

Alvic

The Newsletter of the Alvis Car Club of Victoria

May 2017







Alvis Car Club of Victoria (Inc)

A0017202F

May2017
VOL 57 ISSUE 4

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SUPPER The TONKINS

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

2017 COMING EVENTS

- | | | |
|------------|--------------|--|
| MAY | 19 | GENERAL MEETING |
| | 21 | NATIONAL MOTORING HERITAGE DAY (no official ACCV run planned but please let your Alvis be seen on the road in support of the day) |
| | 27-28 | WINTON - Not an official Club Run |
| | 30 | MID-WEEK RUN to Point Cook Aviation Museum with Geelong Contingent (Dale Anderson / John Lang) |
| | 16 | GENERAL MEETING |
| JUN | 18 | EARLY MORNING RUN - based around the remaining infrastructure of Melb's cable cars (Andrew McDougall) |
| JUL | 21 | GENERAL MEETING |
| | 23 | YARRA VALLEY RUN & LUNCH - Seville Vineyard Run (Mark Weller) |
| AUG | 13 | ROB ROY - not an official Club run but all welcome |
| | 18 | GENERAL MEETING |
| | 25-26 | WEEKEND AWAY - BELLARINE PENINSULA (Dale Anderson & Mark Weller) |
| SEP | 15 | GENERAL MEETING |
| OCT | 1 | CELEBRATE 50 YEARS SINCE LAST ALVIS MADE (Richard Tonkin) |
| | 20 | GENERAL MEETING |
| NOV | 17 | ANNUAL GENERAL MEETING |
| DEC | 3 | CHRISTMAS PARTY - Barrabool (Dale Anderson) |

Front page: the Parsell's Silver Eagle looking out across the Darling Downs

PRESIDENT'S REPORT

As I write this report I am sitting on the Warwick Railway Station platform waiting for our steam train ride to the nearby town of Clifton. This is the fourth day's activity on the National Alvis Rally. So far we have had a great time catching up with Alvis friends and seeing new sights.

Detailed reports of the rally to the rally and the event itself will be in the June ALVIC. The report is now being done as I rock along in a carriage, safe in the knowledge that we have Mike Williams shovelling the coal on the foot plate - he was the winner of a lucky prize.

However for those of us fortunate to be on the run up to Warwick from Victoria, organised by Noeline McKinnon, we had a superb time driving our cars and great visits to places of interest. A huge highlight was the visit to the Sidings Springs optical telescope observatory. As we have come to expect, Noeline lived up to her usual excellent standards and we tend her a huge thank you.

Unfortunately Chris Higgins' Firebird Saloon decided to misbehave at the last moment after a lot of preparatory work, including a cylinder head rebuild. Chris had to resort to his Nissan Xtrail. As it turns out a few others from NSW and Queensland had to resort to their modern vehicles as well.

Whilst we have been away, we have received an email from a fellow in the Dandenongs who says he knows of

the sad remains of a Silver Crest saloon. We are checking on its availability and the possibility of mounting a rescue.

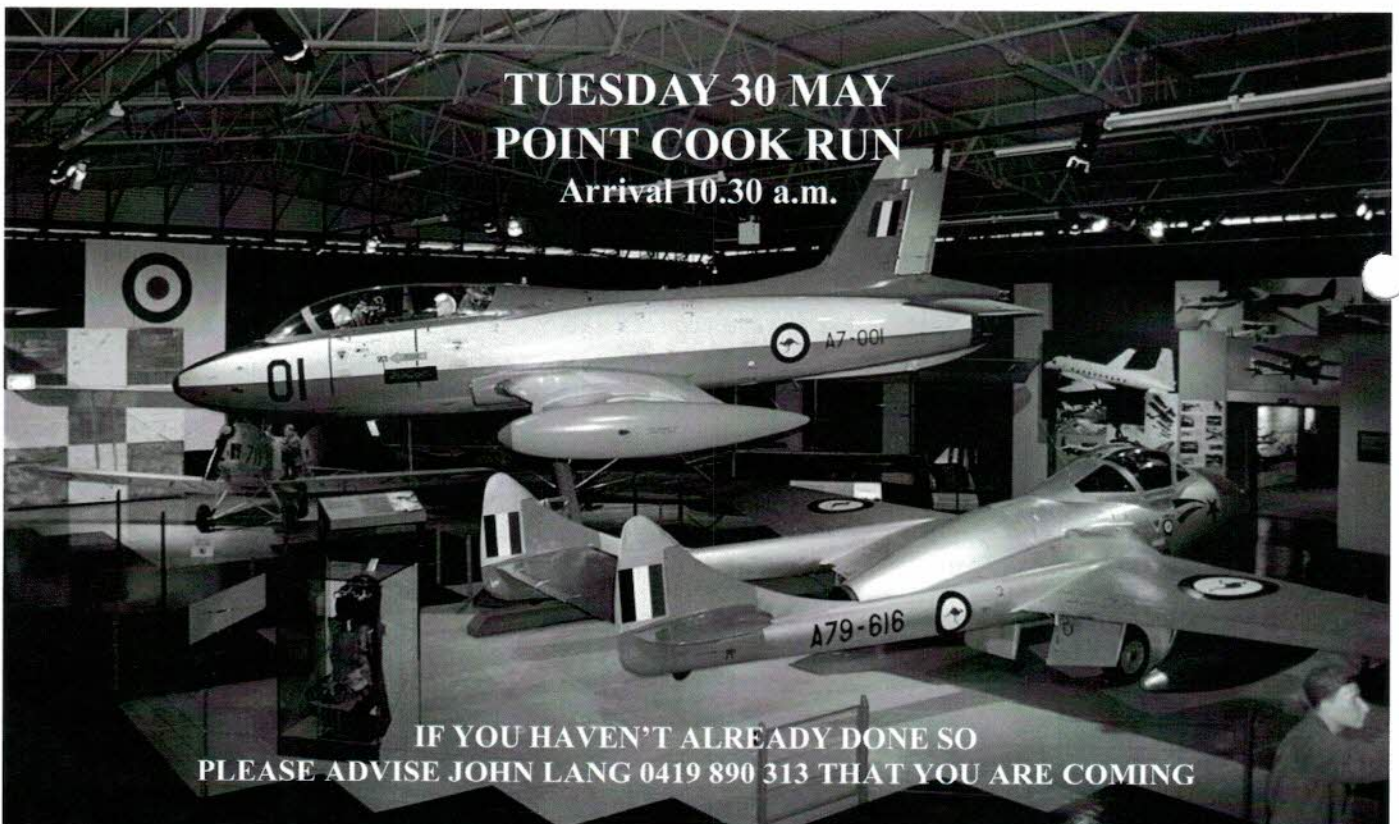
Dale Parsell has purchased a new DVD player for the clubrooms which has more features than the previous unit and we will be able to show movie footage from a USB stick. To that end, as we will not have a guest speaker at the May meeting, we will be showing some excellent footage of the recent high wheeler rally in Orange as well as a bit of movie from the Queensland National rally.

