

Alvic

The Newsletter of the Alvis Car Club of Victoria

May 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.

POSTAL: ACCV P.O.Box 634, EMERALD, VIC 3782

www.alvis.org.au

May 2016

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TONKINS FOR SUPPER

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

2016 COMING EVENTS

ACCV 2016 EVENT

- 15 NATIONAL MOTORING HERITAGE DAY
- 20 GENERAL MEETING
- 28-29 WINTON
- JUN 17 GENERAL MEETING
- 19 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 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

As foreshadowed in last month's President's Report our May monthly meeting on Friday 20th will be at a different venue and of a different format. There will be no formal meeting agenda as this will be replaced by training on our newly acquired defibrillator. I encourage as many members as possible to come along and learn the skills required to effectively use this life saving equipment. It will be like insurance which you hope you never have to call upon, however it is comforting to know that the machine is in our club rooms and that we have members trained in how to use it. The training is to be conducted in the Veteran Car Club Lyndon Park clubrooms in Wakefields Grove (off Through Road) Camberwell, Melways 60 F4. This is the same venue in which we held our 60th anniversary dinner last year. The training session will commence at 8.00pm and members will need to allow sufficient time to get to this alternate venue, especially those who are eating at the Malvernvale Hotel. The training is provided for around 30 people at a time and we are to be joined by a handful of people from other clubs.

It is with sadness that I advise members of the passing of Dorothy Chaley. She was always a positive, welcoming and vibrant personality, which I understand persisted right up until the end of her life. It was only last October that those of us who went to the Metung weekend away experienced her welcome, enthusiasm and organising capabilities as she and Rex Roberts showed us around their patch. Richard Tonkin and I represented the Club at her funeral, by driving down to Metung in Richard's Graber saloon. The large number of people in attendance is testament to the high regard the community had for Dorothy. She arranged all the details of her funeral and celebration of her life, even to having a beautiful woven wicker casket. Rex was by her side right through to the end and I know that he will miss her friendship greatly. As an aside I got to share the driving of the Graber and found it to be an excellent car to drive – it does everything as it should.

The interclub Boules Competition has been and gone. It was held on a blustery and showery Sunday at the Mordialloc Bowls Club. Fortunately for the most part we were able to dodge the showers and made it there and back (almost) in the Speed 20 without having to raise the hood. Unfortunately our Club won the competition at the wrong end. Every time we had a boule near the jack, members of the opposing teams seemed to be able to sneak in closer or knock us away. It was great to have David Wischer there to present the trophy to the winning Daimler/Lanchester team. Our thanks go to Andrew Henshall of the Jowett Club and the members of the Mordialloc Petanque Club for providing a most enjoyable day. The Speed 20 ran well for the trip to Mordialloc and most of the way home.

In Middleborough Road we had to stop suddenly for the lights at Canterbury road. As well as the car stopping so did the engine and we had no electrics. With co-operation from other drivers Frances was able to push the car across the intersection and up onto the footpath. It being low light and having no tools I called RACV Total Care and arranged for a tilt tray, which arrived within 20 minutes. The co-operative driver helped us push the car into our workshop. Next day I determined that there were no fuses blown so I thought that a wire had come adrift or the securely clamped battery had died. However all it turned out to be was coating on the tight battery clamps preventing contact with the battery posts. Why the issue chose that moment to lose contact after the car had started and run ok

all day, I don't know. However we were pleased to have the backup of Total Care even if its provisions are no longer as generous as they used to be.

By the time you read this the McKinnons and Parsells will be in the UK commencing and Alvis trip away. They will be attending the International Alvis Day, some other Alvis events, meeting Alvis owners and driving borrowed Alvis cars to as far away as the Shetland Islands. We wish them a great time and look forward to hearing about their experiences.

I wish to thank the members who placed their cars on display at the AOMC Classic Showcase. It provided good promotion for the Alvis Marque and for our Club. Whilst this was happening Frances and I were commencing the First National Brush Rally which we were running at Wedderburn. The event proved to be very successful and whilst there we enjoyed the company and support of two Alvis owners: David Vaughan of Wedderburn with his TA21 saloon and Alan Esmore of St Arnaud with his SB Speed 20 Cross and Ellis four seater tourer. The people of Wedderburn and the Loddon Shire were extremely friendly and helpful and there was lots of interest to see with excellent quiet roads. The location is suitable for smaller events and I feel sure will provide an ideal location for a future ACCV weekend away.

Whilst not an official event for our Club, the 40th anniversary meeting of Historic Winton on 28th and 29th of May will provide a wonderful spectacle of historic racing and display vehicles. I will be there with a group of High Wheeler Buggies on display. Supposedly we will get an opportunity to do a lap of the circuit so we will have to see if we can set a new record lap time!

At our June monthly meeting, back in our own clubrooms, we will have Charles Leski as our Guest Speaker. Charles is with the auctioneers Moss Green and has decades of experience in the auctioneering business with antiques and classic vehicles. He provided a most interesting talk for the Veteran Car Club last year and I can thoroughly recommend that you come along to hear his presentation. This will be immediately followed on Sunday 19th by an early morning run (EMR) being arranged by Mark Weller. Details are elsewhere in Alvic.

On the 17th July, the Parsells are organising a run to Cranbourne. If it is anything like their last run to Cranbourne it will be an excellent event and well worthwhile getting rugged up and coming in your Alvis.

The Alvis weekends away are always great events and provide lots of great Alvis driving and camaraderie. Our next one is being organised by member Rohan Swaney, with the assistance of the Hetheringtons. It is going to be held in Rohan's domain around Mansfield on 23rd to 25th September. Please reserve the date in your diary.

For those coming to the Malvernvale Hotel for a meal prior to the May meeting and defibrillator training, it will be appreciated if you can let me know by Wednesday evening. Remember to allow a little extra time to get from the hotel to the training venue by 8.00pm.

Andrew McDougall



Obituary **CHRIS STORRAR**

It is with regret that we hear of Chris Storrar's death.

I first had contact with Chris and Helen prior to the Julian Collins Memorial Tour of Victoria in 2008, when their car was one of 15 that were brought to Australia prior to the event.

Chris wrote the story of loading the cars at Southampton and the hazards of driving cars up the ramps onto the roll on roll off boat.

