



# *Alvic*

*The Newsletter of the Alvis Car Club of Victoria*

*March 2018*





# Alvis Car Club of Victoria (Inc)

A0017202F

CLUB ROOMS: - rear of 'ALVISTA' 21 Edgar St, Glen Iris  
(MELWAYS 59 F8)

Meetings—third Friday of each month [except DEC/JAN] at 8.00pm.

Newsletter Deadline - first Friday of the month.

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[www.alvis.org.au](http://www.alvis.org.au)

**March 2018**

**VOL 58 ISSUE 2**

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## **2018 COMING EVENTS**

- Mar 16** GENERAL MEETING  
**25** KALORAMA—SEE PAGE 16
- Apr 13/15** WEEKEND AWAY "YARRA VALLEY & BEYOND" SEE PAGE 5  
**20** GENERAL MEETING—GUEST SPEAKER STEVE DENNER
- May 18** GENERAL MEETING  
**20** NATIONAL MOTORING HERITAGE DAY  
RUN TO & LUNCH AT THE TOOBORAC HOTEL (LANGS to organise)  
PLEASE NOTE THIS SUPERCEDES THE JULY OUTING TO THAT VENUE  
**25-27** WINTON
- SEPT** WEEKEND AWAY St ARNAUD, WEDDERBURN AREA (McDOUGALLS to organise)
- OCT 7** TRYDEL MUSEUM & LUNCH (RICHARD TONKIN TO ORGANISE)
- DEC 2** CHRISTMAS PARTY AT THE FERGUSON'S, KINGLAKE

*Our front cover appeared on a recent AOC Bulletin and in looking for something different, the photographer and owner of 206JBC a TC21/100, Richard Bagge, happily let me use the image and those on page 2. The front cover photo reflects its neighbour, a TB21, the 2017 South East Section Alvis Day at Heve Castle.*

# JANUARY / FEBRUARY PRESIDENT'S REPORT

We had our largest roll up, in my experience, for a meal at the Malvernvale Hotel prior to the February meeting. There were in excess of 30 people and I had to keep asking the staff if they could provide us with more tables. Likewise the club rooms were almost bursting as we had the Hulberts, relatives of the Balls and many others who came to hear Patrick Moore, our guest speaker, provide a very interesting talk on his experiences working in Coventry in the late 60s and 70s and in particular his time with Alvis. It would appear that jobs at Alvis were well sort after as the work was interesting and Alvis paid better than the other car manufacturing firms. We very much appreciated David and Jennifer Muirden arranging for Patrick to come and speak.

We are very much looking forward to having Steve Denner speak at our April meeting. Steve will be talking about his experiences when he drove his 12/50 from the UK to Australia. Dale Parsell has digitised the photos and slides taken by Steve as the trip progressed and these will accompany the talk.

We only had a small representation of Alvis at the RACV/AOMC Classic Car Show in February, which was held for the first time at the Yarra Glen Racecourse. We were unable to attend as we were in Sydney at a wedding. The previous venue at Flemington had become too restrictive and expensive. Courtesy buses were provided at Yarra Glen to take people into the main street and to other neighbouring attractions. All told there were around 750 vehicles on display, so it was considered a success and will be further developed in the years ahead.

Sunday 25<sup>th</sup> March will be Kalorama which is always a good picnic day and for those who it suits a good organised run up from the Manhattan Hotel, departing at 9.30am. Unfortunately we won't be going this year as we will be in Tasmania for a national single and twin cylinder veteran vehicle rally.

Mark Weller has put together a great weekend away for us in the Yarra Valley from the 13<sup>th</sup> to 15<sup>th</sup> April. So far he has received 9 entries, with the hotel holding a total of 13 rooms for us. So please contact the hotel and Mark if you intend joining the run.

**SUPPER**  
*Marg Caldwell*

*The Editor would like to thank all contributors, text and photographers to this month's ALVIC*

The sub committee planning the 18 day 100<sup>th</sup> Anniversary Tour Down Under in March next year is completing the final preparatory touches for the event. If you can't make the entire run please consider participating in part of it prior to the National Rally in Albury, being run by the NSW Club. Partial participation in the Anniversary Tour can be accommodated – just contact Dale & Maritta Parsell, Alan & Noeline McKinnon or Mark Weller.

Following the Luxury Car Tax (LCT) submission to the Government by Doug Young a summary of the 100 page submission is being prepared as an aid to lobbying Federal and State politicians, media and other influential people. Doug and his committee very much appreciate the support they have received from the RACV, AOMC and various car clubs, including our own. A summary of Doug's power point presentation to the AOMC is elsewhere in this edition of ALVIC. Once the summary document is prepared I will arrange to have it distributed and then it will be appreciated if members can lobby their local parliamentary members, both federal and state.

Frances and I have been very busy organising the Veteran Car Club's annual one and two cylinder rally which is being held in Cobram from 15<sup>th</sup> to the 18<sup>th</sup> March. We have 74 entries and around 150 people. It will be a great event and we look forward to seeing the more primitive forms of vehicles on the road. We will again be taking our 1909 Sizaire Naudin. As a result of this rally I will not be at the March meeting. Mark Weller will be running the meeting on my behalf. You will need to be kind to Mark as he has just had a shoulder operation and is in recovery mode. Besides finding it limiting having his right arm in a sling, he is not able to drive for 6 weeks. The moral of the story is don't slip over at a Greek Temple and tear a tendon.

For the monthly meeting this coming Friday night, if you are able to come to dinner at the Malvernvale Hotel prior to the meeting, please let Mark know by Wednesday evening so that he can reserve enough places.

Andrew McDougall

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

Tour Update: **March 2018**...and instalment 2 is due at the end of this month.

**...it's not too late to come and join us!!**

Plans and arrangements for the **2019 Down-Under Centenary Tour** continue.