This report has been a moving feast and is now being finished in the motel room. Last night at dinner the theme was Federation and bushies. There were some very creative outfits with Richard Tonkin and daughter Karen taking out the prize.

Today there was a 150 km run across very picturesque countryside and to historic towns. The venue for this national rally was an inspired choice and the organisers are to be congratulated for a job well done. So now it is time to head home.

Please let me know by Wednesday evening if you will be at the Malvernvale Hotel for a meal prior to next Friday's meeting.

Andrew



NEWS



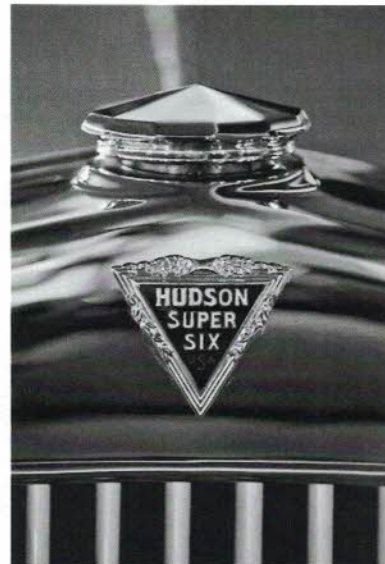
THE BULLA TAXI

Well Dale Anderson's photograph of the Bulla Taxi certainly got several people on their feet. Must try this again!

Chester McKaige was totally affronted
"I was so incensed that a American car appeared in ALVIC I nearly choked on my bickie and dip!!!!"
"It is an Essex he exclaimed."

Nearly right!

Several other people were far more circumspect in their responses and Paul Bamford sent me the photograph below.



A NOTE TO ALL MEMBERS

PLEASE DON'T WAIT FOR SOMETHING CONTRAVERSIAL TO GET YOU ON YOUR FEET.

SEND ME YOUR CONTRIBUTIONS!

Might save some sleepless nights

Pages 1 & 2 are early photographs of the National Rally and thanks to Dale & Maritta's blog, we have an early report on the event..

Several participants have offered to provide more detailed reports and we look forward to publishing them in the June ALVIC.

And Noeline McKinnon's blog provides an insight into the 2017 Tassie Targa.

It has been some time since we had a mid week-run and at Dale Anderson's suggestion that a "meet half way" event for a lunch outing and get together would be worthwhile; I commend to you the event on Tuesday 30 May when a Geelong & District contingent and a "rest of the world" contingent meet at the Point Cook Aviation Museum for a tour and lunch at Werribee Park. Please keep the date free.

I had recent contact with John Gove, who purchased a Speed 20 rolling chassis from the continent and reports that the engine required a new crankshaft to be made and the body construction is proceeding slowly.

We look forward to seeing John's car on the road.

TARGA 2017



Alan & Noeline McKinnon

It was a dark and wet arrival in Devonport on Saturday morning. The rain was so heavy we could not all congregate in the arrival area and had to drive on to our breakfast spot at The Raspberry Farm. We were lucky that we had the hood up. This was due to the fact that we needed the space behind the seat for some of our luggage. The downside to this was that the rain dropped into the car at a great rate of knots due to a bend in the hood bow. Alan's jeans were soaked by the time we arrived at the Raspberry Farm. We had a 'hiccup' on the way to breakfast, driving along Highway 1 at 100k the electrics failed momentarily. For a split second the wipers stopped, the engine cut out, lights went off and then all came back on again. Alan had a quick look, in the pouring rain, when we stopped for breakfast. Couldn't find the problem and it didn't occur again that day.

From the official start at a ridiculously early hour, we drove to the Kayena Stage which is via the Batman Bridge and Beaconsfield (scene of the mining disaster in 2006) It was cold and damp so the hood was still up, still a lovely early morning drive through the always scenic Tasmanian countryside. Early morning mist and the mine head in Beaconsfield, lining up at the start of our section.