We had discussed the issues of the strict Australian quarantine requirements and in particular chassis and under-guard cleanliness. The Australian quarantine inspectors had no concept of what a well used Alvis might look like and Chris' Speed 20 and several other cars were deemed in need of further cleaning.

Fortunately Chris and the other owners took the requirement in good spirit and comfortable that their cars were virus free.

During and following the JNBC, the four of us struck up a good rapport and with one of Chris and Helen's daughters living close to us, we had much greater contact that could be expected living thousands of kilometres apart.

Skype provided regular contact that we could talk nonsense and trade blows on various unimportant matters and banter about the differences of English and Australian culture and more importantly issues with our SA Speed 20s.

Using that medium, it was Chris who recruited me as Bulletin Editor. I smile when I recall his response when I asked what the job entailed. He either did not know or he stretched the truth to fill a position about to be vacated.

Chris had a very long association with Alvis cars and the friendships he made were very important to him. He was very proud of his two cars that had a long history within his family and discussed the frustrations of not being able to fettle or drive them with a shoulder injury that wasn't responding to treatment.

It also precluded his ability to row, which was another of his sporting interests that had been with him since university days.

It is sad to lose a good friend who still had so much more living to do.

Our sincere condolences to Helen, Elspeth, Harriet and Dave and to his brother Andrew.

John & Marg Lang



DOROTHY CHALEYER

Follow a long fight with cancer, Dorothy Chaley passed away recently and was buried last week.

Marg and I met the Chaleys quite early on in our Club membership and enjoyed their company on our first National Rally in the 1999 Clare Valley, when a number of ACCV members, including Andre and Dorothy drove via Swan Hill and Renmark. It was an ideal time to really get to know them .

Following Andre's death we met Dorothy at Metung and exchanged Christmas cards. Our last meeting was at the 2015 Weekend Away at Metung.

John & Marg Lang

CLUB PLATE PERMITS

Dale & Maritta Parsell are away overseas until mid July.

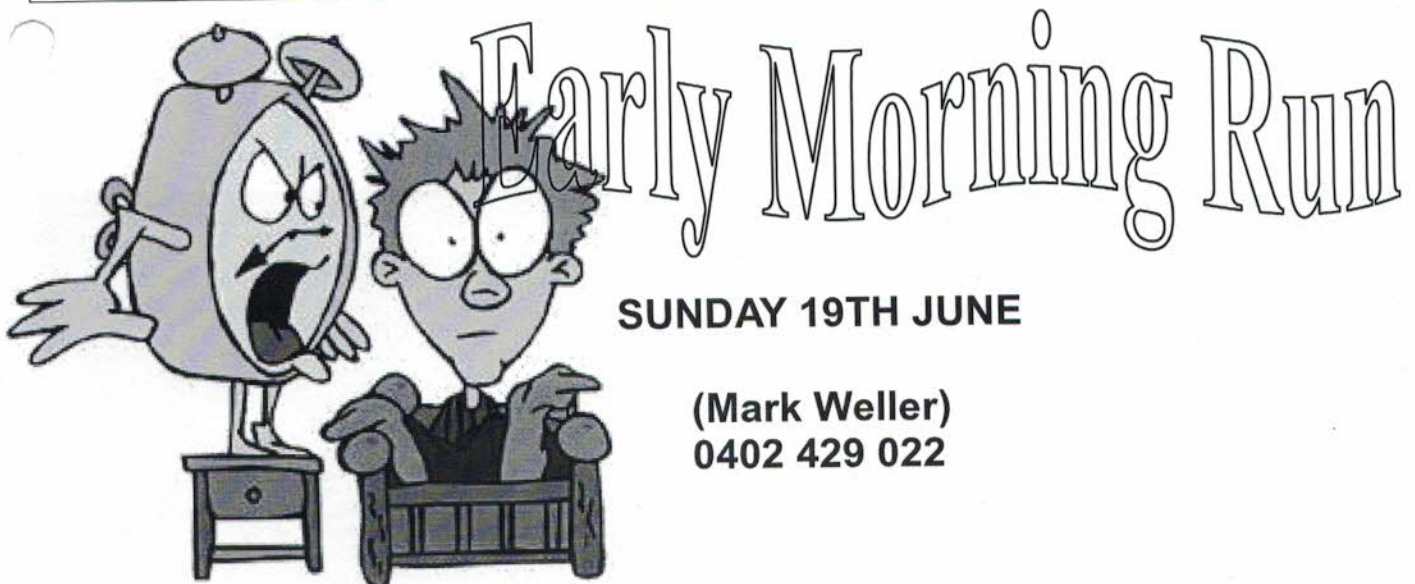
If any Victorians need their renewal signed, please send them to John Lang, PO Box 129, Gisborne, Vic 3437 for processing.

STILL FLYING AFTER 80 YEARS

And looking forward to the next 80 YEARS

Peter Mackay and Jen Hopkins and friends celebrated the 80th birthday of their 1936 Silver Eagle, chassis13531. Having just had some major engine work completed, the car was looking its best.

See front cover



Meet – at 0830 in Arden St, North Melbourne, opposite the Arden St Oval/ North Melbourne Cricket Ground (cnr Arden and Laurens Sts).

Depart – at 0845 and travel to Williamstown via the eastern side of Yarraville and Spotswood, thence along Douglas Pde, The Strand, Nelson Place, Battery Road (past the Time Ball Tower), Morris St and The Esplanade.

Coffee/Breakfast – at the Rotunda Café, The Esplanade. We shall try for the car park next to the Rotunda, off the main esplanade (note: parking tickets required).

Afterwards – could visit the WW2 corvette, HMAS Castlemaine, on Nelson Place (\$6 admission).

Non-City Members – could join us at the café in Williamstown soon after 0900.

Route Map – provided at the meeting point.