The aim of this tour is to enjoy comfortable motoring through some of the most picturesque regions in South Eastern Australia – while providing the taste, sights and sounds of arguably some of the best touring areas of Australia. The roads are wide, sweeping and surroundings are always beautiful. This is a 19 day tour following route: starting from Melbourne, Victoria up and over the Warburton Ranges to the coastal village of Inverloch for 2 nights, east along the scenic Victorian

coast to the historic fishing village of Lakes Entrance (2 nights), then our tour takes us northward hugging the panoramic New South Wales Sapphire Coast into Bermagui (2 nights), then inland to historic Goulburn (1 night) then up into the stunning Blue Mountains to Leura (1 night). With cars safely tucked away it is from here that we will be taking the train in and out of Sydney to our "mystery" destination on the harbour (1 night). Once back in Leura (1 night) we head further west to Cowra (2 nights) famous for its beautiful gardens then off to Australia's capital, Canberra (4 nights). It is in Canberra we are planning a special celebration to be held in Old Parliament House. Leaving Canberra we continue south up into the magnificent Snowy Mountains for 2 nights and then we go west to Albury and link in to 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 – while providing the taste, sights and sounds of arguably some of the best touring areas of Australia. The roads are wide, sweeping and surroundings are always beautiful. The cost for the entire 19 days is approximately \$A 8,000 per 2 persons sharing and includes all accommodation, continental or hot breakfast every morning and dinner each night. Some lunches will be organised and venue entry fees included where these have been pre-organised as part of the tour. Please note that drinks are not included and will need to be paid for as we go.

First instalment of \$500 was due by 30 November 2017. If this has not been paid as yet please include this in the second instalment due by end of March 2018.

**Second instalment of \$A 2,500 is due by 30<sup>th</sup> March 2018.**

Third Instalment of \$A 3,000 is due by 27<sup>th</sup> July 2018.

Fourth instalment of approximately \$A 2,000 is due by 30<sup>th</sup> November 2018. The final amount will be confirmed once all

bookings have been confirmed.

For those wishing to only attend a specific part of the outlined tour please let us know where you would like to join in and/or drop out. We will now be able to 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 the 2019 National Rally. For international entrants we are happy to collect and distribute the moneys for the National Rally as well if you wish to continue and stay in Albury for the extra 5 days.

We would love to see you here - so to secure your participation please take the time now to complete the attached registration form (if you have not already done so) and email to [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

For installment payments please use the following 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 email Noeline McKinnon and she will provide you with the correct bank details: ([noeline@antiquetyres.com.au](mailto:noeline@antiquetyres.com.au)) For any questions or help with this tour please do not hesitate to contact any one of us: Dale and Maritta Parsell via email: [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

## WEEKEND AWAY IN APRIL: YARRA VALLEY AND BEYOND

Our next weekend away is from Friday 13<sup>th</sup> April to Sunday 15<sup>th</sup> April. This weekend will have an emphasis on excellent Alvis driving on good, quiet, scenic roads – punctuated by interesting sights, tastes, views of attractive landscapes and a visit to a superior private car collection. The driving will extend from north of Melbourne, through the Yarra Valley and behind the Dandenong Ranges. The start-point has been selected to suit entrants coming from different directions

The accommodation is in Healesville, so anyone who cannot join the Friday's touring can easily meet up for drinks before that evening's dinner. Rooms have been booked @ \$140 per night, so you need to reserve a room by calling the Healesville Motor Inn on 5962 5188.

Other than meals, there will be few other charges. Please advise Mark Weller that you are attending.

Full details will be provided closer to the time; contact Mark or Malcolm Ferguson for further information.

## JOTTINGS

*As you will be aware the ACCV has provided sponsorship for the committee under the leadership of Doug Young working for the abolition of the Luxury Car Tax. At a recent Association Of Motoring Clubs (AOMC) delegates meeting, Doug spoke to the meeting as below is a resume from the meeting minutes of what Doug had to say.*

**Guest Speaker 2: Doug Young.** He is involved with the Historic Vehicle Interest Group (HVIG) who have put in a very detailed submission to the Federal Govt to support the abolition of the Luxury Car Tax (LCT) on historic vehicles. Doug cited several instances where vehicles that had been purchased overseas and brought back to Australia (in some cases were they had originated) and a hefty LCT was charged on landing in Australia. Doug became interested in this topic when an American friend offered to work on Doug's car in the USA, but discovered that when he wanted to bring the car back he would have LCT imposed.

One point of argument is that the LCT is a major impediment to anyone wishing to bring a historic vehicle into this country, and if it was abolished many cars would come in again. Also, the small amount of tax raised by the LCT would be more than offset by the GST on the increased imports. Doug gave a very detailed talk on his submission, and the various surveys and research that has been done on this topic. Full details will be posted on the AOMC website. AOMC supported the submission and Keith Mortimer and Iain Ross are on the committee of the HVIG, as is Rod Amos who wrote the original submission on this topic in 2008.

Warren Bonning has purchased the ex Caldwell TA14. Warren now into his nineties was looking for a new challenge and is to be congratulated on his choice. The car has been crying out for a new owner for some time and will certainly benefit from Warren's work.

Dale Parsell has purchased the TA14 ex-Terry Wills-Cooke. The car is looking extremely good in my recent sighting of it and will certainly provide an enjoyable post war experience for Dale and Maritta.

### SLIDE and NEGATIVE SCANNING

I am currently able to scan slides and negatives (35mm and larger) at ~4,500 pixels/inch and am happy to do this for members for their Alvis related slides with the proviso that the Alvis community can use the images. Scanned images will be provided to the owners on CD or DVD.  
Contact me for details or mail your slides/ negatives to my address (see contacts page.)

Dale Parsell: [dparsell@ozemail.com.au](mailto:dparsell@ozemail.com.au)

*Elsewhere you may have read that Mark Weller has his shoulder in a sling. His story revolves around falling over while visiting an historic building in Sicily. Actually his next door neighbour got up one night to see what the noise was about and looking over the fence noticed someone had tripped over or in the wheely bin in the dark. One should ask; was it the re-cycling bin or the other?*

### MARKET WATCH

Slim pickings this month -

- Barons in England have sold a 1934 Speed 20 Cross & Ellis saloon which was originally fitted with a tourer body. It was in a parlours state, requiring a major restoration - \$AUD23,570.

While this is a Sold not a For Sale column, please indulge me for a moment. Dale Parsell has brought to my attention that my wife Pauline's and my former 1936 Crested Eagle saloon, which I sold through Earley Engineering in England to a Scottish buyer a few years ago is again on the market through that Alvis specialist - \$AUD62,500. Would I like her back ? Of course - don't we all miss the Alvises we sold ?

