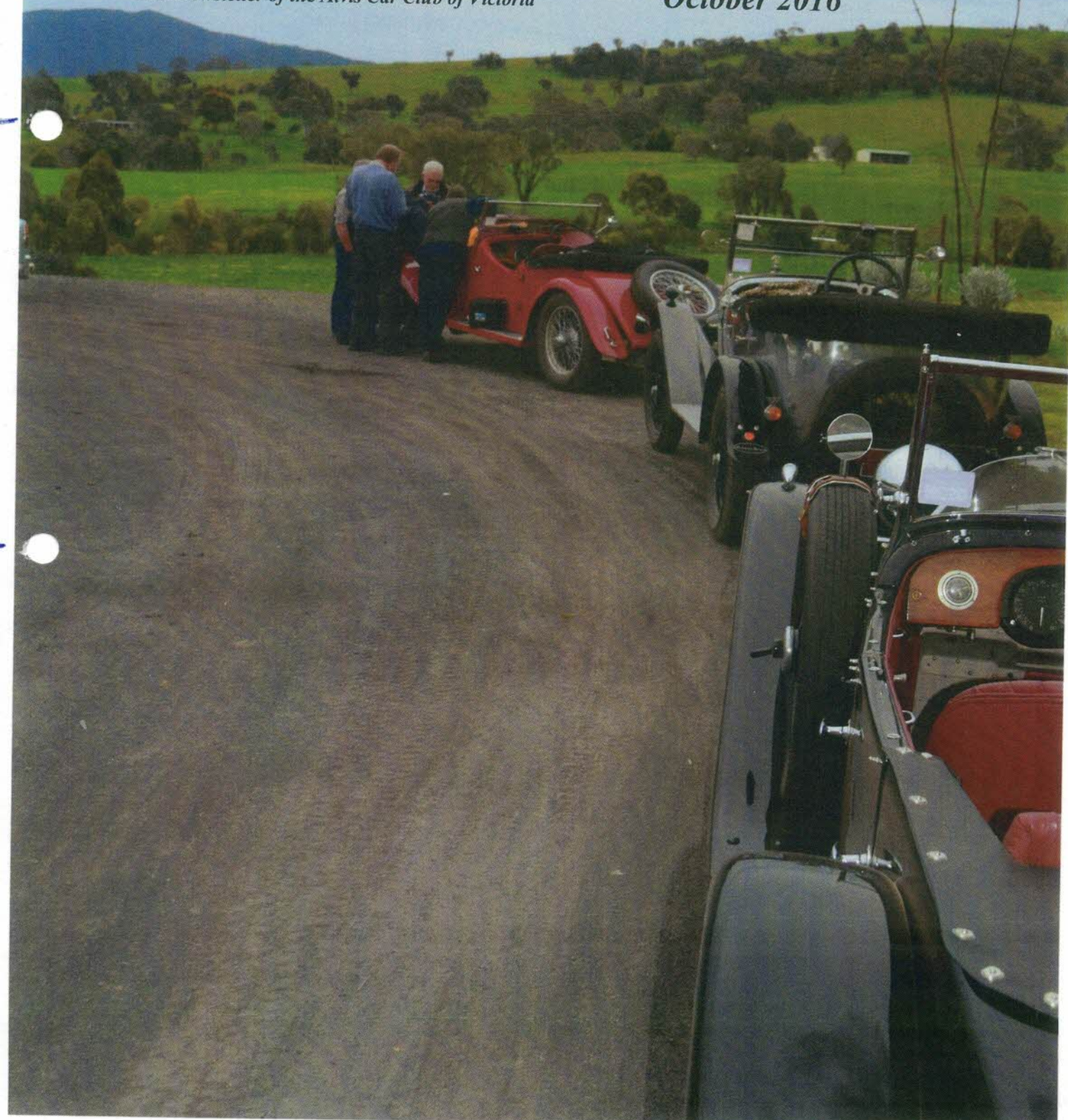


Alvic

The Newsletter of the Alvis Car Club of Victoria

October 2016





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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September 2016 VOL 55 ISSUE 8

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**SUPPER
EVERYONE!!!!!!!!!!!!!!**

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

2016 COMING EVENTS

ACCV 2016 EVENT

- OCT 21 ANNUAL GENERAL MEETING
- NOV 6 PUB LUNCH—DETAILS TO FOLLOW
- 18 GENERAL MEETING
- DEC 4 CHRISTMAS PARTY (RICHARD TONKIN)

2017

- FEB 19 RACV CLASSIC SHOWCASEaomc

Front page:
Weller Speed 20, McKinnon 12/50, Mackay Silver Eagle

PRESIDENT'S REPORT

Well another year has shot by and this month's meeting will be our AGM where the officers will be elected or appointed for the forthcoming year. So far we have received no new nominations from members wishing to join the executive and all the current members of the executive have indicated that they are happy to hold office again for the forthcoming 12 months. However we do have a vacancy on committee and we will be happy to receive nominations from interested members on the night. We will appreciate having some new blood and fresh ideas on the committee. The work load is not at all onerous and we have a lot of fun when we meet, which is only four times a year. Importantly this is the awards presentation night. It will be good to have as many people along as possible to witness the recognition of members' achievements.

Last month we were pleased to welcome Malcolm and Cathy Ferguson as visitors for the meal at the Malvernvale Hotel and to the meeting. They must have enjoyed themselves as they signed up as new members by the end of the evening. They are seeking a pre-war Alvis and we look forward to them being successful in their quest and having a long and enjoyable association with the Club.

On the weekend of 23rd to 25th September, the Club held an excellent weekend away in the north east, based at Mansfield. We must congratulate local members, Rowan and Amanda Swaney, supported by John and Margaret Hetherington, for organising a fantastic weekend of Alvis motoring and camaraderie. We were fortunate with the weather, the roads were terrific, being ideal for spirited Alvis motoring and the scenery was stunning. We were pleased to be able to have the Mansfield CWA supply us lunch at Alexandra as they provide an excellent service to the local community. All told we had 30 people and were pleased to be able to welcome the McKaiges and Williams from Tasmania.

Besides the wonderful driving, dining and company we enjoyed the visit to John Kent's restoration workshop to see the high standard of capability and work.

Unfortunately Rowan's 12/50 was still on the hoist following its encounter with a kangaroo and a broken 3rd gear selector. The car was only a few days away from being on the road again. The weekends where we go to visit country members in their patch are proving to be very successful and are thoroughly recommended to those members who so far haven't joined in. At present, we plan to have one weekend away next year as it is also the year for the National Rally, which is being held at Warrick in Queensland.

This coming weekend Frances and I are again off to the northeast of Victoria and the high country, in our 1915 Ford T, on a Veteran Car Club run. Again it looks as though we will get a sunny break in the weather and I am

sure that the scenery will be just as stunning as ever; seen this time at a bit slower speed.