INTER CLUB PETANQUE COMPETITION: MORDIALLOC BOWLING CLUB

1ST MAY 2016

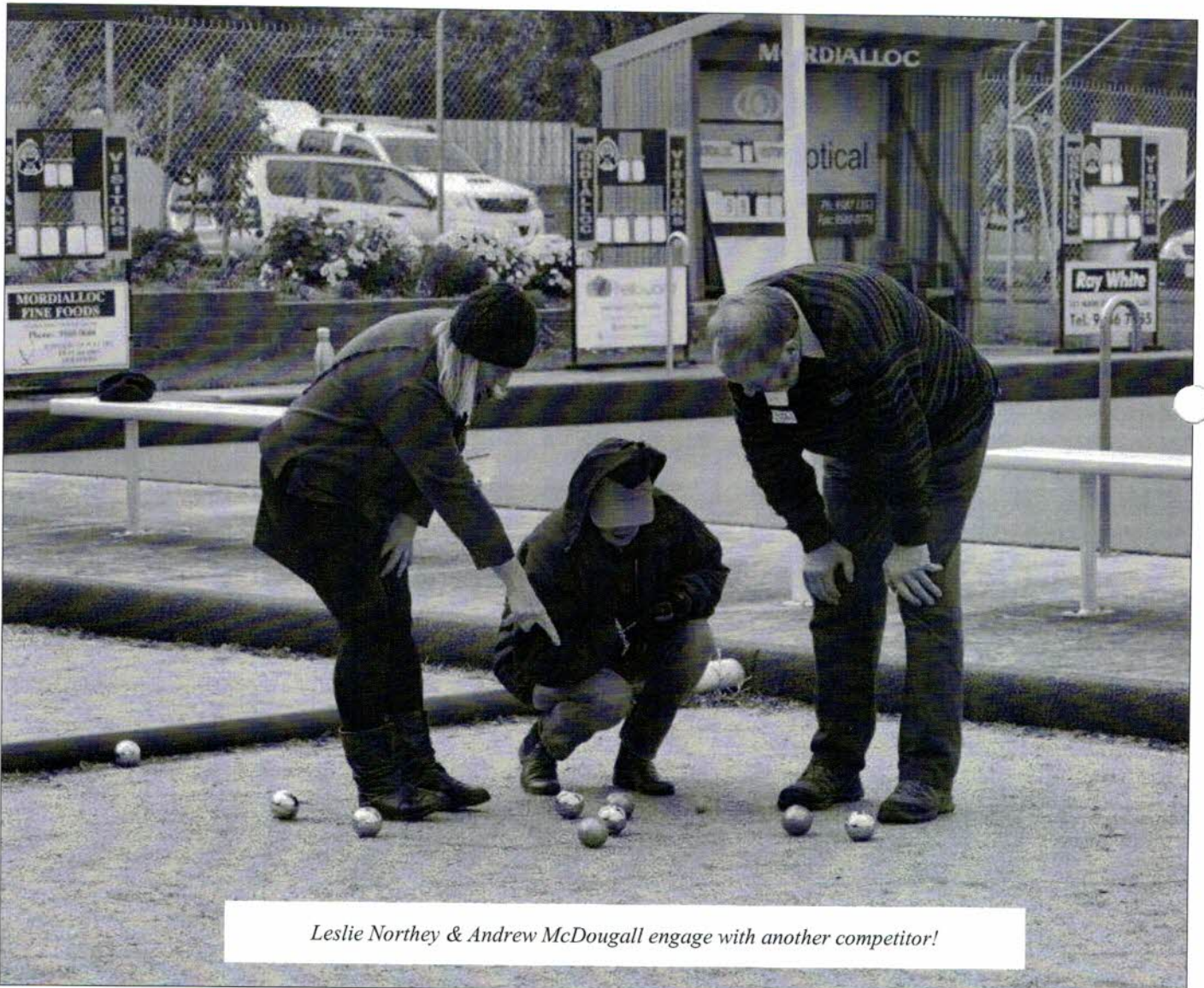
After a perfect autumn day on the Saturday, Sunday's forecast was for rain, wind and a cold day – not the best conditions to be playing petanque/boules. We managed to dodge the rain and had a good drive down to Mordialloc in "Gladys."

Once there we were joined by Jill & Don, Pauline & Richard and Lesley and the members of the Damiler/Lanchester Club, the Jowett Club, the Bristol Club and the Armstrong-Siddeley Club. There was plenty of chatter as we all warmed up with cups of coffee before having lunch, which some were brave enough to BBQ out in the wind & cold. During lunch we were divided into teams of 3, so each club had an A and B team. Richard went and played for the Armstrong Siddeleys.

Play began, with some helpful instruction from the Longbeach Petanque Club and soon the boules were flying down the pitch with varying degrees of success by the Alvis A & B teams. "You're holding so it is the other teams go" & "I'm sure our boules are closer than yours" were frequently heard comments! There were a variety of styles used to propel the boule towards the tiny jack – was the under arm or the up and over a better technique? I'm not sure the Alvis teams quite got it right and at the end of the day, when the scores were added up, the Daimler/Lanchester Club had won the trophy and the Alvis Car Club managed to come first at the wrong end! There is always next year.

Thankfully the rain held off and it was a great day with David Wischer presenting the trophy to the winners.

Frances McDougall



Leslie Northey & Andrew McDougall engage with another competitor!



Richard & Pauline Tonkin

Don Bosanquet

Andrew McDougall & Jill Bosanquet



David Wischer, who initiated the Inter Club Competition many years ago, with the 2016 winners

At the recent Ballarat Weekend Away, Brad Mitchell, son of John Mitchell, loaned me his late father's Alvis photo albums of what appears to be some events from the 80s and 90s.

They were not captioned and so I turn to you to see if you can identify some of the cars, people and events. There are 50 or 60 photographs and I can fill in some of the easy ones.

