

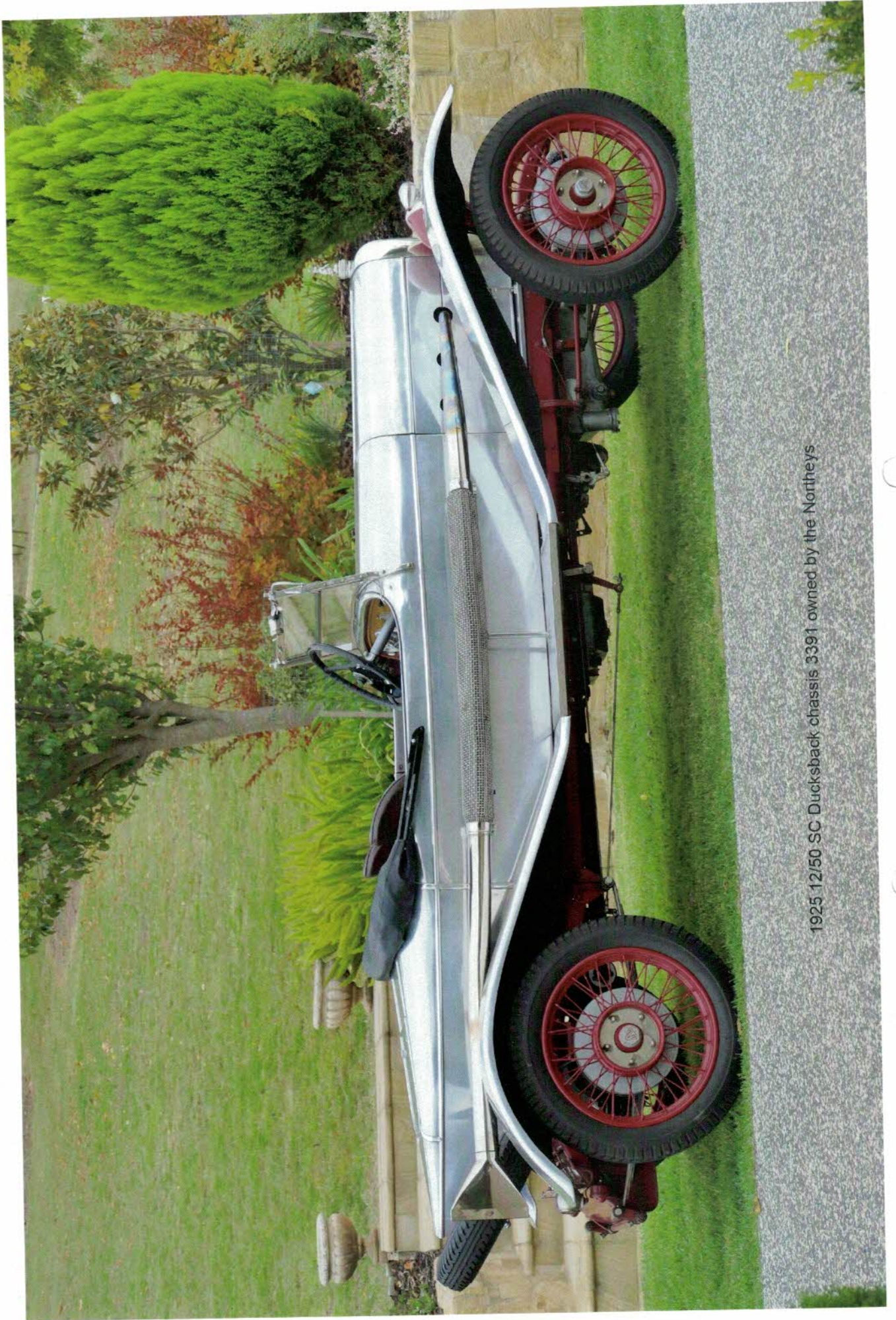
Alvic

The Newsletter of the Alvis Car Club of Victoria

June 2017

Contrasts of the 2017 National Rally





1925 12/50 SC Ducksback chassis 3391 owned by the Northeys



Alvis Car Club of Victoria (Inc)

A0017202F

June 2017

VOL 57 ISSUE 5

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

PRESIDENT

Andrew McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

VICE PRESIDENT

Mark Weller
PO Box 5030, Hawthorn, Vic 3122
Tel 03 9818 4324
mark.weller@authenticage.com.au

SECRETARY & PUBLIC OFFICER

Dale Parsell 14 Symons Rd,
Avonsleigh, Vic 3782
Tel 03 5968 5170
dparsell@ozemail.com.au

TREASURER

Marg Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@netcon.net.au

NEWSLETTER EDITOR & DISTRIBUTION

John Lang P.O. Box 129,
Gisborne, Vic 3437
Tel: 03 5426 2256
jdmelang@bigpond.net.au

LIBRARIAN

Frances McDougall, 424 Wellington St,
Clifton Hill, Vic 3068
Tel 03 9486 4221
amfi@dunollie.com.au

COMMITTEE PERSONS:

John Hetherington, 71 Hawkins St,
Shepparton, Vic 3630
Tel 03 58216 422 Fax 03 5831 1586
jfh@mcmmedia.com.au

Alan McKinnon, 195 Lower Heidelberg Rd,
Ivanhoe, Vic 3079
Tel 03 9497 3414
alanm@antiquetyres.com.au

Richard Tonkin, 15 Rob Roy Rd,
Smiths Gully, Vic 3760
Tel 03 9710 1465
rtonkin@tonkinlaw.com

SUPPER The LANGS

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

2017 COMING EVENTS

- JUN 16 GENERAL MEETING
- 18 EARLY MORNING RUN - based around the remaining infrastructure of Melb's cable cars (Andrew McDougall) SEE Page 6
- JUL 21 GENERAL MEETING
- 23 YARRA VALLEY RUN & LUNCH - Seville Vineyard Run (Mark Weller) SEE Page 6
- 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) SEE Page 7
- 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)

PRESIDENT'S REPORT

Frances and I again enjoyed the historic racing weekend at Winton on the last weekend of May. We took our 1909 Sizaire Naudin for the display. Unfortunately I didn't react in time to take the car on the parade run around the circuit, as we had last year with our IHC Buggy.

