newton Broad of Feilding, 20 km north of Palmerston North.

Nothing more is known of 4625 until the 1950's at which time he was owned by Martin Larner, a gentleman farmer/ racehorse owner, of Spring Hills, Southland. Life had become hard for 4625 at this time and for his keep he was required to tow Mr Larner's horse float. He was much abused and eventually his once handsome body was converted to a utility/truck. Poor fellow; he felt uted. And as he was left standing in the paddock his health rapidly deteriorated. And then in 1965, along came a Knight in shining armour; an engineer from Invercargill, Cyril McRae.

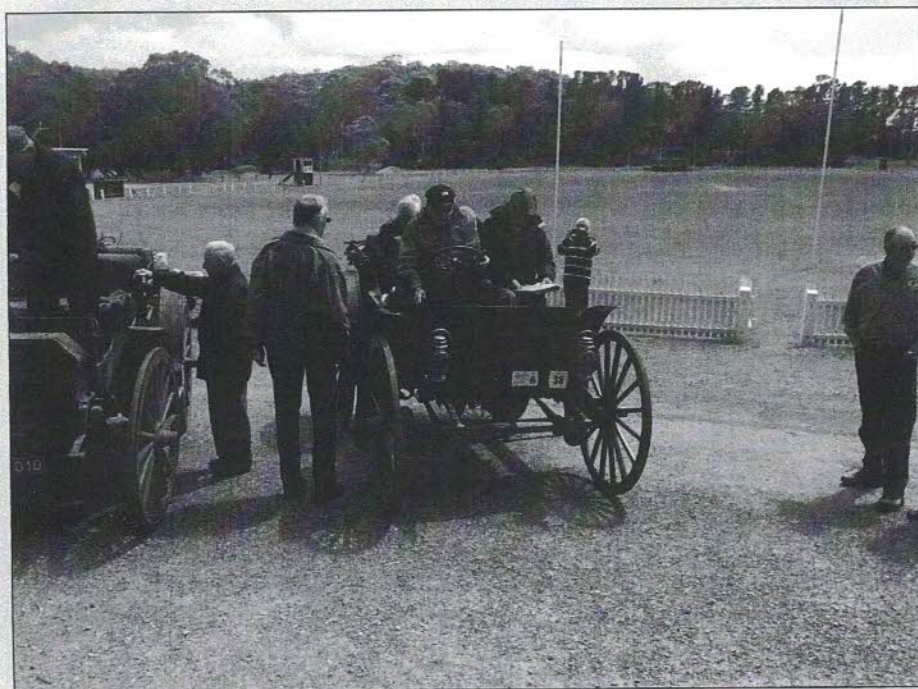
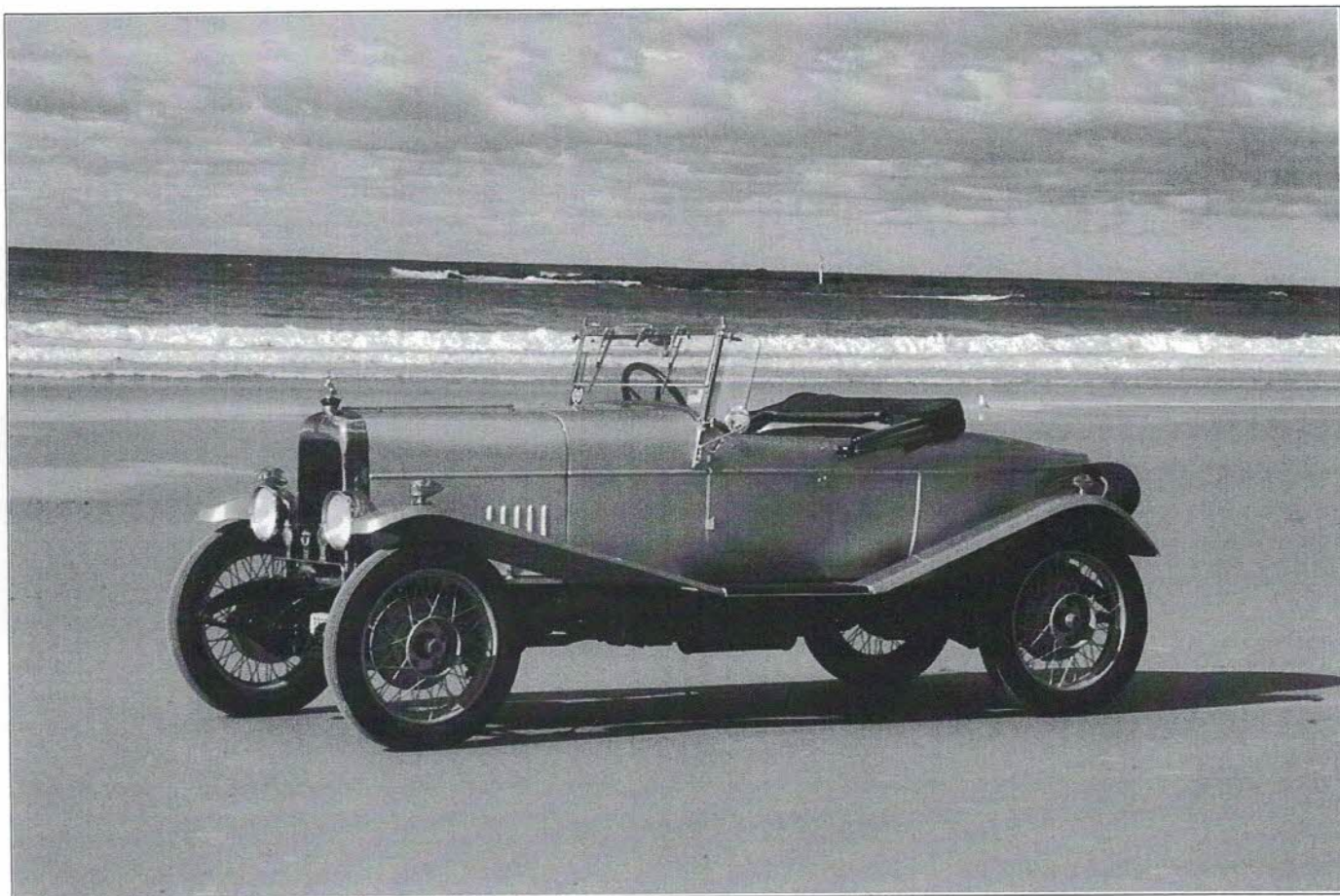
Yes, 4625 was purchased by Cyril McRae! Now some will be aware of the quite historic "McRae's reef", a rich gold mine in the Otago Gold Fields. Others may even know that not only gold and £ notes changed hands in the wild and remote Otago Goldfield. But of course it was only a rumour, that in those isolated camps Cyril McRae was notorious as a Master Distiller! So who could be a more colourful character to rescue a derelict 4625 and take him under his care? And why wouldn't a grateful 4625 wish to adopt the name of his saving Knight?

