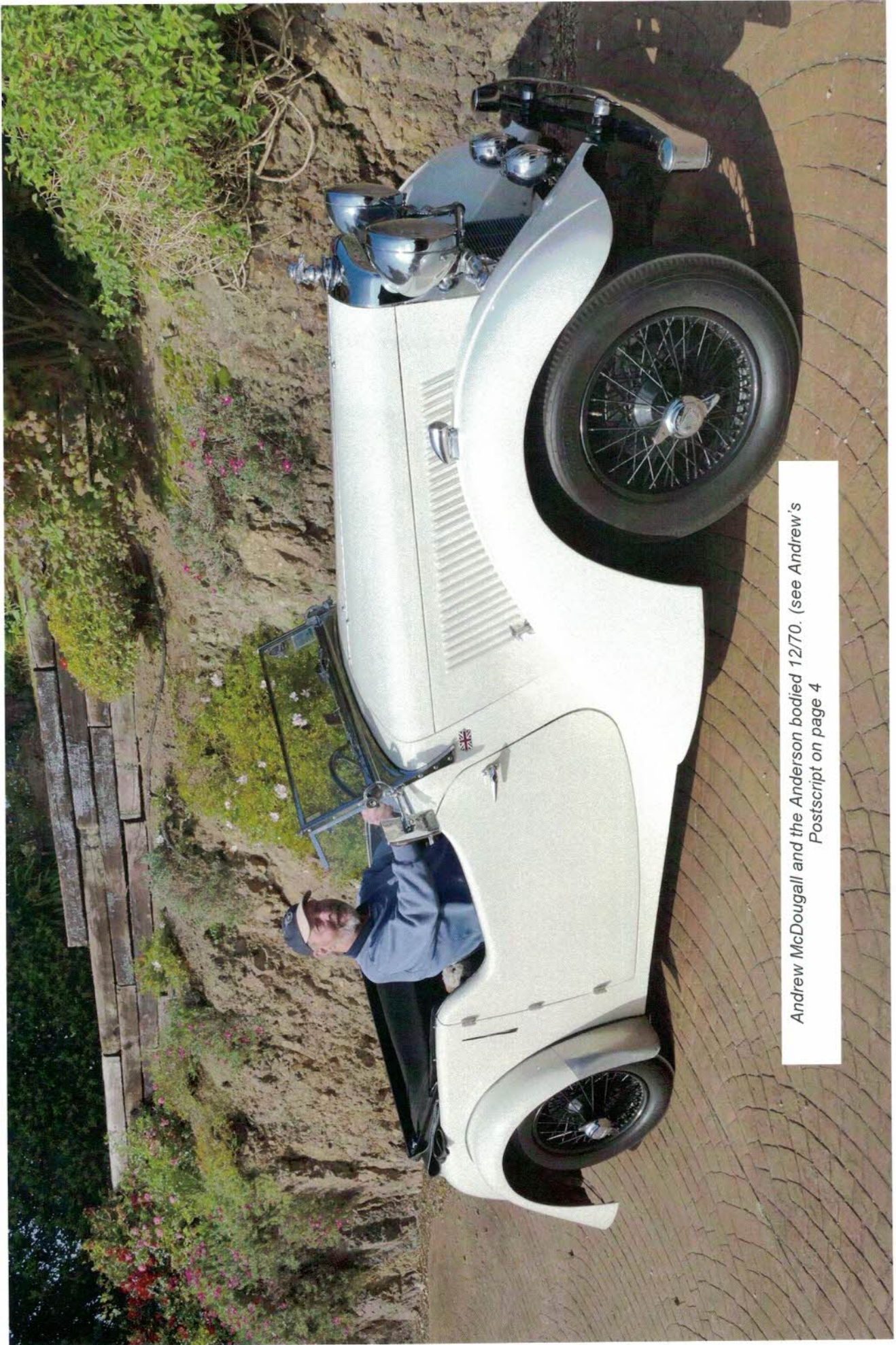


# Alvic

*The Newsletter of the Alvis Car Club of Victoria*

*October 2017*





Andrew McDougall and the Anderson bodied 12/70. (see Andrew's Postscript on page 4)



# Alvis Car Club of Victoria (Inc)

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**October 2017**  
**VOL 57 ISSUE 9**

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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## **SUPPER LANGS**

*A warm welcome back to Jennifer  
Muirden who rejoins the Club*

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

## **2017 COMING EVENTS**

- OCT 20** GENERAL MEETING (Guest Speaker Kevin Barker—Lucas Specialist)
- NOV 17** ANNUAL GENERAL MEETING
- 19** TALL SHIP CRUISE (Mark Weller) SEE PAGE 19
- 27,28,29** Great Ocean Road Drive (Dale Anderson & Peter Miller) SEE PAGE 19
- DEC 3** CHRISTMAS PARTY - Barrabool (Dale Anderson)

*Some of the cars present at the 50 Year Anniversary of the last Alvis car.*

# PRESIDENT'S REPORT

I am starting to write this report in the ferry departure lounge in Guernsey whilst waiting to leave for the Channel Island of Jersey. I have continued whilst speeding along on the hydrofoil ferry.

So far during our travels we haven't seen any Alvises, but beside moderns we have seen a group of 2 CV Citroens and their derivatives in St. Malo with a lot of enthusiastic waving, three VeloSolex motorised bicycles in Mechelen Belgium, a number of Morris 1000 countryman, a few MGBs and this morning a 1933 Morris 10 sedan. In speaking with the Morris owner we found out that there are 2 clubs in Guernsey, historic and classic. His Historic Club who's oldest car dates from 1902 has one hundred members. He offered to arrange a visit to some Alvis owners on the island but unfortunately there wasn't time - we will have to return!

To date we haven't done any driving, using relatives to drive us, public transport, horse and cart on the island of Sark (no cars permitted on the island, only horses, tractors, bicycles and walking) and quite a lot of walking. Being a pedestrian in Belgium and Paris has its challenges as you need eyes all around your head to avoid other pedestrians who have their eyes fastened on their phone, cars which you have to remember to look for in the right direction, but most importantly bi-cyclists who are a law unto themselves and appear to have the right to run you down.

We were happy to use the buses on Jersey and Guernsey and have great admiration for the drivers who manage to get their vehicles down impossibly narrow 2 way roads, around sharp blind bends and across blind intersections. The maximum speed limit in Jersey is 40mph and in Guernsey 35 mph. Even this appears too fast at times. What amazes me is the number of high performance vehicles there are on the roads - you would hardly think that they would get out of first gear and you are left wondering what is the point of owning one.

The Guernsey Historic Car Club member said he manages to get around ok in the Morris 10 and avoid the moderns, however I don't think that driving a non power steered Speed 25 would be fun or safe.

As we'd had an issue with our old iPad I was not looking forward to writing this report on Frances' iPhone, however we were able to purchase a new iPad in Guernsey, tax free.

With a little bit of work we were able to get the email working again and all the apps down loaded.