Andrew Green enthusiastically drove his SD 12/50 on the regularity runs trying to scrub off the tread from his new tyres. Andrew came third on the Sunday regularity and his 12/50 won the award for the best presented regularity car. Mark Burns was missing this year as his 12/50 is currently suffering from mechanical issues. It was good to see Geoff Hood in the blown racing 12/50 after some years off the road with engine problems. Geoff says the engine is now strong but will benefit from race tuning.

Another surprise was to see an early 12/50 engine shoe horned into Rob Rowe's TQ special. It was hard to imagine how the engine fitted into the chassis and under the bonnet.

The weather on Saturday was perfect for racing, with rain forecast for Sunday, but fortunately it held off for most of the day.

Following on from Winton we had a mid week run to the RAAF Point Cook Museum, which was organised by John Lang and Dale Anderson. It being mid way between Melbourne and Geelong provided the opportunity for members from the Bellarine Peninsula to join the members from the Bellarine Peninsula. It was great to see Peter Miller out in his 12/50 Ducksback for the first time, which he says he is thoroughly enjoying. His 12/50 was accompanied by a couple of others, those of Dale Anderson and Rob Sands. Other Alvises included a couple of Speed 20s and a Speed 25, with Tonkin's interloper Armstrong Siddeley.

The museum was a real eye opener as to the exhibits of aircraft from the earliest days through to the F 111. There was so much information to take in, which was assisted by having a guided tour from an enthusiastic volunteer. At 1.00pm we were able to watch an aerobatic display put on especially for the visitors. Access to the museum is free (donations gratefully received) and a visit is thoroughly recommended even if you have previously been some time ago – allow plenty of time.

At the meeting on Friday night we will have Stan Bone as our guest speaker. He has a very interesting presentation on his and his family's gold mining exploits over many decades, including the ingenuity in adapting war surplus equipment. Please come along and meet Stan as I know you will enjoy hearing about his experiences.

This coming weekend we have an Early Morning Run on Sunday, commencing at Dallas Brooks Drive near Latrobe's Cottage, at 8.30am. The theme and route is based on driving past and viewing a number of former cable tram facilities, finishing at Clifton Hill for brunch and if interested a visit to my workshop to see progress on the Speed 25 restoration.

Mark Weller has prepared a Yarra Valley run on Sunday 23rd July with a winery visit. Again another good opportunity for exercising your Alvis in great company.

Preparations are well in hand for our weekend away on the Bellarine Peninsula at the end of August. Dale Anderson and Mark Weller have planned some interesting visits and good driving, so please reserve the weekend of 25th to 27th August. More details now in ALVIC.

I recently had a short visit to Tasmania and had the opportunity to visit Chester one afternoon. He has recently rebuilt the wheels and fitted new tyres on his Delage so that they can be readily trued and balanced. However his current focus is the dismantling of the 1907 Napier, ready for painting and also to commence the reconditioning of the engine. Chester is certainly keeping busy and I look forward to the completion of the Napier as it is an awesome big veteran and will have a great power to weight ratio.

Currently the unstoppable McKinnons are accompanying Mike and Ruth Hirst on a 12/50 tour of southern France and Spain. No sooner were Alan and Noeline back from Warwick than they were off again. They certainly won't rust out! By all accounts they are having a great time and why wouldn't you, when you are visiting wonderful places in a 12/50.

Recently Richard Tonkin had his TA21 Graber up for sale at the Mossgreen auction in Sydney. Unfortunately for Richard, or perhaps fortunately for our Club, the car did not sell. It seems as though there may be a contraction in interest in general as they only sold a handful of cars, which included an Alvis Healey restoration project.

Whilst referring to Richard Tonkin I wish on behalf of the Club members that he has a speedy recovery from a back operation. We look forward to seeing him walking erect again.

The AOMC is again holding a restoration seminar on Saturday 22nd July. These are always popular and good value. This one will be bigger and better than ever, with trade stalls, as it is being held at a new venue at the Jaguar/Austin Healey clubrooms in Rosalie Street Springvale. As soon as I know the topics and list of presenters, I will pass the information on. However it will be best to look at the AOMC website if you wish to register attendance on the day.

I look forward to seeing those who can make it to the meal at the Malvernvale Hotel prior to the meeting. Please let me know, by Wednesday evening, if you are joining us, so that I can reserve sufficient space.

Andrew McDougall

NEWS

PLEASE NOTE YOUR MEMBERSHIP FEES ARE DUE & PAYABLE FROM 1 JULY 17

Margaret Caldwell advises that she has been diagnosed with a major health issue and is hopeful that medical intervention will be successful. We wish Margaret a successful outcome.

As Andrew reported, Richard Tonkin has had spinal surgery during the last week to fuse several vertebra and is home again and recuperating. He suggests that he might have trouble tying his shoe laces. If his concerns are correct, we might see him in thongs. Hope recovery goes well.

The photographs in this ALVIC edition have come from several known and unknown contributors and I will not try to acknowledge them by name.

Very many thanks for your work.

I am aware that e-ALVIC makes it difficult to view landscape photos in portrait, however the NatRally photographs on page 2 & 24 were too good to not include on single pages.

Many thanks to the Northeys and Richard Tonkin for the *NatRally write-ups*

G'day John,

We had a good flight over and, since landing, have caught up with many friends. Weather has been cool and damp with the odd gale thrown in. Yesterday was fine when Andrew Storrar took us to the pub for lunch in the TA14. A 1948 VDP DHC which is very original. He told us that Helen is now at home. Unfortunately the Queensland trip got in the way of us catching up with her in Oz.

Cheers for now; hope the tramway trip goes well.

John Hetherington

You will find Mark Weller's account of the mid-week run to Point Cook later in this ALVIC, however there were a couple of side issues about the getting home from the venue that are to be mentioned.

Richard Tonkin used the western ring road for his trip home and as often happens on it, there had been an accident which effectively closed the road. Sitting in an old English car in bumper to bumper traffic watching the temperature gauge climbing is not good for the heart. Richard found himself in that situation and had to bail out of what should have been a routine trip.

Peter Miller who had his newly acquired 12/50 out on its first major run was reliant on the Langs' navigation to get to and from Point Cook. Getting there was easy, however on the way home a single missed turn resulted in a turn at a major intersection putting us on an unmade road which deteriorated into a track that would have taxed a Saracen APC. Regardless of the crawling speed used, the 2 cars took a pounding! After 15 minutes of this we were then presented with a right hand turn into busy 100kph traffic.

