

# *Alvic*

*JULY 2015*

*60 YEARS*

*The Newsletter of the Alvis Car Club of Victoria*





# 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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## July 2015 VOL 54 ISSUE 6

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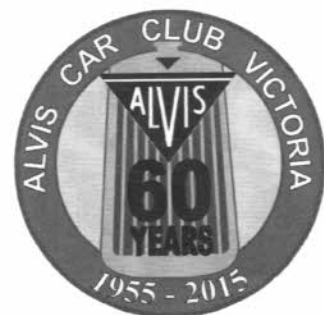
## SUPPER THE NORTHEYS

## 2015 COMING EVENTS

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

- |     |       |   |
|-----|-------|---|
| Jul | 17    | <b>General Meeting</b>                                |
|     | 19    | <b>Kyneton Pub Run</b>                                |
|     | 19    | DECCA Skid Pan event with RR Club                     |
| Aug | 16    | Rob Roy   |
|     | 21    | <b>General Meeting</b>                                |
| Sep | 11-13 | <b>Metung Weekend Away - see info</b>                 |
|     | 18    | <b>General Meeting</b>                                |
| Oct | 4     | AAA Outing with MG Car Club                           |
|     | 16    | <b>AGM &amp; Awards Presentation</b>                  |
| Nov | 8     | <b>Combined outing with the Jowett Club to Maldon</b> |
|     | 20    | <b>General Meeting</b>                                |
|     | 28-29 | <b>Geelong Revival</b>                                |
| Dec | 6     | <b>Christmas Party - the Langs</b>                    |

*Front page: Mac Hulbert at Curborough May 2015  
A Peter McFadyen photograph*



## PRESIDENT'S REPORT

The past month for Frances and I has been quite hectic as we prepare to leave this Sunday for a trip to Norway, a cruise around Arctic waters on the friendly little Russian ship we have twice been on before and then drive for 18 days around Iceland. You probably think that we have rocks in our head escaping from the Melbourne winter by going to somewhere just as cold or colder. At least we will be appropriately dressed for the conditions. I wish to thank Mark Weller in advance for standing in for me at the monthly meetings for July and August.

This means that we will miss the great run to Kyneton being organised by John Hetherington this month and also Rob Roy in August. John still has places for more people so it would be good if he gets a larger roll up. Fortunately we are back in time to go on the Metung weekend away in September.

I wish to give a special welcome to new member Jennifer Muirden. She is the daughter of founding ACCV member David Muirden. Both David and Jennifer came to our 60th Anniversary Dinner and have since been coming to monthly meetings. Currently they are without an Alvis so we will have to work on them to address this issue. In the mean time I am sure that members will be only too willing to have them along as passengers in their Alvises. Also a very warm welcome to Bruce Cunningham who has been under the Alvis influence all his life.

My Speed 20 special which Jo and Ian Todd used, generally ran well on the Tasmanian, Great Ocean Road and National rallies. However it did develop brake issues with a bonded lining detaching itself from a shoe on the front right. Also the left rear inner wheel bearing's seals had started to leak oil onto the linings. So as a result the car has had fitted new bonded soft linings all around, two new inner rear wheel bearings, left fully sealed, have been fitted and all the brake cables have been greased. Whilst it was apart I noticed that the 5 pins which locate the brake drums and jelly moulds on both rear wheels were quite worn. Thankfully the pin holes in the jelly moulds were unworn so I turned down the worn pins in my lathe to 0.5 inches and fitted sleeves and machined them back to the original size of 9/16". So all is now well.

Whilst waiting for the new brake linings I completed the rebuild of the engine and gearbox in my 1914 Matchless motorcycle in preparation for the national veteran motorcycle rally in early October. Also the speed 25 Saloon panel making is progressing so I have been up and fitted the radiator and grille, the

cast aluminium scuttle and the front bumper bar so that my panel maker can continue with the repair of the front mudguards and to make and reinstate the cut off portions from these mudguards, which were removed back in 1963 by the previous owner. It is now starting to look as though it has a complete body.

Last weekend I was in Tasmania and managed to catch up with Chester and Sally. They are both well, trying to settle in two new kittens and are generally enjoying life. The motor house which looks magnificent now has a MG A 1500 amongst its collection. The fleet of vehicles are getting quite a lot of use on the quiet roads around Carrick. Also I saw photos of the wonderful DMS Delage with its new body which only needs upholstering to see it finished. It should be joining the stable in Carrick by Christmas – will it be Chester or Sally's present?

Beyond the Metung weekend please note the events for the remainder of the year, including the invitation to join the Triple A run in early October. For the Geelong Sprints we are looking to make it a weekend away on the Bellarine Peninsula, incorporating the Sprints as well as taking the opportunity of providing a run for some of our newer members in the area.

Whilst it is cold it is an ideal time to fettle the Alvis so that it is ready to provide much enjoyment for the summer months.

For those people who plan on eating at the Malvernvale Hotel prior to coming to the July and August meetings please ring John Lang by the Wednesday evening prior to the meeting. John can be contacted on 5426 2256 or by email: [jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)

Andrew McDougall

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

# news and People

Recently we caught up with Peter and Jen Mackay from Ballarat. Following the National Rally, Peter has the Silver Eagle in bits to resolve a few of the matters that old car owners are presented with. Peter's assessment of the car is that it could well do with a taller diff ratio and make for more comfortable touring. Also there was some wear in the king pins and an issue with the front axle that is under resolution. Confidence in one's car leads to much happier Alvis adventures!

Spoke to Ron Allen, who is one of our older members who served his time as Club President some time ago. Ron is having some health problems at the moment and also has his TE21 on the market. At time of speaking, it had still not been sold and would certainly make a lovely touring car for some lucky new owner. Even better if it was to remain in Club membership as it has a significant Victorian history.

News from the UK indicates that the Mornane Speed 25 has been returned to its country of origin and with a history of Edinburgh Police service, it was obviously going to be attractive to a UK owner.

Peter Miller, who owns the former David Caldwell Speed 25, is progressing quietly with its nuts and bolts restoration and Peter has recently had some A pillar brackets cast to replace the originals, which obviously were prone to breakage at a couple of stress points. The purchase of an English wheel indicates that there is serious work going on in the preparation for body work.

Mark Weller, whose Speed 20 story is featured in this edition, shows he is fearless in his work to own the most desirable Speed 20 SA in Australia. The Langs are now under some pressure to at least match his quality recommissioning with their own example.