If you know of any Alvises that have been sold & the seller & buyer agree to the details being published, please let me know.

Richard Tonkin  
[rtokin@tonkinlaw.com](mailto:rtokin@tonkinlaw.com)  
0407 944 987.

# RACV CLASSIC SHOWCASE AT YARRA GLEN RACECOURSE SATURDAY 25 FEBRUARY



This event has previously been held at the Members Carpark at Flemington Racecourse, close to Melbourne.

However, the Racecourse management allegedly decided to charge the RACV \$30,000 for the privilege of holding the event there. It was therefore moved to the Yarra Glen Racecourse carpark, a large area which comfortably accommodated the participants. In many ways it was a better venue than Flemington, with plenty of clean toilets (so necessary for those of us over 60), caterers and stalls selling a variety of lights, rubbers (automotive), model cars and the like. Sunday, 25 February was a pleasant, mostly cloudy day (whatever happened to Melbourne's summer?) and there was a good attendance, as the photo shows, although I suspect less than at Flemington – Yarra Glen is some 50 kilometres from Melbourne, which may have put some off, although it's a pleasant drive through the country, once you get out of the 'berbs.

There were two Alvises present – Chris Higgins in the Firebird, sporting very nice new front seats and running well and Mark Weller in his Speed 20 with, as always, the hood down, which suited the fine weather.

I believe we should encourage our members to attend next year, perhaps by starting at an agreed location and travelling together. It's a good event and we should support it.

Richard Tonkin

## An Australian Odyssey

John Ratcliffe

Four weeks in Australia visiting friends in Albany, WA and Geelong in Victoria meant a lot of travel. Australia is a BIG country! Travelling by car, train and car again I hoped we might find some classic car events to make a change from beaches, wineries, big trees and kangaroos. Nothing turned up, but John Hetherington, our AOC Australia rep put me in touch with members across the country.

After a day in Perth recovering from the flight, Peter Scotney arranged for us to meet Trevor Eastwood and his car collection which included three Alvises: A 12/60 and two beautiful pre-war saloons: an Arthur Mulliner bodied 3.5ltr, and a Charlesworth Speed 20 with a Speed 25 engine. All in perfect condition and looking very smart. Trevor then took us on a little tour of Perth's beaches en route to Peter and Margaret's house for a good lunch. We saw the very neat work Peter is doing rebuilding the frame of his 12/50. The car needs a total rebuild after being stored in a shed for 25 years. He then took us back to town in his immaculate Grey Lady, the last Alvis import.

Marcia and I then spent a week in a hire car driving south along the coast at first, then through the Margaret River wine area to the old growth forests of massive Karri trees, Jarrah and Tingle trees. The roads here are so quiet and good that the 110kph speed limit seems unnecessarily restrictive. Then onto Albany, the oldest town in Western Australia. Here we visited the statue of Mokare, the Aborigine after whom our house in Aberdeen is named. (It's a long story, but Mokare was an interpreter and guide to early European settlers and explorers. He lived with Alexander Collie whose brother George was building his house in Aberdeen in the 1840s) We learned a lot about the history of the area with whaling and sealing long before the settlers arrived. From here it was straight back to Perth for the next stage of our trip.

The Indian Pacific is the transcontinental train operating from Perth to Sydney via Adelaide once a week. Half a mile of stainless steel coaches pulled by one diesel electric engine. It crosses the Nullarbor Plain on the longest straight stretch of line in the world – 300 miles. We were going to Adelaide only, which takes two days and two nights but it passed quickly with unlimited food and drink to help. It stopped for us to see the gigantic gold mine super pit at Kalgoorlie. Two miles by one mile, it is 8000ft deep and produces 28 tons of gold a year!

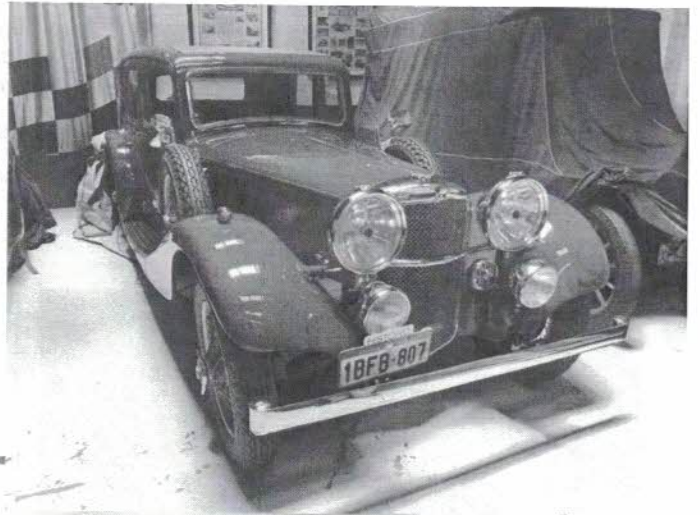
In Adelaide we were very kindly met by Don and Jill Bosanquet who introduced us to this lovely city. Don had a FWD Alvis which he has recently sold, but still has a magnificent 1912 Renault 12/60 and a nice MGA. We had a day quietly exploring the city including the Oval stadium and the cathedral in the parklands, and the botanic gardens. It was a great place to sit out and eat in the balmy heat. The next day with Don and Jill we visited Trevor Sheperd who has an interesting, non-Alvis car collection. He had just imported a very nice Aston Martin DB7. We were then shown around the countryside and beaches south of the city with a good lunch in a winery. The day ended perfectly with a BBQ!

Driving again, we headed south through the Coonawarra wine region to the coast. I'd noticed there was a motor museum at Port MacDonnell. What we found were sheds full of the most bizarre collections. There were 30 or 40 cars but all very similar – Chrysler Valiants, Ford Falcons and Holden Kingswoods, all from the 1970s. There were hundreds of scale models of boats, trains and cars and walls full of key rings, bottle tops, beer cans, dolls, toilets, prams, lighters and weirdly hundreds of used trainers (shoes)! Quite fun but not what we expected. Now heading East we crossed into Victoria and joined the Great Ocean Road. This is a scenic drive to beat all drives. There is so much to do and see you could spend a week or two driving the 150 miles. There is a very good small motor museum in Portland, but no Alvises. The beaches, rocky shores and towns are beautiful. We stayed in Port Fairy which has two pubs both claiming to be the oldest in Victoria. We spent time in both. Then on to pretty Apollo Bay for a few days where it actually rained, and then to our friends Greg and Bron Mitchell who live in Geelong.