I was surprised how quickly the 12/50 entered the road behind us and reached traffic speed without any hindrance to the traffic flow.

Peter had a wash down of the car on return however our Speed 25 has fracture marks on the front mudguards and the whole body took a beating.

In over 50 years of driving I have never been presented with a road like it. At crawling speed the front mudguards seemed to have set up a harmonic shake regardless of varying speed. Work to be done to fix!

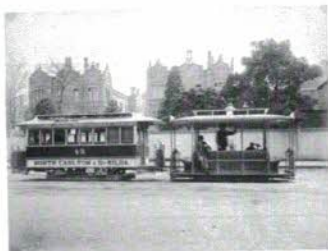
Fortunately the friendship was not damaged by the road, but I won't risk it again.

..... ed

(as a result of the cable car tour invitation)

John,
A reluctant no from us
A pity because as a boy I used to ride these to my uncles shop in Smith St and can still remember it well.

Terry Wills-Cooke



EARLY MORNING RUN

SUNDAY 18 JUNE



Come and enjoy a drive around Melbourne visiting the remnants of the Cable Tram network which operated from 1885 to 1940 and grew from small beginnings to 75km of double track over 17 routes running 1,200 cars & trailers.

Drive along the original route, see engine houses, tram depot sheds and the ornate headquarters of the Melbourne Tramway & Omnibus Company.

The start will be in Dallas Brooks Drive (near La Trobe's cottage) Map 2L A1/2 gather at **8.30am for a 9.00am departure.**

We will finish in Clifton Hill for brunch in one of the local cafes, followed by a visit to the McDougall workshop at 5 Hilton St, Clifton Hill

Please advise Andrew & Frances by **Friday 16 June**, either by email, SMS, phone or at the monthly meeting if you are planning on attending.

Email: amfi@dunollie.com.au

Mobile: 0417 310 852

Home: 94864221

YARRA VALLEY LUNCH RUN - 23RD JULY

This run will avoid highways and offer good Alvis driving along scenic roads to finish up at Killara Estate at Seville. This establishment serves excellent Italian food and has spectacular valley and mountain views – and has an interesting motoring connection. Indeed, weather permitting, they want us to park on the lawn in front of the dining room – to enhance the view!

The starting point will be in Mt Dandenong Rd, East Ringwood (outside the East Ringwood Reserve, just west of Dublin Road), for a one hour run to Seville.

Alternative routes home will be suggested on the day.
Please advise Mark Weller on 9818 4324, by 10th July, if you can attend.

WEEKEND AWAY: 25-27 AUGUST 2017

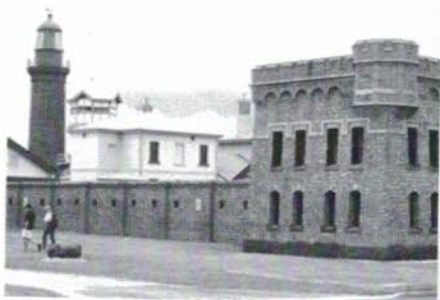


This promises to be an excellent three-day weekend of good country driving roads, interesting places to visit and good food. We shall be based in Geelong and radiate out to the Bellarine Peninsula, the attractive Barrabool Hills and areas westward to Winchelsea, Birregurra and Inverleigh.

Attractive prices are being negotiated for meals and visits and rooms have been reserved in a motel with out-of-sight parking, mostly undercover, for \$125 per night for two nights.

To secure your accommodation, please call the Parkside Motel, 68 High St, Belmont, tel 5243 6766 and quote Alvis Car Club reservation no. 24089. Rooms will be held until 25th July, so you will need to pay in full by then.

For further information or to confirm your attendance, please call Dale Anderson (0415) 521 138 or Mark Weller (0402) 429 022.





Celebrating 100 years of Alvis

The Centenary Tour – the pre rally before the National Rally 2019

We are looking for expressions of interest in joining us for all or part of the journey as a start to celebrations of 100 years of Alvis.

2019 will be the start of world--wide celebrations - 100 years of Alvis.

The proposed tour will take in a taste of key areas from the Victorian high country, south to Victorias east coast region north along New South Wales Sapphire coast, then up into the Blue Mountains, inland western NSW, then back down visiting our nation's capital - Canberra, through the snowy mountains and finally culminating with a gathering in Albury which is the proposed starting point for the 2019 National Rally.

We anticipate the tour will be approximately 15 - 20 days in duration. Driving will be minimised to approximately 300 to 400 km on transport days. We will be working towards a minimum of 2 nights in each location where possible and in some instances a little longer. The aim is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia.

We are seeking expressions of interest at this time. If you would like to participate please contact: Dale Parsell, dparsell@ozemail.com.au



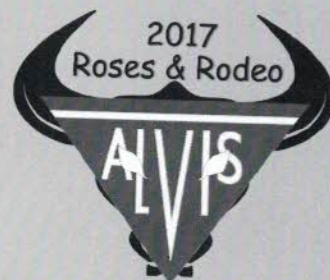
DRIVE IT DAY

"Little Red" on duty at the Gisborne Steam Event.

Did anyone else drive their car on the day?

Your brief report and or photos would be very welcome!

THE AUSTRALIAN NATIONAL ALVIS RALLY



2017 Roses & Rodeo



Day 1 - the Northeys

After a superb drive north to Warwick it was a relief to be able to have a quiet first Rally day, with distances of hundreds of meters driven rather than hundreds of kilometres.

Arrangements had been made to park the cars as a display on the grass of the main park in the middle of the town of Warwick, our base for the week. The day was fine enough and reasonably warm and the display attracted a lot of local attention and appreciation. The Town Crier was in attendance and led much of the multitude on a short walking tour of downtown Warwick, picking up on unusual facts, features and tales of this lovely and historic town. Proper coffee from an arranged mobile van was an appreciated part of Rally provisioning!

Not only the Mayor but the councillors broke off from a business meeting to mingle with us with the Mayor then formally welcoming us all and selecting as her favourite car Dean Prangley's Speed 20 – a popular choice.

The remainder of the day was then available to explore Warwick on foot or car, with the suggestion of a visit to the nearby Pringle Cottage Museum – that was a real gem. The volunteers had opened it up especially for the Rally, and it was much appreciated by us. Based on a solid old two storey stone home and school building, with various other buildings and sheds it was chock full of a wide range of interesting material. One of many highlights was the extensive printing works with equipment and displays covering manual printing through to a more recent linotype machine: lead ingots in one end and print blocks out the other!