Cyril McRae undertook the restoration and added 1932 12/60 specification twin SU carburettors. Alan Young, a coach builder of Invercargill was engaged to construct a replica Alvis Ducksback body. Upon completion of the restoration, Cyril McRae rallied the car extensively, taking it to the Australian Bi-Centenary rally in 1970 where it supposedly was voted the most popular car. McRae died in 1985 and "Cyril" passed to his daughter and family. He was then condemned to a life in the Queenstown Motor Museum for approximately 12 years until John and Olive Hebron of Eastbourne, N.Z. purchased him in September 1998.

As Cyril's health had again deteriorated whilst in the museum it was necessary to totally rebuild the engine (replacing the timing gear), repaint, re-upholster, re-wire and replace some gears in the gearbox. While the gearbox was being refurbished a 5-speed all-synchro Supra gearbox was temporarily fitted (without irreversible modification and retaining a right hand gear lever gate) and for convenience this is still being used. Cyril was then again rallied in long distance events throughout New Zealand including twice in the Pirelli rally, (where in 2000 it won the "Best of British" prize), the 2001 Goldseekers rally and numerous events of the Vintage Car Club of New Zealand. He was also regularly taken on

normal touring holidays. In May 2006 the Cyril migrated to Australia. He had been sold to John Stanley of Armidale, NSW.

The present owner continues to carefully maintain and enjoy this delightful car and Cyril regularly participates in vintage car events. He still continues to attract the attention of the public and in 2008 won the "People's Choice" in the NSW North-West rally based in Gunnedah.



Left: Peter Mott sent the photograph, under the heading: "Vic invaders - Amazing who you meet when driving an Alvis through the South Australian countryside."

McDougalls in their IHC buggy during a recent rally

ALVIS CHRISTMAS PARTY



Just when you think you are running out of Alvis People Behaving Badly, along comes the Christmas Party!

Fortunately the chosen day wasn't a Total Fire Ban Day, although God made up for it this weekend, with 3 in a row!

Numbers were down on previous years however, I think the weather threat had some bearing on those not wanting to be in the bush on a hot day.