I had made contact with Dale Anderson and arranged to meet the next day for a drive. We were absolutely delighted when two of those 'pesky 12/50s', Dale's and Geoff Ross's (made famous in John Lang's report in Bulletin 569) accompanied by David Head in his '34 Silver Eagle tourer, turned up at Greg's house. Dale's wife Judy came in a modern so that we could each have a turn in the Alvises. Sadly John Lang was unable to join us in his Big Red. The route was a 60 mile loop round the Ballarine Peninsular with a photo stop at Portarlinton and lunch at Queenscliff. It was a real treat for us Brits to be belting along in an open car in shirt sleeves and not to feel cold! We set off like 'startled fruit bats' (John L's words) cruising at 90kph. Geoff doesn't believe in slowing down for roundabouts – saves gear changes! On this exciting ride I just hoped the door catch was good. We were joined for lunch by Andrew McDougall and enjoyed a Shelter Shed meal, the required drink for the men being a Furphy (Geelong beer). A walk round the town revealed some wonderful Victorian architecture from it's heyday as a seaside resort. On the way back we diverted into a suburban street and pulled up by an Alvis Stalwart – the last thing I expected to see! The owner wasn't in, but we had a peek into the back where there was a BBQ, obviously a necessary accessory in any Australian vehicle. So that was a great day out for us. It was really good to see the cars being driven and enjoyed as Alvis intended. Thank you Alvises of Victoria. And a big thank you to all our Alvis contacts across Australia for your welcome and hospitality.

A few more days in Geelong and Melbourne before our flights home. Our total journey time home was 32 hours. In 1829 it took Alexander Collie four months to the Swan River, and that didn't include his journey from Aberdeen to Davenport.



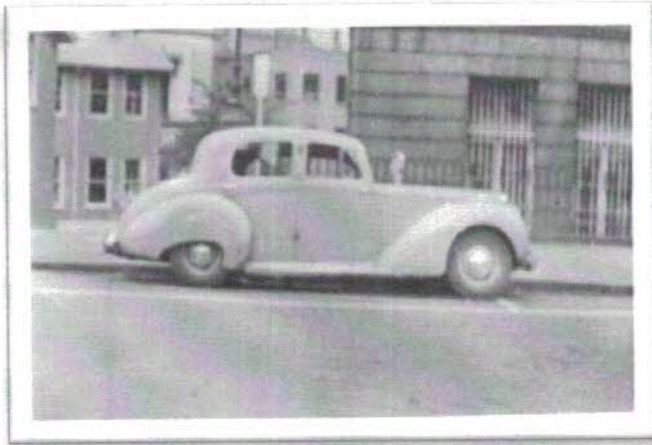


## *Chester's* Alvis Treasure Trove Part 4

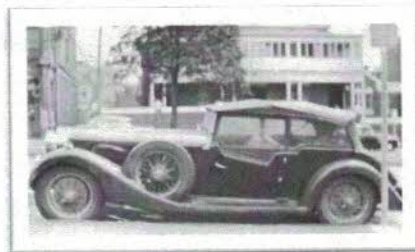
To recap, during a clean up of the Clubrooms in 2008, I ended up with two scrap books and a photo album of early member Les Lees. Ok the camera he used wasn't great, but he did capture some interesting photos taken in the 1950s and early 60s. My father did much the same thing and I probably have enough to do a book at some stage. Apart from the cars, the Melbourne landscape has certainly changed much knocked down and contemporary buildings substituted.

The Les Lees photo albums were donated to the club by Les, via Dale Parsell, around 1995.

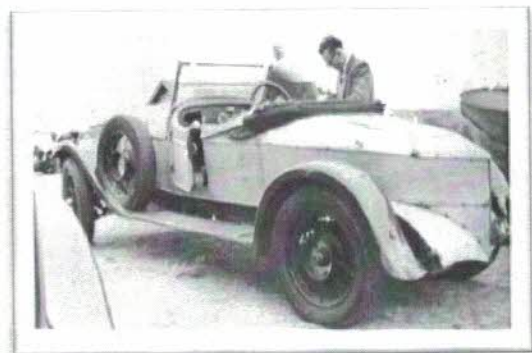
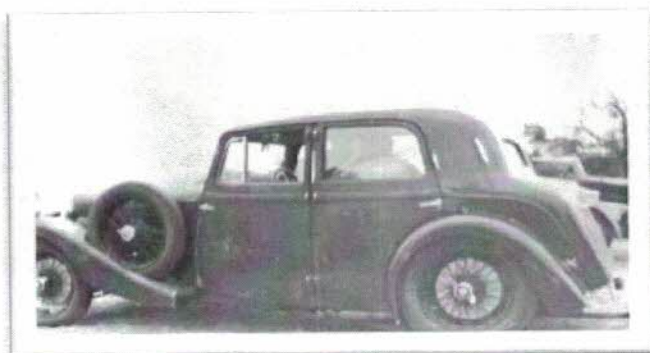
The good news is that from comments received by members, most of the vehicles photographed, are still alive and well today.