The Alvis family is a very important part of this Club and demonstrated by a recent event. Don Bosanquet and Paul Bamford have been working on Don's FWD, which had a difficult major engine problem that was only diagnosed with a complete pull-down of the engine. During the work, there was some discussion about the chimney that Don's car is equipped with, that is mounted on the carby main jet carrier. When both Don's and my FWDs graced the Lang garage, I was aware that Don's went "better" than mine and determined that the main-jet assembly was the key. Involved in other things, I never got around to copying the chimney. Recently a small parcel arrived in my letter box and in it a small tube and a note suggesting I wanted one of these. Paul had expertly made 2 chimneys, one for his car and one for mine. The change to the car by the insertion of this 5mm chimney is remarkable. Easier starting. Slower idling speed. Smoother acceleration and the list goes on. Thank you Paul.

I am not looking forward to an email from Mike Hirst (UK) who aside from being a 12/50 fanatic is, unfortunately, also a cricket fanatic, particularly when the Poms are winning.

Chris Storrar, who has been nursing an injured shoulder for several months, tells me that he has recently driven the 12/70 on a Pub Run (where else - it helped to ease the pain on the way home) and hopes to get some resolution to the problem in which his Physio and Doctor disagree on the diagnosis.

# MEMBERSHIP RENEWALS

**ARE DUE & PAYABLE**

**VICTORIAN MEMBERS USING THEIR CARS ON THE CLUB PLATE SCHEME ARE REMINDED THAT THEY MUST BE FINANCIAL TO OPERATE ON THE SCHEME**



# Flynn Silver



**19<sup>th</sup> July 2015**

The Flynn's at Kyneton  
make beautiful silver ware for  
Civic Occasions, Sporting Success, Ecclesiastical  
Needs and Personal Gifts.

Come and drive your car, with simple navigation, for a morning run through some beautiful scenery to reach Flynn's in time for a visit to see what they make and how they make such wonderful creations.

Entry \$5 pp to go to a charity of our choice-  
The Committee has decided upon  
The Mirabel Foundation  
which assists orphaned or abandoned children made thus because of  
parental illicit drug use.  
(Sarah, Richard and Pauline Tonkins' daughter is associated with this charity.)

(No free samples!)

To be followed by lunch at the Royal George Hotel. Piper St Kyneton  
at 1.00 pm

Meals at normal prices. Drinks at bar prices. Good wine list and several beers.

Meet at the aircraft viewing spot at the Junction of Sunbury and Oaklands Roads.  
(Melway p. 177 H 10)

At 9.15 am for a 9.30 start.

Route instructions will be handed out then.

At Flynn's we are limited to 10 at a time for a 45 minute tour. They will do two tours.  
So it is twenty people tops and first in, best dressed.

There are many bric-a-brac shops, cafes, and farmers' market type places in Piper  
Street, along with the KYNETON MUSEUM to visit whilst the other group is admiring  
the silver.

I need numbers by Friday 17/7 please.

John Hetherington. Tel 0419 319 339 email [jfh @mcmedia.com.au](mailto:jfh@mcmedia.com.au)

## VSCC Mid Winter 24 Hour Trial

This trial was held on the weekend of Saturday 13th and Sunday 14th June. My involvement came about by being asked to navigate for my friend Mark McKibbin in his Series 6 Lancia Lambda. His was one of 3 Lambdas and with one delightful little mid 30s Aprilia sedan making up the Lancia team. So that I did not feel a complete turncoat, I was wearing my wonderfully warm AOC jacket given to me by the Todds.

There were 9 teams in all with Alvis being represented by the Hare Schirtz with 4 x 12/50s of Burns, Green, Denner and Hewitt – a formidable team with a great reputation. The rules had been relaxed to allow for one invitation post war team made up of MG TDs – I guess based on pre-war technology.

We were fortunate with the weather as it was superb for this time of year, the main challenge being the cold and some fog.

We all met at a famous Scottish named fast food establishment at the intersection of North Road and the Princes Highway. From here it was the transport stage to Gembrook where we were staying overnight at an adventure camp. Along the way there were observation questions which had to be answered and which formed part of the competition. There were a series of competitive events of typically 3 hours duration organised over the 24 hour period. These events involved following route instructions and answering questions, a scatter rally involving the plotting of locations on a map and then answering questions to prove that you had been there, the night trials run from midnight to dawn involving getting to locations where some roads were outlawed and where you had to establish an alternative route which also involved answering questions if the correct route had been selected, participation in adventure playground rope and wall climbing activities and finally a treasure hunt arranged by a devilish Peter Fleming, where the competitors were required to drive to remote places and collect specific items.

The teams selected which crews were to represent the team on particular events. Mark and I after settling into the camp went off on the Saturday afternoon run, following instructions and answering questions along the way. It was amazing how much territory we covered around the Dandenongs and then out into the Yarra Valley and return. By our return at 6.00pm it was dark and we noted that the car had lost a high beam light, however we thought that we still had sufficient illumination for the night trial. We tried to grab some rest in the bunk room prior to our midnight departure on the first 3 hour leg of the Night Trial. After trying to work out the obscure instructions (initially not very successfully) we found the Lambda's lighting had reduced to one low beam head light. Now this added to the challenge as there were quite dense patches of fog. After persisting for a while we stopped to fiddle with the wiring, without much success, took a wrong road and then came out at a roundabout just ahead of some other competitors, one of whom happened to be Mark Burns going like a "cut cat."

Fortunately after he swooped past us in the 12/50 we were just able to keep his tail lights in view. Having answered the first two questions to show that we had selected the correct route and arrived at the first control some 90kms from the start it was time for Mark to do some serious investigation of the headlight wiring with the aid of service centre lighting, whilst I attended to the paperwork. Fortunately Mark was successful and the second half of our trial was successfully completed with two low and high beam headlights working – much better!

After our 3.00am return to camp, the second leg of the time trial was completed by another team member. At 6.00am after the completion of the night trial the Lancia Team found itself at the top of the competition as the previous competition leaders, the MG TDs had had a disastrous second half of the night trial, having got lost, broken down and coming in late. We were being hotly pursued by the Hare Schirtz. With only the Treasure Hunt and adventure activities to go it was looking fairly good for us. However the TDs had a particularly good Treasure Hunt and managed to finally snatch victory from the jaws of defeat. Lancia came in second just a hare's whisker of ½ a point ahead of the Hare Schirtz who were third.

It was a great event, held every two years, which is understandable, as there is a terrific amount of preparation work required and undertaken by the organisers. Their hard work was very much appreciated!