Day 2 - the Northeys

Was a proper driving day, with many elements to it; one of them being the dampness element! Hoods mostly stayed down though, so no problem. We started the day with some processional laps around the local Morgan Park Raceway – a magnificent, extensive and well-used facility. An hour of driving on an empty minor road then brought us to Lawdogs for morning tea and a demonstration. This private company trains dogs mostly for the private sector for detection and security work – they start with dogs with some attitude, and train them to sniff out stuff and be very aggressive on command. It was most interesting, viewed from the morning tea side of a wire mesh fence!

From there to a comprehensive lunch at Ballandean winery; we are uncertain about how any vegetarians may have fared, but the carnivores dined 'high on the hog.' The return home was via various self-select commercial attractions (jam/candles/wine/pies/coffee/etc) and an extraordinary visit to Dave Ford Restorations at Severnlea. This small and immaculately clean workshop hidden away down a small unsealed country road was chock full of interesting vehicles having high quality major restoration and engine work performed. The Prangley Silver Ghost was in with the cylinder block off for valve etc work: the pile of copper and brass engine bay tubing removed and carefully stored in the car was a sight to behold. There was a veteran Sunbeam major restoration underway, a beautiful blown 4 1/2 Bentley and other large old engines, cars and interesting paraphernalia – this was a real highlight of the day.

The return to Warwick was in daylight for most – there was about 200km driven in amongst all of these so it was a big, full, ambitious and most interesting day for all.



Top Left: the Morgan Park Raceway

Top Right: Lawdogs demonstration

Above & left: Dave Ford Restorations. Some of the interesting cars.

Day 3 (Wednesday) - Richard Tonkin

Wednesday, 10 May dawned bright and sunny – or at least I presume it did – I don't get up at dawn except for National Emergencies – like the TE21 needing a chamois or the passenger's side sun visor working loose again.

Cancer Council.

We then drove down the mountain to the Warwick Golf Club, and were entertained by bush poet and storyteller,



For me, the highlight of the day was the visit to Alan and Lenore Saunders' beautiful property at Sladevale, a suburb of Warwick. Their 10 acres was reached by climbing up (in 3rd gear) a steep hill (or was it a little mountain?) to their home, which provided a spectacular vista over the surrounding countryside.

The object of the visit was a tour of the coach house (and a proper coach house it was) by Alan, who was wonderfully knowledgeable about the collection of 30 or so buggies and other horse drawn vehicles of all shapes and sizes, most in pristine condition. A 14 seat red Cobb and Co caught my eye. Alan explained that the company had at least 100 coaches built at Charleville, in Queensland – they operated from 1866 to 1924, by which time motor buses were reliable enough to take over the Queensland routes, many of which ventured deep into the outback.

Alan had been a shearer and then a cotton farmer in the district. On retirement, he turned his energies to collecting coaches, many of which were "barn finds" from properties all over Queensland, collected over some 20 years.

All of the coaches were bare wheeled or with solid tyres – not the luxury of pneumatic tyres in those days. Many had quite elaborate suspension, consisting of various combinations of leaf springs and spring steel.

Some of the coaches had been imported – a dark blue one was built by the English coachbuilder, Barker, (who made the bodies for Daimlers and other fine marques) was provided to the order of the Maharajah of Mysore, in India – it was a hunting vehicle, able to convey His Highness, guests and a brace of guns on hunting expeditions.

Alan explained that he does most of the restoration himself but gets the leather work done by a local expert.

Alan charged us a fee for what was a most enlightening tour, but all of his entry charges go to charity and we were able to present him with a cheque made out to the

George Forgarty. George sang bush ballads and told us some good yarns.

After lunch, we drove the short distance to the Rodeo Centre. This was an imposing building with honour boards listing the achievements of bareback riders and cattle lassoing by both men and women, as well as interesting displays.

Our guide explained that the working life of a rodeo rider is about 10 years. "It's a young person's sport – a lot of pain involved" - as there would be, being thrown off the backs of horses and steers on a regular basis. Eight seconds on a bucking horse and you score points.

The legendary R M Williams started the Rodeo Centre in 1944. Our guide said that the horses are specially trained (I always thought they were unbroken – straight from running wild in the outback). Dean Prangle and Nicole Payne "volunteered" to try their hands at lassoing a model calf (that is, a stuffed one, not a good looking one), which they got right after a couple of tries.

Two local high school students, Jack and Tyler, then gave us a demonstration of riding steers. They were both very good, but Jack won. I thought there might be a schooldays romance blossoming between them, but Tyler seemed a little miffed at Jack's success and she seemed to avoid him after the event.