Next Tuesday we continue our island visiting when we fly to Malta for a week. Then we finish with eight days on Cyprus. In Cyprus we will try our hand at driving again.

Our AGM and awards night will be held at our November meeting and in the meantime I wish to thank Mark Weller for running the October meeting and arranging for the

guest speaker who will talk on electrical systems for our type of cars.

Please let Mark know by Wednesday evening if you plan to eat at the Malvernvale Hotel prior to the meeting.

Andrew

## President's Report Postscript

Today was our last full day on Jersey on which we took a bus to the a small fishing village of Rozel in the north east corner. We then commenced a coastal walk of a couple of miles to the Durrell Zoo. A short way into our walk I looked up a side road and saw an open (Anderson bodied) 12/70 Alvis sitting in an open garage. I went and knocked on the door of the adjacent house and introduced us to the owners of the car, David and Jackie Vautier.

Frances and I were enthusiastically welcomed and invited in to have coffee, talk Alvises and about our experiences with the Alvis community. We were then invited to go for a drive in the 12/70 which is an excellent example of the model and performs very well. Having driven to a headland, David invited me to drive the car home which was a great privilege and very trusting, considering the narrow roads.

Apparently there are seven Alvis in Jersey and I now regret not having checked out the AOC membership list before leaving home.

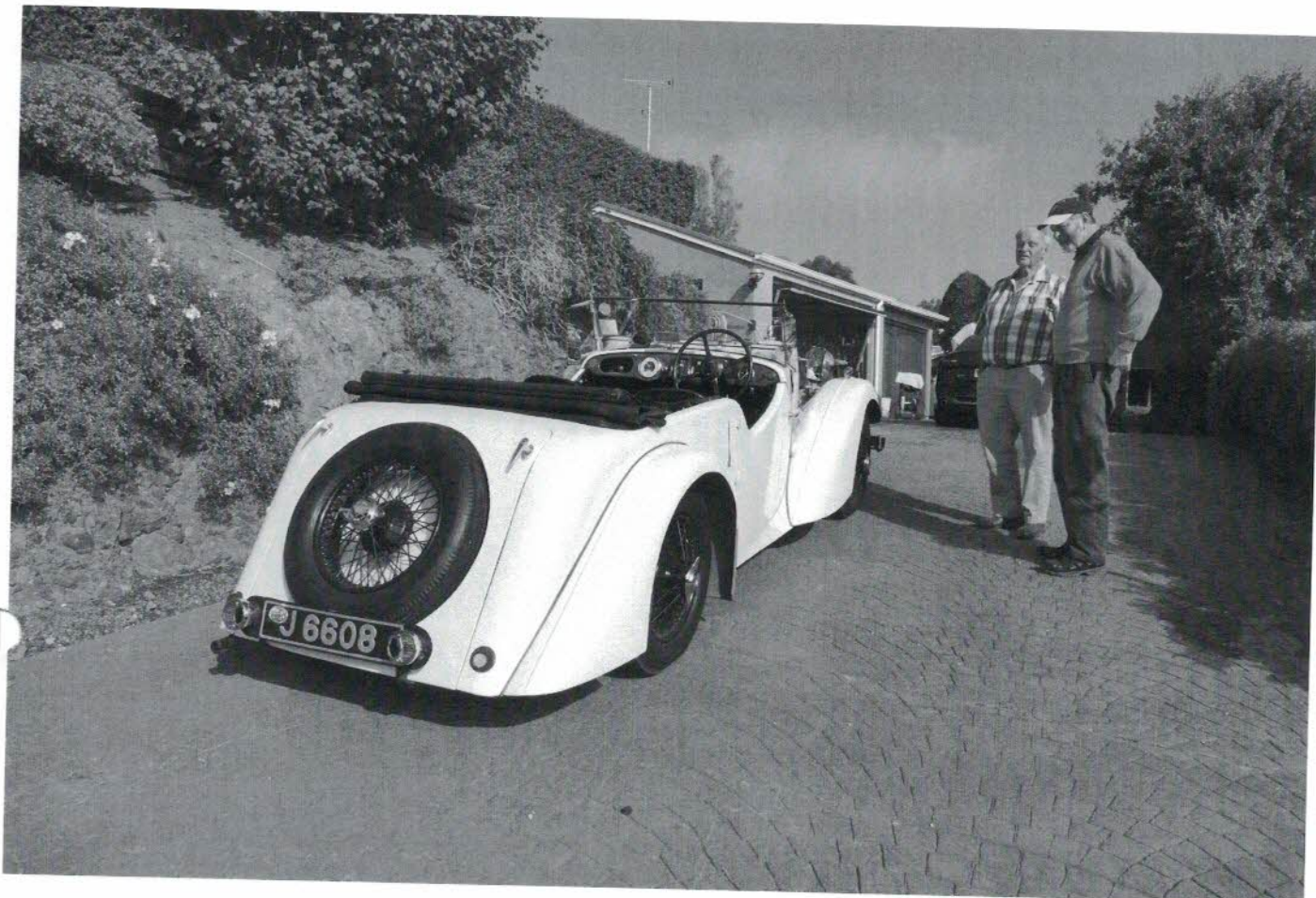
I suggested to David and Jackie that they consider joining us in Australia in 2019 for the 100th Anniversary of Alvis Rally. Whilst enjoying our coffee I was able to look at the latest AOC Bulletin and on thumbing through it I came across a photo of our 12/50 on the Bellarine weekend. The photo I showed to David and also explained that both the AOC and the ACCV enjoying having the benefit of John Lang as editor.

Before resuming our walk along the coast, which was very picturesque, David presented me with a cap from his local car club, the Jersey Old Motor Club. This chance meeting and the hospitality provided by David and Jackie is typical of the extended Alvis family and was really appreciated by us.

Andrew McDougall

**Did I hear you say would I like a contribution for ALVIC?**

**YES PLEASE!**



Andrew with David Vautier and the 12/70

*With an introduction in this months ALVIC to Andrew's experience with the 12/70, I thought it appropriate to find more information on an Alvis model that does not enjoy the same fanfare as do other models.*

*What better place to find 12/70 information than the Alvis Archive [www.alvisarchive.com](http://www.alvisarchive.com) and to find an article by Robin Gilbert the Alvis Owner Club 12/70 model secretary.*