Andrew McDougall





*The lethal Burns combination*



*"Edwina" the Hewitt 12/50*

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

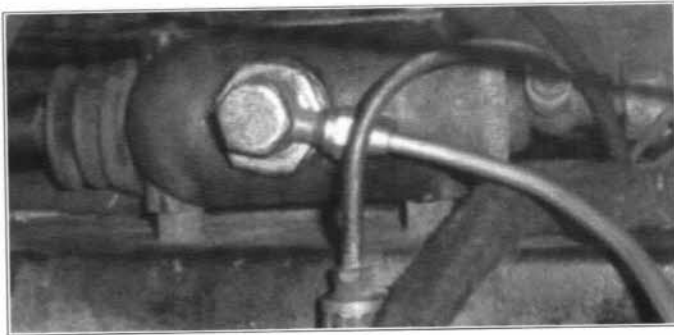
(Advertisement in The Motor 1952)

### *Adding a remote brake fluid reservoir to the TA-TC series of cars*

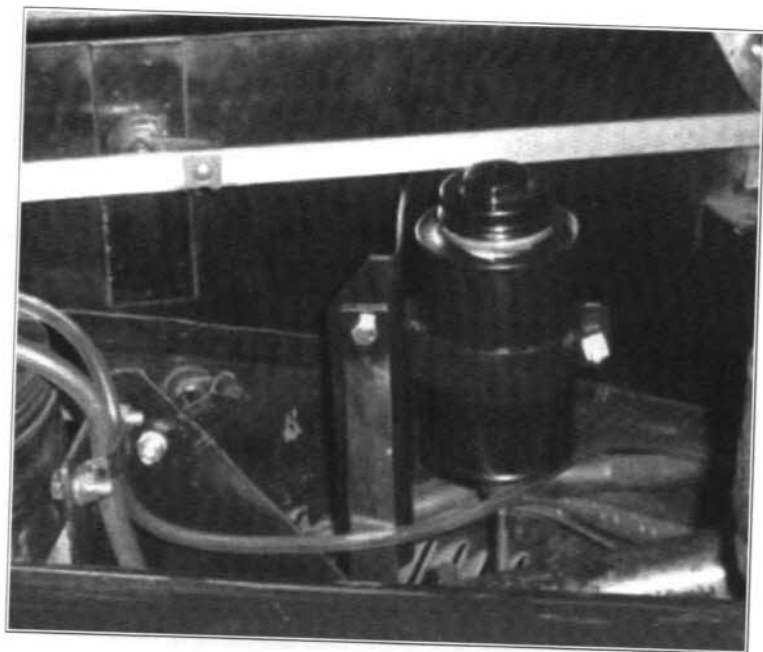
A feature of the Graber cars that I like is the remote brake reservoir that allows for an easy inspection of the fluid level. To that end I have often thought about copying these cars by adding a remote reservoir to my TA21. Keeping an eye on the fluid level is **really** important as a leak anywhere in the circuit will seriously degrade the braking efficiency of the car. (It's a pity we did not have the benefit of dual circuits.) As I am getting older I am less willing to bend right down in order to inspect the fluid level. Out of sight – out of mind could lead to serious consequences. Therefore my reasoning is not a design one as was the Works (which was no doubt motivated by the decision to fit disc brakes), mine is one of convenience.

It is not hard to locate modern parts on eBay that will do the job. That said the only difficult part is sourcing the "special" cap that can accept the remote reservoir connection pipe. The approach I took was to design the addition as if it was a factory upgrade and therefore in keeping with the rest of the engine bay. Chris Prince, eBay, Pirtek (automotive high pressure hose supplier) and my junk box provided the parts that I needed. Chris provided the alternative master cylinder cap and eBay provided an original NOS remote reservoir which even had the word Lockheed stamped in the cap. Pirtek in Bayswater (Melbourne) provided the end fittings and Bundy tube; they even flared the end of the tube at the master cylinder end and silver soldered the other end to a fitting that could be screwed onto the base of the remote reservoir. {see images below} This was necessary as the outlet diameter of the remote reservoir was larger than at the master cylinder end.

The issue now was where to attach the remote reservoir. The TA-TC having removable side engine panels meant that the method used in the Graber cars could not be replicated. I therefore chose to use the same approach as the Works did for those customers who ordered the vacuum operated windscreen washers, namely the steering column itself. I had a spare water bottle mounting bracket in the junk box and with the aid of an angle grinder modified it a little to suit its new role. Alternatively the reservoir could be mounted on the bulkhead. In my case this was not possible as I had used the space to fit a bypass oil filter. The images below give a better picture than my words. An additional benefit of the new setup is that it should be much easier to change the brake fluid and less messy too. There is now little chance of air getting in during bleeding (especially if undertaken as a one person task) as the main reservoir should remain full.







The above two images show the modification to the old water bottle bracket. All I did was to cut the side off the bracket past the support strap. A three point fixing is not required as the new setup is very rigid. The bracket is simply reversed and points outwards. (Because of this mounting configuration the other mounting hole in an unmodified bracket would not have aligned with the second mounting clamp on the steering column. Bolt lengths are still to be trimmed.) Note: There is adequate clearance with the removable offside engine side panel and accelerator return spring.



Postscript  
I have even considered mounting the ignition coil on the other side of the new bracket as I find that it gets very hot being mounted on the side of the motor and being out of the way of a good air flow.

Richard Wallach

*I am not sure where Warrick Hansted gets his poetry from but  
this is a good one!* JL

## THE OUTLAWS LAMENT

Oh, I wish I had an Alvis, a 12/50 painted red,  
I'd drive it till the cows came home then stick it in the shed.  
I'm fed up with my Harley and its ever present roar,  
The vibrations and the clatter, when bits fall on the floor.  
The engine looks amazing and the exhaust is really trick  
But after 10 or 20 kilometres it just gets on your wick.  
So, I wish I had an Alvis, - powerful, smooth and fast,  
When driving with my mates I could be first instead of last.  
Yes, Harleys sure look pretty, but there's always trouble  
brewing,  
A hundred years to get them right - what the hell've they been  
doing?

The chronic lack of power just makes you feel absurd,  
I can hear the Alvis boys laughing as they whistle by in third.  
But I doubt I'll get my Alvis and enjoy that Pommy precision,  
I couldn't face the other guys - the sneers and sheer derision.  
We're hard, so we ride Harleys, hell raisers on a mission;  
We terrorise the local town - when we have our wives'  
permission.  
Horseman of the apocalypse on steeds of steel and chrome,  
Each one quietly hoping that his bike will make it home.  
Masters of the highway, when riding in our pack,  
20 of us set out - and only 5 make it back.