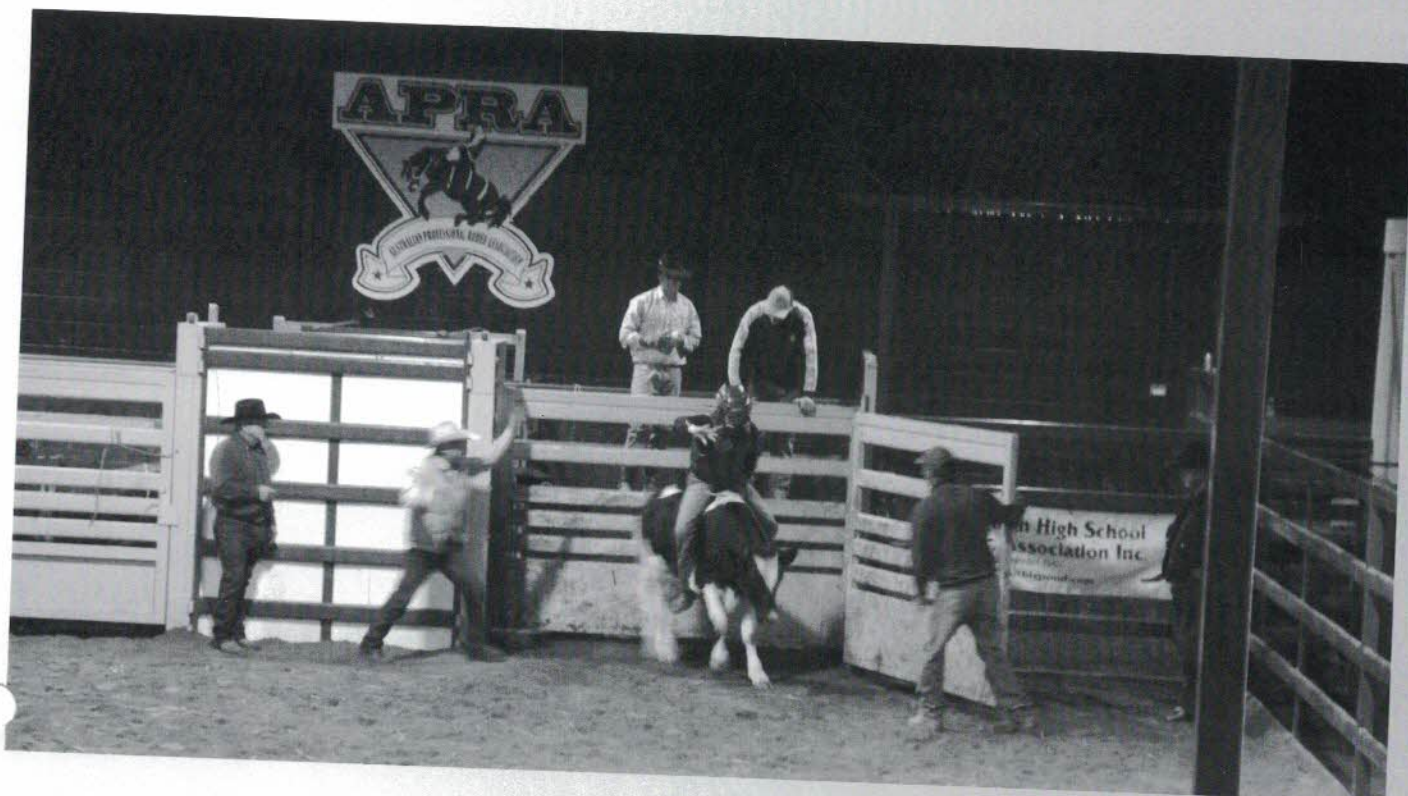
Then back to the motel for any minor adjustments to the Alvises ahead of Happy Hour at the bar and another excellent dinner – a busy but enjoyable day.



Buggies at Sladevale



Alvic



DAY 4 (Thursday) - Richard Tonkin

The day dawned – no, don't start that again.

This was the day for our steam train ride to Clifton, about 50 kilometres and 2 hours from Warwick. But first, there was an Alvis matter to attend to. Andrew McDougall had previously told me that the TE21 was "crabbing" - looking like it was trying to go sideways. Alan McKinnon diagnosed that the centre bolt on the left rear leaf spring had broken, allowing the rear suspension to become misaligned. Daughter Karen (who came over from Brisbane to do the Rally with me) and I drove down to the recommended garage, while the others took a bus, thoughtfully provided by the Rally organisers, to the train station.

I was greatly encouraged when we got to the garage, to see that they were working on a Mark V Jaguar saloon and an Austin A30 ute – these were proper people to be working on our proper car.

The steam train duly departed from Warwick Station, almost on time at 10.02 am, after much puffing and shunting of the engine, due to the lack of a turntable. Karen and I were in a carriage that seemed to rock and roll a great deal. Karen, who is in her 40s, had, to my knowledge, never previously complained about being "train sick," until we got going, sitting in that. On the advice of our conductress, we moved to the next, double bogie carriage, which was certainly much smoother and Karen felt fine.

We were told that our average speed would be about 20 kph, racing up to 40 kph on flat country. The maximum allowable on the track was 60 – a concession no doubt to the age of the rolling stock and the narrow, 3 feet 6 inch Queensland gauge.

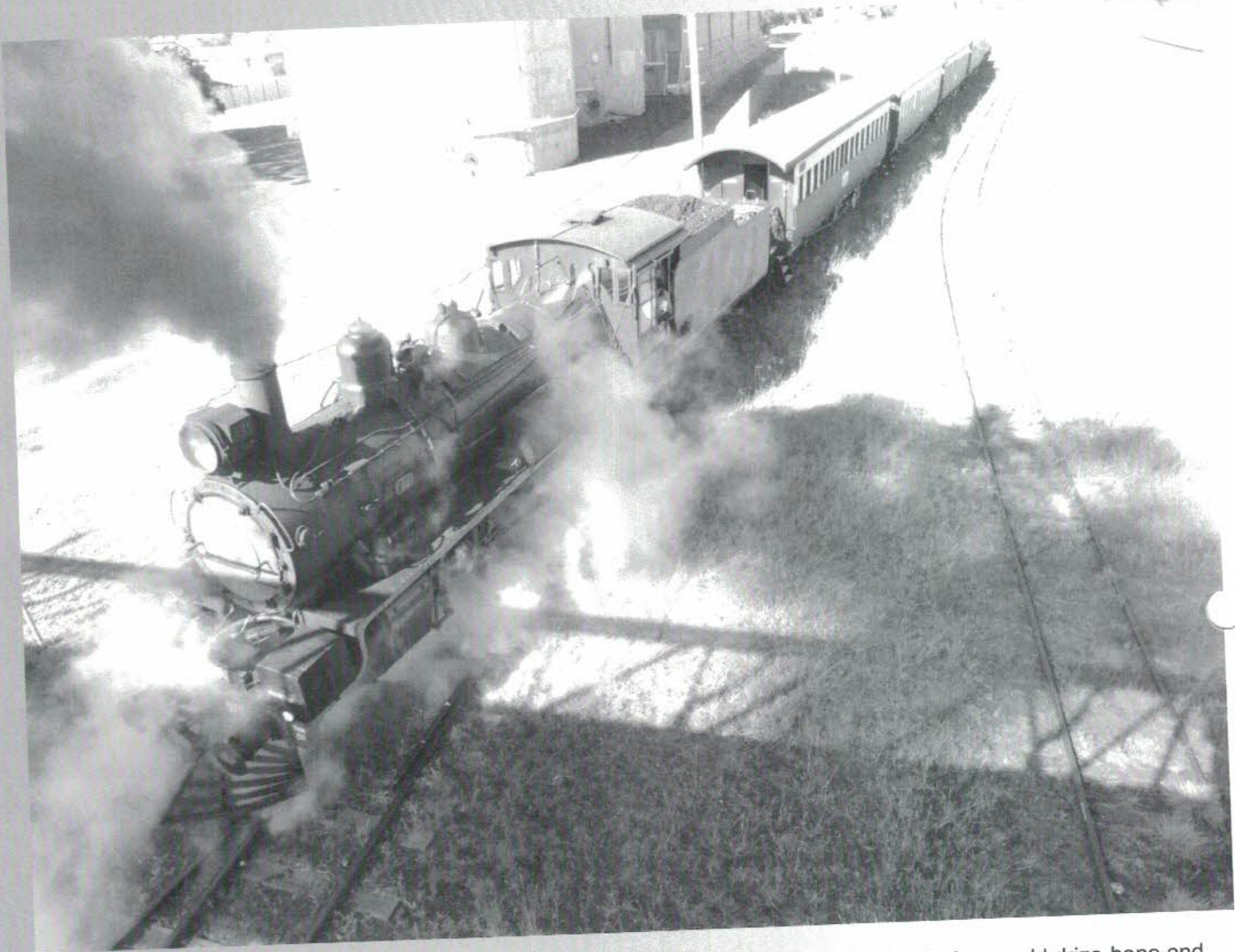
The countryside was mostly open farming and grazing, with quite a few cacti (prickly pear?). After we had been going for half an hour or so, the train stopped, the driver and engineer got out and closely examined the wheel of one of the carriages. They explained that a heat sensor fitted to the track (which was also used for regular goods trains) had detected a hot wheel bearing a couple of days before. It had been repaired, but was still causing trouble, but not enough to end our journey. It was nice to know that old trains have problems as they journey along, as well as old cars.