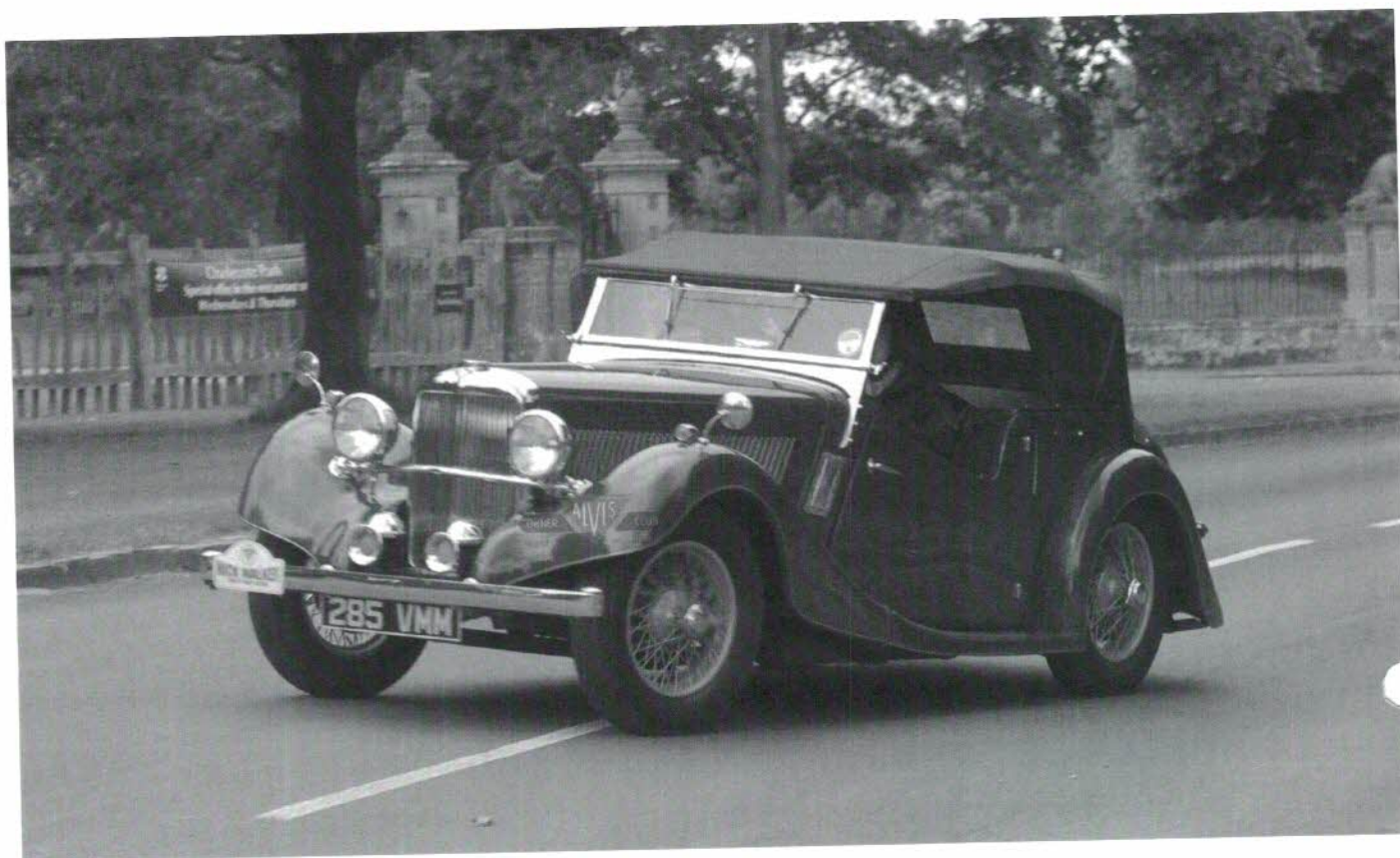
*Acknowledgement is made to both the Alvis Archive and Robin Gilbert*

..... ed

## The ALVIS 12/70

The 12/70 was produced from 1937 to 1940 in two series, designated SB and SC 13.22. It was aimed at the "quality four cylinder with a sporting flavour" market. Standard coachwork was by Mulliners of Birmingham, their first major contract from Alvis, and comprised a neat four door saloon and a two door drophead coupé, priced at £435 and £445 respectively. A handsome louvred bonnet enhanced designer Jim Wignall's creations for Mulliners which integrated the lines from bonnet to scuttle in the vertical plane better than some other designs. The steel panelwork enhanced the lines further with mouldings which lend themselves to two tone or two colour finishing schemes. A tall radiator followed a short-lived fashion of the day by featuring horizontal slats. These did not meet with universal approval and for the 1940 model year they were replaced by vertical ones, a modification sometimes applied retrospectively to earlier cars. London agent Hugh Anderson commissioned a run of two door tourers from Whittingham and Mitchel at £425 and later Mulliners produced a very similar body.

One-offs on this chassis were few and far between. Two dissimilar tourers were made by Cross & Ellis and a 'disappearing head' drophead coupé produced by Abbott. One of the prototypes carried a van body by Cross & Ellis, later used by the Works stores department and another prototype carried a Carbodies saloon. This was however replaced by a Mulliners saloon before it was sold. There were two versions of the Whittingham & Mitchel 'Anderson' tourers, it being believed that four were of the 'wide body' iteration which dispensed with running boards and had helmet style front wings. A few 12/70s were despatched as "chassis only" whose coachwork remains unknown. One "chassis only" delivery became the Dunham racer, to achieve lasting fame at Brooklands and beyond.



The major bodywork change came in late 1938 when the SB became the SC for the 1939 model year, when the saloon body was widened at the rear and accommodation improved by altering the roof line. At the same time the spare wheel was moved from inside to outside the boot lid where it was given a metal cover. This necessitated the rear number plate and lamps being moved from their recess high up on the boot lid to an external bracket much lower down. All but one of the Mulliners drophead coupés were on the SB chassis, along with the solitary fixed head version. In line with normal pre-war practice, running boards were fitted, the line flowing from the front wings rearwards. Instruments were of the cream faced, backlit variety, a large speedometer with inset mechanical clock plus the four minor gauges combined in a unit. The latter is contrived so that the 'normal' readings of 0 amps, 75° C, 50 psi and half a tank of fuel have the needles facing the four points of the compass.



Mechanically, the design by George Lanchester carried over the 73 x 110 mm bore and stroke from the Firebird and SD Speed Twenty but was otherwise completely new. Block and crankcase were integrated in one iron casting whilst the crankshaft was a robust three bearing affair. The camshaft was driven by a triplex chain at the front of the engine without tensioner whilst the valve gear layout followed standard Alvis practice with the porting running through the pushrod gallery. Very early engines had the valve clearance adjustment on the pushrods, but this was soon discarded in favour of the more usual arrangement on the rockers. Most cars were fitted with a single downdraught S.U. D3 carburettor, but some had horizontal twin S.U. AS 4 units whilst early on experiments were made with a Solex downdraught instrument, although only the solitary van from the three prototypes was delivered with this. Coolant was circulated by a front mounted, belt driven pump, the belt also operating the dynamo. Early cars had a two bladed fan but most if not all were converted by Alvis to the later four bladed fan plus thermostat. Early engines had the oil pressure relief valve at the rear offside but this was soon relocated to the front nearside of the block. During production a slight increase in compression ratio was made. Output was 63.5 bhp. Fuel was fed from the rear mounted 11 gallon tank by an S.U. pump. An under bonnet tap switched supply from main to reserve. On the SC cars this tap was operated from the dashboard whilst the SB driver had to open the bonnet. The gearbox was a completely new design, unit mounted with the clutch bellhousing integral with the casing. It had synchromesh on the top three speeds only and drove the rear axle via the usual open propeller shaft. The standard axle ratio was 5:1 but some cars had 4.75:1 or 4.875:1 versions. The tourers generally had the higher ratios.