*These two photos of a TA 21 suggest the top end of the city possibly Russell Street, Melbourne  
Judging by the trees in the background, photo could be near parkland.*



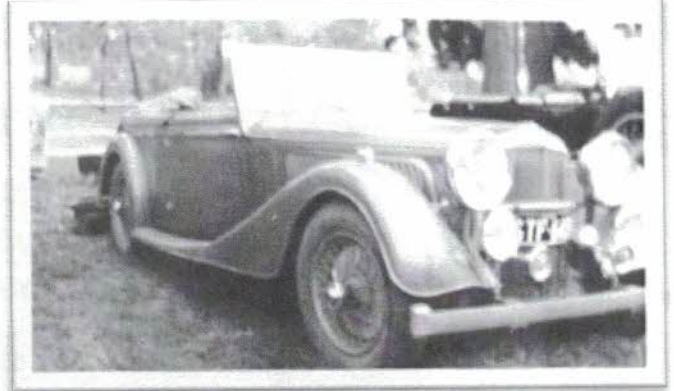
*Mike Williams might have some details on the TA14. The 4.3 looks quite imposing. The photograph doesn't quite have enough detail to determine the badge on the radiator. It may be the ex Mornane 4.3 that is now in Queensland. The TA is angle parked. One of the main streets in Melbourne that had angle parking, was the top end of Elizabeth Street. The writer spent many happy hours in "W. L. Ryan" buying tools and things and "Vanguard Spares" was another notable shop two or three doors further down, both situated at the top end of Elizabeth Street, Melbourne*



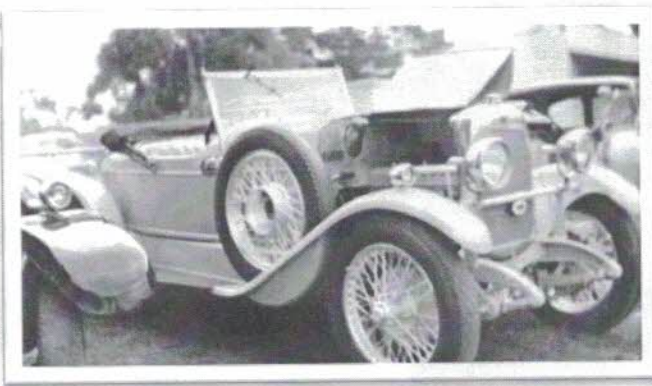
*Not even going to guess where these two cars were photographed but looks like an early car event.*



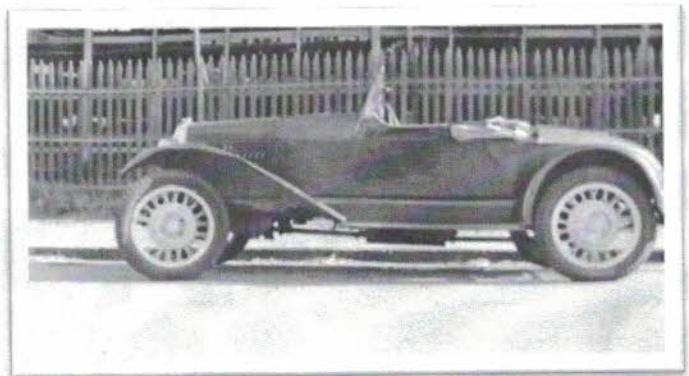
*Possibly taken on a wharf somewhere? The car in the background looks rather interesting*



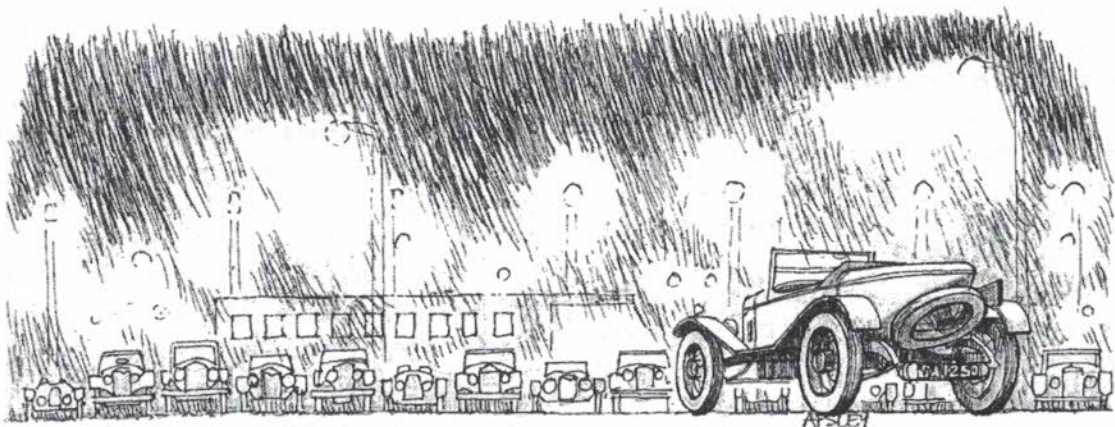
*I wonder where this 4.3 is? It would appear that the photo was taken on a car rally.*



*This photo rings a bell with me, but I don't know how or why?  
The badge on the front looks like a NSW VSCC badge and the rocker box cover looks interesting. Like the bald tyre of the car next to it!*