We were fortunate to have the Speed 20 of Mark Weller, the McDougall's 12/50, Chris Higgins' 12/50, the Balthazar's Firefly and the Lang's FWD.

Previous years have seen various presents from Santa ranging from googly eyes, to funny hats and other. This year everyone got the same - a bubble maker.

Call us childish if you will. I like to think we can still revisit our childhood and still have fun after all in many way that is exactly what we are doing driving old motorcars!

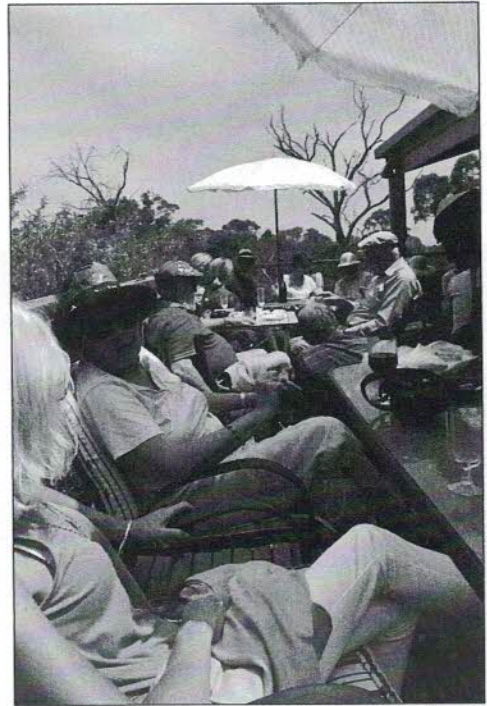
However with Santa looking for all the world like Richard Tonkin having finally grown a proper beard; the goods were handed out with an adjudicator from the Alvis Book of Records, who looked strangely like Keith Williams, to oversee the creation of a record for the greatest number of bubbles in the air at an Alvis Christmas Party;

Photographs will confirm a record was set (it had to be because it was the first time an attempt had been made) and for some, the bubble blowing didn't stop. On the way home, Sharon Balthazar was going to try it out the window of the Firefly.

Can just see the newspaper headlines.

Old car leaves trail of bubbles down Calder Highway. Police at a loss to explain occurrence!