Design of the chassis represented a departure from previous Alvis practice. At 8' 10", the wheel base was shorter than previous four cylinder cars, with the three point flexibly mounted engine/gearbox assembly moved forwards in the frame, which was of slightly lighter 'C' section than hitherto, boxed at front and rear, with the latter underslung. Suspension was by traditional half elliptic laminated springs all round, using rubber bushes except at the front spring back mounting which was by bronze bush. The front springs were shackled at their forward ends, another change. 17" centre locking wire wheels with splined Rudge Whitworth hubs were fitted.

The 12/70 used a higher proportion of bought-in components, mainly in the running gear. Beam axles of 4' 2" track front and rear were supplied by Alford & Alder and ENV respectively, whilst the rod operated 11" drum brakes came from Bendix Cowdrey. The handbrake lever however was a typical pre-war Alvis fitting, a substantial forging mounted vertically on the right. On the SB the mechanism passed above the chassis but on the SC this was changed to bring the operating shaft through the chassis. Steering gear was supplied by Marles as was normal with Alvis, the wheel being a four spoke unit with polished aluminium hub. Control of the lamps was moved from the steering wheel to the instrument panel, although dipswitch, horn button, and ignition controls remained, with the addition of the self-cancelling indicator switch. The SB featured a large back-breaking 12 volt battery under the passenger seat, changed to two 6 volt units under the rear seat on the SC.

The powerful engine and reduced weight in comparison with previous four cylinder models enhanced performance. Top speed was 80 mph with (by the standards of the day) lively acceleration. This combination of a very strong engine and a lighter, low slung chassis has rendered the model attractive to special builders. In comparison with other Alvises, the 12/70 was economical (25 mpg) yet performed well. This combination led to many being driven hard through and after the war years, so many well worn cars were available with restorable mechanical components but bodies beyond financially viable redemption.

The 12/70 was a successful model, with a total of 754 produced before the war brought production to an end in 1940. 551 carried the Mulliners saloon body, 150 were Mulliners dropheads, 18 Whittingham & Mitchel tourers and 13 Mulliners tourers, plus one Mulliners fixed head coupé. The remainder were "one-offs" or unknown "chassis only" deliveries. It is difficult to be categorical about numbers as some were in production but believed destroyed when the Alvis car factory was bombed by the Luftwaffe in 1940.

Post-war the 12/70 became the basis from which the highly successful TA 14 was developed. Surviving original 12/70s are highly prized as the practical yet charismatic cars that they are. Owners tend to keep them long term so it can be hard to find a good example for sale.

Robin Gilbert

Model Secretary

# 50th ANNIVERSARY OF THE LAST ALVIS PRODUCTION CAR

Rover took a controlling interest in Alvis in 1965 and a Rover-designed mid-engined V8 coupé prototype named the P6BS was rumoured to be the new Alvis model but with the takeover by British Leyland this too was shelved. By the time the TF 21 was launched in 1966, (available, like its predecessors in both saloon and drop head coupe form and with either manual or automatic gearbox), the model was beginning to show its age despite a top speed of 127 mph – the fastest Alvis ever produced. With only 109 sold and with political troubles aplenty in the UK car manufacturing business at that time, production finally ceased in 1967. The last car being TF21 chassis number 27472 which left the factory on 29 September 1967.

We are very fortunate to have a Richard Tonkin in the ACCV who is very aware of dates in relation to milestones in the history of Alvis cars.

Being the owner of TF21 chassis number 27412, Richard would have been well aware of the pending 50th Anniversary and the opportunity to celebrate the event.

Where does one go that is relevant to a gathering that is unique to the marque?

Research suggested that Alvis Close in Taylors Hill, a Melbourne suburb, might be the only location that presented any semblance of an option to a now defunct automobile marque.

Mindful that Richard and Pauline live on the other side of town from Taylors Hill, they went to a lot of trouble to leaflet drop the thirty or so homes in the area with a resume of the marque and mention of the October 1 date.

Obviously to make a day's outing, lunch together was a prerequisite. Pauline spent a day sorting out a picturesque route to lunch and chose the Macedon Hotel as the venue.

Six cars met at Alvis Close; Tonkin's TE21, the 12/50s of Northeys, McKinnons, Miller and Ross and the Langs Speed 25.

Sunday morning is obviously a sleep in morning in down town Alvis Close, as other than for the kids, the adults were a bit light on the ground. However the kids made up for any adult shortfall and thoroughly enjoyed sitting in the cars, blowing the horns and wondering about the lack of seat belts, air bags, wind up windows, heaters and all the creature comforts they had come to expect.

Any thoughts or concerns of someone else's kids in the cars were swept away by some of the politest kids I have ever met, even asking if they could take photos, and seemed to me to appreciate the fact that we had brought the cars into their street and had an immediate respect for the cars and us.

Pauline's choice of route to Macedon was excellent driving.