Work on our Speed 25 continues, at present installing the new wiring looms, which have been on hand since 2008.

The work has been testing the memory and photographic records, which could have been better. I am also pleased to note that the long repair time for John and Margaret Lang's Speed 25 head is now over and that head is again where it ought to be and the car is again mobile.

Chris Higgins is the new owner of Peter Fleming's Firebird saloon and we look forward to having it back on events in the near future. Chris has coveted this car for many years.

It is with sadness that I record the passing of Margaret Tope, the wife of former long time member Austin Tope. Our Club was represented by 3 members at the service and I was pleased to be in the position of taking the Speed 20 Special to the venue, as this is the car that Austin created from a collection of parts in the 1980s. The family were genuinely pleased to have the car in attendance and made sure that it was positioned by the front doors of the funeral home.

Funerals these days are a celebration of life and Margaret's long life was no exception as she was a wonderful person with many great attributes and achievements. We wish the extended family well and Margaret will undoubtedly remain in their hearts forever.

Please let me know if you are coming to the Malvernvale Hotel for a meal, prior to the Friday 21st meeting so that I can ensure that there are sufficient seats.

Andrew McDougall



Angus Gibb

It is with regret that we advise of the death of Angus Gibb who passed away in April, following a short battle with cancer.

Although we did not see him at meetings very often, he was certainly an Alvis man over many years.

Our sincere condolences to his wife Carolyn and family.

Nigel Spragg has been in the wars lately, when a planned visit to hospital was pre-empted the night before, by a burst appendix requiring priority surgery.

He is obviously on the mend as he has been able to refit the previously troublesome starter to his Speed 20.

We look forward to greeting him again at a meeting.

Andrew Twomey, whose father was an early ACCV member, ensuring that Andrew had a very early and long association with the Club, has decided to sell his 3 cars. The advertisement is on page 13.

We hope that this does not mean an end to his long association with the Club.

Most of us are aware that New Club Members receive a new member package, which contains among other items, a welcome letter from our President, Andrew McDougall.

Along with the welcome, Andrew asks the new member for a bio. Often they are not forthcoming and we really don't get to know the person or their interests.

In welcoming Malcolm & Cathy Ferguson, Malcolm has responded.

Malcolm Ferguson

I initially developed an interest in old motorcycles when I left school. My first was a 1949 AJS which I restored and still own, although it needs a little TLC again. I subsequently owned a Velocette Venom Clubman and a Velocette Thruxton. Cathy had a Wolseley 4/44 which I refurbished. We used this as a daily drive for some years. I also briefly owned a 1949 2 1/2 litre Riley.

We then bought a property at Kinglake West and the Thruxton was sold off to fund the purchase of cattle and the Wolseley because it proved too unreliable for Cathy's daily commute.

My interest in classic machinery (apart from my Massey Ferguson 35 tractor) then took a back seat while I finished my training as an Ophthalmologist and we brought up our family. Now the kids have moved out and my practice has become self sustaining I have returned to my old interest.

I have obtained an E-Type Jaguar and another Thruxton, I particularly like these because the Velocette is somewhat different in design from the more common British motorcycles of the day and is fairly uncommon. The Jaguar is quite innovative for a mass produced sports car and was part of the transition from the older chassis based sports cars to modern monocoque and ladder frame construction.

I guess these qualities apply equally well to an Alvis and I suppose this what draws me to them. I particularly like the long and low look of the Speed 20/25.

Greetings to all. Having a grand time on the Grande Tour. Currently in Berlin. Will be in Mulhouse at the start of next week – Don is quite happy about that – a long held dream about to come true!

Looking forward to catching up at the November meeting (with supper!)

All good wishes

Don and Jill Bosanquet

PRESIDENT'S REPORT FOR 2015 – 2016 YEAR

I wish to report that we have had a very active and successful year with many events and the joining of new members. It was pleasing to recognise at the Awards Night the achievement of members and to be able to dedicate the new book case to the memory of Roy Henderson, who served the Club so well over many years. I particularly wish to thank the members of the executive and committee for re-nominating and for their great contribution to the well being of our Club, throughout the year.

The first event in the Club year was to join the Jowett, Daimler / Lanchester and Bristol clubs on a most enjoyable run to Castlemaine and a train trip to Maldon and return. We made it a full weekend event by touring up on the Saturday, staying the night and enjoying a meal together. Another interclub event was the annual Boules competition held at Mordialloc. Both the weather and the competition were a challenge and this time our skill was lacking, however it was a most enjoyable day, enhanced by having David Wischer along to present the trophy.

Thanks to John and Margaret Lang we were able to put on a great display at the Geelong Revival which attracted a lot of public interest through a good range of Alvis models on display, our bright and colourful banners and the distribution of over 50 booklets about the Alvis marque and our Club. This was preceded by a run on the Saturday with local members around the Bellarine Peninsula, lunch at a winery and dinner in the evening.

Our Christmas barbeque was ably hosted by the Langs and as usual was a fun day, especially as Chester and Sally were able to join us. A highlight was to be able to go and inspect the wonderful restoration done by Peter Miller on his Speed 25 rolling chassis. The car is now running with body work building under way.

We welcomed in the New Year with our customary barbeque at the Kevin Bartlett Reserve and were joined by members of the Armstrong Siddeley Club.

We have been aiming to have a guest speaker at every second monthly meeting and in February our first speaker was our own John Hetherington providing a most illuminating presentation on Plane Spotting before the Development of Radar. Mac and Madge Hulbert were also in attendance that night. Subsequent guest speakers were John Lang recounting his experience of Plane Landing and Takeoff Control with Radar, Charles Leski from Mossgreen speaking on his experiences with antiques, collections and auctioneering and Alan McKinnon and Dale Parsell providing a wonderful presentation on their recent UK Alvis experience. The McKinnons and Parsells also took the opportunity to outline to UK Alvis owners our preliminary plans in Australia for celebrating the 100th Anniversary of Alvis. We encourage members to let us know of any suitable and interesting guest speakers. The topic doesn't have to be car related.

We took the opportunity of taking up a special discounted offer to purchase a defibrillator for the clubrooms. This was subsequently followed up with a training session.

Besides having our cars and Club on display at the Geelong Revival we also mounted displays of cars and the Club banners at the RACV/AOMC Flemington Classic Showcase and at the 60th Anniversary of Kalorama. This was preceded by an excellent run up into the Dandenongs from the Manhattan Hotel. Again the public showed a lot of interest in the Alvis marque.

It was most enjoyable watching the spirited driving of the 12/50s of Andrew Green and Mark Burns at the 40th Anniversary of Historic Winton. Ian Barber was seen campaigning the Silver Eagle up Rob Roy in August.