**A VERY MERRY CHRISTMAS & HAPPY NEW YEAR
TO ALL**



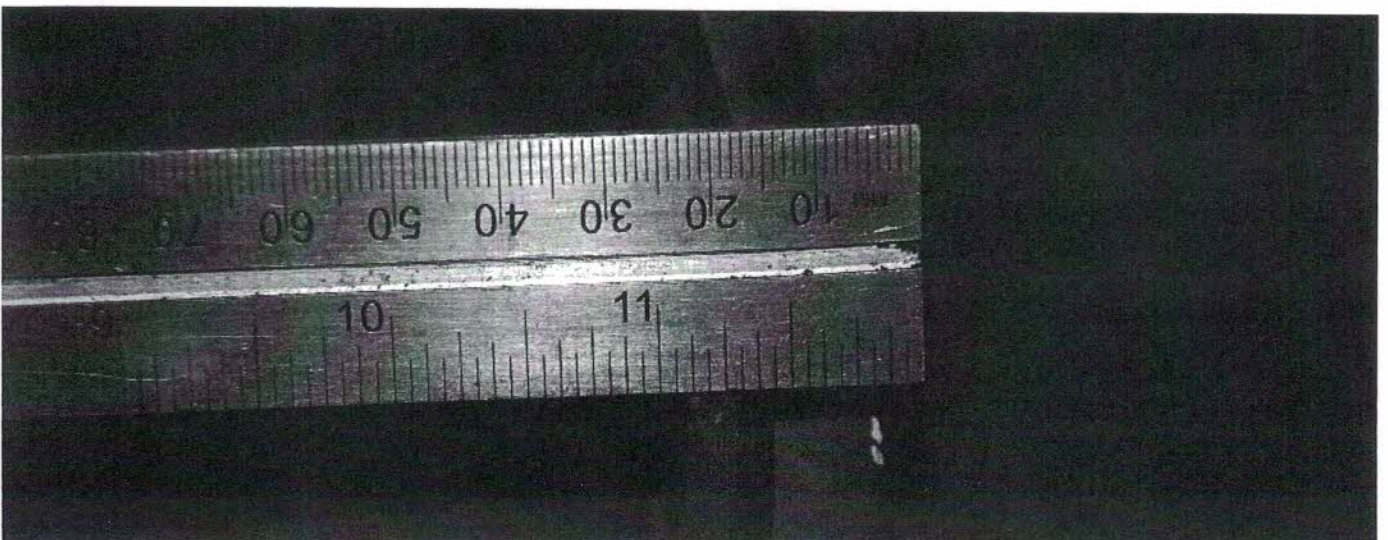
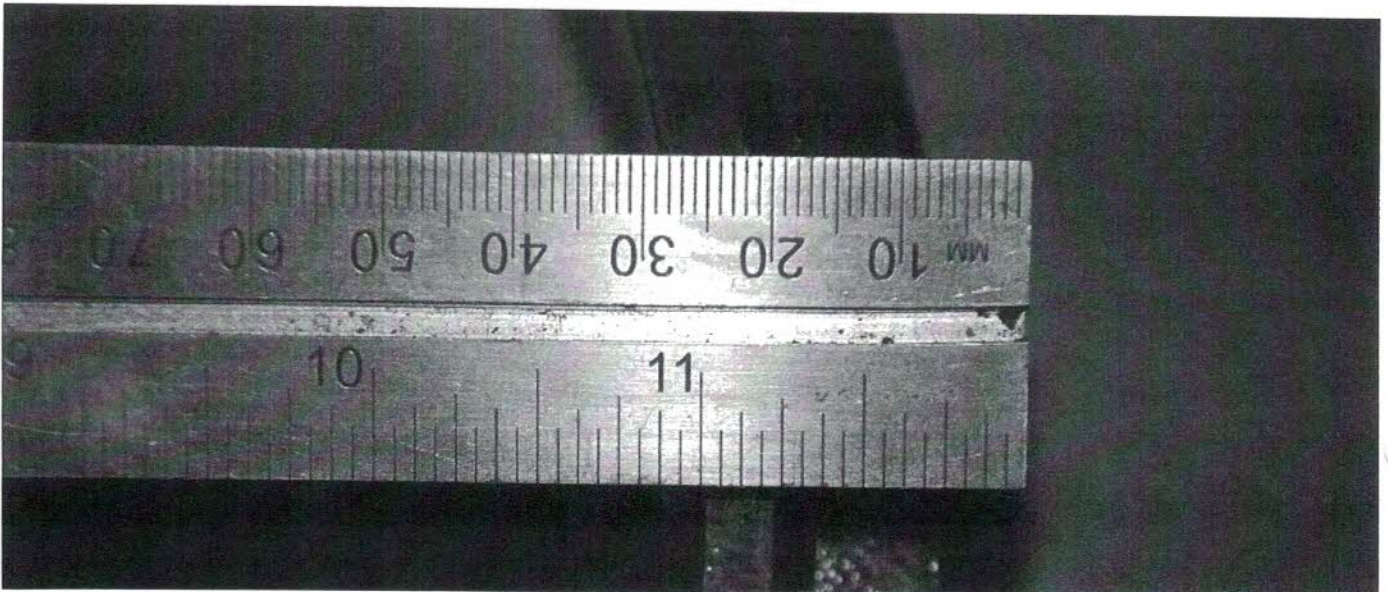
“FOR THE SHEER JOY OF DRIVING I'D LIKE TO GO THERE IN AN ALVIS”
(Advertisement in The Motor 1952)

Lockheed brake drums as fitted to the TA- TD Series I cars

The 3 Litre was the first Alvis to be fitted with hydraulic brakes. Advertising material extolled the virtues of the Lockheed hydraulic twin leading shoe braking system. Today our cars have accumulated considerable mileage and I wonder whether we give sufficient consideration to the amount of brake drum wear. Are the drums still serviceable by current standards?

With our modern cars we are very conscience of the amount of permitted wear on both discs and drums to the extent that wear limits are stamped onto the brake parts themselves. I can find no factory information with respect to the acceptable wear on drums fitted to our cars. Having asked around, the industry standard appears to be no more than .030 inch of drum wear. That would equate to a maximum of .060 {1.524 mm} increase in overall drum diameter. Not having an accurate measuring devise available, my only recourse was to a steel ruler. That said at least it gave me an indication. Alvis drums are 11” in diameter. An increase of .060 inch equates to approximately 1/16th of an inch.

I have attempted to show this with the aid of two images. The first is of a slightly worn drum that is close to the original 11” diameter. The second is from a drum removed some time ago from my own



car, a TA21. The car had travelled approximately 84000 miles at that stage.

The above drum has well over the acceptable amount of wear, in fact nearly twice the amount. One can clearly see the reduction in wall thickness between the two images.