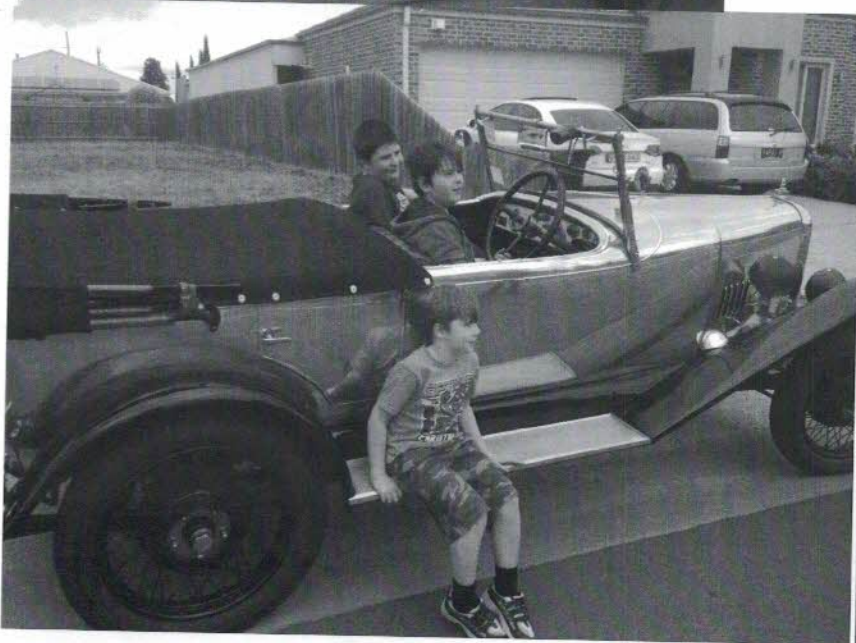
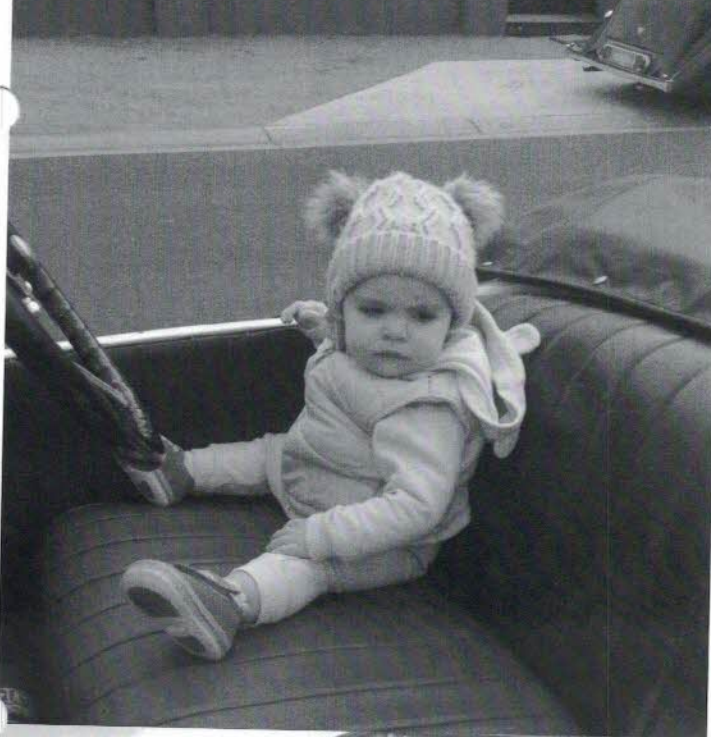
Waiting for us there were the Ball's in their TD21, Hetheringtons in the Alvis mini, Edie Miller, Dale & Judy Anderson and David Head in something with 4 wheel drive and extremely un-blue and un12/50ish.

The pub was extremely accommodating and during the meal Richard spoke briefly about the latter Alvis history and a celebratory cake, complete with TF21 adorning the icing, was dismantled!

Great run—thanks Tonkins

..... JL







## Alvis Treasure Trove part 1

Back in 2008, a group of us were charged with cleaning up the clubrooms in anticipation of a monthly meeting that preceded the JNBC Rally.

One of the tasks was to tidy up the shelving in one of the back rooms, and sitting on a shelf, I discovered a two-volume scrapbook and photo album belonging to Les Lee.

Many people would think scrapbooking was a fairly new activity, but it seems it was quite prevalent in the 50s and 60s. My late father had one and I have managed to buy a couple from deceased estates since.

It doesn't take much to identify the source of material, English "Motorsport," "Australian Motor Sport," "Wheels," and "Modern Motor" to name a few.

To me, cutting up a magazine is a criminal act, but provided the subject matter is properly recorded as is the case here, can make fascinating reading. Les and my father were "masters" of scap-booking. Les even incorporated an index!

His photo album suggests that the camera he used was fairly basic, but the photos are good and apart from the subject matter being cars, the backgrounds show many Melbourne buildings, now long gone, are interesting in themselves.

Les Lee also collected swap cards and a series of these appears on the first three pages. Photographer Peter Fox, who had premises in Collins Street, Melbourne, assembled a set. He hand-coloured them in his studio, the date being after 1947 as my Bentley appears in one of them outside a house in Towers Road, Toorak, that at the time belonged to my Godfather. Also some of the cars competed in various early Veteran Car Club rallies, the negatives of which ring bells as to those that were taken also by my late father.

Les was also active at various "Motor Sport" activities such as the Australian Grand Prix of 1958, Rob Roy hill-climb and various Alvis car club events.

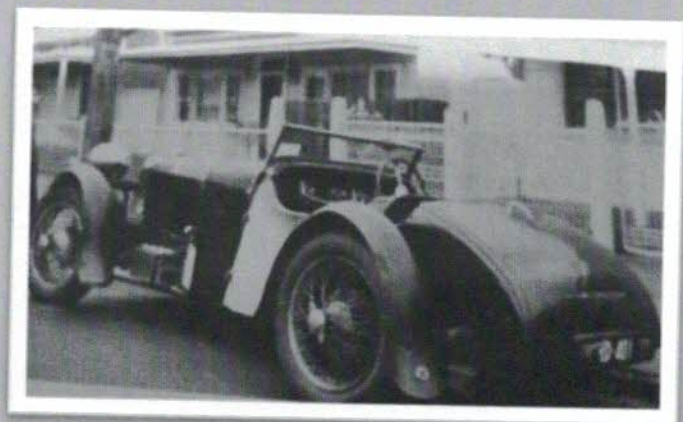
He purchased his Front Wheel Drive Alvis (car 12096, chassis 7192, engine number 7679) in or around 1956 before selling it some ten years later.

This car was later restored by Bob Blacket of N.S.W. and is now owned by Tasmanian member Mike Williams.

In John Lang's publication of Front Wheel Drive Alvis cars in Australia, it is noted that Les Lee competed with this car at Phillip Island, Fisherman's Bend and at Calder Park.

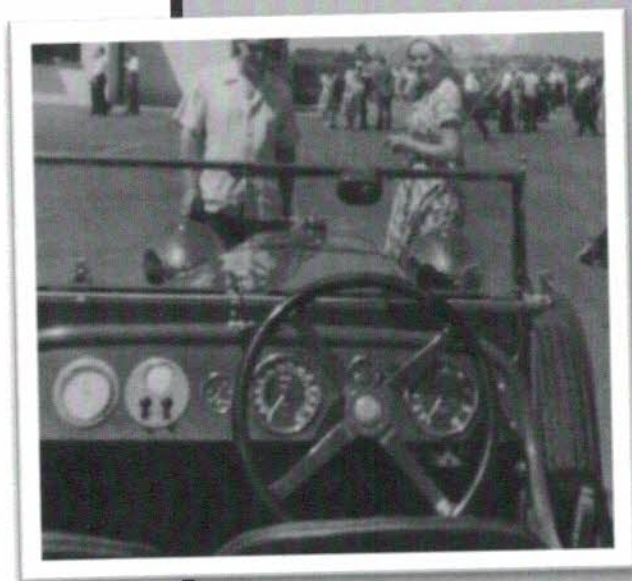
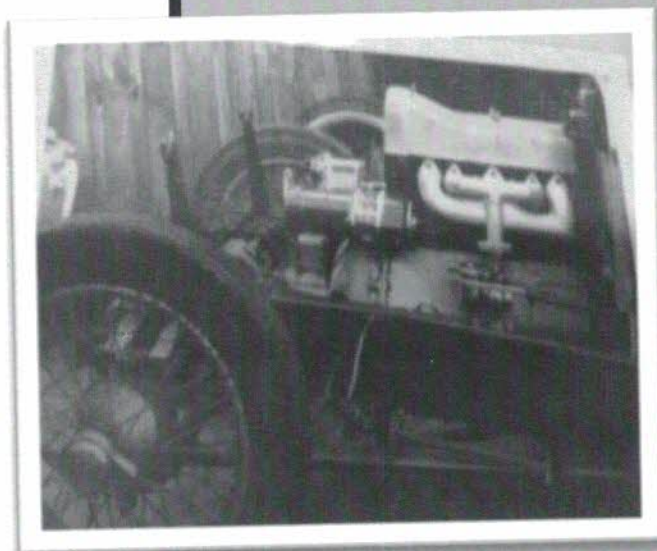
There is photographic evidence to support these events as well as an interesting collection of Alvis cars that some of you may recall, whilst new to others.