Here are some of them. Look forward to hearing from you

.....Ed



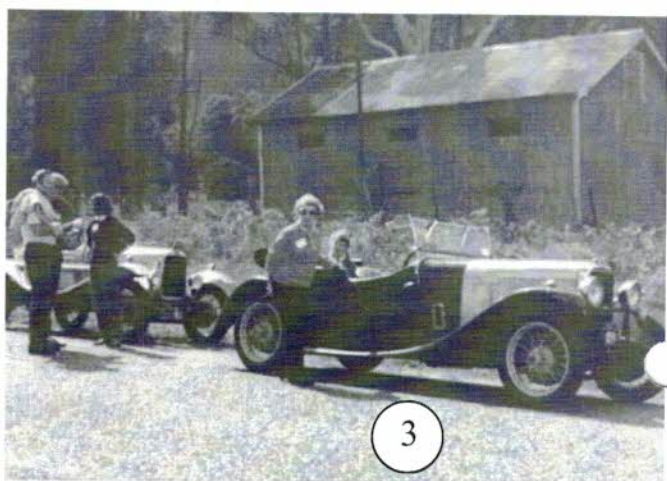
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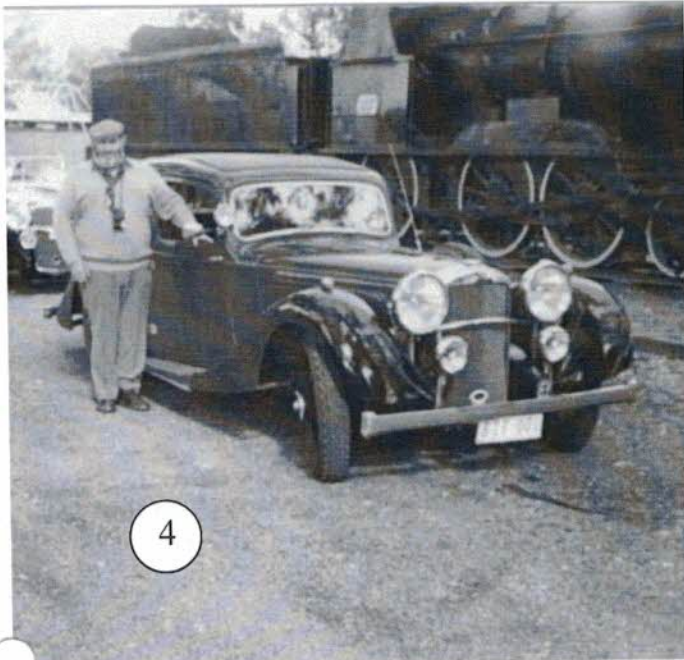


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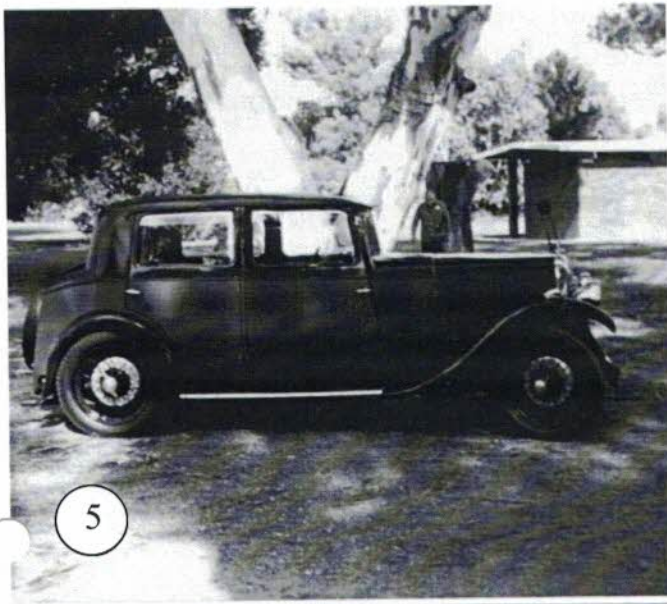
	MODEL	CHASSIS	OWNER	EVENT
1	12/50			
2	TA14			
3	?			
4	4.3			
5	?			
6	?			
7	12/50			
8	12/50	3762	Ron Wilson	



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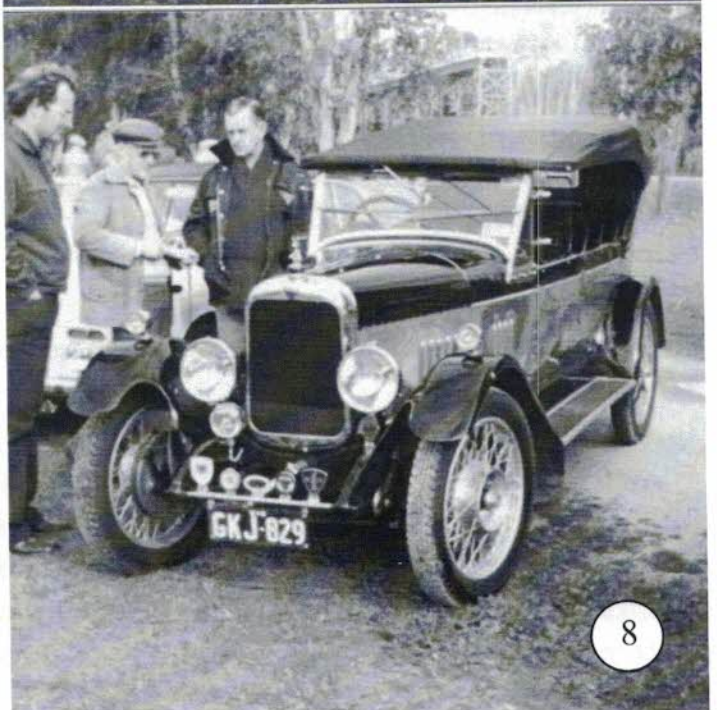
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The Austin Seven Club Inc. wishes to advise you of our 40th Historic Winton which will be held at the Winton Motor Raceway (via Benalla Vic) on the weekend of 28 & 29 May 2016.

The history of Australian Motor Sport has a tremendous heritage, much of which is captured at Historic Winton. We continue to be fully dedicated towards the preservation and showcasing of our very earliest competition vehicles.

We have already programmed separate events in 2016 for the following categories and again special emphasis will be placed upon the older vehicles in each group. We especially welcome J & K, Sa, Na and Vintage Regularity drivers who often find it difficult to compete at other Historic meetings due to program restrictions.

Groups J & K # Lb Sports and Racing

Lb Sports and Racing # M & O Sports & Racing

Groups Na, Nb, Nc # Q & R Sports and Racing

Groups Sa, Sb, Sc # Two Regularity events (1920's - 1940's & 1940's - 1960)

Winton Motor Raceway with its excellent short track, picturesque surrounds, huge classic car park and unique atmosphere is the ideal venue for true historic racing and this is one of the main reasons why Historic Winton continues to go from strength to strength.