I have heard people say that one solution is to fit thicker brake linings however this is narrow sighted since the removal of more than the acceptable amount of metal will affect heat dissipation and may cause distortion of the drum. There is also an insurance issue too, for if such wear was to make the car legally "unroadworthy" there may be implications with respect to any potential insurance claim. I am aware that Red Triangle stocks new drums for disc wheels and Chris Prince has drums for both wire and disc wheels.

In conclusion it is well worth adding both drum condition and wear to the regular maintenance check list.

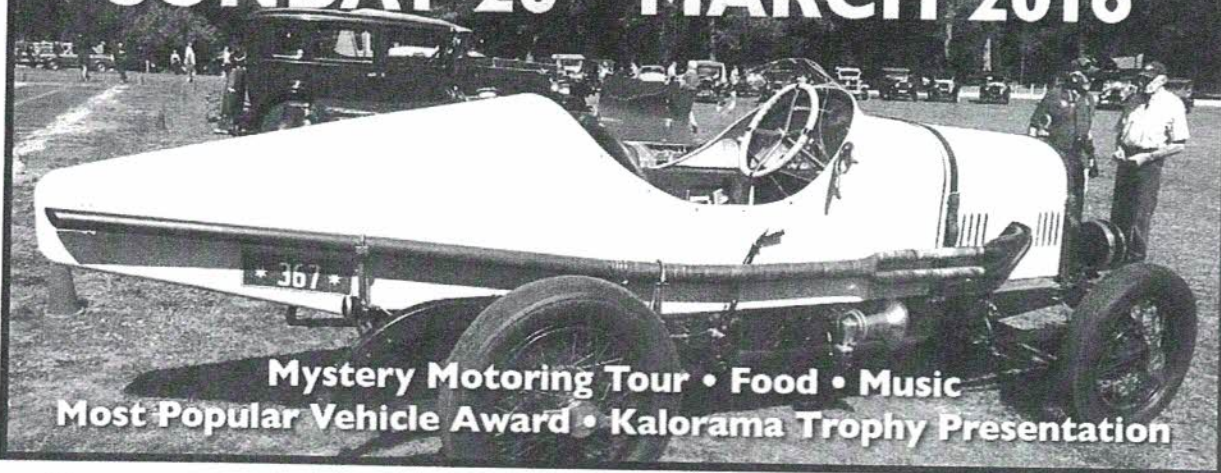
Richard Wallach

richardwallach@hotmail.com



RACV	RACV Classic Showcase	RACV
	Sunday 10TH April 2016	
	FLEMINGTON RACECOURSE	
	ENTRY OFF EPSOM ROAD	
	THE SHOW FOR BRITISH, EUROPEAN AND JAPANESE CLASSICS	
	CLUB DISPLAYS, CHILDRENS ENTERTAINMENT AUTOMOBILIA, TROPHIES	
	Display Cars \$20 (Passengers included)	
	Spectators \$15 Concession \$13	
	Family Ticket \$20 Children free	
	Celebrating 40 Years of the AOMC	
	PUT IT IN YOUR CLUB DIARY NOW!!	
		

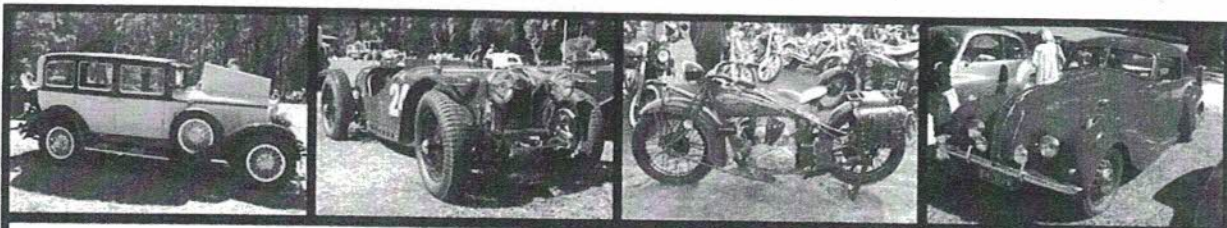
60TH ANNUAL **RACV**
KALORAMA RALLY
SUNDAY 20TH MARCH 2016



Mystery Motoring Tour • Food • Music
Most Popular Vehicle Award • Kalorama Trophy Presentation



PROUDLY
SUPPORTED BY



Kalorama Recreation Reserve, Mt Dandenong Tourist Rd Kalorama

Since 1955, historic vehicles of all types have assembled at the Kalorama Oval for what is now a static display and an opportunity for drivers and owners to simply "catch up", enjoy each other's company and their machinery and generally chat about all things motoring.