So sit back and enjoy this "Treasure Trove" of memories. I'll try and provide the captions or locations if known. We will start with the FWD.



*Caption reads that car was fitted with a new hood.*

*Originally registered Vic 55 668; it became HD 401 in the early 1950s.*



*Competition history saw the car compete at Calder Park, Fisherman's Bend and numerous VSCC events. The photos show it also competed at the Vintage Driver's Club annual event at Kalorama.*

*The two shots of the dashboard were taken at Fisherman's Bend. Sprints and races were held on the runways adjacent to the Government and Commonwealth aircraft factories.*



FISHERMEN'S ROAD RACING MEETING RESULTS.

ENTRANT	FLYING 1/4 MILE				B'CAP	B'CAP TIME	PLACE	FLYING 1/4 MILE
L. LEE ALVIS F.W.D.	25.1	24.0	23.5	24.0	1.22	29.1	1	62.5 N.P.S.
J. GUNN ALVIS 14/75	25.8	26.0	25.1		1.17	30.2		62.5
D. ROBERTS ALVIS 16/95	27.7	27.2	27.4		1.10	29.9		60
L. NELSON ALVIN 7.	24.3	23.4	23.6		1.25	29.3	2	60.5
J. BATEMAN VAUXHALL 30/98	21.4	21.6	21.8		1.40	30.0		73
MISS A. READWIN RILEY 9	34.1	34.6	34.0		1.00	34		45
J. HUGHES STUTE	20.0	19.4	19.8		1.53	29.7	3	63
B. STEINFORT ALVIS 12/90	29.7	30.0	29.6		1.10	32.6		
B. DOUGLAS S S 100	20.2	20.0	20.2	20.0	1.53	30.6		66
T. MARSHALL TRIUMPH 9	24.2	24.0	23.8		1.25	29.8	2	62.5
G. LOWE ALFA ROMEO 1750	20.8	21.0	21.0	20.2	1.49	30.1	3	75
E. DAVEY-MILNE PRAZER-NASH	20.3	19.4			1.50	29.2	1	
J. COLE ALVIS 15/95	25.1	24.8	23.6	23.6	1.25	29.6		65
S. ANDERSON BUGATTI 350	17.0	17.2	16.4	16.8	1.9	31.2		97
S. RAMSEY STAR	27.6	24.0	26.5	24.0	1.18	28.2	1	60
L. ROFE ALFA ROMEO F3	15.6	14.6	14.6	14.6	2.00	29.2	3	
T. HEWISON DELAGE	23.0	22.8			1.4	31.9		71
J. MARSHALL CROSSLEY	21.6	22.3	21.5		1.34	28.8	2	75
G. MARSHALL CROSSLEY	24.3	24.5	23.5	24.5	1.28	30.2		67

MEETING 44  
 DATE 24.6.62  
 PASS O.K. [Signature]  
 CAR NO. 102

LIST OF FAULTS TO BE RECTIFIED ARE NOTED ON REVERSE SIDE.



C.A.M.S. VICTORIA

Les Lee had a CAMS licence, the date being 1962. The list above is very interesting as it includes a number of notable Alvis and VSCC personalities.

Such names as Bateman, our own Simon Ramsay, Laurie Rofe, Tim Hewison, John Cole, Earl Davey-Milne, Graeme Steinfort, Graham Lowe and Stuart Anderson.

## The "Broken Hill" FWD

Car 5 in John Lang's book on Front Wheel Drive Alvis cars is engine No.7654, chassis No.7192 known as the "Broken Hill" car. Of the 12 cars that came to Australia, this was the car that became the "parts car."

One of its owners was Les Lee the car destined for South Australia when new and seeing time in NSW before Lee bought to Victoria in 1962.

In his scrap book there is a typed account which I include:

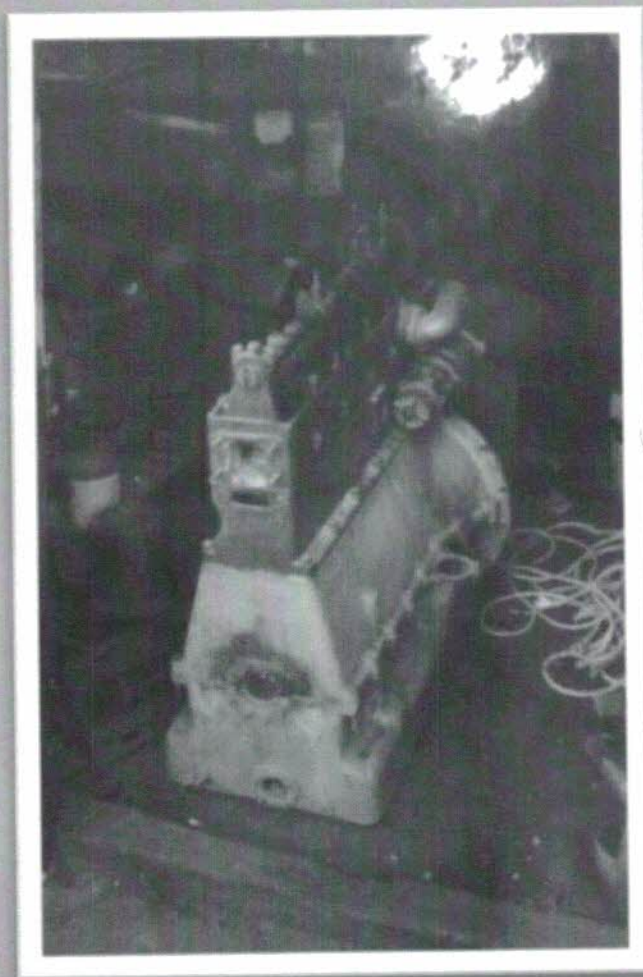
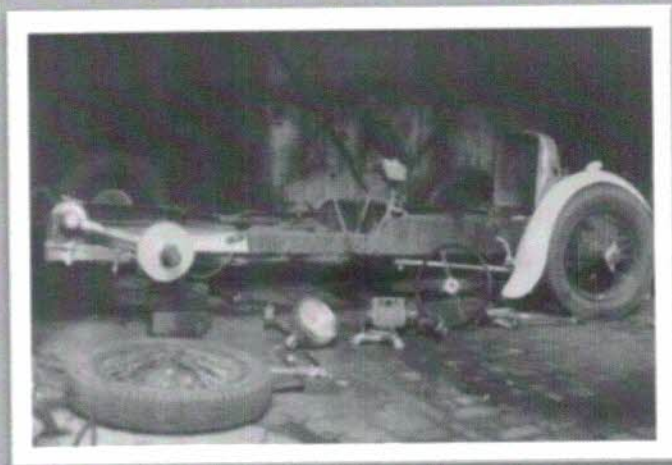
*"If worth doing, do it well" really pays dividends. A good example of this is the Les Lee's FWD. He now own two such cars as he recently acquired the Broken Hill (NSW) FWD and this make some of us green with envy. After making the 1,000 odd mile return trip one weekend in July and bringing the engine home. Les found on examination that it was all the ex owner a garage proprietor, had claimed it to be. The engine had been beautifully reconditioned, including the blower which incidentally, showed no signs of the rotors or the housing ever having been in contact with one another, and as it has just had new bearings fitted, the blower is "as new."*