There are several groups involved every day and timing is critical. I don't take too much notice of who goes first but I think it is the Ferrari group followed by Lotus, then Porsche then the touring group followed by our Classic Rallye. Straight after us come the real Targa cars, so you see the need for strict timing.

The Kayena stage is relatively simple compared to what is to come. It is 7.48 kilometres long, some nice long sweeping bends, no 'squiggly bits,' a couple of sharp turns and Bob's your uncle, you're done.

From there it is a 77 km drive to the next stage back through Launceston and out towards Scottsdale. We were caught behind a couple of slow cars on the Kayena stage and by the time the main group were leaving Launceston again (after collecting those who had chosen to sleep in and not do the early start) we were going in the opposite direction to everyone else. Very easy to get lost. Caught up and drove to the Sideling Stage, once again beautiful scenery. Hood still up.

When Alan went to start the car for the stage nothing happened. Electrics failed again.

Alan quickly lifted the bonnet, didn't do anything but it fixed itself. He jumped back in the car and we were able to do the Sideling Stage. This is one of the best stages with a lot of everything, sharp corners, hairpins, twists and curves everywhere. Came out doing well which was a miracle considering that I, along with Kate Di Lecce a five time participant along with husband Frank, had both managed to call the stage starting at the finish of the instruction map. It was only when we were about 5 km into the stage that we had both realised that the squiggles on the map didn't match the squiggles on the road. A quick turn around of the instructions had them matching!

It was pointed out, during later discussions with both drivers, that the chequered flag drawn at the finish was a pretty good indication of which way the page should face.

The drivers just don't realise how easy they have it! Went on to have lunch in Bridport, somewhere we haven't been in Tasmania. By the time lunch had finished, the sun was shining so the hood came down. Lovely drive back to Launceston, parked the car, went inside and it poured with rain! Targa Fest was on that night, when all the cars park in the closed streets so we were thinking, what a shame. Alan took the car down to park at 5 and by 6, when it started, the weather was perfect-a balmy evening and the night was a great success with, I think, all of Launceston coming in to see the cars. Being school holidays helped. All the restaurants did a roaring trade.

As the Targa did not start until Monday we had the opportunity to do 'practice runs' on four of the stages. This was a great opportunity, not only for those of us who had been before, but more so for the newcomers to our group. Due diligence is required to get from one stage to the next, there is no time to stop and a few found this out on the practice day. It is very easy to get lost if you lose concentration even for a moment. I might point out that the Classic Rallye is not meant to be competitive-Haha.

As the roads were wet, there was light rain and add to that the very rough edges in many places. We had one of our group do a 360degree spin out and shortly after, Sally and Chester McKaige, in their 1958 MGA, got caught in the gravel and skidded off the road, all in relatively slow motion. There were some of our group there to assist and a very helpful young Canadian lad in a Volvo pulled them out. He even parked in front of them when they were moving the car and said 'if you need to, just run into me.' The trusty old Volvo - worth its weight in gold!! Unfortunately the radiator and the left guard suffered damage and the car had to be towed.

DAY 2 Baby Barry, now known as Finn Benjamin McKinnon, was born at 5.48 pm weighing 8.88 lbs. Big sister India and big brother Hudson over the moon, as are all his cousins and especially his grandparents. Another special little person to love

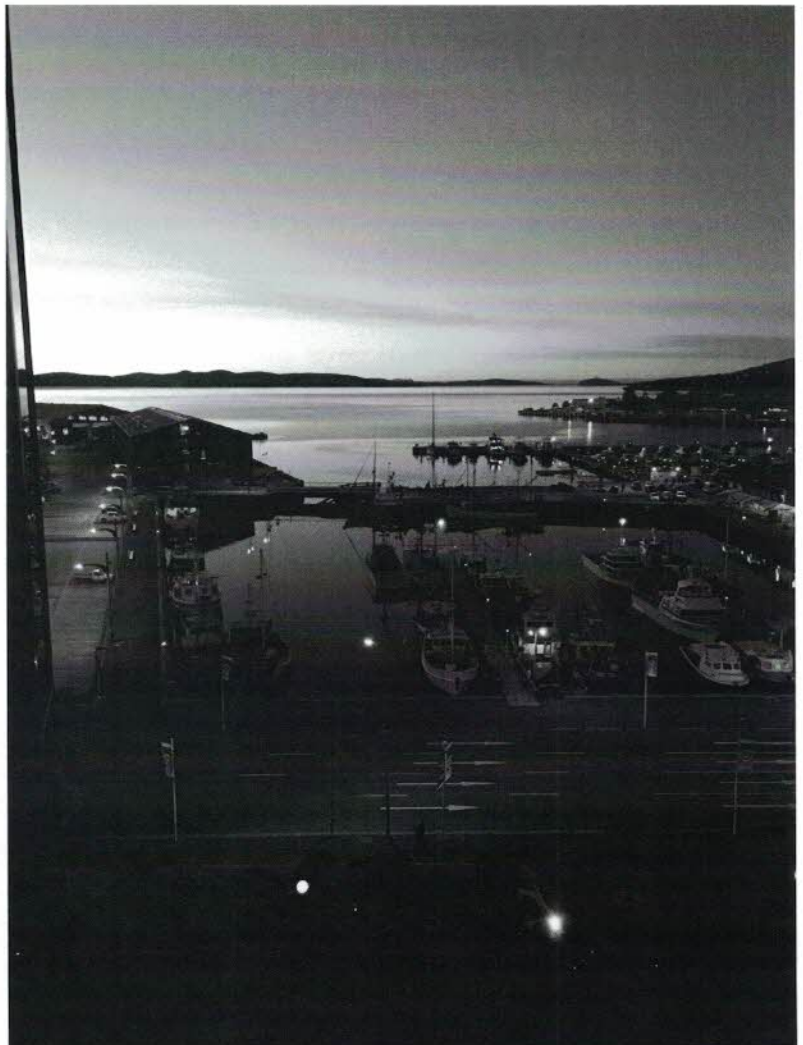
DAY 3 Wednesday was looking like a much better day weather wise although we still had the hood up when we left the Grand Chancellor in Launceston at 7.15 heading to the start of what was to be 4 stages that day.