We're warriors who hit the road whenever we are able,  
Led by Mad Dog Henderson (who's head of the Round Table).  
Crazy Mad Dog Henderson, a fighter all his life -  
Mostly with his children and his nineteen stone wife.  
His first car was an Alvis, a tatty old Fourteen!  
Which ironically was faster than his Sportster's ever been.  
There's Gerald on his Evo, a drinking friend of mine,  
The shaking when he revs it has nearly wrecked his spine,  
And Cyril on his Fat Boy - always worth a mention,  
But he only rides on Thursdays when he gets his old age  
pension.

Bruiser is a dentist, which is very handy when  
All your teeth vibrate out - 'cos he puts them back again.  
And Crazy Axman Taylor, feared from near and far,  
He actually doesn't have an axe, he just likes to play guitar.  
Sex King Wayne McGreedy says he gives the women heaven,  
But I know the last time he had sex was in 1967.  
Simon in his leather chaps, Harley through and through,  
Tall, blond, and handsome - and his boyfriends not bad too.

So when you all zoom by me and my rag tag band of Brothers,  
Be sure I'd like a car like yours, but just don't tell the others.  
And don't envy us our lifestyle as we chase the American  
dream.  
For underneath it all you'll find that things aren't what they  
seem.  
Each one has whispered to me, and sworn me not to tell,  
That if I bought an Alvis - they'll all buy one as well.  
Just look in "Just Bikes" this week, I'm sure that you can see  
Four hundred Harleys up for sale - all owned by blokes like me!



*"The Fourteen"*



## RESTORING AND COMMISSIONING A SPEED 20

I acquired my Speed 20 SA Cross & Ellis Tourer, chassis no. 10090, in a partially restored state. The chassis, running gear, motor, gearbox and aspects of the wiring, cooling and fuel systems had been overhauled and the body re-fitted. Amazingly, the original timber frame had been in very sound condition, except for the hood compartment and boot area, so this had been renewed. The front seats had been re-upholstered and the car came with sufficient matching leather for the rest of the trim.



*The car as purchased from Richard Williams*

On getting the car home, I set about adjusting the brakes, carburettors and advance/retard linkage; fitting an external spin-on oil filter (to replace the gauze filter that would stop rocks but not much else); fitting a solid-state fuel pump to rectify vaporisation problems; installing an electric cooling fan, as the car never had one; sundry adjustments to the wiring; and fitting period-style tail and indicator lamps. The latter included internal conversions for the front sidelights, which contain an orange flasher as well as a clear bulb. On setting out to re-tension the cylinder head, I discovered the curious Alvis arrangement of head stud nuts located under the rocker shaft, necessitating use of a C-shaped spanner: found one at the Camberwell market that needed a new BSF ring spanner end welded on to it. I got the car registered and drove it around for a while before tackling the bodywork.

The first real task, after removing all of the chromed items, was stripping the paint back to bare metal, on the way revealing the original "fawn" colour. Even using industrial-grade paint stripper, this was a tedious job, with the final layer removable only with a stainless steel scouring pad. As the doors were twisted, I fitted a diagonal stay to each, miraculously removing the twists on tightening the turn-buckle. I also made a metal cowling to cover the gearbox and its gaps between the floorboards.

The car then went to the Van Duin Design panel shop for repair of sundry dents, replacement of the rusted sills, re-shaping of the rear mudguards to match each other (they were probably originally made on different days and never matched!) and making of a new top of the boot opening, to improve its waterproofing (not entirely successfully, as I found during the recent, wet National Rally...).

As with the panel repairs, I do not have the skills for painting, so Stylerod Panels took over at this point and, after very thorough preparation, gave the car a gleaming finish in black. The paint was impressive 'off-the-gun', but was even more so after polishing.

Then home to my garage for re-assembly. I found I had to re-make the special brackets I had fashioned for the new tail lights: my initial ones no longer fitted after the panel shop adjusted the mudguard brackets to which they were fixed. The next task was making new interior door and side trims. In this I was fortunate that the original door trims were intact and I was able to copy them exactly. Then off to Grant White, for expert re-upholstery of the rear seats and making of carpets, tonneau, hood and side curtains. The original hood and tonneau with the car made useful patterns.

The day after collecting the car from the trimmer, having hardly driven it for nine months, I set off on the Club's Daylesford weekend. This was enjoyable, although a mysterious misfiring occurred at the very beginning and at the end of the rally, with no problems in between.

Tuning and timing adjustments, new plug leads and so on seemed to fix the problem, prior to our display day at the Geelong Sprints. On the way home, however, the car appeared to boil on three occasions and inspection afterwards revealed quantities of rust floating around the cooling system. The honeycomb radiator (replaced by the previous owner) was then found to be blocked and was thoroughly cleaned and I fitted an in-line filter in the top radiator hose to trap floating detritus (it works!). At this time I also discovered that the temperature gauge was over-reading by 20 degrees and the radiator neck was not allowing the cap to seal, allowing water to squirt out as it expanded: I now think that the car had not boiled at all! It now runs at constant temperature and does not lose water.

With the trip to South Australia for the National Rally fast approaching, I went for a shakedown run outside Melbourne, but experienced severe misfiring, power-loss and boiling. Arriving home on a flat-top, I found very low compression in two cylinders. Removing the head revealed that all valves were leaking, two seriously. I had the valves re-ground by Speedworks and then reassembled the motor with a new head gasket. A hiccup with the rocker gear arose at this point, but that is another story.

The car now runs well and has, unsurprisingly, more power than before. It survived the trip to and from the National Rally, happily cruising at 100kph, with no cooling system issues. There was, though, one incident on the way there, when the car failed to proceed because the bolts holding the rear of the tail shaft sheared off. By great good fortune, new member Peter Mackay happened to have four bolts of the correct size in his Silver Eagle toolbox! I was soon underway again. Mind you, by this stage it was getting dark, so my fellow travellers and I completed the journey with headlights on, a new experience which revealed how ineffective – if impressive to look at – these headlights are.

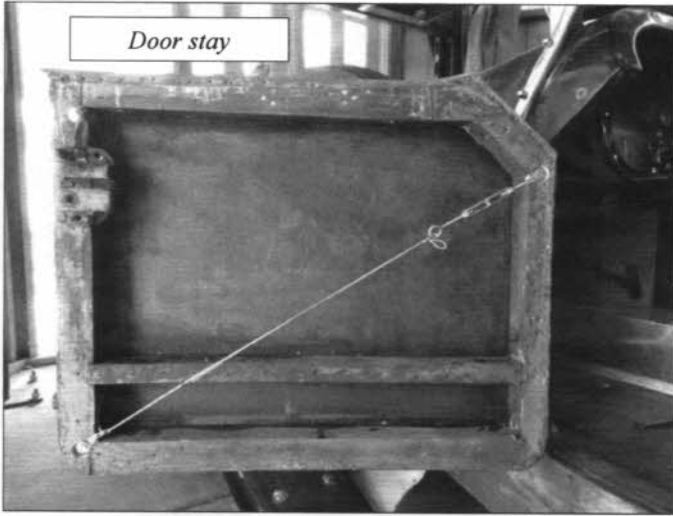
Whilst some specialised work has had to be entrusted to experts, I have found all of the work I have done to be satisfying – and I have learned quite a lot about some aspects into which I had not expected to be delving.