*When the chassis, which will follow by road transport later, arrives and Les has checked out and re-assembled the whole, all he has to do is fabricate a new body.*

*We have already seen the craftsmanship in body building of Les and his father on his Silver Eagle, so we are quite sure that the FWD will make not only us Alvisists, but also all vintagents drool.*

History tells us that Les bought the car in 1962 and sold it "as a spare" along with car 12096 to John Cole in 1969. The chassis was used later in the restoration of 12096.

The rest of the parts were used in some of the remaining 11 cars.



# SUNDAY 19th NOVEMBER

## CRUISE IN A TWO-MASTED SCHOONER

We are planning a short sail on Port Philip Bay on the replica of John Pascoe Fawkner's Schooner 'Enterprize' – the ship that sailed from Van Diemen's Land in 1835 with the first permanent white settlers, who started what has become the City of Melbourne.

The original vessel was built in Hobart in 1830, the replica being launched in 1979 in Melbourne. It is the only square-rigged ship built in Victoria in over 140 years and is the only sailing ship in the

southern hemisphere using traditional materials, e.g. recycled timber, hemp and tar ropes and flax sailcloth.

*We shall have lunch in Williamstown and then board the 'Enterprize' for a one-hour cruise.*



**Date:** Sunday 19th November, lunch at 12 noon, sailing at 2.30pm – 3.30pm.

**Cost:** \$35 (\$30 Seniors) for the cruise.

As we need to reserve seats (in competition with the public), **payment is needed by the October Club meeting (20<sup>th</sup> October)**. Lunch venue yet to be determined.

Contact Mark Weller Tel 03 9818 4324

## 27,28,29 NOVEMBER

A couple of like minded club members are planning an ad hoc three-day tour along the Great Ocean Road on the 27<sup>th</sup>, 28<sup>th</sup> & 29<sup>th</sup> November.

The focus is on driving some of the world's finest cars in some of the world's most spectacular scenery – no stately mansions, no museums and no long lunches in fancy restaurants!

There will be no formal route notes or instructions, just a basic itinerary (which can be changed).

The intent is to travel as a group in loose convoy and as the majority of the route is limited to 80km/H, we will not hold up other traffic.

Catering will be for the most part self-serve. BYO breakfast, lunch from cafes/bakeries along the route and dinner at a convenient local pub in Lorne. Nothing will be booked except overnight accommodation.

The general idea is to meet at Dale Anderson's home in the Barrabool Hills at 11:00AM on Monday 27 November, stop for lunch at Aireys Inlet then on to Lorne. Day two will head westwards down the Great Ocean Road to Cape Otway (or possibly even Moonlight Head) and back to Lorne. Day three will be back along the great Ocean Road, lunch at Ravens Creek Farm in Moriac, then on home.

There are only limited spaces available – first come, first in!

For further information, or to register your interest contact: Dale Anderson:

0415 521 138, or Peter Miller: 0409 199 527 **by 22 October 2017 at the latest.**



Celebrating 100 years of Alvis  
The 2019 “Down Under” Centenary Tour  
Date: 20/3/19-7/4/19

Tour Update: September/October 2017

Having received a good number of expressions of interest from both international and local Alvis enthusiasts **The 2019 Down-Under Centenary Tour** is definitely going ahead and full scale planning has commenced.

We are busy contacting a variety of good quality accommodations and have hit the road to start mapping out the route.

We have slightly altered the previously published route now avoiding Victoria's High Country as there was likely to be cross over with the areas being visited by the 2019 National Rally.

This tour will take a total of 19 days starting from Melbourne heading up and over the Warburton Ranges, east along the scenic Victorian coast, trekking north along the New South Wales Sapphire coast, then up into the stunning Blue Mountains, inland through western NSW then back down visiting our nation's capital – Canberra, then through the snowy mountains finishing in Albury - the start of the 2019 National Rally.

The aim of this tour is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia.

The full cost cannot yet be determined as all accommodation and meal costs have not yet been confirmed. Unfortunately venues will not commit to a price this far out from the event date but have at least taken our tentative booking. We should have an indication of the final cost by early 2018.

We are asking for a first instalment of \$500 by 30 November 2017 to lock in your entry. This first instalment will be fully refundable should you change your mind and decide not to participate.



For those wishing to only attend specific parts of the tour we will publish the tour program in the early part of 2018 and you can let us know your drop in and drop out dates. We will then advise you of the associated cost based on your selected portion of the tour.

It is important to note that the 2019 National Rally is taking place in Albury (where this tour will finish). It is a separate event. You will need to register and pay separately for 2019 National Rally.

We would love to see you there - so to secure your participation please take the time now to complete the attached registration form and email to [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

For installment payments please use the following bank transfer/deposit arrangements:

For Australian participants:

A/C Name: 2019 Alvis Down Under Centenary Tour,  
Account No.: 013 313 306360199

Please ensure you include your name as part of the payment details  
(ANZ, Shop 18, 56 Burgundy St, Heidelberg, 3084)

For International participants

This is only for non Australian dollar payments. Please ensure payment is made in your local currency: eg English pounds, Euros or New Zealand dollars etc

A/C Name: American Express International Inc  
Level 5, 12 Shelley Street, NSW 2000 Australia  
BSB: 212-200

A/C Number: 0015001348

Beneficiary Bank: JPMorgan Chase

Level 35, 259 George Street, NSW - 2000, Australia

SWIFT: CHASAU2X

Payment Notes: For Further Credit Antique Tyre Supplies

For any questions or help with this tour please do not hesitate to contact us:

Dale and Maritta Parsell via email: [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

Alan and Noeline McKinnon via email: [noeline@antiquetyres.com.au](mailto:noeline@antiquetyres.com.au)

**NOTE; IF YOU RECEIVE YOUR ALVIC ELECTRONICALLY YOU WILL RECEIVE A REGISTRATION FORM BY THAT MEANS.  
IF YOU RECEIVE A HARDCOPY ALVIC, A REGISTRATION FORM WILL BE IN THE ENVELOPE.**



## *Celebrating the 50<sup>th</sup> year of The Alvis Car Club of New Zealand Inc.*

At 2 pm on the 13<sup>th</sup> September 1969 the first meeting of the Alvis Car Club of New Zealand Inc. met in a Primary School in Avondale, Auckland. There, the first officers were elected and the aims and objects of the Club were set down. These were to ensure that the Alvis marque was preserved and fostered while supporting the restoration and maintenance of Alvis cars through a spares service and technical knowledge. In addition, the holding of rallies, outings and social events were also to be held throughout the year.