We also passed a sunflower plantation, a solar panel farm and a crop of oats. Karen won a bottle of wine in a raffle on the train – I never saw it again – she must have taken it home with her!

Approaching Clifton, we stopped again, the engine was uncoupled, it went merrily up the track, shunted around and joined up with its front to the front of the first carriage, so that we went backwards into Clifton. The process was reversed there and we returned to Warwick with the engine at the front of the train.

When we arrived at Clifton, we were met by a beaming Mike Williams from Tasmania. He had won a prize at the first dinner of the Rally – a ride on the footplate of the engine, all the way from Warwick to Clifton.

I had a chat to the driver when we disembarked at Clifton. He was wearing a cap marked "Grumpy." He was a bit too, but he warmed to his topic when I asked him about the engine. It was built in Maryborough, Queensland, in 1950. A C17 class, tipping the scales at 82 tonnes. It



(she?) carried 3,000 gallons of water and 7 tonnes of coal, of which she used half on the run from Warwick. It took 5 years for a dedicated team of volunteers to restore her – and she did look splendid.

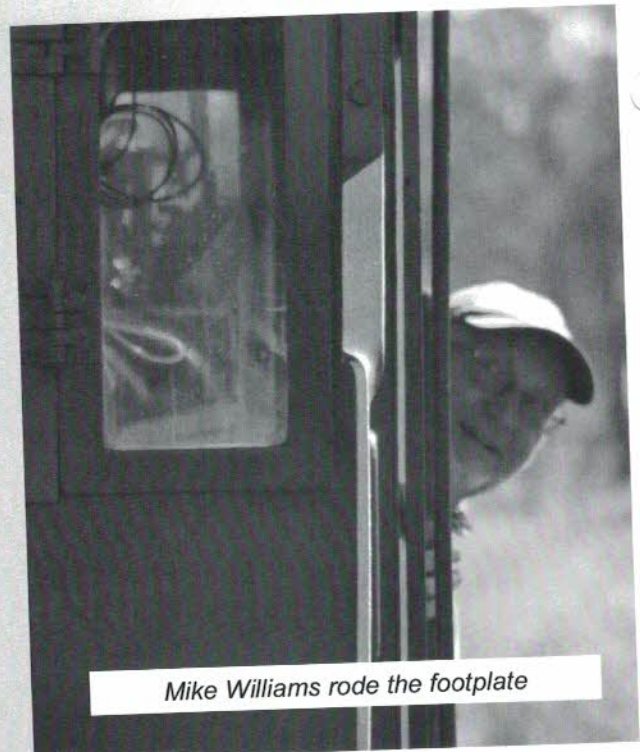
We lunched well on two courses at the Clifton Arms Hotel. The town, basically a main street, has a population of 1,375, including the surrounding farming areas and is 150 kilometres west of Brisbane, 49 kilometres south of Toowoomba, in the Darling Downs. As an example of relaxed country life, the only bank in town was closed for lunch. Karen got a bargain at the Op Shop, a \$140 pair of designer jeans for \$4.

On the train back to Warwick, we learned that Queensland Rail own the track and signalling equipment. The Railway Society pay for the use of the line and their volunteers maintain the engines and carriages. We were entertained on our journey back by a guitarist who we joined in singing popular tunes and ballads.

On arrival at Warwick, Karen and I were pleased and relieved to find that Alan McKinnon's diagnosis of the TE21's "crabbing" was correct – it was all fixed and at a very modest cost.

This was the dress up night at dinner, with an outback theme. Karen and I went as the Kelly Fonzie Gang – Pauline made his armour from sheets of cardboard

and a bucket for his helmet. A very old driza-bone and dusty gum boots. But it satisfied the judges and I won – although there were many excellent costumes and we had a great night.



Mike Williams rode the footplate



DAY 5 (Friday) - Richard Tonkin

Our first stop was the "Mary Poppins' House" at Allora – about a 30 minute drive from Warrick. The father of the author of the Mary Poppins was the local bank manager and the house had been built as a bank, complete with a walk in strong room. The father aged 43 died in the house from pneumonia. His wife went to the local river and tried to commit suicide but was saved by the author of Mary Poppins, her daughter, Helen. A very sad turn of events for the family. The mother and children moved to Bowral in NSW where an aunt lived and after the children had all been educated there, the family moved to England.

The present owners bought the house in 2007 and they have renovated it so that it looks just like it was when Helen lived there.

We then drove a short distance into the town to Denny's Car Collection. This was a private collection comprising a model a T-model Ford outside the building and coming inside, a 1932 silver-grey Pierce Arrow, two other Pierce Arrows, a Graham Brothers Truck, a Cadillac Fleetwood two Buicks and another Cadillac La Salle, two Packards, Mack Truck and further cars in a back room. A little business collection in the process of being expanded.