Moriarty Stage, although short, was very good and then we were queued up on the side of the road waiting again. At least the sun was out although crisp wind. We crept along, slowly, to the starting position and the white Merc pulled up along side and the couple started asking about our car. Told them it was doing a good job against all the faster cars (not theirs) etc,etc. Time to start, key on, NOTHING. Alan jumped out, opened the bonnet, did I don't know what, told me to open the boot, retrieved tools, fiddled under the bonnet again and I yelled that we were on track again, indicators moving in the car. Closed everything up, Alan got back in the car and NOTHING.

By this time we had waved everyone in our group on and most had commenced the stage. We still had a chance. Remember the hood is still up making things that much more difficult. I had to get out, we removed the back panel behind the seats and ALAN had a fiddle with the batteries, both Optimas. Indicators moved again, so we packed things in, got in, turned the key, NOTHING!! Out again, back panel out and Alan got his test light (I think that what it was - he is asleep as I am writing this at night so can't ask him) and tested all the way back to the batteries.

He isolated the problem to there, fixed it, packed up and in again. By this stage we had missed our time slot and were surrounded by the real Targa cars.

Completed the day by all cars successful finishing the Sheffield stage before heading to Carrick to view Sally and Chester's fine collection of cars and beautiful garden. A good day.



Free Day Today we left Launceston, travelling to Campbelltown for morning tea - (there is almost as much, if not more, eating than driving on this tour) and then across the state, rather than just going down the centre, to The Bark Mill at Swansea for lunch.

You may have gone through the challenge when showering in hotels/motels of grabbing a small bottle of what you think is shampoo and, because you are unable to read the small print, you proceed to wash your hair with conditioner or something similar, using shower gel as conditioner etc. Well, I can inform you that the Grand Chancellor chain have taken the simple shower to a new level, requiring qualifications similar to those needed to fly a Boeing 747.

We now have, W4, C3, VS1, S2 and various other items with such labels. Now this is good once you sort things out and realise that W4 is shower gel etc., really made life simple. EXCEPT! in Launceston I was under the shower and because it had a beautiful rainfall shower head I realised I needed a shower cap. I hadn't bothered to look for one as, with short hair, it is quite possible to shower without getting one's hair wet. I asked Alan to pass me one but there was not a shower cap to be found. He opens the VS1 (vanity set) thinking it may be there but no. For 5 days I had to tilt my neck at a 90 degree angle. So you can imagine my delight, when walking into the bathroom in Hobart, there, right up front, was an SC1. I no longer have a kink in my neck and can enjoy the rainfall shower. Alan did say something about "simple things please simple minds" but I chose to ignore him.

DAY 4 Beautiful morning sunrise over Constitution Dock. What a way to start the day.

The photo is my attempt at being artistic - We drove out to New Norfolk this morning, another of my favourite drives around the Hobart Area that we shared the road with vehicles much larger than us. The tyres on the logging trucks were at eye level and but then, very happy to see the tail end of them. Once again, quite a bit of waiting around today. Reason being that the real Targa cars are coming in from the west coast having done 4 stages there in horrible conditions, wet, slippery, slimed, so they were very late. We filled in time at the former Mental Asylum which only ceased its function in 2000. It is now an antiques centre, take the word antiques with a grain of salt, it is mainly rubbish. Interesting buildings though and the best scones. Talking of Chester, Sally and I were wandering through the grounds and came across this old relic sitting on one of the relics. Sally wondered if he came with the seat. Another good but tiring day. The starts are so much earlier, the stages so much more involved, than in previous Targas.

Another beautiful sunrise before we set off to complete the last 2 Stages, Cygnet and Grass Tree Hill, both difficult stages. Some of our group didn't get off to a good start. I think we are all becoming a bit complacent and they missed the turn off to Huonville. They caught us at Cygnet where we had a delightful morning tea stop. Once again, a lot of waiting and eating.

We set off on the Cygnet stage, quite a long one almost 16 km. I'm not sure what happened but I was completely off course and missed calling the Sharp Right into Silver Hill Road, which if you look at the map, is as obvious as dog's balls. Not sure what I was thinking but we were almost on it and Alan started uttering obscenities (unusual for him) and it was certainly his driving ability which got us out of that one.

The drive to the last stage was almost a Targa stage in itself as we were once again making up time. As it turned out we need not have worried as there was a very long back up of all the classes as we approached. The safety sweep was in action, as apparently, a local had had a big night and had staggered home early in the morning and was wondering around the roads. A Porsche narrowly missed him.

All clear and off we go through the final stage. I was having trouble with my left and rights so just left Alan to it. Must have had one too many drinks celebrating baby Finn last night.