To celebrate the foresight of the founding members, we are holding a 'special' event that will showcase one of New Zealand's most scenic areas. Based in Cromwell, our visit will include:

- Driving to historic Arrowtown and then on to Coronet Peak. Opportunities to go jetboating or ballooning will also be available plus visits to local cafes and wineries and dinner at the Gold mining centre
- Driving on more scenic roads to Wanaka to visit the many attractions, sample the products of a whiskey distillery and tackle the Crown Range road. Dine at another historical location
- After our AGM, visiting the Highland Motorsport Park and car museum, with lunch and gymkhana, followed by our Gala Dinner
- Driving beside Lake Wakatipu to Glenorchy via Queenstown and its attractions plus trips on the Lake or the Dart River plus another lovely dinner.

Part of our celebration will be an opportunity to drive through other parts of the country. A proposed route is:

From Auckland on 8<sup>th</sup> March 2019:

Rotorua, Turangi, Wellington, Blenheim,

Westport, Fox Glacier, CROMWELL

From Cromwell on 19<sup>th</sup> March 2019

Geraldine, Kaikoura, Picton,

Whanganui, Taupo, AUCKLAND (24<sup>th</sup>)

Dates are designed to enable Alvis members from New Zealand and overseas to enjoy this unique New Zealand Alvis experience before travelling to Australia for their 100<sup>th</sup> year of Alvis celebrations.

Just to whet your appetite still further, we will also be commemorating the 100<sup>th</sup> year of the Alvis Car in 2020. There will be two tours, one from Cape Reinga in the far north and the other from Bluff in the deep south, when many other locations and attractions will be visited converging on Blenheim for our major celebratory events.



## EXPRESSIONS OF INTEREST

To help us in our forward planning, we are calling for **Expressions of Interest for the 2019 50<sup>th</sup> Anniversary** of the Alvis Car Club of New Zealand Inc. Please copy and complete the section below and return it to Clive Butler (+64 9 265 1415)– [clive.classic@xtra.co.nz](mailto:clive.classic@xtra.co.nz) or Frances Tweedy (+64 9 624 2076)– [franwick@xtra.co.nz](mailto:franwick@xtra.co.nz) or mail it to P.O. Box 12 271, Penrose, Auckland 1642, NZ.

Names	
Car	
Address	
Phone	
Mobile	
Email	

# FOR SALE



1928 14.75 Alvis Silver Eagle modified with a 16.95 engine many years ago. Chassis No 7046 Engine No 7940. Total restoration incl new replica C&E Tourer body frame. Engine total rebuild incl new pistons, rods etc. New ratio CWP 4.7:1 Sale on behalf of my daughter \$65000. Des Donnan 07 5478 6630

Noted on carsales.com.au  
1953 Alvis TA21 3 litre \$100,000



## 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

## FOR SALE

1 x 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.

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



## WANTED

An original working BLACK faced clock to fit the speedo of a TC21 ALVIS.

Contact: BRUCE CUNNINGHAM

Phone Mob: 0431184719

Email: [bcunningham55@hotmail.com](mailto:bcunningham55@hotmail.com)

## WANTED

Smiths Ammeter in a 60mm diameter case

The loan of a "Charles Follett" instrument panel badge. Would be carefully scanned & returned to owner. All costs reimbursed.

John Lang 0419 890 313 or [jdmelang@bigpond.net.au](mailto:jdmelang@bigpond.net.au)



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

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# FOR SALE



## 1947 TA14 Saloon Chassis/Car No 21675

The car is in need of significant mechanical and panel work and recommissioning. The photographs - taken in better times.

OFFERS INVITED (where is, as is)

There is also a substantial number of parts available and a purchaser would be wise to include those in his offer for the car.

The parts are located with the car and there is a requirement for the location to be cleared totally of the car and those parts so that the car port is returned to a usable state.

Contact Andrew McDougall on 9486 4221 Or Richard Wallach on 0431 466 615

# WANTED

Wanted – Manual (crash) gearbox and clutch for an Alvis Firefly. It has only taken me 25 years to come to the same conclusion that Alvis themselves came to in a few months. That is that the ENV 75 pre-selective gearbox is too light for the Firefly, especially one fitted with a rather heavy saloon body.

I have the necessary bell housing but need both the crash gearbox and clutch to make the thing usable. Please help ASAP as I am also considering fitting a foreign clutch and gearbox, surely a tragedy too dire for Alvis aficionados to allow to happen!!

Some of said aficionados may be able to advise me if an early SA20 box is the same animal. This box is not separately mounted as on later 30s cars, but bolts directly to the bell housing.

Ray McKenzie

11 Yellowjack Crescent

Ibany Creek

Qld 4035

Ph (07) 3264 7503

Mob 0417607284

Email: [ray\\_mckenzie1@bigpond.com](mailto:ray_mckenzie1@bigpond.com)



For members who were interested in identifying the occasions in which the back page photographs of both the August and September ALVICs reflected - here are the answers:

## August

1. "Summit to Sea" National Rally 2005. An over exuberant decoration of the Parkinson TA21; 2 recalcitrants are seen polishing some marks from the roof of the car.
2. Also "Summit to Sea," male belly dancers with the appropriate equipment, but lacking the style.
3. Ocean Grove - Ian Parkinson improvising due lack of drinking utensils - circa 2004
4. An infamous 2005 Christmas party at the Langs when Santa found himself in the swimming pool
5. At Indented Head on the Ocean Grove weekend away  
Inverloch weekend away 2005 - photo shoot for the local newspaper

## September

1. Melbourne Cup Weekend Away at Point Lonsdale 2007. Horse racing with some well known runners
2. Opening BBQ at Moorabbin airport Museum 2005
3. Christmas Party at Bosanquet's 2010
4. Otways & Beyond weekend away 2009. Birregurra fair where the feature was pig racing
5. Healesville Steam Rally - McDougall IHC high wheeler 2009
6. RACV Classic Showcase 2011
7. Speed Models at Alvis on the Downs, Queensland National Rally

*Back Page: the immediate past president who a few years ago, saw fit to move overseas, sent me the following photograph entitled "Off for a Pie." Isn't it sad to see another well known marque with such a glorious past, being used as a pie van! Obviously he has a much a higher regard for the Alvises in the garage which are kept for much grander outings!*

# ALVIS PEOPLE BEHAVING BADLY!