Co-ordinated by The Vintage Drivers Club and other like minded clubs, the event is open to All vintage, veteran and classic vehicles.. It is an excellent opportunity to take a pleasant drive up through the beautiful Dandenongs,, knowing that at the end of the drive, is a most beautiful mountain setting packed with an eclectic range of vehicles and owners.

With awards for the best Motor Club display and Most Popular Vehicle award, children's events, face painting, the day will be full of fun and interest.

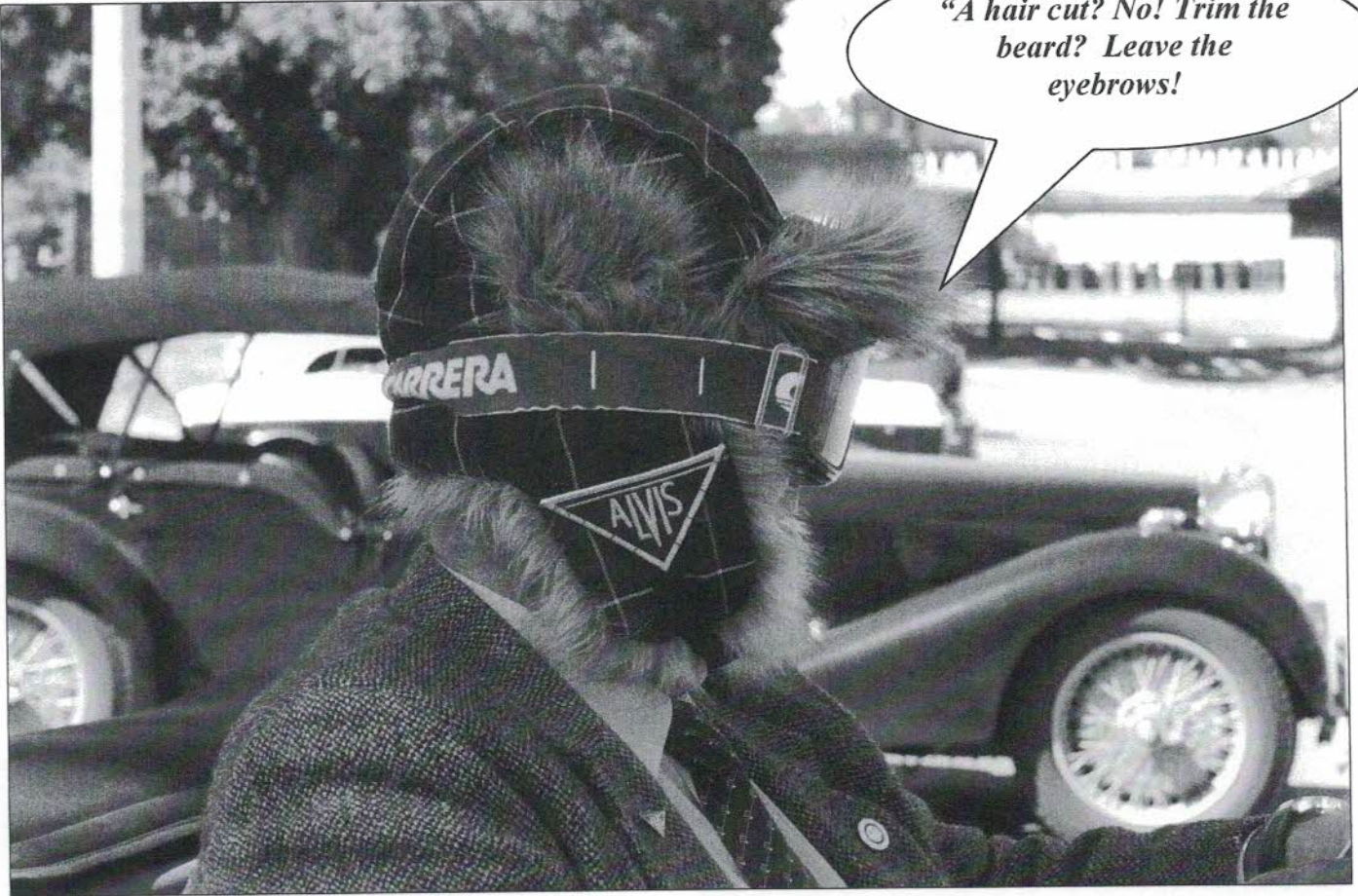
To join the convoy of cars navigating their way along a picturesque route to the oval, how about meeting us at the Manhattan Hotel cnr Canterbury Road and Heatherdale road Nunawading by 9.00am for a 9.30am start. (Melways ref 63 D1). Otherwise, simply head to the Kalorama Oval where gates open at 10.00am.(Melways ref 120 B9)

For a small cost, lunch and refreshments can be purchased from by the Kalorama CFA. Entry is \$8.00 per person over 16 with proceeds going to the Kalorama CFA.