Managed to drive through the finish line, parked the car and enjoyed a potato cake at Flippers before joining in the finish line festivities. Last night and final dinner.

A fantastic week. We have both commented that we have enjoyed this Targa the most of all.

We did say it would be our last one. However, last night at the dinner next year's brochure was released and we are on the cover! Hard to get out of that.



IN THE WORKSHOP

“FOR THE SHEER JOY OF DRIVING I'D LIKE TO GO THERE IN AN ALVIS”

(Advertisement in *The Motor* 1952)

Generator and Starter Motor Brushes with reference to Lucas and the 3 Litre Series



(M45G- 26041B starter motor brushes(4 required)

When was the last time you checked the condition of the starter motor and generator brushes? Do I hear, I can't remember? In the meantime the starter grinds away and the generator keeps everything bright; or so you hope. It takes less than five minutes to undo the cover band and slide it along in order to peer inside.

As the saying goes “a picture is worth a thousand words.” Three pictures will be presented to help you determine how far your brushes are worn. Figure 1 is the most important for it shows clearly that there is little spring tension left when the spring starts to touch the brush box (cradle). The less the spring tension the less the ability of current to flow either in a starting or generating capacity.

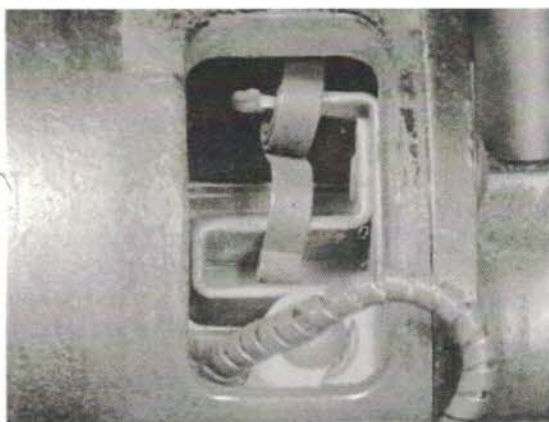


Figure 1 - Brush cradle and spring

Try slipping a credit card thickness of cardboard between the underside spring and the top of the brush box. This would be the minimum gap before time was spent sourcing replacement brushes.

The image is figure 2 is one of a newly fitted set of brushes to my Lucas M45G L5 starter motor. Four brushes are required with this model. Two pairs of brushes need to be purchased and the insulation of one pair is stripped away in order to be used as the earth brushes. More will be said about this further on.

Figure 2- Starter Motor brush



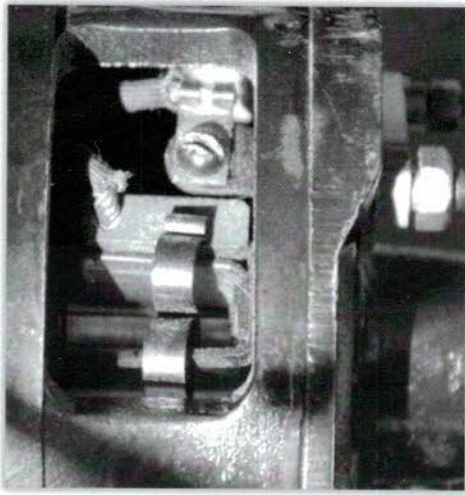


Figure 3 shows one of a newly fitted pair of brushes to the Lucas generator as fitted to my '51 TA21.

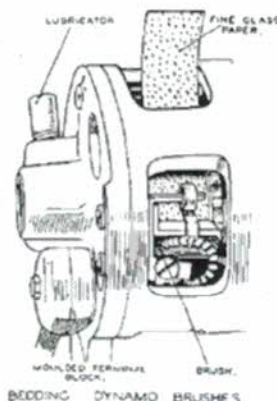
Figure 3 – Generator brush

Figures 2 and 3 provide a good reference point for comparison. From these you should be able to judge how much wear has taken place on your own “starter” or generator. Obtaining brushes is relatively straightforward. I tend to use eBay as it is convenient. All 3 Litre cars used the same model starter motor, the M45G and fortunately the part number for this motor is also the same, namely 26041B. (This remained the same over the life of the 3 Litre series.) This means that the part number for the brushes also remains the same at 255659, remembering that two pairs are required. As an aside Lucas and Auto-Lite (US) used to share staff and there was a close relationship between the two companies. To that end there is also some interchangeability between products. You might wonder where this is all leading. Auto-Lite also made brushes and their MZ1034 had a higher copper content than the equivalent Lucas 255659 brushes. Within the parts industry it was considered that these brushes made better earth brushes for the M45G starter motor. I have also sourced these on eBay. Earth brushes were originally riveted to the commutator end so today there could be any number attachment variations. It doesn't really matter as long as they make a good earth contact.