Besides the previously mentioned nights away at Castlemaine and Geelong we had two wonderful long weekends away, where country members provided us with great motoring, camaraderie, entertainment and dining. The first was in March when Peter Mackay and Jen Hopkins gave us a great time around the Ballarat area and the second was up in the northeast, based on Mansfield in September, where Rowan and Amanda Swaney, supported by the Hetheringtons provided an excellent weekend, thoroughly enjoyed by all who attended. I wish to thank and express appreciation to these members for their efforts in showing us their part of Victoria. The concept of the club members being shown around by country members is working well, with more of these events to be held in future years.

We had an early morning run to Williamstown, organised by Mark Weller at which we were pleased to have the Greens join us with their 12/50 beetle back. We also had a day run organised by Dale and Maritta Parsell to the most interesting McClelland Sculpture Park, near Frankston. Getting there was a terrific run with Dale taking us on a circuitous route via the Maroondah Highway, the Dandenongs and Beaconsfield. The roads were ideal for Alvis motoring and took us past wonderful vistas and through stands of magnificent trees.

Unfortunately a few of our more senior Club members and supporters have passed on, including Dorothy Chaley, Margaret Tope and Angus Gibb and we extend our condolences to the respective families.

I was pleased to note the friendship and support shown by members to other members. In particular I wish to record the support given to Margaret Caldwell by Don Bosanquet and Richard Wallach in helping Margaret with the preparation of the 3.5 Litre Saloon for sale and in sorting out parts and tools etc. It is this consideration which reflects well on the spirit of our Club. Unfortunately for us the Bosanquets have returned to Adelaide to live, however they plan to visit Melbourne and our Club periodically. We appreciated their enthusiastic participation during their time in Melbourne.

We can now look forward to electing the committee for the forthcoming year and recognising the achievements of some deserving members at our awards night. Our Club can look forward to another great year of Alvis motoring and camaraderie, including the Queensland National Rally, in 2016/2017.

Andrew McDougall

Rotary
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FREE ENTRY TO MUSEUM WITH RACV CARD

Sandringham

This is not a Club event and is displayed for the interest of members who would like to attend

MANFIELD



Due to Big Red still with a head ache, we were travelling in modern comfort, with as usual, enough baggage for a month away in Antarctica.

Having arranged to meet Peter & Jen en route from Ballarat, we rounded the corner at the meeting place at Lancefield to see a red Silver Eagle parked by the servo. Can't be them, theirs is cream!

It looked a million dollars!

Amazing what members can do when they are out of sight for a couple of weeks!

P & T at Broadford and on to Alexandra via some of the finest Alvis country one can imagine.. Little did we realise there was much more to come.

Meeting at Alexandra about 150km from Melbourne in the north eastern Victoria, we were presented with the best bagged lunch one could imagine, catered for by the Country Women's Association.

Missing in action at that point was Chris Higgins whose 12/50 magneto decided, some distance from home, that it wasn't going on a weekend away!

Several hours later, the flat top truck arrived and Chris finally arrived in a modern at Mansfield well after dark.

On leaving Alexandra, some chose to drive to Mansfield via Yark while the remainder drove through more exciting country via Eildon.

The accommodation was at the Alzberg Resort a ski lodge. Glad the snow season was over, it was cold enough without it.

Rooms adequate and the outdoor sections took the usual beating for the pre-dinner drinks before dinner at the Delatite Hotel.

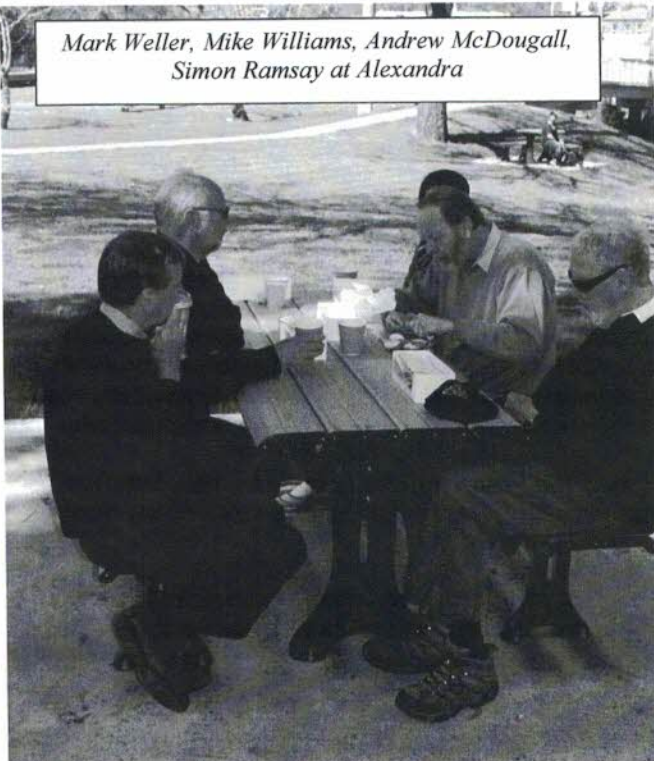
The private room we had was excellent and the food and service was the same. Amazing how early the door was closed. The reason was undecided as we thought it was to keep out the noise from the patrons in the bistro area, while they thought it was closed to keep our noise contained. There were only 30 of us. You be the judge! Next morning up with the sparrows at 10.am? and departure on the road to Whitfield. More splendid Alvis driving on the way to lunch at the Gracebrook Vineyard. As we were running a bit early we stopped at Whitfield for coffee at the Whitty Cafe.

The parking was compromised by numerous motor cycles of varying parentages, size, colour and engine layouts. Reminds me that on the road the previous day we were passed by a couple of bikes that must have been doing at least 200kph. Obviously enjoying the roads and the absence of traffic, I could only surmise the need for a line search with a supermarket bag if one of them came off!

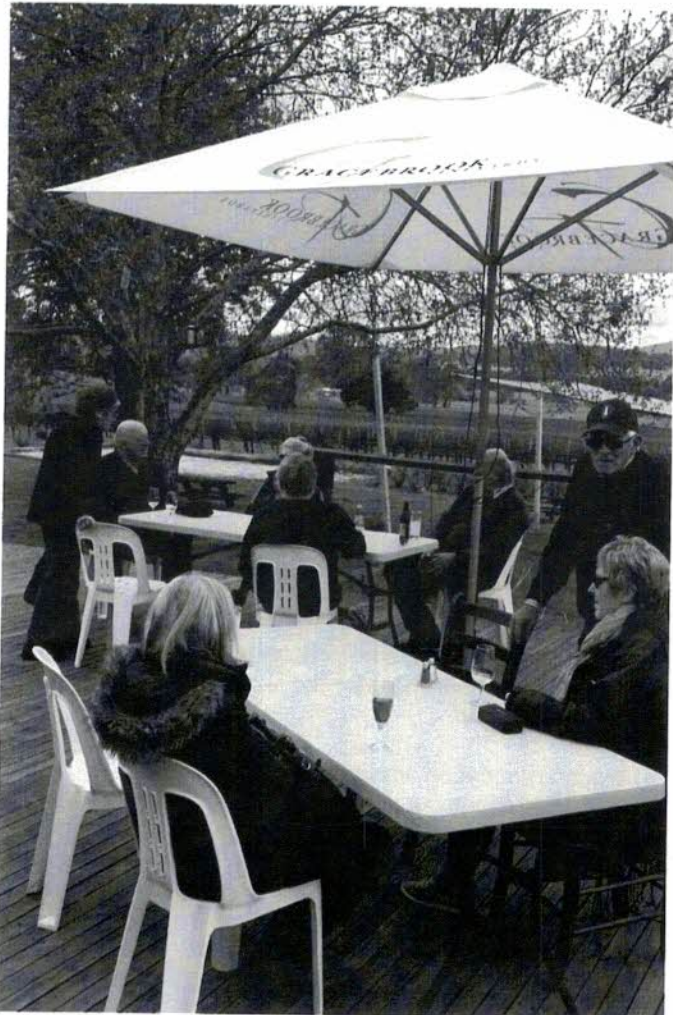
Gracebrook Vineyard was a typical winery of new construction with a couple of substantial old building close by.