Other highlights of the meeting will include celebrations in honour of the following

110 years - Austin and Lagonda

110 years - Nash

90 years - Pontiac, Bugatti Type 35 World Championship, Daimler Benz, Morris Oxford Flatnose, Chrysler Imperial

80 years - SS Jaguar 100, first diesel-powered car Mercedes 260D, MG TA, BMW 328, Fiat Topolino, Harley Knucklehead

75 years - American Jeep

70 years - Singer Gazelle, Cooper 500, Willys Jeep Station Wagon, Renault Dauphine, Triumph Roadster,

Jowett Bradford Van, Vespa

60 years - Berkeley Sports, Holden FE, Austin A35, Morris Minor 1000

50 years - Toyota Corolla, Chevrolet Camaro, Holden HR, Fiat Dino, XR Falcon Lotus Europa

For 2016 the principal method of entry will be by the **Motor Event Entry system for AASA events** via MototEventEntry.org. If details of you and your car are already listed in another system, your username and password is valid for both systems. Supplementary Regulations

will be emailed early in 2016.

In cases where our records lack an email address, Entry forms & Supplementary Regulations will be mailed. Entry forms & Supplementary Regulations will also be available on the Austin 7 Club website (www.austin7club.org).

PO Box1056 Kunyung LPO will again be active for those who wish to send their entry by mail.

Please mark the weekend of May 28 and 29 in your forward planner or diary now.

Yours faithfully

Austin Seven Club Inc.

2017 NATIONAL RALLY

Well here we are 1 year out from the Alvis National Tour 2017 in Warwick Queensland, 7th of May to the 13th of May 2017. We have moved along to the point of just a little tidying up of the routes and following up on a couple of people who are going to be doing something for us. The Motel is near enough full with the motel across the road also having some rooms booked. We have our very own entertainers in "THE PARKIES" who are coming along, and if there is anyone else who has a musical talent, we all want to hear you, so don't be shy. Are you interested in seeing Labradors and German Shepherds be trained for customs, police and security companies? You will really enjoy that, they come with amazing reviews. How about lunch at a winery in the granite belt. Well this is just a tiny sample of what we have in store for you. So, It's time to check the brakes, the points, the mag, the tyres. Are you ready to rumble? Weather in Warwick in May is around low of 7 degrees and a high of 21 – good Alvis temperatures. Average rainfall in Warwick in May (past history) 52.6mm, this month so far 1.9mm, so that looks good. Rally packs are ready with lots of goodies. Well that's it for now. If you haven't said you're coming, you need to think about it. Catch you soon. Derek and Team in QLD.

Yours,
Derek Dixon

ACCV Outing to McClelland Sculpture Gardens and Gallery 17 July 2016

Join us for a short tour of the picturesque flower growing and horse grazing countryside in Melbourne's East before venturing into the ever expanding South-Eastern fringe, finishing at the McClelland Sculpture Gardens, Langwarrin.

The McClelland Sculpture Park showcases over 100 permanent outdoor sculptures set in 16 hectares of bush and landscaped gardens 4kms east of Frankston on the Mornington Peninsula.

Entry to the gardens is free and a small donation is requested to enter the indoor gallery. You can either bring a picnic lunch to enjoy in the extensive gardens or partake of that provided by the gallery Café (the menu is changed regularly so please visit their website for the current offerings <http://mcclellandgallery.com/>)

Start: 9:30 for 10AM at the Manhattan Hotel, corner of Canterbury Road and Heatherdale Road, Ringwood (Canterbury Road carpark).

IN THE WORKSHOP

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

Electronic Brake Fluid Tester - applicable to the 3 Litre series

I was at my local garage with the TA21 on the hoist and looking from below it really struck home how close the brake master cylinder is to the road and the likelihood of it being subject to spray in wet weather. In an earlier article I wrote about the fitting of a remote reservoir such as is found on later 3 Litre cars, to my TA21. This made checking the fluid level so much easier but it also raised the height of the breather hole and gets it out of the way of road spray.

As part of a service my mechanic said that he would check the condition of the brake fluid and to that end took out of his tool chest an electronic brake fluid tester. The pronged end was inserted in the reservoir and the button on the top pressed. All was OK was the comment. I was told that these testers are a quick and easy way to check the condition of brake fluid and that they are commonly available both on line and in auto shops. What's more they are cheap.

I decided to purchase one on eBay. The image below is the model that arrived in the post. The instructions were brief and simple to follow. There was a short sentence explaining that the tester measures the percentage of water in a vehicles brake fluid. The more LEDS (light emitting diodes) that came on after the prongs were immersed meant that there was a greater percentage of water in the fluid. Anything above two percent and a red LED lights. The instructions stated that at this level the fluid should be changed however it must be changed urgently if the 4% LED glowed.



It is common knowledge that ordinary brake fluid is hygroscopic and when mixed with water will lower its boiling point and degrade its effectiveness. Brake fluid starts to absorb moisture from the moment it is put in the system. The fluid attracts moisture through microscopic pores in rubber hoses, past seals and exposure to the air. The problem is made worse in wet climates where humidity is high. With the cast

iron brake master cylinder in 3 Litre cars it will also induce rust. It doesn't help that with our cars the master cylinder is at the lowest point of the braking system.