Generator models and types changed over the years ostensibly due to increases in their output. In essence the C45PV-1 to C45PV -5 models used the same brushes. For the TA-TC series the C45PV 4 or 5 model was used. The type being L or L-0. The brush set retained the same Lucas part number, 238061. Later cars may have a C45PV-6 or the higher rated Lucas C42 model (this will certainly be the case if factory power steering was fitted). These models required different brushes. With respect to the C42 generator brushes of a higher carbon content were required in order to be able to handle the greater current output. The fitment of ordinary brushes can result in the armature burning out. The following UK websites are worthy of viewing as they list the brushes the various 3 Litre models use.

http://www.jcrsupplies.co.uk/products/DYNAMO_PARTS/DYNAMO_BRUSH_SETS/DYNAMO_BRUSHES_LUCAS_C45_and_SOME_C40_DYNAMOS_7-9MM_X_25-MM_X_19MM_DBR544.html
An alternative website is: <http://www.jbvintagespares.co.uk/shop/4561158208/dynamo-brush-sets/7562016>

With respect to the first website I cannot vouch for the quality of their products as I have not personally used their brushes preferring instead to source original NOS brushes. Prior to any purchase it is worth making actual contact with a supplier in order to be able to quote, the information stamped on the field housing {main body} especially if it relates to a generator. In particular quote the model number, type number, part number and date. An example of a complete string for my spare generator is – Model C45PV-4, Type L, Part number 22435A with the date being 7 51 and of course 12 volt. Given the interchangeability of generators it is likely that the motor does not carry its original generator so a careful check is advised. The last thing one wants is a set of incorrect brushes either in physical dimension or carbon content just before a rally.



Lucas advise that if new brushes have been fitted to the generator they first must be “bedded” to the commutator. To quote from their correspondence course – “ Firstly lift the brushes and pass a thin strip of glass paper (I use fine wet and dry paper) between the brush boxes and commutator, following the direction of rotation and with the abrasive surface towards the brush faces. {With respect to rotation of any Lucas product all reference is taken from the DRIVE end {DE}.}

Drop the brushes and turn the armature by hand for a few minutes in its normal direction of rotation, in our case clockwise. Lift the brushes before removing the paper”. See Figure 4.

Figure 4

As the starter motor or generator have to be removed to change the brushes it is well to clean both the inside and outside of the unit and ascertain the amount of wear that has taken place in either bushes or bearings and that there is no deterioration of the insulated terminal(s). Starters should have their eclipse drive cleaned followed by a very light application of oil on the drive shaft. If parts are subsequently needed the string of identifying numbers will ensure that the correct parts are ordered and supplied.

With respect to the lubricator on the back of the C45 PV 4/5 generators (as per the image in figure 4}) I prefer to use Vaseline as I know it will melt into the rear sintered bush. This was Lucas's preference in the 1940's. Why they then went to state that high temperature bearing grease was their preferred choice in the 1950's and later I do not know for by definition high temperature grease to the author would not infuse into the rear sintered bush as the generator doesn't get particularly hot. Perhaps a reader could offer a comment to the editor.

Richard Wallach richardwallach@hotmail.com

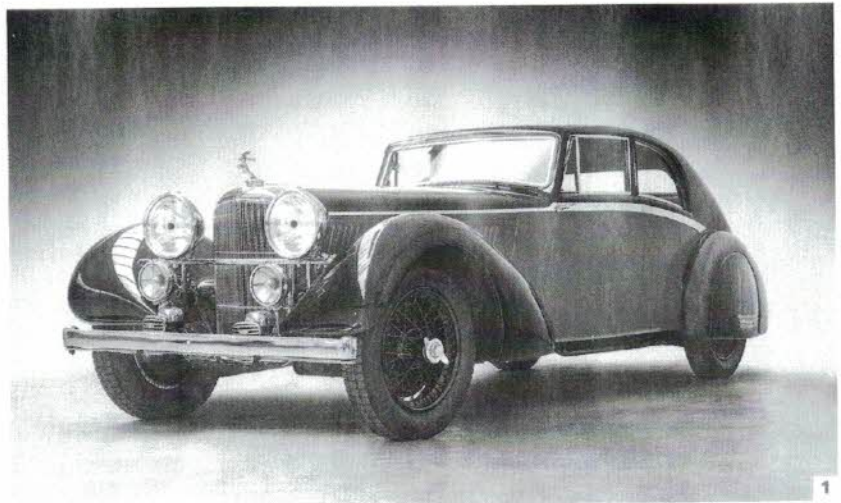
Melbourne
May 2017

STARTING HANDLE

ANOTHER MARQUE REBORN

We are sure our readers will have noticed the mounting trend, over the last decade or so, for manufacturers to relaunch 'classic' models from their past, built as closely as possible to original specification, and market them as 'continuation cars'. It was probably AC that pioneered this tactic, back in the 1980s when Cobra values first began to rocket. Today, as strange as it may sound, it is possible to walk in to a showroom and purchase a brand new 'Knobbly' Lister virtually indistinguishable from the real thing. Even Jaguar is in on the act, launching last year, in a flourish of publicity, a small series of continuation Lightweight E-types. Now a new, quite unlikely name has been added to the list of continuations – Alvis.

Although the old Coventry marque hasn't built a car since 1967, a new Alvis Car Company is gearing up for very limited production, recreating various pre- and postwar models. The jewel in the crown is the 4.3, which is available with replica Bertelli coupé, Lancefield drophead and Vanden Plas tourer coachwork. Also available are Graber and Park Ward-style three-litre TF models. According to the Alvis Car Company's managing director, Richard Joyce, the cars will be built to look and



drive 'as close to the originals as we can get'.

Building a car in 2017 is a difficult business, such is the level of safety and emissions legislation which must be complied with. Quite how Alvis plans to operate within the guidelines of IVA testing has not yet been revealed, but we certainly wish them luck. Jaguar and Lister sidestepped the whole question by simply not trying: the E-types and 'Knobbly's' are built purely for competition use and not to be driven on the road – pointless, perhaps, but then again who would risk a genuine Lightweight E in today's traffic, anyway?