Amazing out in the middle of nowhere, the dining area soon filled to around seventy five lunchers and it was there we caught up with John Kent. Former Alvisist and driving an immaculate 30/98.

*Mark Weller, Mike Williams, Andrew McDougall,
Simon Ramsay at Alexandra*



John was to be our host for an afternoon visit to his restoration premises in Wangaratta.

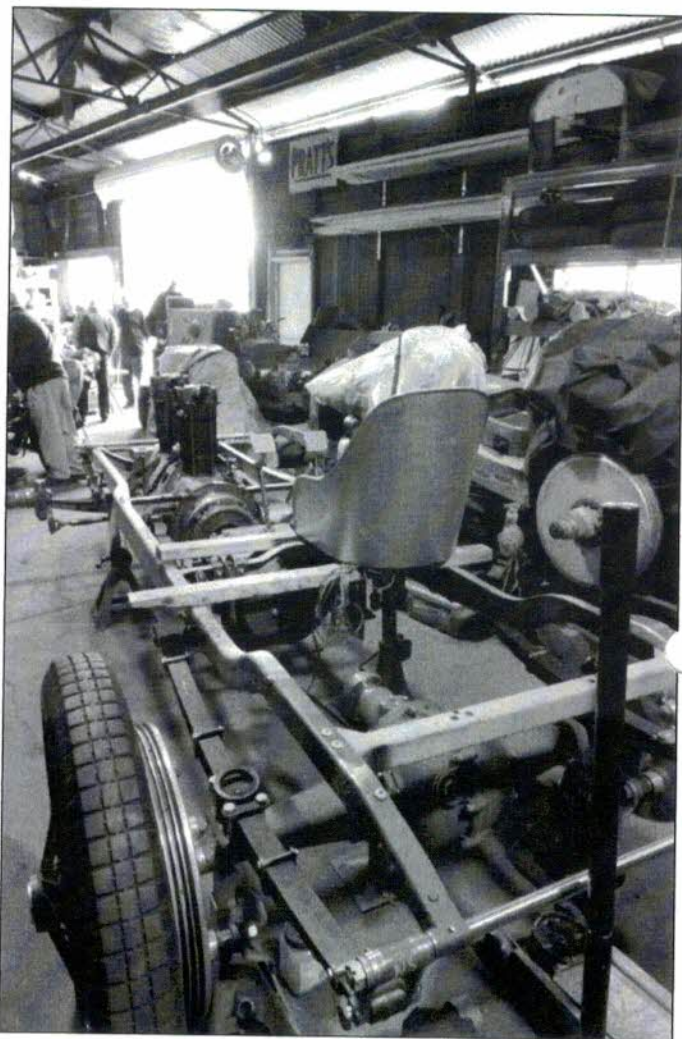


Rowan Swaney's Alvis 12/50 was on the hoist and nearing completion following a kangaroo hit and subsequent near roll over, off the roadside.

It is incredible the amount of damage a big roo can do to a car!



John Kent had some interesting cars on the floor. Two or three aero engined cars including his Sunbeam. Another with an incredibly optimistic completion date of 3 or 4 weeks.



On the way back to Alzberg Resort we stopped at the Swaney's lovely home and farm for scones and coffee and sighted his immaculate Rolls Royce Silver Ghost in the garage. He mentioned that his gravel driveway presents one with about 2 hours of work to clean the wheels. Needless to say we didn't get the chance to test his time estimate.

Back to the rooms and another noisy pre-dinner drinks. An impromptu committee meeting saw the treasurer spill red wine on the important documents. It didn't impede the business. There was more in the bottle!

On to the Old Fire Station restaurant for dinner. Great ambiance, food and good company.

Sunday morning saw a leisurely pack up and a short trip to Martin Briscoe's private museum in suburban Mansfield.

On entering the premises, I thought it was a scrap yard with old farm equipment, trolleys, wheels, pipes, it was all there.

When Martin started to talk about the items in the yard, I realised that here was a broadening social and technological snap shot of early Mansfield through the last hundred years or more. It continued when we entered the old building adjacent which housed the indoors of what we had experienced in the yard. Thousands upon



thousands of artefacts, often in multiples, had been carefully placed on benches, tables and anything that could be hung, was.

Martin, his wife and sister were able to answer many of the questions that were asked.

To finish our visit Martin had grouped a variety of items and conducted a "do you know what this is" forum. Some very interesting discussion and lots of laughs ensued as Alvis tried to come up with the real use and also some other ideas that the designers never thought of!

Following suitable thankyou's we departed with a much greater appreciation of earlier Australia and how less complicated it was than now.

We were off to Yark to the Giddie Goat Cafe and what were reported to be the best vanilla slices in Victoria. For international readers and any Aussies who are subject to a strict diet; a vanilla slice is 3 to 4 inches square. Similar in depth with thick custard, loosely supported top and bottom by a sliver of pastry and icing on the top. One needs to carefully consider what utensils to use and it is best to sit with other eaters who are similarly challenged to avoid the embarrassment of being the only one with custard down your front!

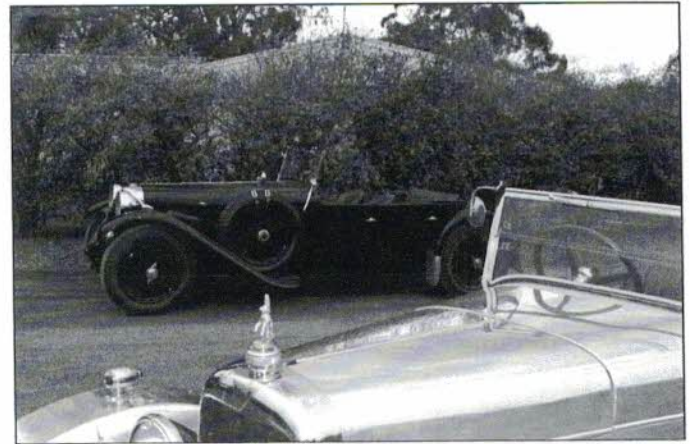
More fabulous Alvis roads which were virtually deserted until needing to cross the busy Hume Highway. (Why no traffic lights????????? They have one every 100 metres in Melbourne).