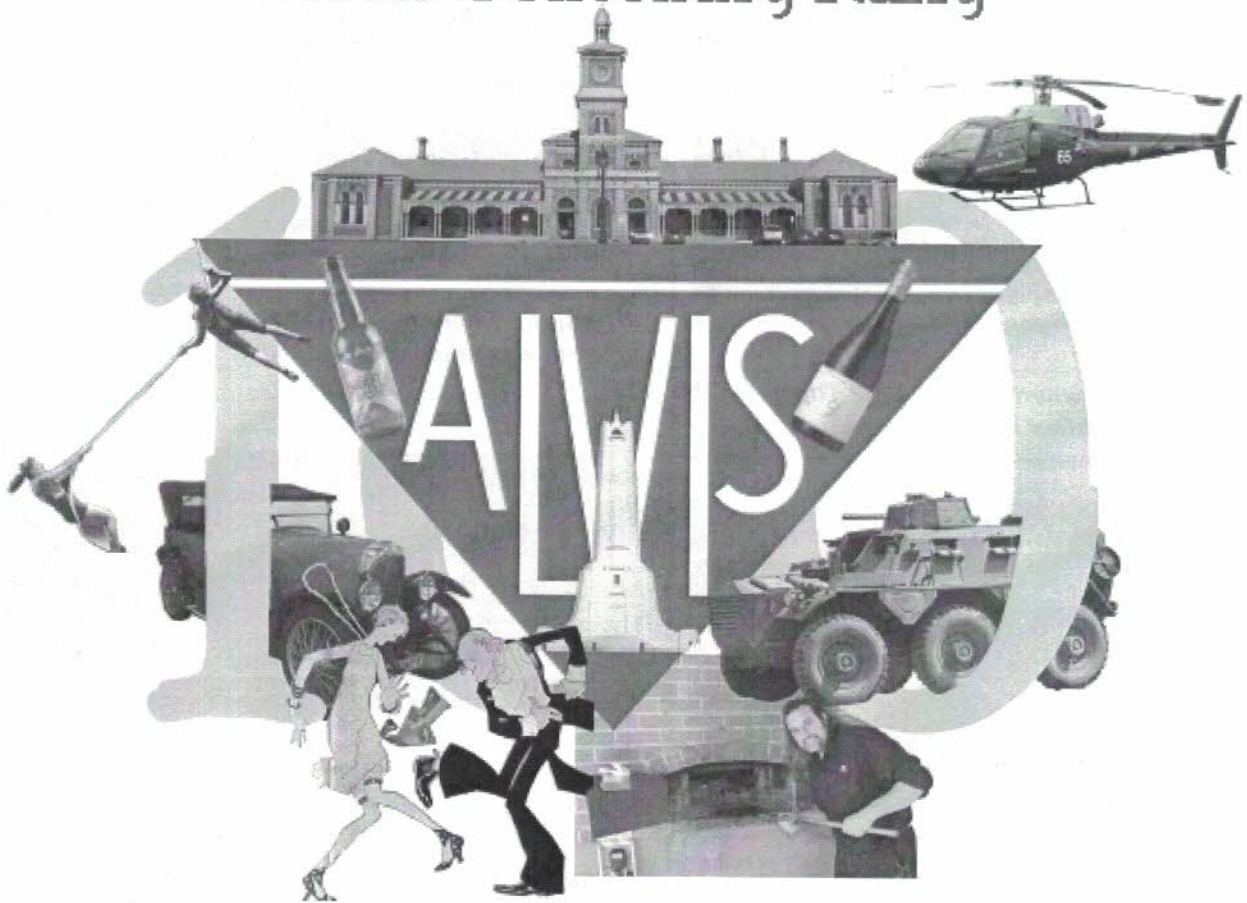


*I have another photo of this car taken in Domain Road, South Yarra about the same time circa 1947. The body on this car, reminds me of a Bugatti. Very pretty.*



*"Sorry the carpark is full! But there is a pond around the corner"*

# Alvis Centenary Rally



## Albury - Australia 7th - 13th April 2019

On 26<sup>th</sup> February 1919 T. G. John Ltd began trading. One hundred years later we will celebrate the quality cars that were produced by this company from 1920 - 1967.

Fittingly these celebrations will last for a year, finishing with the centenary of the first Alvis car produced in 1920. They begin in Albury Australia, and we invite everyone to take part.

After the Down Under Centenary Tour organised by the ACCV, the Alvis Car Club NSW will host seven days of entertainment and adventure centred at Albury City, a major regional centre in Australia.

Stay at the Hovell Tree Inn, Albury's premier motel, on the banks of the Murray River, opposite Hovell Tree Park, and just a 5 minute walk from Albury CBD.

Visit the Albury Library Museum to view an exhibition of the Centenary of Alvis and see our Alvis cars on display at QE2 square.

See a performance of the Flying Fruit Fly

Circus, Australia's internationally renowned circus school.

Visit the Bandiana Army Museum, the largest and most diversified Australian Military Museum.

Have lunch at All Saints Estate, a heritage listed venue surrounded by ancient vineyards and award winning gardens.

Tour Chiltern and Rutherglen (wine country) and historic Corowa (birthplace of Federation).

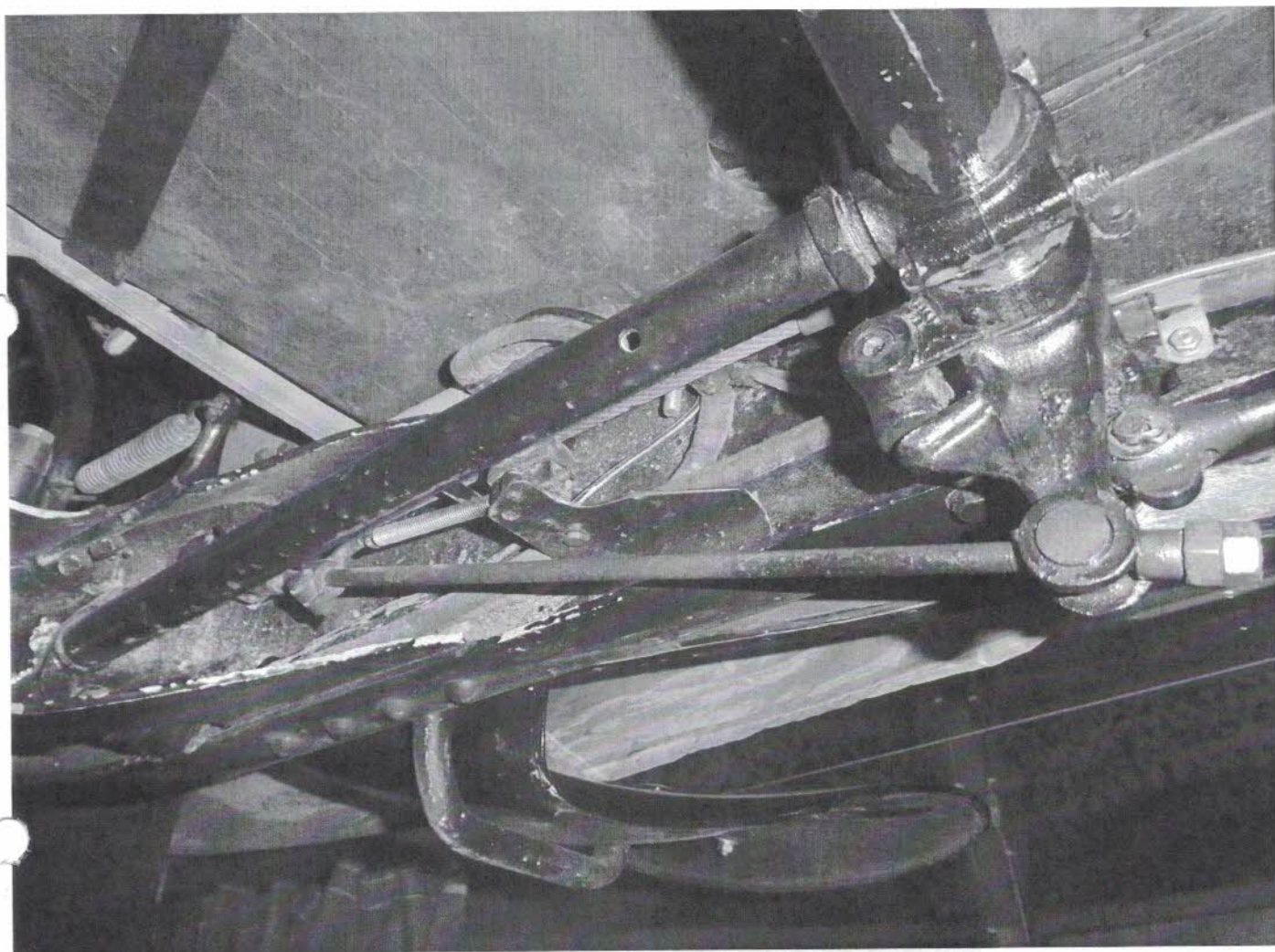
Drive along scenic Kiewa Valley Hwy to see the Australian Stoeber Museum at Mt Beauty and return via the tourist centres of Bright, Myrdeford, Beechworth and Yackandandah.