We will be interested to see how many of

1 This 1935 4.3-litre sports coupé by Bertelli is one of several designs now offered by the Alvis Car Company

the new Alvis models are built, and to whom they are sold. Surely anyone who can afford a bespoke, hand-made continuation 4.3 could find the money for an original, albeit maybe not with their preferred coachwork and colour scheme? If you're curious enough to enquire, the Alvis Car Company will be out in force at the London Classic Car Show on 22-25th February. Its website is at www.thealviscarcompany.co.uk

Acknowledgement & thanks to The Automobile Magazine for permission to reprint this article

2017 Alvis National Rally to the Rally

Day 1 Rally to the Rally

Wednesday 4th May

It was reported as being one of the coldest May days in Melbourne on record and was only 5oC in Avonsleigh at 9.30am when after much cajoling, I managed to coax the Alvis into life. It was not happy!

Whilst Maritta did a few errands, my job was to squeeze the luggage on board. In the end I had to leave the tripod behind.

We headed off at about 12.30pm.

Very pleasant drive through Woori Yallock, Yarra Glen and Yea to Seymour and then on via Shepparton bi-pass to our first overnight at Tocumwal. We checked just past Shepparton to make sure we had enough fuel.

Our merry little band all arrived safely, however Chris Higgins' Firebird failed to start and he was forced to bring a modern..... Not a happy chappy!! The Tonkin team (Richard and daughter Sarah) arrived last a little after dark. We had a very pleasant meal at the Golf Course bistro which was quite busy for Wednesday night.



The Parsell Silver Eagle had undergone considerable rare polishing for this adventure

Day 2 Rally to the Rally

Thursday 5th May

Very crisp cold morning, but the trusty Alvi all burst into life. We squeezed all the luggage in and headed off!!



McKinnon 12/50 heading out of Tocumwal



Starting to get warmer

Our first stop was for breakfast in the main street, then off up the Newell Highway through West Wyalong and onto Forbes for our second night stop.



Just before entering Forbes we were supposed to visit McFeeters Motor Museum, but Alan's 12/50 decided it had had enough Literally within walking distance of the museum. Noeline and Maritta walked to a coffee shop whilst Alan and Dale diagnosed the magneto had died and proceeded to fit the spare. It was just about mobile when Andrew and Mike appeared in time to get a ride back to the museum.

Day 3 Another cold morning and "Frosty and Felix" our trusty hot water bottles are filled up for another day!



Think we have moved to Easter Island



At Parkes



Left: Parkes is the home of the dish, the famous radio telescope responsible for bringing the world live photos of the 1969 moon landing and Armstrong's moon walk. The moment cannot be missed. We lined the cars up for a photo opportunity in front of the dish. Right: at the Blackgate Distillery at Mendooran





The welcoming committee as Northeys 12/50 and the Tonkin TE21 arrive. Then on to Coonabarabran for the next night stopover.

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

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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



FOR SALE

1928 FD ALVIS Front Wheel Drive

Significant Victorian History

Sold from the agents' stand at the 1929 Melbourne Motor Show and then fitted with a body built by Martin and King.

Recent Engine rebuild with new steel rods converted to slipper bearings. This car is a well known Victorian car with photographic evidence of competition history as yet unresearched.

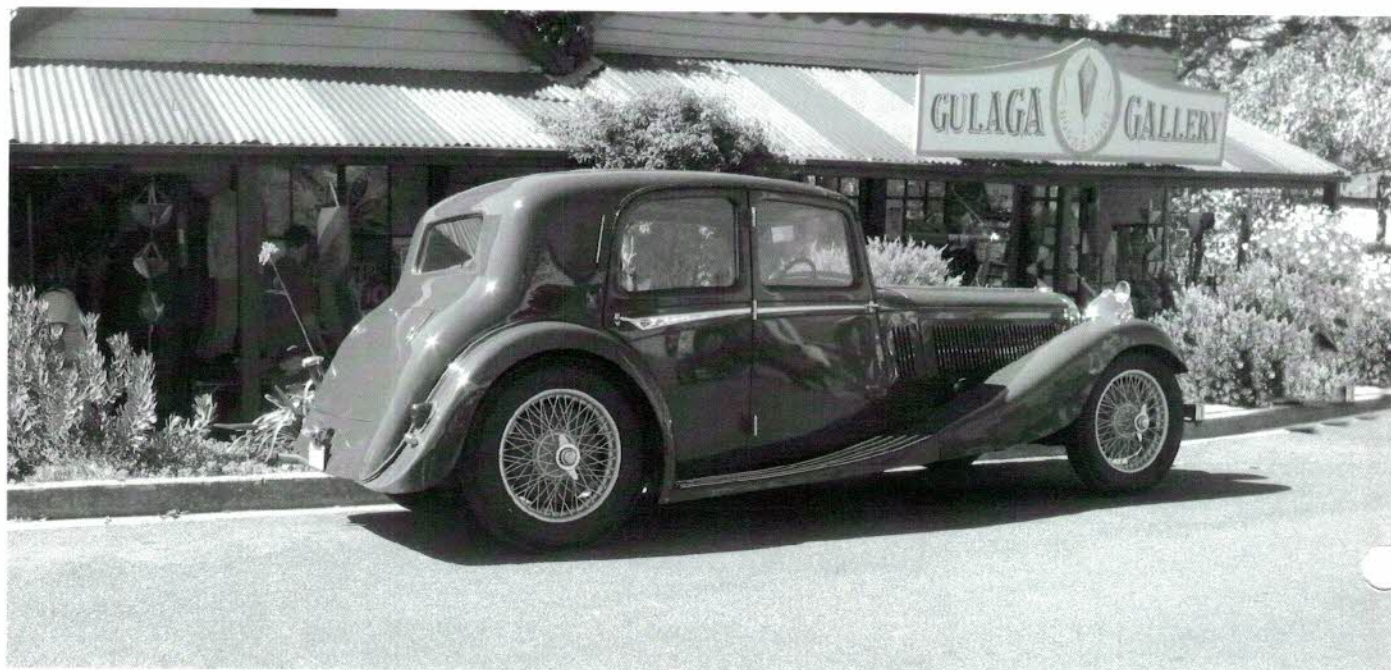
The provenance is well known {all owners} including the chance to meet the grandsons of the car's original owner and the son of the second owner. The car is probably the most original example of this model in Australia