We then headed off for lunch at the Killarney Hotel. On the way, Frank and Wendy Smith smashed a windscreen in their speed 25 Drophead Coupe when a truck threw up a stone. A number of Alvi stopped to help including Karen and I the TE21. I cannot be mechanic or able to supply an important piece of equipment. I brought a portable vacuum cleaner that plugs into a cigarette lighter. Frank was able to utilise that to suck up the many pieces of broken glass. He telephoned a windscreen supplier in a Warrick garage and notwithstanding the fact that it was Friday afternoon, Frank and Wendy were able to drive back to the town and the new windscreen was fitted – another example of the wonderful service and help that people in country towns provide to visitors.

From Warrick we drove onto Masons Falls. Karen drove the Williams Carbodies TA14 from Killarney to the falls and I drove it from the falls back to Killarney and was a passenger with Mike from Killarney back to Warrick. It's a lovely car and Alvis did a remarkable job producing such a solid reliable vehicle so soon after the War.

The falls, spectacular and well worth the excursion.

That night there was some fun and games – Frank and Wendy Smith received the hard luck trophy for their broken windscreen. Andrew and Frances McDougall won a prize for completing an Alvis crossword and identifying the various models which were drawn on the program.

Margaret Caldwell was declared an Alvis legend.

The Williams came from Hobart in their TA14 and won the award for the longest travel to Warrick.

The Golden Spanner Award was won by Alan McKinnon, for helping people out when cars got into trouble.

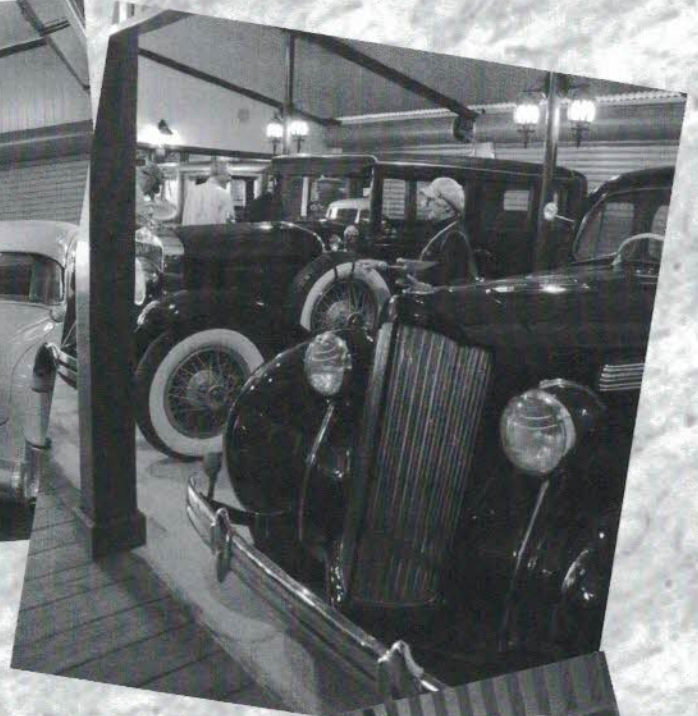
Heather Goldsmith made a presentation for the 2019 National Rally which will be held between 17 and 13 April in Albury.

Prior to that there will be a tour of Eastern Victoria and Southern NSW, to include Canberra. Details of the event were provided by Dale Parsell with it starting in Melbourne and ending with the rally in Albury. The tour will be some 15 to 20 days and will celebrate the 100th anniversary of the establishment of the Alvis company.

Bruce Cunningham handed out an expression of interest form for the National Rally, which will be a great way to continue to celebrate the Centenary event. It is a very important occasion.

I thought it was an excellent rally, most enjoyable and daughter Karen has said that she wishes to join the Alvis Club – I guess that means Victoria and NSW, otherwise Heather Goldsmith and the gang will be on my back.





VISIT TO THE RAAF MUSEUM, PT COOK

..... Mark Weller



What a marvellous museum? I recall visiting briefly, years ago, a couple of draughty hangars containing some dusty old aircraft. Today's experience was markedly different: the museum is highly professional in its exhibition of the extensive collection and is a welcoming place, with parts of it even heated.

The museum's displays of artefacts, photographs, mechanical components and historical explanations are well shown, with excellent lighting and easy-to-read explanatory plaques. Just one example that caught my eye was a set of medals, including a Distinguished Flying Cross and Bar, awarded to a WWI pilot whose exploits of daring were remarkable enough, but who flew again in serious action in WWII.

The aircraft exhibits are extensive, ranging from a reproduction of the first (frightfully flimsy) aeroplane to fly from the base in 1914, the Bristol Boxkite, to the recently retired F111C; indeed, this plus a Phantom and a Canberra Bomber filled one hangar. Next to the F111 was an interesting large strut with sturdy rings at each end: the pivot arrangement for the swing-wings. The large number of other aircraft included trainers, fighters, bombers, forward observer spotters, transport aircraft and helicopters. Some names that may be familiar are Mirage, C130 Hercules, Vampire, Tiger Moth, Mustang, Supermarine Walrus, Jindivick target – to name just a few. Quite a number of the aircraft are or could be flyable and all were visible from an elevated walkway and also at ground level.

We also saw the restoration hangar, containing several works in progress, including a Mosquito.

We took advantage of the services of one of the museum's volunteer guides (who are former RAAF personnel) to show us through the collection and explain much of what we were seeing. Mind you, as we had to keep moving in order to get through the four hangars-full, there was insufficient time to read more than a few of the interesting and well-written plaques on the exhibits. I need to make a return visit to absorb more of these.

Lunch was to be at Werribee Park following the visit, but we cancelled this plan and ate a rudimentary lunch from the kiosk whilst watching a display of aerial acrobatics, flown for us by a Reserve RAAF pilot in a CT4 Trainer aircraft (his day job is flying A320s for Tiger Airlines – ie as a bus driver in comparison to throwing this small plane through the hoops). Various aircraft are used for these displays. We then resumed our tour.

Point Cook is the home of the RAAF and the museum is a credit to the volunteers who guide, clean and restore the exhibits – and to the Department of Defence which funds it and enables free admission.