Drive up Monument Hill for a look at the First World War Memorial and a view over the city.

Visit the old Hume Weir motor racing circuit.

For details on how you can join the Alvis Centenary Rally, contact Heather Goldsmith (email: [heatherandrob@optusnet.com.au](mailto:heatherandrob@optusnet.com.au); mob: 0431 067 994; ). ▼

# WORKSHOP



## **SPEED 20 HANDBRAKE**

*By Mark Weller*

The SA Speed 20 handbrake operates on all four wheels and is very effective. The foot pedal has a rod linking it to the brake cable actuator and the handbrake lever engages the actuator independently.

For reasons not immediately obvious, my handbrake ceased to function, although the footbrake was fine.

After fruitlessly re-adjusting the brakes as per the Owner's Handbook several times, I enlisted the assistance of pre-war Alvis expert, Dale Parsell. Dale noticed that the pedal operating rod at rest was under some tension. So, we slackedened this off and about 20mm more cable adjustment was obtained at each wheel; lo and behold, the handbrake now functioned perfectly.

Re-adjustment of the stoplight switch spring was now necessary and was easily done by adjusting Alvis' nicely made hook on the pedal rod.

Needless to say, the Owner's Handbook made no mention of this pedal rod issue.

## “For the sheer joy of driving ..... I’d like to go there in an Alvis”

(Advertisement in *The Motor* 1952)

### SU Carburettor Jet Depth Setting Gauge with reference to the TA-TC series

Back in the 50s and 60s when SU carburettors were at their zenith, specialist tools could be purchased to help with their tuning. Thankfully the air flow meter is still available and it is relatively straightforward to balance the air flows with multiple carburettors. However the issue of jet {mixture} setting with multiple units still remains. In days past there was a tool that allowed for the accurate setting of each jet to the same initial depth before adjustments were made and likewise to check that the depths were the same or thereabouts when finished? This tool is no longer made. I am aware that there are numerous instruction videos on the subject of mixture setting on YouTube, with most explaining how to interpret the results when lifting the pin on the side of each carburettor. That said the twin carburettor setup on the TA-TC series employs a large balance pipe as it acts as the feed for the auxiliary enrichment carburettor. There is as a consequence much interaction between the carburettors and the setting of one will have an impact on the other. The same applies to Park Ward cars.

We can however make our own tool by using an old engineering depth gauge.

Again reverting to eBay I typed in the words “depth gauge” and a myriad of tyre tread depth gauges appeared. I then modified the search criteria by prefixing it with the word “vintage.” What now came to light was a Goodell-Pratt 6 inch depth gauge as shown in figure 1. The item was in excellent condition with minimal pitting. It had two scales, one side marked in 1/32<sup>nd</sup> of an inch and the other in 1/64<sup>th</sup> of an inch.

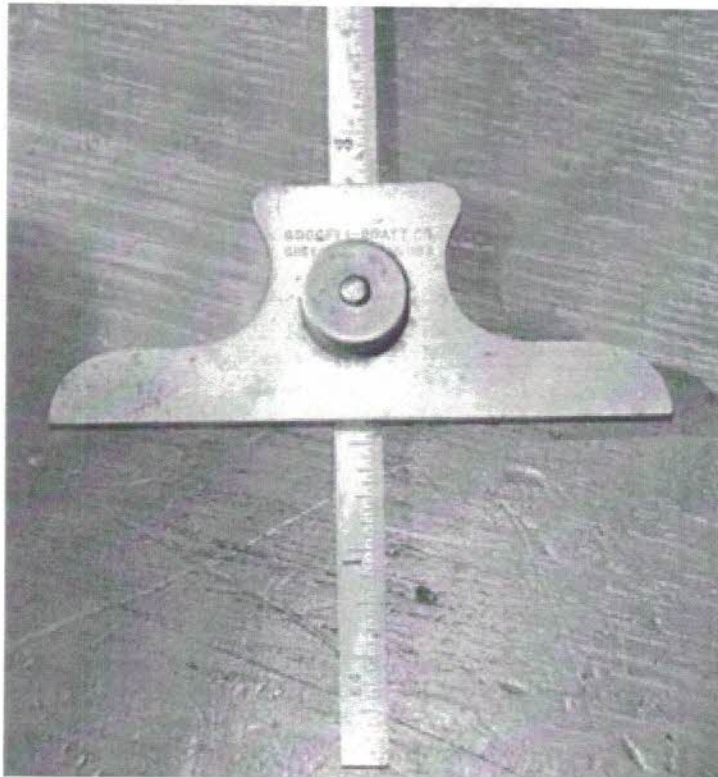


FIGURE 1

I have noticed quite a few of these from various instrument makers from both sides of the Atlantic over the past year so they are not uncommon. What's more they are not expensive. What makes this particular one suitable for the TA-TC series H4's is that the depth gauge just fits within the SU jet housing and the measuring flat comfortably straddles the top of the carburettor body. This results in the gauge being reasonably stable. Figures 2 and 3 provide good visuals of its application.