Lunch at Fowles Wine Cellar in a private area, was enjoyed and departure for home.

Great event as they always are. Many thanks to the Swaneys and the Hetheringtons. Great choice of roads, venues and accommodation.

John Lang

Photography by Frances McDougall, Dale Parsell, Richard Tonkin & the Langs





The now red Silver Eagle of Peter Mackay & Jen Hopkins



The McDougall 12/50, the Tonkin TE21, The McKinnon 12/50

Rotary Ruminations

I have been chasing a misfire on my TC108/G on and off for about 2 years. To try to solve this I have changed the plugs, fitted new leads, checked the compression, had the distributor overhauled, all of which have resulted in temporary resolution, but the wretched miss still resumes after a few miles.

Always below 2000rpm, irrespective of whether the car is under load or not. The latest diagnosis after having the distributor rebuilt was that it was down to the modern material now used for the carbon brush inside the distributor cap creating powder when in contact with the rotor. Modern carbon is drier than that used 'back in the day' apparently and I have found that it leaves a fine layer of dust on top of the rotor. This is causing the spark to intermittently 'track.'

On consultation with the guy who rebuilt the distributor, he confirmed experience of this and reckoned it would bed in after 1000 miles or so. Therefore in the meantime I resigned myself to cleaning off the rotor and the inside of the cap after every run to keep the problem at bay until I had covered sufficient miles. A bit of a nuisance – but all part of the fun of driving an old car, right?

You all know how annoying an occasional misfire like this is, especially when you require the car underneath you to 'go' when demanded of it and the embarrassment of driving a beautiful looking car which coughs and splutters like well, a badly maintained Stag... shall we say?

Nonetheless it was an inconvenience I would have to put up with and if necessary attend occasionally on the side of the road simply with a quick spring clean. With this in mind I felt the car would essentially be reliable and I could tolerate the fault for a few more miles.

So when I entered a local classic car tour organised by the Rotary Club, I did so with relative confidence.

The run was only 80 or so miles through the country lanes of Gloucestershire and Wiltshire, with a stop for coffee and lunch. What could be nicer?

The day duly arrived and we (Louise and I) assembled on Chipping Sodbury High St with 201 other vehicles, XYB 560 running perfectly for the moment with its highly polished (red) rotor.

Sure enough 20 miles into the run the familiar stutter

returns, occasional at first but worsening, until as we entered another pretty village when I had to brake to allow some oncoming vehicles through the narrow road, the engine died and would not restart. I pushed it to the side of the road to carry out my dusting routine.

This done, I jumped in and turned the key - nothing doing. Unusual! I cleaned the points and polished the guts of the distributor some more, but still no spark.

As I had a spare distributor brush in the boot, I decided to fit that and see what occurred. On pulling out the brush and spring from the distributor cap on the car, the spring which to my surprise was already corroded (relatively new cap) promptly snapped.

Two minutes later, having dismissed this minor inconvenience with the nonchalance of a man who has a spare spring in his boot (if not in his step) and treated the wife to a Roger Moore style raised eyebrow and casual smirk, I found also that the replacement brush was a tad too thick to fit and the brush had the resistance of a length of cotton. So now we were stranded in a quiet village just outside Devises on a Sunday morning needing a small spring in order to get going.

What would 'Bond' do? Louise was having none of that, so reasoning that the chances of anyone else on the tour carrying a spare spring or distributor cap that they would be willing to cannibalise for my benefit, was zero,

I reluctantly called the RAC which confirmed recovery would be 90 minutes away. 3 or 4 of the crews of the 201 other cars on the tour enquired as to whether they could be of assistance, but most simply passed by without a sideways glance. Cheers folks.

Of the kind souls who did stop, none could offer salvation so we bid them farewell. The village settled back into its tranquillity and I pondered on how to pass the time. Louise pondered on where to find a loo and muttered something about Bond's Lotus never breaking down – which proves what fanciful old tosh those films were.

So, with a nice warm left ear and nothing much to do for at least the next hour and a half, I decided to busy myself in trying to get XYB underway again no matter how hopeless it looked and so scratched away at the replacement brush with some emery cloth to try and make it slim enough to fit the distributor cap. An elderly gentleman with one good leg and the other balanced on a trolley from the knee downward propelled himself

gradually towards us along the pavement, by means of aluminium crutches. He stopped for a chat (neither of us was in a rush) and I explained the problem. "Hmm. I'll see if John up the road can help" and he trundled off.

What a nice man and I appreciated his intentions, but held out little hope of salvation. I went back to my brush scratching, but then trolley-man's wife came up the road and offered coffee. Smashing. Cheers! A few minutes later she returned with our coffee and my dear memsahib, who had availed herself of the facilities in their cottage and was all the happier for the experience. Kind lady also proffered a cheap ballpoint pen. "My husband says would the spring inside this fit?"

Well good reader you could have knocked me down with a feather.... the spring fitted perfectly! I reassembled the car, jumped in and turned the key....hey-presto! I hopped out to shut the bonnet and then noticed the offside front tyre had deflated whilst we were parked....XYB 560 was having a proper tantrum today.

I damn nearly did too.

Still, spurred on by the thought that we might still be able to get to the lunch venue I cracked on and changed the tyre in a few minutes, gambled on cancelling the RAC who were by this time only 20 minutes away and headed

off to the appointed rendezvous, arriving to the general surprise of most people on the rally. Curiously, now that I no longer required assistance, interest in the problem seemed to peak and useful comments like "oh" and "this quiche is *very nice*," "my *Stag* has electronic ignition old boy" were greatly appreciated and ever so helpful too.

So when that ballpoint pen you half-inched from your hotel room during IAD, runs out, as it is bound to do just as you get to that crucial last clue in The Times crossword 22 across, 5 letters 'British Car Manufacturer, sounds like an American rock and roll singer," whip the spring out and bung it in the ashtray, but don't throw the pen away. You can use it to jab into the ear of any passing Stag driver as he rumbles slowly past in his string-backed gloves, flying jacket and medallion.

Postscript: 5 other cars broke down that day. None of them got going again. Not a Lotus amongst 'em though. Go figure!

Angus D'Arcy-Drake



An ominous warning sign in John Kent's workshop!
Is the missing bit "IT MIGHT COST YOU YOUR MARRIAGE"

Your ideas are sought!

FOR SALE

1x 1928 TA16/95 Silver Eagle, car no 12006. Complete car in need of full restoration, complete with some spares including spare cylinder block and cylinder head. Reco-gearbox with John Needham gear set and original gear set also available, spare diff housing and diff centre.