The visit was attended by five Alvices (Andrew and Frances McDougal, Robert Sands and friend Jason, Peter Miller, John and Marg Lang, Dale Anderson and Geoff Ross) and three in foreigners (Richard Tonkin in an Armstrong Siddley, Mark Weller in an E Type Jaguar and David Head in a modern). An excellent day out and strongly recommended.



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

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



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

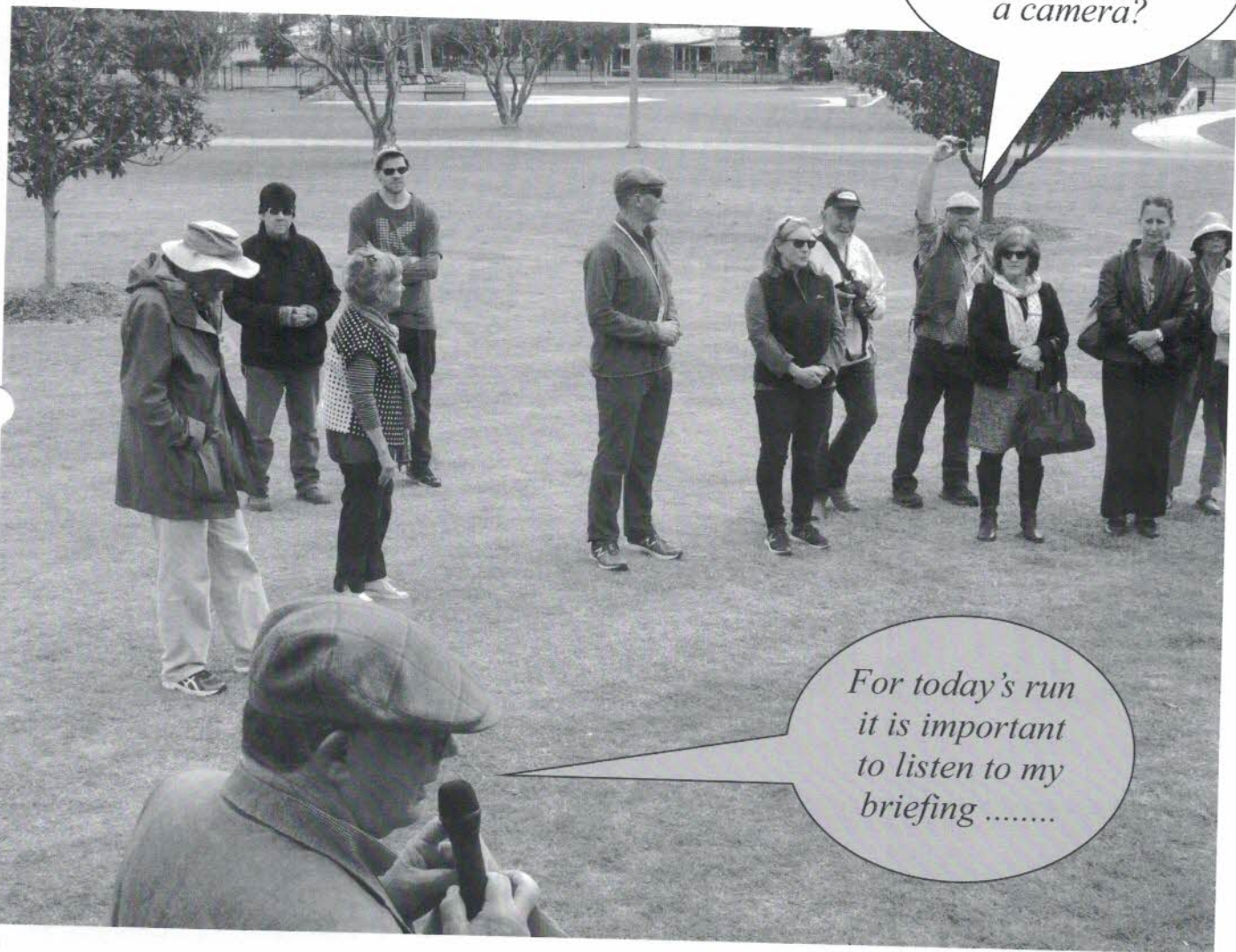
He can be contacted on: 0417 106 564

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

ALVIS PEOPLE BEHAVING BADLY!

*Excuse me!
has anyone lost
a camera?*



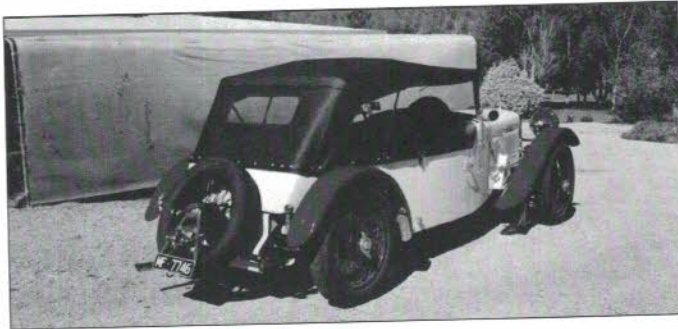
*For today's run
it is important
to listen to my
briefing*

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

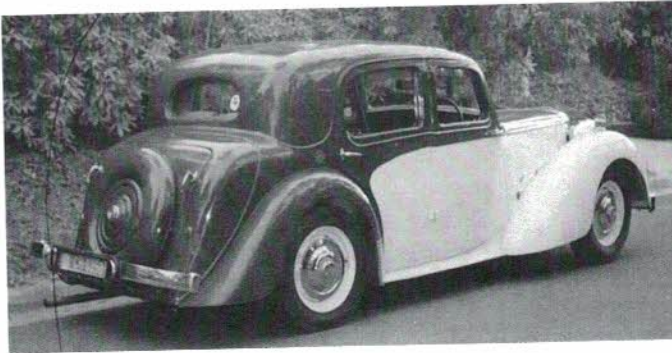
The opinions expressed in this newsletter are not necessarily those of the Alvis Car Club of Victoria (Inc), its officers or its editor. Whilst all care has been taken, neither the Club nor its Officers accept responsibility for the availability, quality or fitness for use, of any services, goods or vehicles notified for sale or hire or the genuineness of the advertiser or author. Other car clubs may reprint only articles originating from our members. Acknowledgement would be appreciated.

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 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

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
1935 Alvis Speed 20 SB,
Charlesworth DHC \$295,000

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





TB21 chassis 26138 owned by John Payne