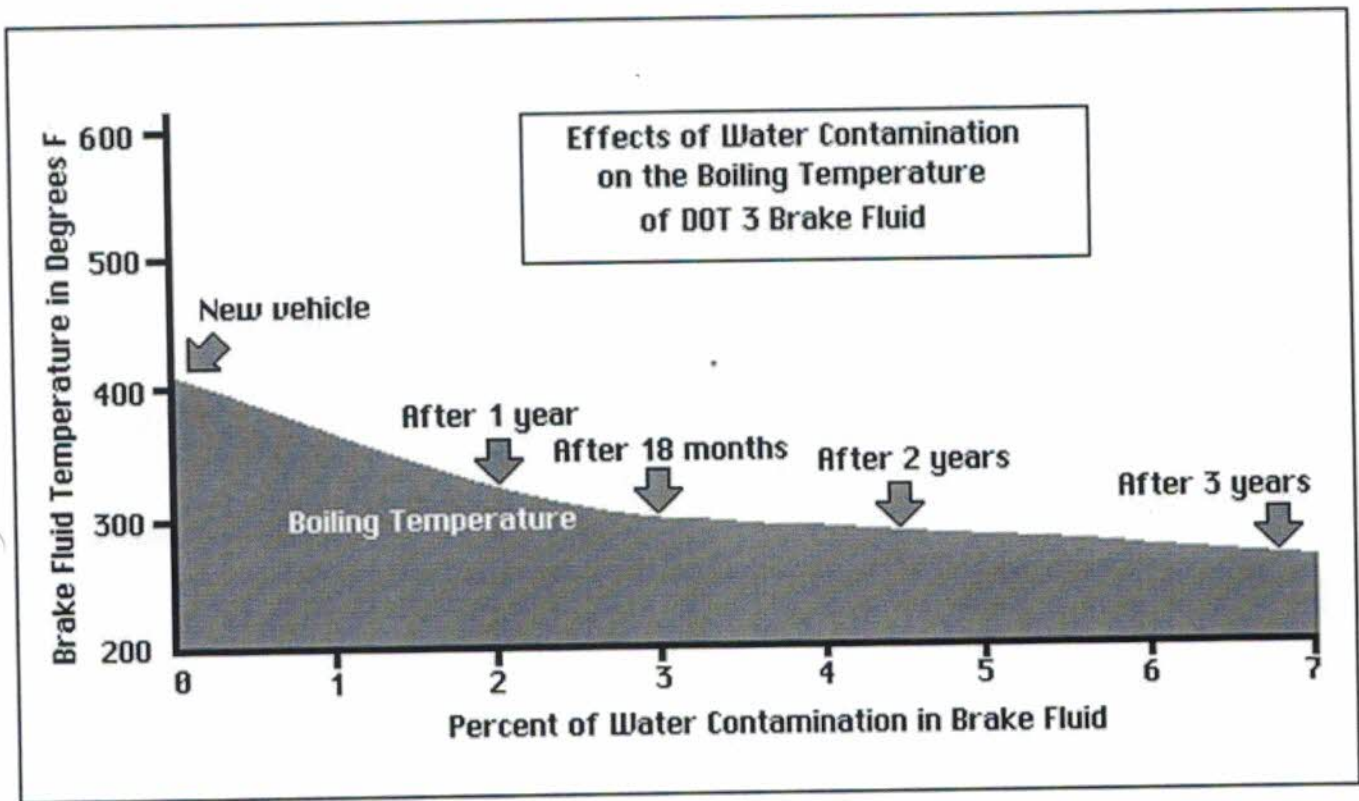
The graph below illustrates the deterioration in brake fluid over a period of three years. It is noted that the graph applies to DOT 3 fluid as DOT 4 and later types have different specifications.

Source: <http://www.aa1car.com/library/bfluid.htm>

Given the fact that classic cars stand around unused for lengthy periods of time and that the fluid reservoir is open to the atmosphere {on TA-TC cars the master cylinder reservoir is out of sight and perhaps subject to overlooking} the appeal of this little electronic devise was rather obvious.

Being the curious type I decided to delve into the subject and I came across an article produced by the Penrite Oil Company. They are **very critical** of these devices. Penrite have produced a Technical Bulletin issued November 2014 on the subject.

To quote from this article they state that *"All passenger car, motorcycle & light duty commercial vehicle*



service centres should be aware that boiling point is the **ONLY** method approved to test brake fluid. No other method is approved or recognised as a viable test of a brake fluids boiling point. **Conductivity meters are not considered appropriate or approved for brake fluid testing - or checking.** Even if it's supplied to you by a reputable dealer with a reputable brand on it, conductivity meters are not approved by the brake or vehicle manufacturers."

The full version of the article can be found on the Penrite website at:

http://www.penriteoil.com.au/technical_bulletins.php

The article in question is titled "Brake Fluid Tester" and is located under the general heading – Brake Fluid.

What to make of all of this you might say? Being well informed on a subject is important as it allows us to make a better judgement as to the benefit or otherwise of the item in question. With respect to the brake fluid tester I find the tool useful as it gives me an indication, even if not accurate, of the amount of water absorbed by the fluid in the absence of recognised equipment whose cost is beyond my reach. It also lets me see over time whether that amount is increasing. Therefore this devise allows for more than just a visual monitoring of the brake fluid and helps me determine the frequency of its renewal.

Post script

When the devise arrived I decided to test it on new fluid from an unopened container. With this fluid the 0% LED lit, this was reassuring. With respect to the fluid in the car the less than 1% LED glowed. It is to be noted that there is no means to calibrate the unit. The testing on either a newly opened container or tightly sealed one is recommended before using on the car.

Fluid test strips are an alternative that I have not explored due to their price. Interested readers may wish to view the following web site: <http://www.gwrauto.com/stripdip.htm>

Richard Wallach
richardwallach@hotmail.com



OFFERS INVITED

AS IS, WHERE IS:

3.5 Litre Alvis 25.63 Pillarless Sedan, Car No. 17827, Chassis No.13115, Engine No.13566. Chassis and engine particulars are as per the factory build sheet. Body by Bertelli Ltd., Feltham, Middlesex, Sussex, England.

This car is very rare, being one of the only two SA.25.63 3.5 Litre Alvis cars to have been fitted with a Bertelli body. The other was purchased by the late Henk Widengren, a Swedish racing driver of the era and is thought to have been restored in that country. It is thought However, Widengren had his car upgraded to 4.3 Litre specification pre-W.W.II., so strictly speaking it is no longer a 3.5 Litre?

History as far as is known:

The factory build sheet shows that the car left the works on the 2nd of January 1936 as a chassis consigned to Messrs. G. Hartwell, Bournemouth, U.K. The Alvis service card for the car, dated the 25th of March, 1936, identified the owner as Mrs. F.E.Wells-Melbourne, of Oxshot, Surrey. Nothing is known of the car from then until 1959 when the log book was issued to David Wood, landlord of a pub in Litton Cheney, Dorset, who used the car daily until the magneto drive sheared around 1964, after which it stood in his shed for a year or so until the son of a Dorset farmer, Mr. Allan N.W.Percival, bought it around 1965 and from whom it was bought by David Caldwell in 1971.

The car was shipped out to Penang, Malaysia in 1971 and where it began its initial restoration. It was shipped to Australia in mid-72 and completed in 1978.

Its second bare-metal restoration was begun in 1990 and completed in Dec 2009.