Iain Ross
 9890 0524
 AOMC President

ALVIS PEOPLE BEHAVING BADLY

"A hair cut? No! Trim the beard? Leave the eyebrows!"



Geoff Ross ready for the trip home from Castlemaine. Or is he going skiing?????????

FOR SALE

TIES

\$25
EACH



MUGS

\$7.50
EACH

RING THE TREASURER, MARG LANG FOR DETAILS

FOR SALE

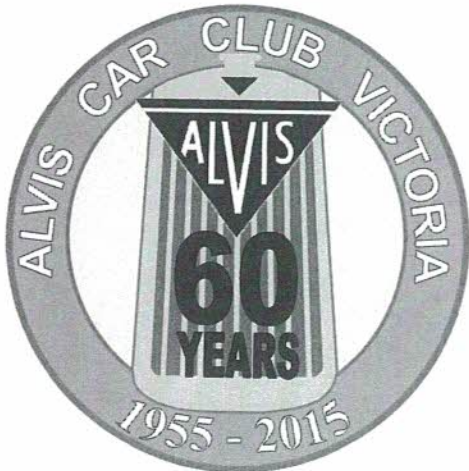
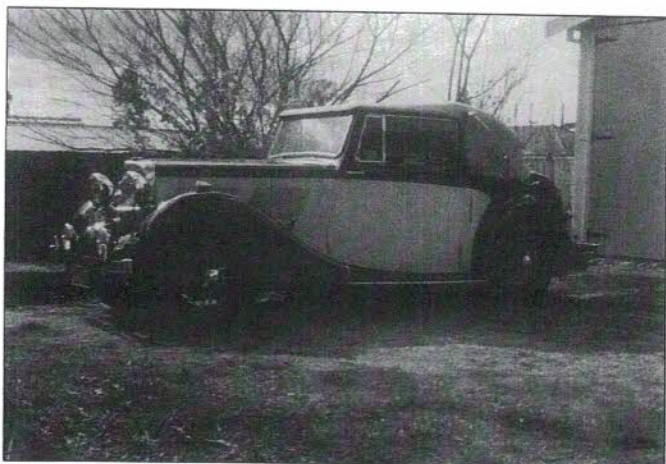
ALVIS SB series 12/70 DHC
Car 19106
Chassis 15305
Engine 15790

Has its original Mulliner coachwork and requires painting, new upholstery and new hood for completion.

The engine has been thoroughly overhauled.

Asking price \$24,000 ono

Bruce Cunningham
Email: bcunningham55@hotmail.com
Mob: 0431 184 719



A Special grill badge has been struck to commemorate the 60th Anniversary of the ACCV. Yellow and green were chosen as the predominant colours, as the original Club badge carried those colours.

\$30 Available at general meetings or
each plus postage - contact the
Treasurer, details page 2

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

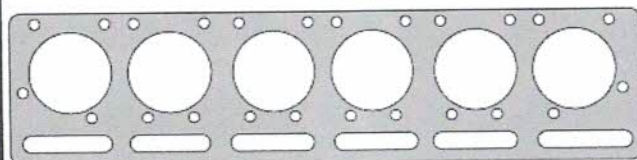
FOR SALE

1962 Alvis TD21 Series 2 auto Coupe
All round disc brakes
Good strong engine and Transmission.
Body off restoration & engine rebuild at
100,000miles.
Total mileage 105,000 miles
\$38,000
Contact Warren Bonning 03 9807 1288



FOR SALE

ALVIS 3 ½ Litre Engine
COPPER CYLINDER HEAD GASKETS



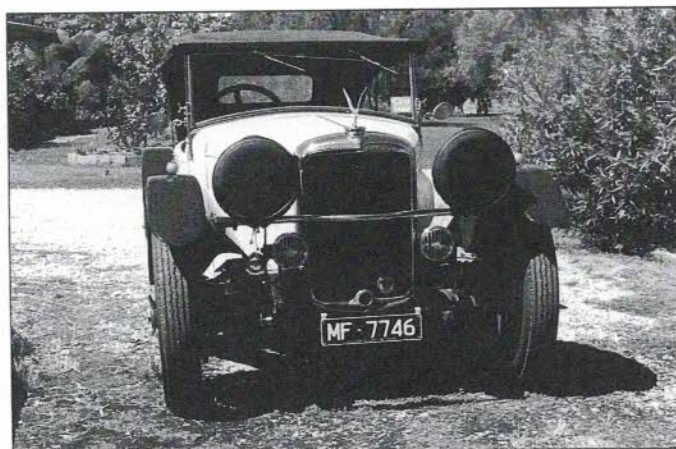
- CNC cut from grade 122 solid copper ensuring perfect accuracy.
- Vacuum annealed.
- Superior thermal conductivity compared to conventional composite gaskets, stabilising temperatures across the head and block.
- Reusable.