Even with its crash gearbox, I am enjoying driving the Speed 20; whilst hardly a Porsche away from the traffic lights, once moving it keeps up with the traffic. Having driven E-Type and XJS Jaguars for many years, it had to be a low-slung body such as the appealing Cross & Ellis, even the hood of which is relatively low and flat. And I particularly like the way the hood folds down flush with the body. I now look forward to using the car often.

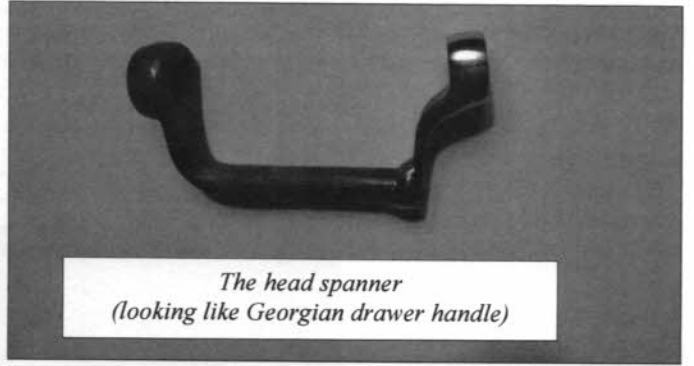
*Mark Weller*



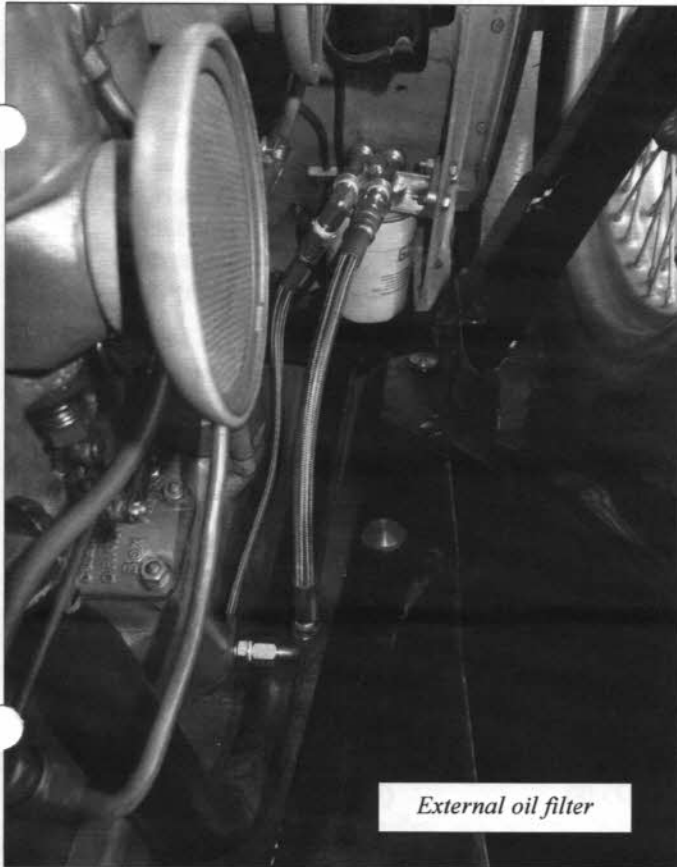




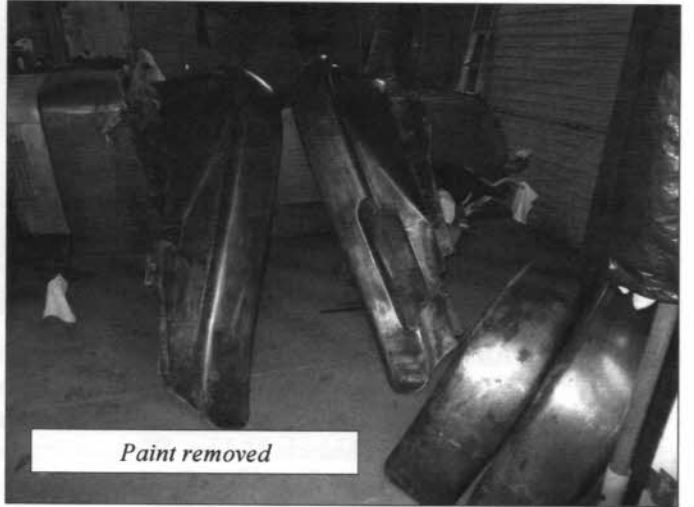
*Door stay*



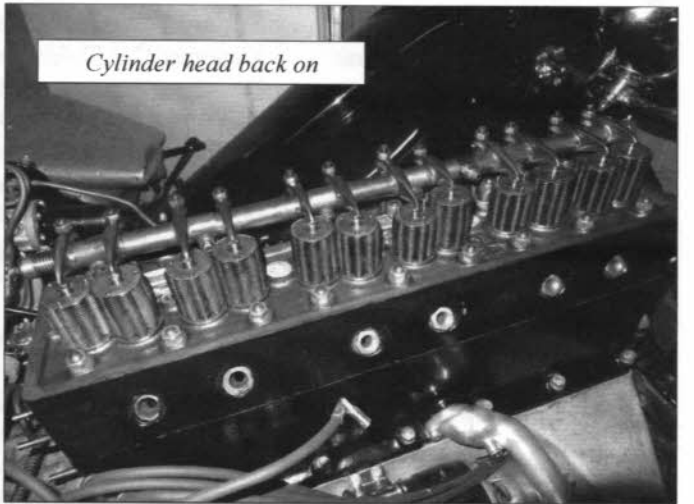
*The head spanner  
(looking like Georgian drawer handle)*