Price as is, where is \$130,000

Don Bosanquet 0415 556 053



FOR SALE



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

He apologises to those who responded to previous advertisements in ALVIC and now following several operations and weeks in hospital, he is fit enough to handle any enquiries

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.

Nigel is asking \$70,000

He can be contacted on: 0417 106 564

WANTED

The "Innards" to suit Solex 30 MOV carburettor, eg choke tube, main jet and assembly, and auxiliary jet for a 12/50 engine.
Gary Guiver 0362396467



FOR SALE

Grease gun suited to Alvis 12/50
with flat grease nipples
Three speedometers and one for
spares

Side light

Generator to suit 12/50 or 12/60

New hub nut spanner

\$300.00 the lot obo

David Vaughan, Wedderburn

Email:

davelyne@bigpond.net.au

ALVIS PEOPLE BEHAVING BADLY

ALVIS TB14 for sale - bad back forces sale.

After 40 years of restoring an Alvis TB14, circa 1950, a back injury has persuaded my husband that his dream isn't going to come true with this potentially lovely car. Such is his bereavement that I his wife (aka Mother Teresa) is placing this ad. With that in mind please forgive lack of technical details - all that can be provided to any interested buyer. There's loads and loads of it and my husband could win Mastermind for his knowledge of the car, the stack of parts and thousands of photographs - he has of every minute detail. So the car is a rolling chassis with bodywork in position. The engine is complete and was rebuilt a couple of years ago but probably will benefit from some spit and polish. There's a spare engine and three (three? Why on earth does he need three?) gearboxes. The front wings, scuttle and doors are all professionally made. No grille but all the materials there ready to assemble. Some of the chrome strips are missing. The two seat squabs and rear seat back have been upholstered in cream leather and red piping - gorgeous - the best bit for me - and remain in plastic - never yet taken out. There's no carpet or door trims. All the dash and instruments are there. The side screens, hood and hood rails are there but will need restoring. There are boxes and boxes of instruments, spare stuff and electrical equipment that has been stored and has gradually taken over my store room. So is there anyone who wants a challenge? In return you'd get a car that is rare and pretty. Only 100 were made after the war, so you won't find many of them around. I'm asking £25,000 and will throw in a brand new rotisserie type thing that the chassis sits on and can be turned. There's probably lots of other odds and sods that go with it but I'm a bit out of my depth here. Husband may be included if mourning continues. We live in Devon if you want to visit. Lots of pictures on request.

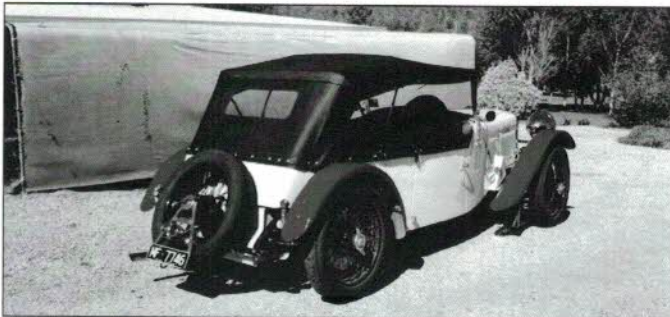
Contact me - Charnian Evans

Courtesy the AOC, May Calendar

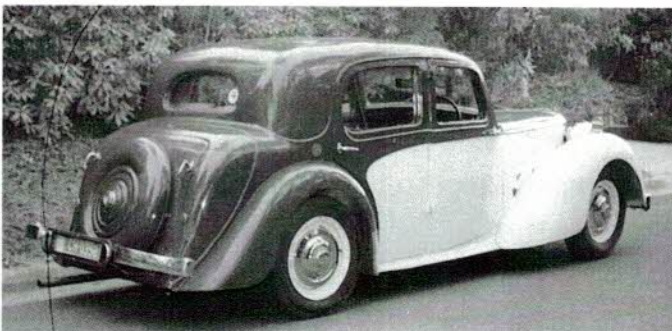
STOP PRESS - THE TB14 HAS BEEN SOLD

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



1947 TA14 Saloon Chassis/car No 21675

The car is in need of significant mechanical work and recommissioning.
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



Noted on carsales.com.au
1935 Alvis Speed 20 SB, Charlesworth DHC \$295,000



Noted on carsales.com.au
1953 Alvis TA21 3 litre \$120,000



Rex Robert's 12/40 Chassis 3176 (a history which must be told again)