1x 1951 TA/21 saloon chassis no 23864 body # M2047, complete car.

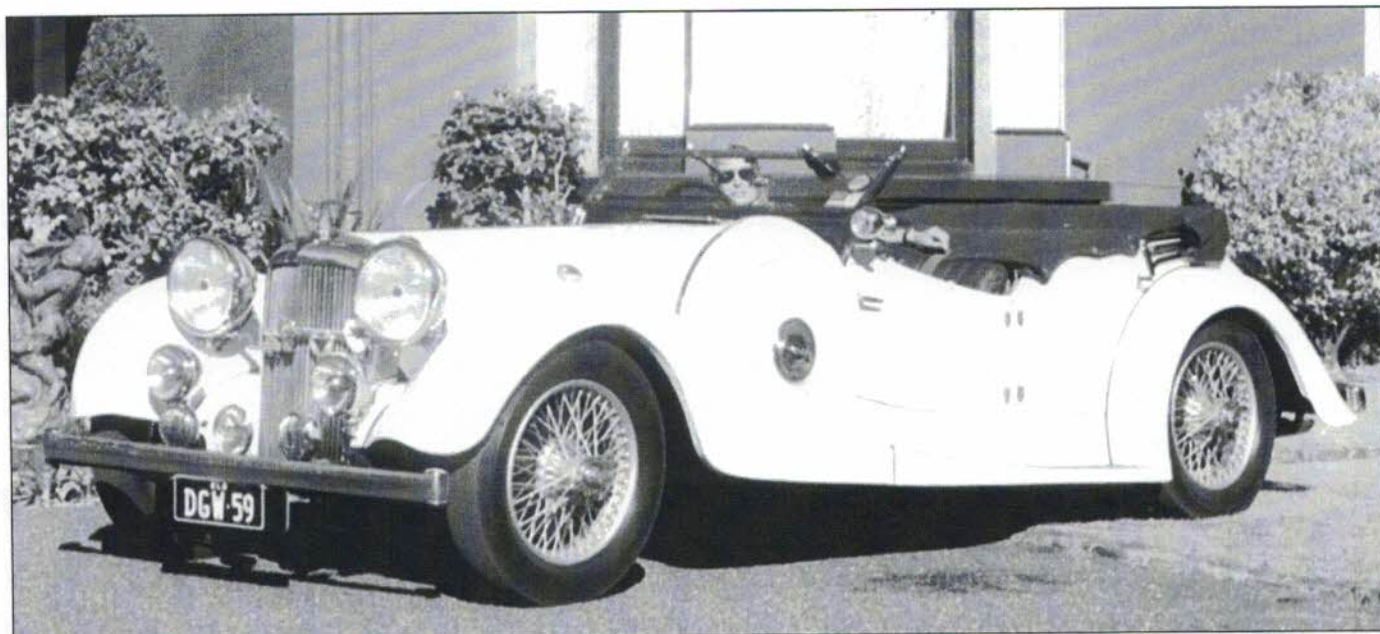
1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

Also included is a host of spares for the 51/53 cars including a full set of doors, guards and bonnets in excellent condition as well as spare guards that are good for a pattern, radiator shell, 2 spare motors and gearboxes as well as a host of parts including lights, trim, starter motors and generators. Too much to mention. This is a quite extensive collection of spares for these cars and is almost a complete car's worth of spares.

To be sold as a complete collection will not separate cars or parts.

Located in Kyneton, Victoria

Call for more details - 0439 320 496 Andrew Twomey

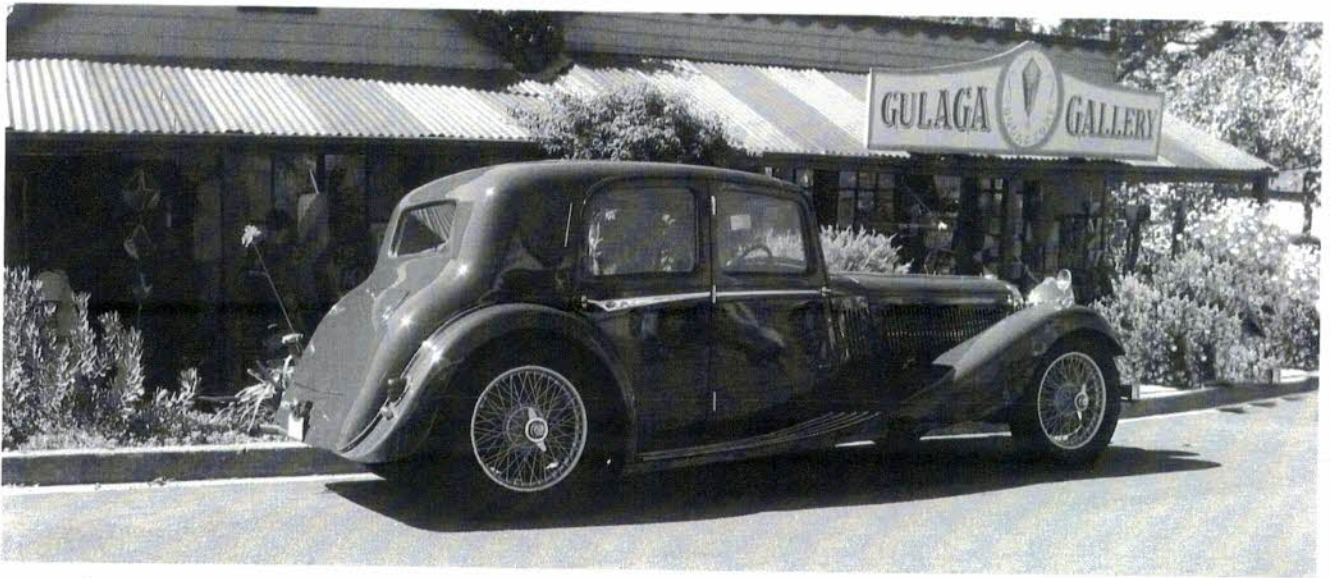


Noted on justauto.com.au
1937 Alvis Speed 25 Cross & Ellis Tourer
\$275,000

FOR SALE

FOR SALE

1935 Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.
Despatched from the factory: 27th March 1935.
Body by Charlesworth, Body No. 13502, asking \$70,000 or near offer.
Ring Nigel Spragg is on: 0417 106 564



Noted on carsales.com.au (Sep16) a time warp low mileage 12/40.

ALVIS PEOPLE BEHAVING BADLY



Open a bonnet and it is like bees to a honey pot!



FOR SALE

Noted on justauto.com.au

1931 Alvis 12/50

\$65,000

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KYNETON AERO CLUB 50th ANNIVERSARY

AIRSHOW

SUNDAY 23 OCTOBER 8.30AM - 4.00PM

CANCELLED DUE TO THE
STATE OF THE
GRASSED AREAS OF THE
AIRFIELD

ALVIS vintage 14/75 tourer

FOR SALE

Chassis # 5963

Engine # 6739

Cross & Ellis body # 1392

Complete car more than 50% restored.