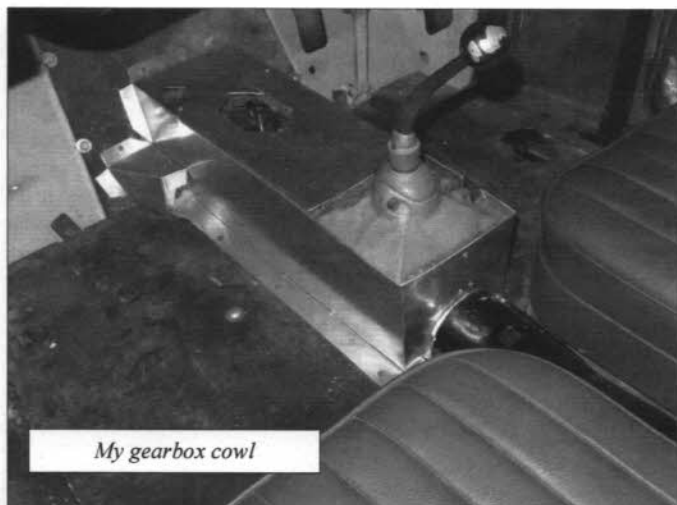
*External oil filter*



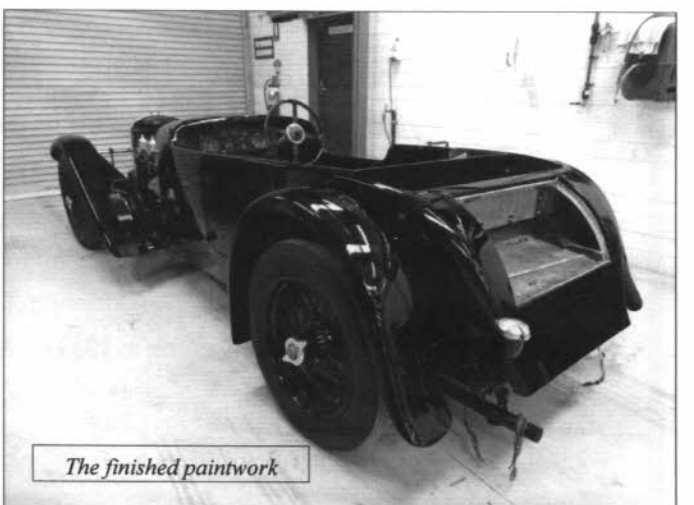
*Paint removed*



*Cylinder head back on*



*My gearbox cowl*



*The finished paintwork*

# Steam Locomotion 2015



All members of the Alvis Car Club - Victoria, Armstrong Siddeley Car Club, Bristol Owners Club of Australia, and the Daimler & Lanchester Car Club of Victoria, are invited to join the members of the Jowett Car Club of Australia for a Steam Locomotion experience combined with lunch in historic Malden. We have organised a steam train trip from Castlemaine to Malden and back using a First Class Carriage with bar where the Stewards serve drinks to our seats.

**Date:** Sunday 8<sup>th</sup> November 2015  
**Start Location:** Victorian Goldfields Railway, Platform 3, Kennedy Street, Castlemaine.  
**Start Time:** Board our carriage at 11:30 am sharp  
**Car Parking:** There is a suitable area for parking our cars adjacent to the Castlemaine station which will be watched from the station platform. The Victorian Goldfields Railway has had large groups of vintage cars park there without any problems in the past.

**Lunch Venue:** Kangaroo Hotel, 89 High St, Malden.  
There is a short 10 minute walk from the Malden Station to the Hotel, although the Railway has a courtesy bus (10 seat capacity) available for any of us with mobility issues.

**Finish Location:** Back at Castlemaine Station at 3:15 pm

**Costs:**

Steam Train: Adult	\$50.00	(Normally \$65.00)
Concession (Seniors Card)	\$45.00	(Normally \$60.00)
Children	\$25.00	(Normally \$35.00)

Train tickets are to be purchased on the day individually at the ticket office; make sure you mention the car club to obtain these excellent group discount prices. Drinks at bar prices; pay the steward.

**Lunch:** \$27.00 for a 2-course menu with a choice of 2 options for both main & dessert (alternate drop) with tea or coffee.  
Children \$15.00

Payment required on the day at the bar prior to serving.

**Bookings:** Please contact your car club representative by 25<sup>th</sup> October 2015

Each car club should make their own arrangements so that you all arrive at the Castlemaine station in time to park then purchase your train tickets and board our carriage by 11:30 am.

JCCA      Founded in Victoria in 1957      Associations Incorporation Registered No. A9664E



## METUNG MERRYMAKING

### WEEKEND AWAY

Friday 11 to Sunday 13 September



#### Where we are staying?

At the Moorings, superior accommodation in the heart of Metung Village. The Option A apartments have absolute waterfront views from the living room. They comprise 2 bedrooms, one with Queen bed and the other with King bed (or 2 singles). One bedroom has an ensuite and the other almost an ensuite (next door). We recommend Option A which requires share for 2 couples or 1 couple and 2 singles. See below for other options. We have personally inspected the site and are sure you will be most comfortable.

#### What are we doing?

##### Friday night

- Dinner at the nearby Metung Yacht Club, which has excellent fare.

##### Saturday

- Breakfast at the local bakery, Bancroft Bites, or BYO (the option A apartments are fully equipped for self catering)
- Scenic drive to Bruthen, with morning tea at the Bullant Brewery.
- On through Nowa Nowa to Lake Tyers for lunch at the Waterwheel Restaurant.
- Return to Metung for a 2 hour scenic cruise of the Metung waterways on a privately chartered boat.
- Dinner at the Metung Hotel (100 metres from The Moorings) - there is a "naughtical" theme (or something fishy?) - be as naughty or as nice as you like! Be imaginative - there are prizes.

##### Sunday

- after breakfast, motor to Paynesville to visit a private automotive collection. Lunch at the waterfront Boathouse Restaurant, then head home. Please contact me if you wish to stay another night at Metung.

#### What will it cost?

##### The Moorings

- Option A 2 bedroom Bancroft Bay Waterfront Apartments, \$160 per couple per night - water front views.
- Option B 1 bedroom Lake King Apartments, \$180 per night.
- Option C Luxury Motel section, 2 people, \$155 per night.

##### The Cruise

\$30 per person

Meals at own Cost.

We had an amazing 83 people at the 60th Anniversary Dinner - please join us for this excellent weekend.