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



Noted on *carsales.com.au* a time warp low mileage 12/40. Seen at the 2015 National Rally

FOR SALE

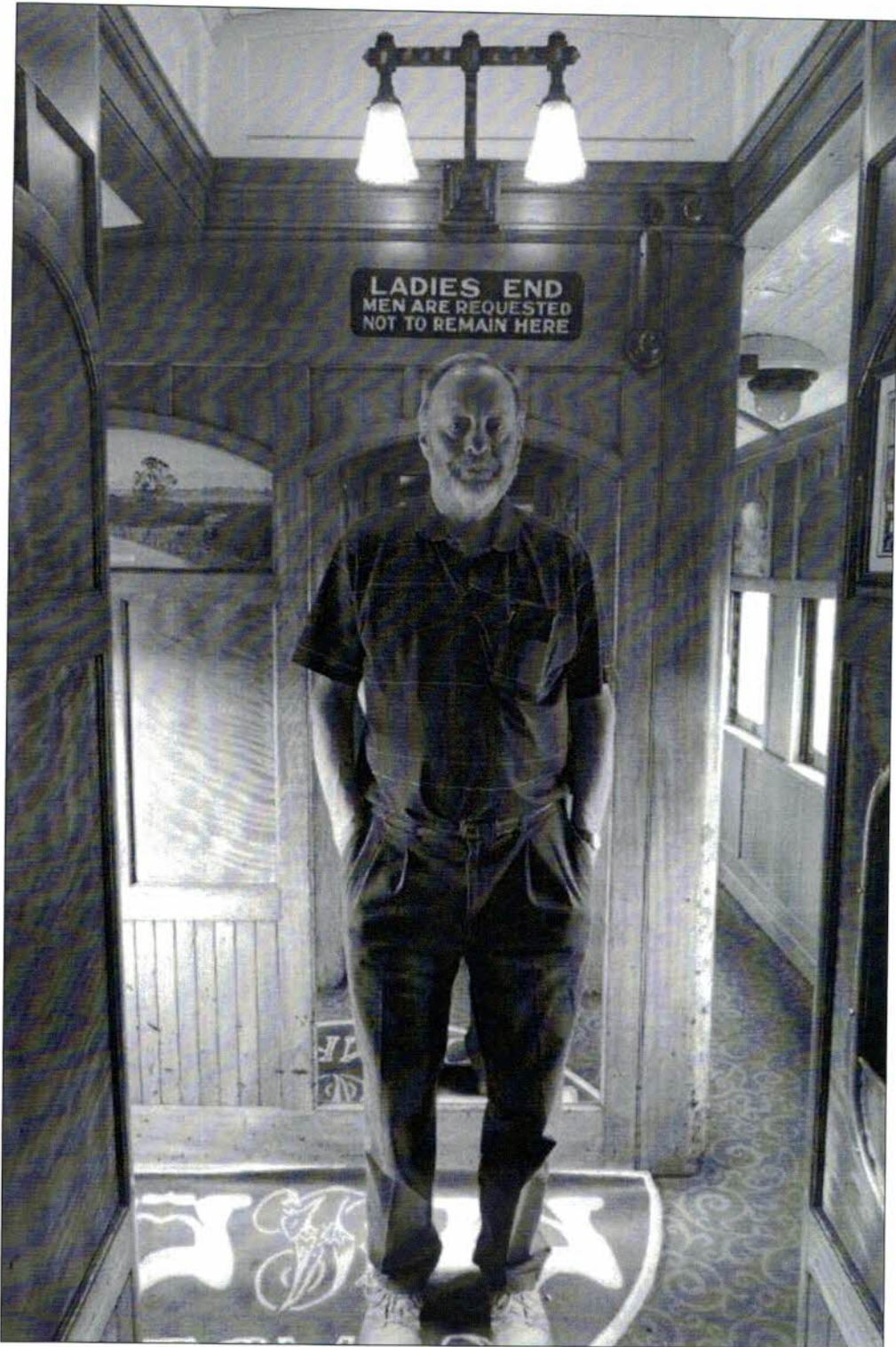
1928 12/50 TG Roadster chassis 6759, engine 7055 L200, car 11602 The car has been restored and is in the colours as it left the factory. Reconditioned head on the car, new flywheel and ring gear (one piece like original), new close ratio gears in the gearbox and a choice of 2 diff ratios 4.3 and 4.7 these can be easily changed into the car as they are set up and in individual carriers, the dicky seat is upholstered and carpeted and is like new. The wooden dash is the original from the factory. A number of good spares go with the car and is included in the price, asking \$58,500

Car located in Maroochydore

Contact Derek Dixon on 07 5443 4320 or on email d_g_dixon@bigpond.com



ALVIC PEOPLE BEHAVING BADLY



"should have gone to Specsavers!"



FOR SALE

Nigel Spragg advises that his Speed 20 SC Charlesworth Saloon is for sale.

History of Alvis SC Speed Twenty Chassis No. 12502, Car No. 17297.

Despatched from the factory: 27th March 1935.

Body by Charlesworth, Body No. 13502.

Registration No: UK Unknown - W7848 Aust, TUT 920 Aust, 26661 H Aust, 36648 H Aust.

History that is known;

The car was ordered fitted with conventional valve springs, (not competition). Sold to D. K. Ware and onto C. F. Thorndike who advertised it for sale in April 1957 for £20 as good mechanical condition but rough body, towable but too good for breaking up.

He again advertised it in September 1961 for A£145 as in extremely good mechanical and body. Purchased by S. J. Carter and put up for sale for A£100 as SC Alvis Speed Twenty colour BRG. Subsequently purchased by Rolland Comfort.

There is no date as to when the car came to Australia but it was noted in a VSCC Bulletin dated 1974.

Nigel is asking \$70,000 or near offer.