Built 1928

Chassis

Brakes: replaced

Diff: new crown wheel and pinion 4.5:1

Bearings good. Tyres: new

Engine restored: bored and sleeved,
new pistons, new bearings,
new improved cam.

Head original have new valves and
guides.

Gearbox: OK. Tail shaft:
needs new bearings.

Clutch plate: new

Suspension: original

Body

Guards: new aluminium

2 radiators

Body work: completed needs paint

All lights OK

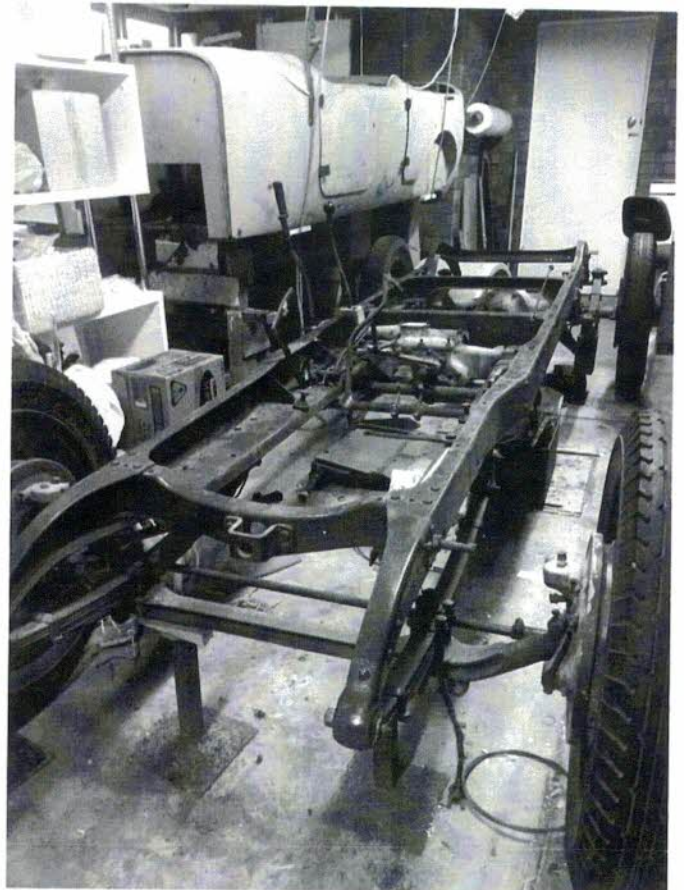
Gauges: original.

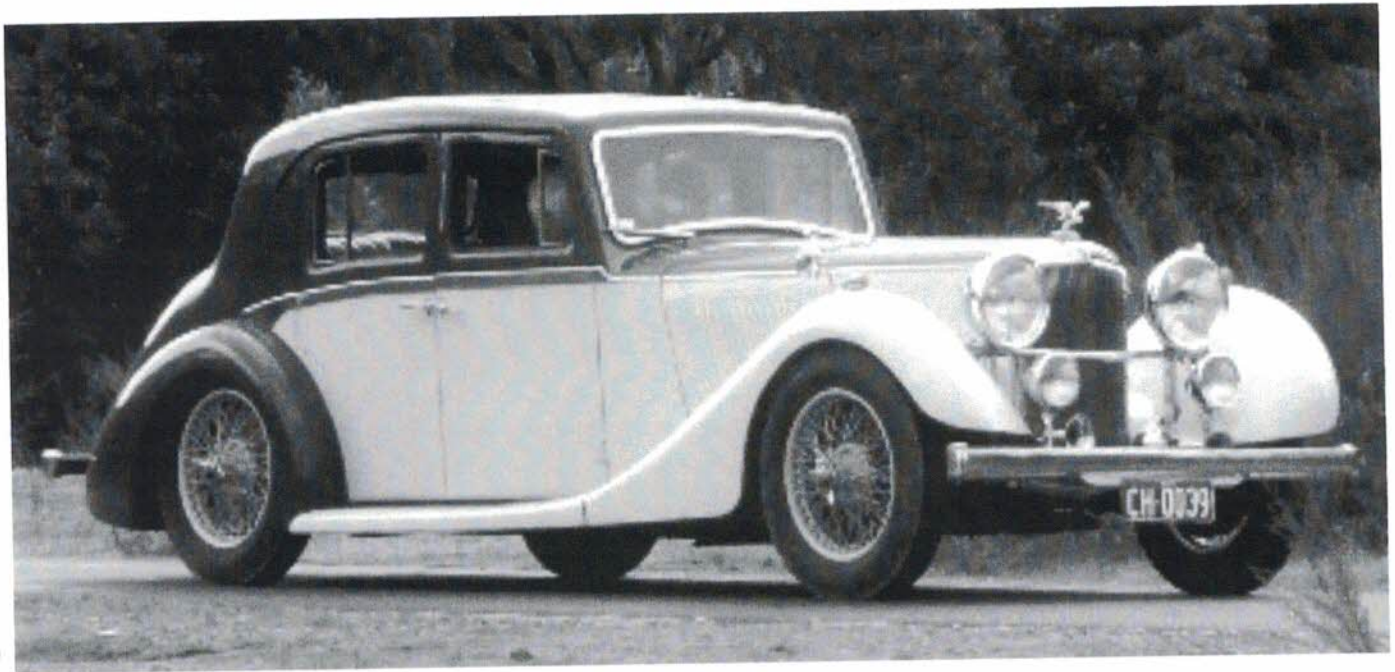
Steering: original

Have all necessary workshop manuals.

Asking price \$25,000

Call Geoff (Caves Beach) 0419 976978





OFFERS INVITED

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566.

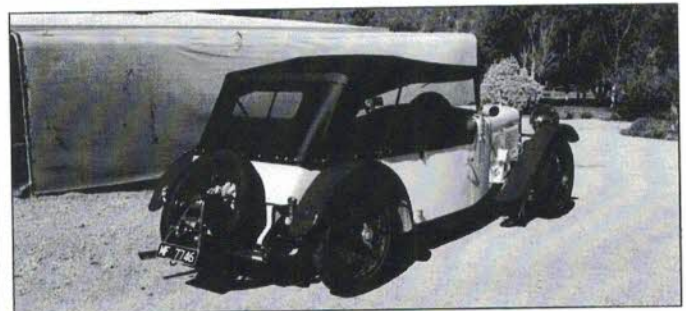
The car has significant mechanical problems and would be sold AS IS, WHERE IS.

Initial contact should be made to Andrew McDougall who is assisting the owner.