**\*\*See separate booking form in JUNE ALVIC or contact the editor—details page 2**

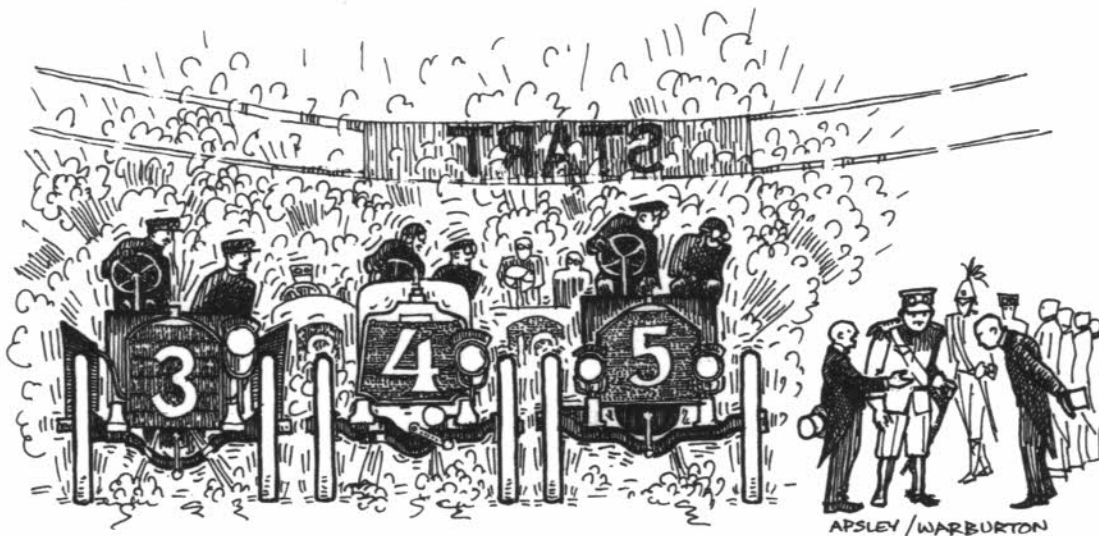
## ACCV ALVIS TYPE SPECIALISTS

Some time ago, the Committee discussed the possibility of setting up a list of Type Specialists to aid owners to gain information about their cars or to discuss problems that they themselves have not been able to resolve.

For the facility to work it must be understood that any advice or information given, is given in good faith and any decisions made by the owner to accept or act on the advice or information is solely the owner's responsibility. Similarly the ACCV accepts no responsibility in providing this service.

12/50	Alan McKinnon	<i>alanm@antiquetyres.com.au</i>	03 9497 3414
	Andrew McDougall	<i>amfi@dunollie.com.au</i>	03 9486 4221
FWD	Paul Bamford	<i>paulbamford85@optusnet.com.au</i>	03 8812 7333
Silver Eagle Firefly	Dale Parsell	<i>dparsell@ozemail.com.au</i>	03 9706 6040
Speed Models	Peter Miller	<i>moulen@tpg.com.au</i>	03 5426 4048
TA14	Mike Williams	<i>mike@tassie.net.au</i>	03 6247 8947
3 Litre	Richard Wallach	<i>richardwallach@hotmail.com</i>	03 9762 7670

..... ed



"... AND FINALLY, YOUR MAJESTY, OUR HEALTH AND SAFETY OFFICER."



**INFORMATION WANTED**

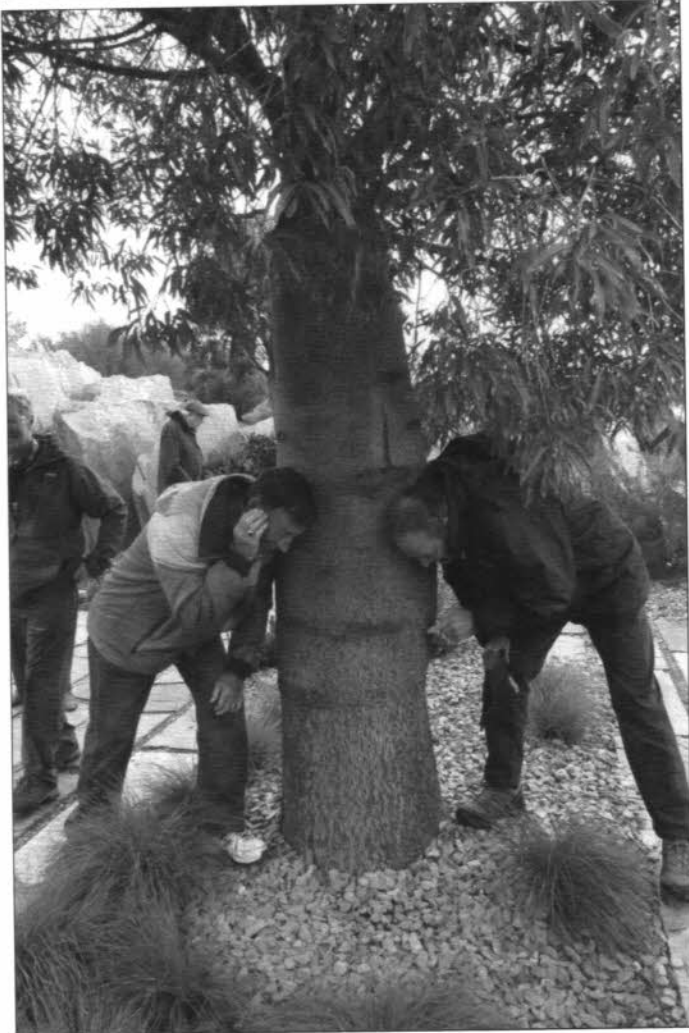
**MALCOLM KINDELL (Alvis Owner Club TA - TC21 Model Secretary) would like to identify the car photographed.**

**If you can help, Malcolm can be contacted on:**

***[jenniferkindell334@btinternet.co.uk](mailto:jenniferkindell334@btinternet.co.uk) or via the Alvic editor.***

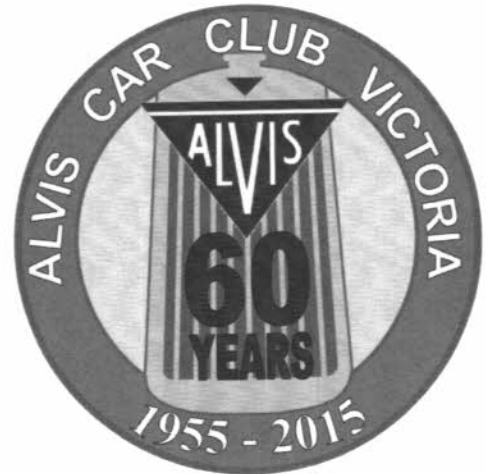


# ALVIS PEOPLE BEHAVING BADLY



*Derek Dixon and Andrew McDougall at the Whispering Wall*

*No that was later in the Nat Rally!  
Well what are they doing?*



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**  
each

Available at general meetings or plus postage - contact the Treasurer, details page 2

## ALVIC – Technical Tip

I have recently been made aware of two worthwhile sealant products:

**PERMATEX ULTRA COPPER HIGH TEMP RTV SILICONE** – for assembling exhaust manifolds and flange gaskets; withstands 700 deg C.