He can be contacted on: 0417 106 564

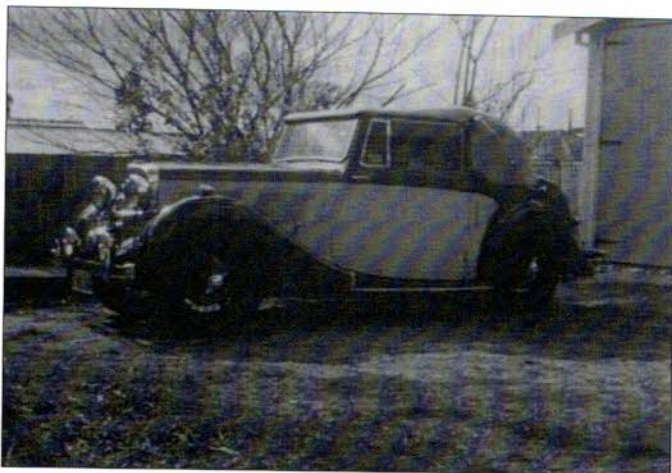
FOR SALE

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



FOR SALE

Car badges \$30.00 each
Lapel badges \$10.00 each
Cloth badges \$5.00 each
Key rings \$16.00 each
'fridge magnets \$3.00 each
collectors memorabilia :- 1991
National Rally coasters

Ring Marg Lang (Treasurer) on
0407 667 609

TA - TC21 OWNERS ARE YOU INTERESTED? RUBBER FUEL FILLER HOSE

Bruce Cunningham advises that he is having some rubber fuel filler hoses made in Melbourne and offers owners the opportunity to purchase one of the production run.

These hoses will be on the design of the TA21 hose with one oval tank end and a round filler end. The rubber will be pliable enough to fit the round TC21 tanks.

Production of these hoses will depend on another rubber client having a large order submitted to the manufacturer, as the little order is not big enough to make a batch of "fuel rubber." So the time factor is unknown.

Bruce would like any interested member to advise him of their needs by the 16th February 2016.

It is thought that the cost of each unit would be about AU \$30 plus post and handling.

If you don't need one now, it's best to have a spare as these tend to perish when you least expect them.

No money need be sent with the order at this stage, but I don't wish to be left with a stock of them.

Send your order via email:

bcunningham55@hotmail.com

or mobile: 0431 184 719

WANTED

Allan Wettenhall asks can anyone provide him with the little retainers that hold the top half of the windscreen up for his 12/50.

Failing that could anyone lend him one as a pattern to get some cast?

Allan phone: 5256 3754 or
allan.wettenhall@bigpond.com

FOR SALE

TIES

\$25
EACH



MUGS

\$7.50
EACH

RING THE TREASURER, MARG LANG FOR DETAILS



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

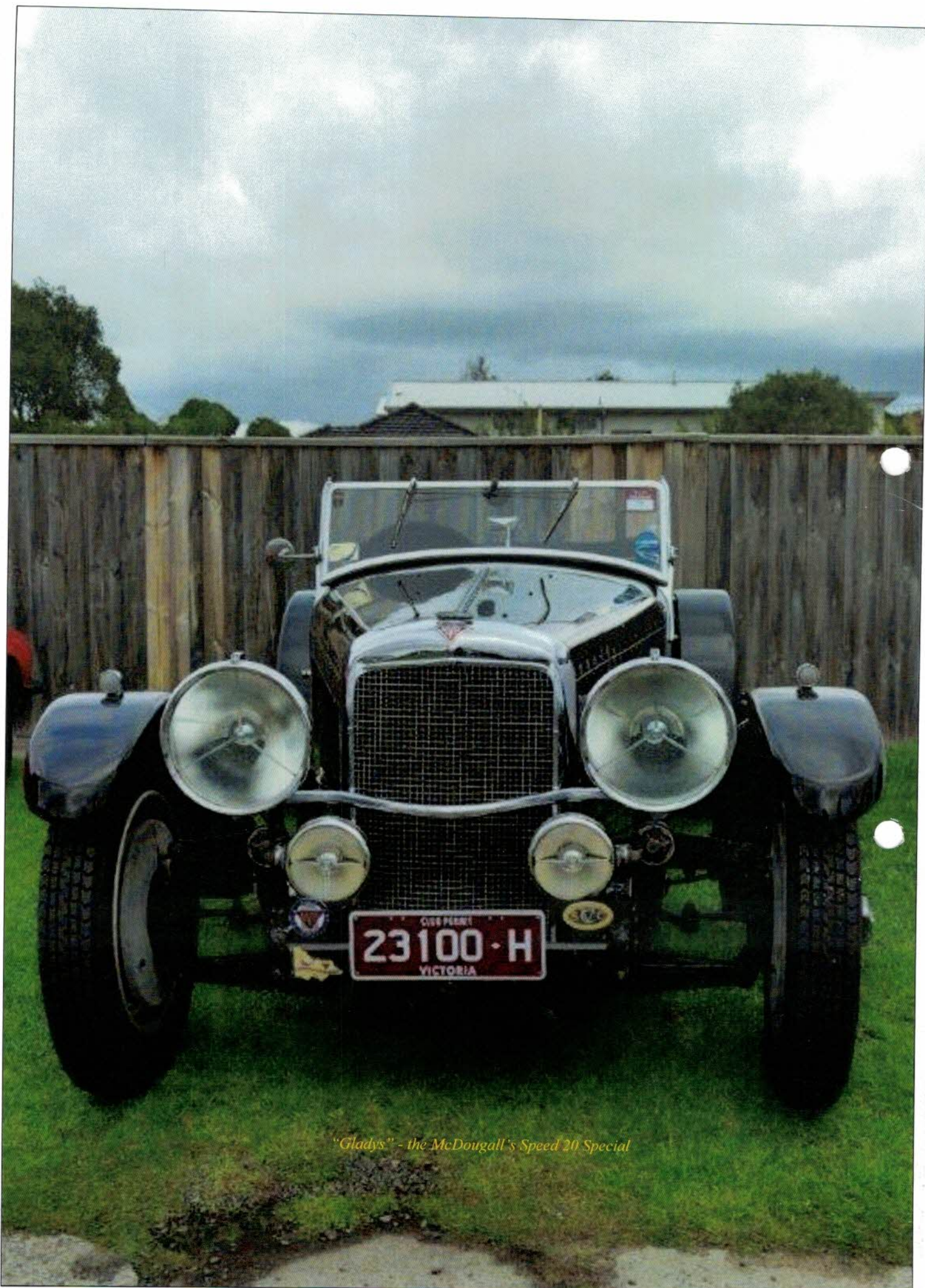
FOR SALE

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.
\$82,500 negotiable
Murray Fitch Telephone: 03 5766 2529



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"Gladys" - the McDougall's Speed 20 Special