Andrew McDougall 0427 220 249

FOR SALE

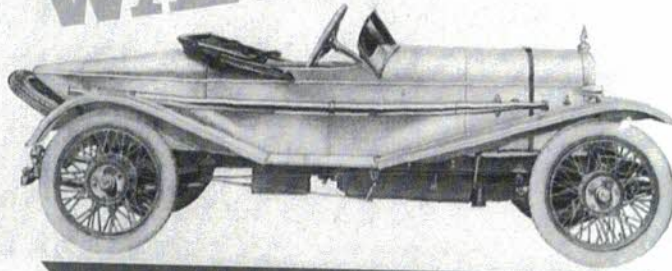
SG Silver Eagle Sports Tourer
12,000 miles since complete restoration
including new body & full weather equipment &
tonneau. Chassis No. 12684 Original books &
full history available
Restoration details available on request.
\$82,500 negotiable
Murray Fitch Telephone: 03 5766 2529



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

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WANTED



A club member is looking for a 12/50 Dicksback in good condition to use on club outings while his other Alvis restoration project vastly overruns its projected completion date. Anyone with any leads please contact the editor.



2017 AUSTRALIAN NATIONAL ALVIS TOUR

"ROSES & RODEO IN THE GRANITE BELT"

7 May – 13 May 2017

Queenslanders are looking forward to hosting the coming Australian National ALVIS Tour and welcoming you to our wonderful state.

Below you can see all the amazing things we have planned

and know you will enjoy your stay.

Come along to Warwick for a week of Queensland hospitality, in the company of your Alvis friends and the chance to

drive your Alvis on pleasant country roads.

Two years is a long time to wait for the next one!

FOR MORE INFORMATION

Contact Ronnie Brown

2684 Moggill Rd, Pinjarra Hills Qld 4069 Australia

Tel: 061 7 3202 7462; email: alvisronnie@gmail.com

THE PROGRAM

Sun 7 May - Welcome & register at the Coachman's Inn, Warrick.

Mon 8th May - Lunch at the Rotunda at Leslie Park and welcome by the Lord Mayor. Explore Warwick
Dinner at the Coachman's Inn

Tuesday 9th May - Drive to Stanthorpe Morning Tea and demonstration at Lawdogs. Lunch and tasting at Ballandean Winery. Afternoon at Anna's candlemaking & Jamworks OR visit Dave Ford's Restoration Workshop. Return to the Coachman's Inn for dinner.

Wednesday 10th May - Morning Tea at Private collection of Sulkeys, Coaches, Wagons and horsedrawn vehicles.

Lunch at Warwick Golf Club. Afternoon Tea at Rodeo Heritage Centre.
Dinner at Coachman's Inn

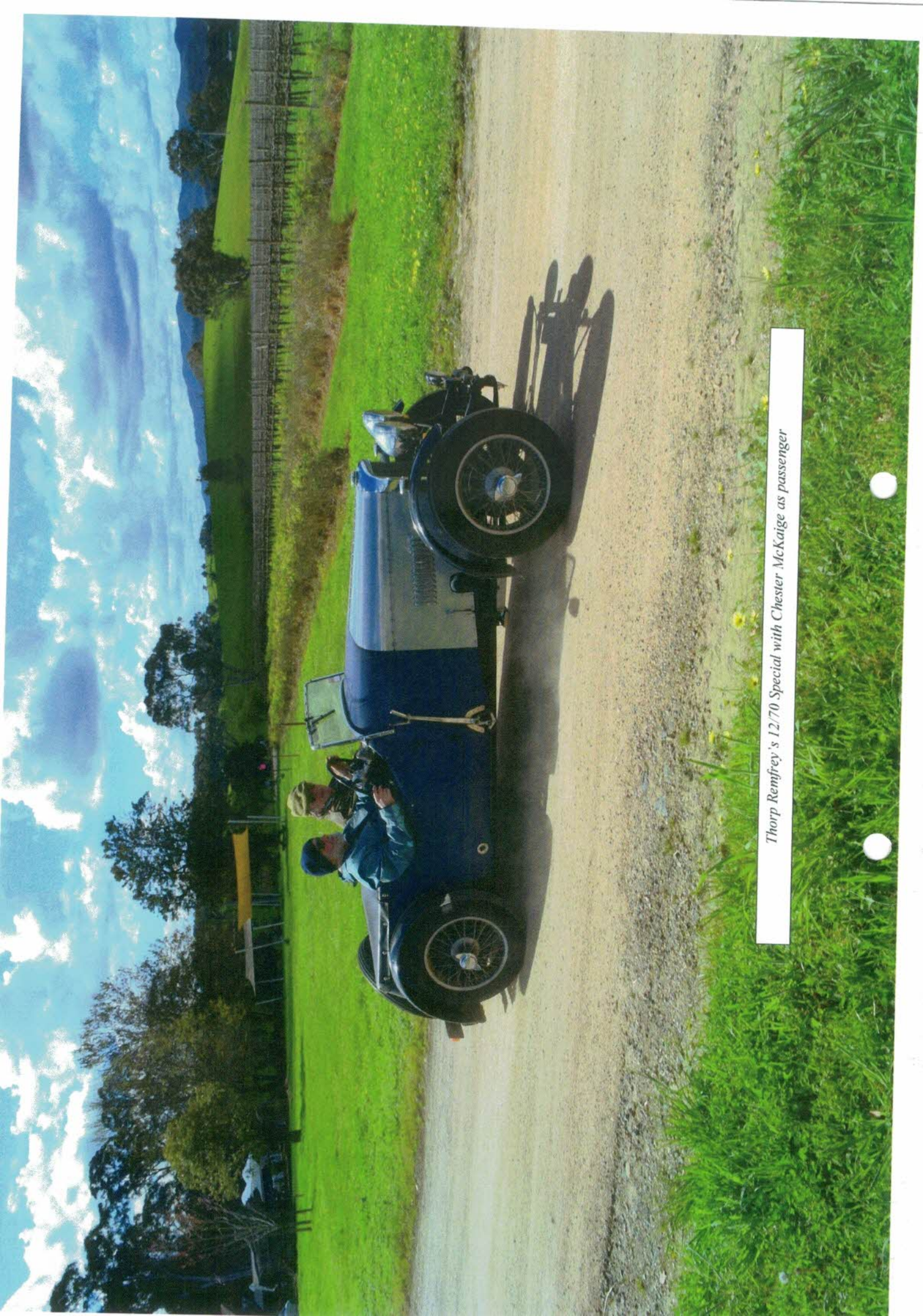
Thursday 11th May - Bus takes us to railway station Steam train to Clifton. Lunch at Clifton Arms hotel. Return by steam train to Warwick and by bus to The Coachman's Inn.
"Bushies/Federation" Theme Night

Friday 12th May - Morning Tea at Mary Poppins house at Allora OR Allora Regional Sports Museum
Lunch at Killarney hotel. Visit heritage centre and Queen Mary Falls
Final Dinner at Coachman's Inn

Saturday 13th May - Depart for home.



Terry & Marian Wills-Cooke in their TA14 DHC



Thorp Remfrey's 12/70 Special with Chester McKaige as passenger