**LOCTITE 515 FLANGE SEALANT** – withstands petrol and can be used to enable SU carburettor banjo fibre washers to seal (when they leak because you haven't soaked them in oil overnight!)

Mark Weller

## FOR SALE

1965 Alvis TE21 series 111 saloon

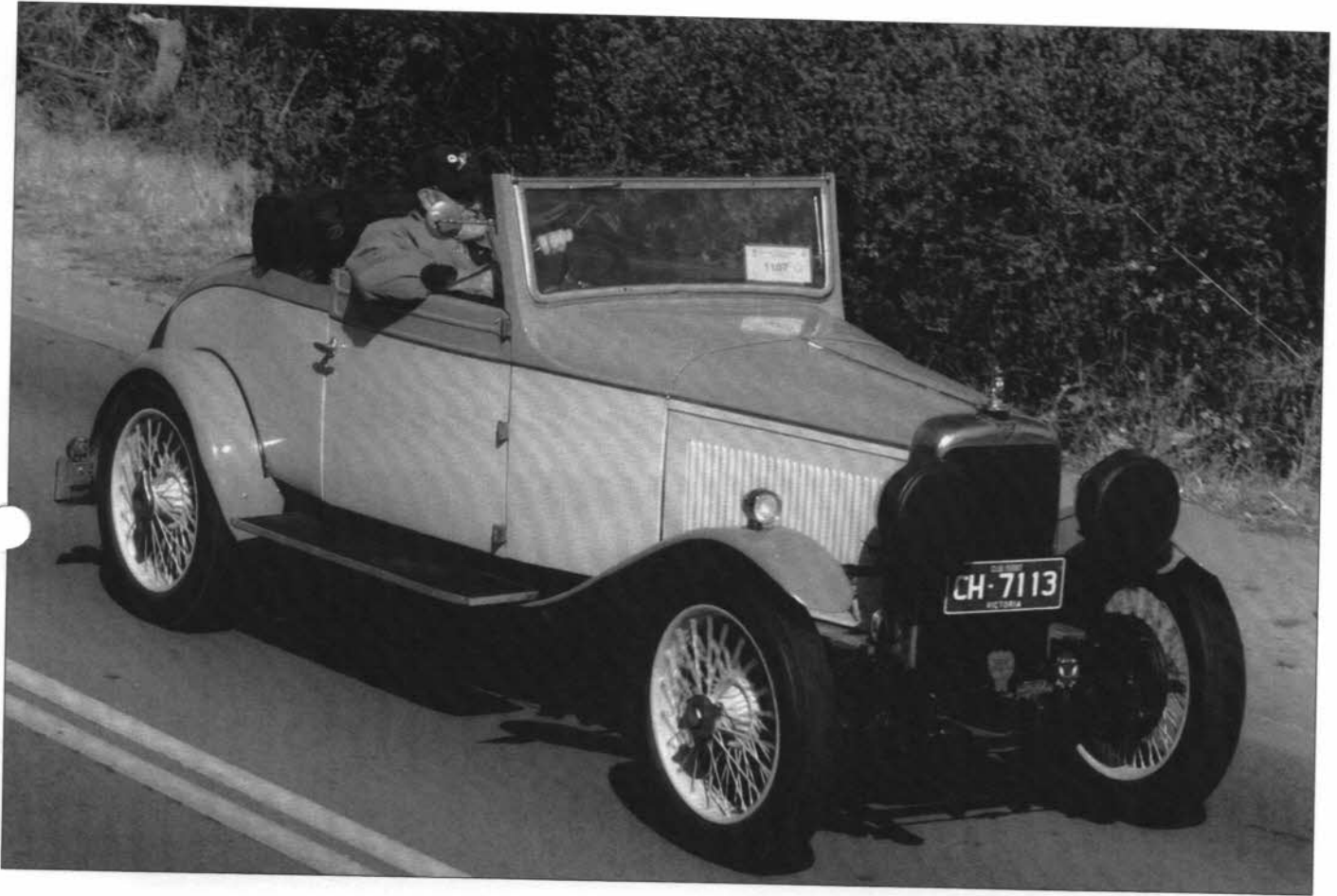
Features:

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

Serious offers considered following inspection.

Contact: Ron Allen 03 5449 6321

Mobile : 0427 843554



## 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



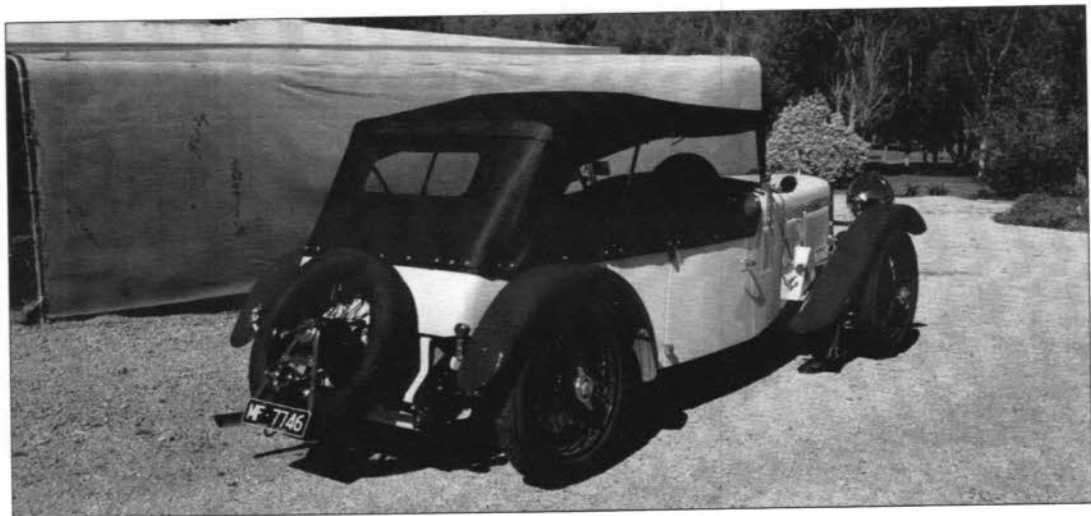
## SG Silver Eagle Sports Tourer

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



*If your advertisement appears on these pages and is no longer relevant, please notify the newsletter editor.*

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