\$168.00 + postage

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

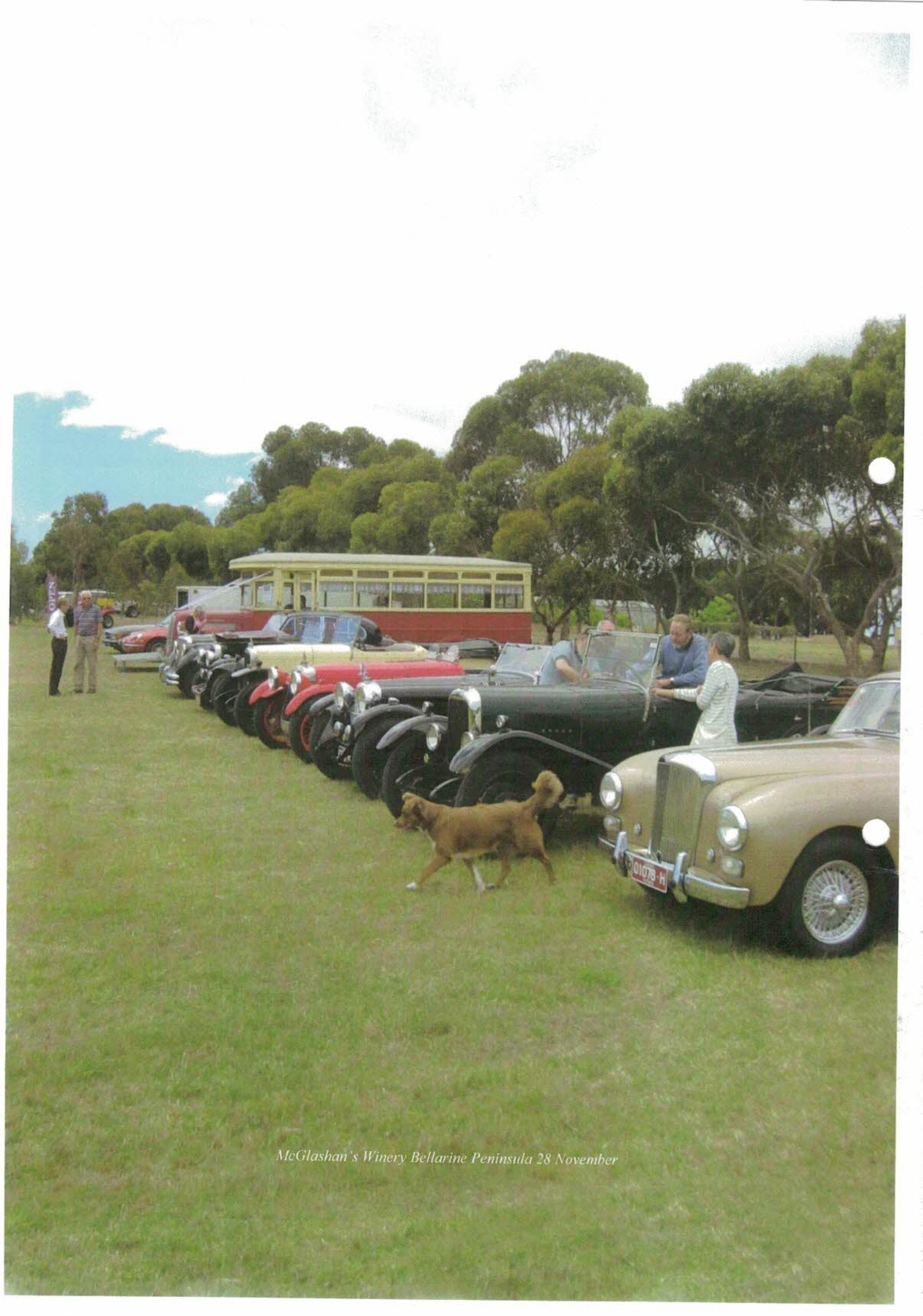
FOR SALE

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



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McGlashan's Winery Bellarine Peninsula 28 November