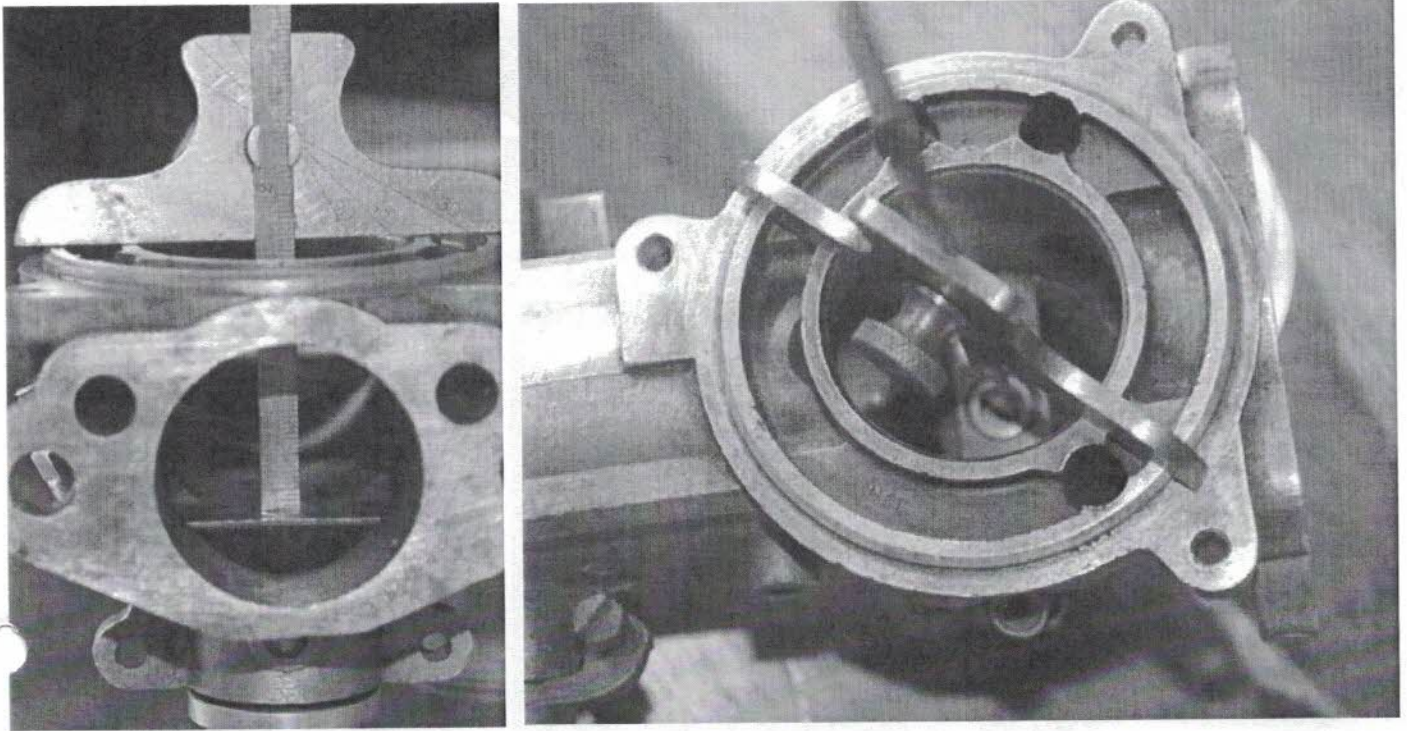


Figure 2

Referring to Figure 2 it is now easy to set the gauge in position and to take a reading, using either scale. For ease of use I took the reading from the top flat section. The actual reading of course, is immaterial. I chose to mark the scale with a sharp pencil line before inserting it into the other carburettor body. Adjustments were made with the knowledge that the starting point was the same for each carburettor. When all adjustments had taken place I verified that the depth gauge readings were about the same and also with the aid of an exhaust gas analyser found both carburettors shared a similar reading. For this tool to be effective, multiple carburettor combinations must be in good mechanical condition. I suspect that with a little judicious fettling this gauge could be made to suit other SU types.

Richard Wallach  
 richardwallach@hotmail.com  
 Nov. 2017  
 Melbourne

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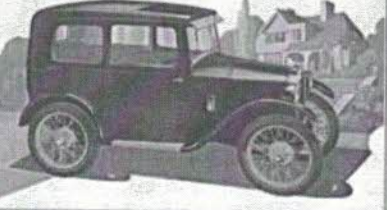
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\$100,000

ALVIS 3 litre DHC

Chassis 24639

Engine 24639

Body: Tickford of London & Newport Pagnell – body # 20144 (144 of a total of 301 DHC bodies by Tickford on Alvis 3 litre chassis)

Colour: maroon (Glasco # 227226)

Trim: brown leather

Hood: black duck

Date completed: 12 May 1952

Date delivered: 16 May 1952

Delivered to Reg Brown, Hereford (presumably an Agent)

Original registration: JUJ 200 (GB)

The owners handbook carries an undated entry stating "JUJ 200" has been modified at the Alvis Works by the installation of twin carburettors and a 3.7 / 1 rear axle and is now a TC21. The TC21 superseded the TA21 in the mid 1950s.



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

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# 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

# WANTED

I have recently acquired a 1929 16/95 Silver Eagle and require a 6 cylinder engine, remote gearbox and all ancillaries. If you have any of these items for sale please contact me via email: [rob@carclubb.co.uk](mailto:rob@carclubb.co.uk)

Kind regards  
Robert Clubb

# FOR SALE

Garage clean out time and so these are for sale.  
BTH GA6 RS 6 cylinder magneto, no Sims coupling but complete, will need checking. \$500 ono  
Two original P90 headlight glass and glass holders. Glass is original and perfect.

Des Donnan 5478 6630 or [dedonnan88@gmail.com](mailto:dedonnan88@gmail.com)

## 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.

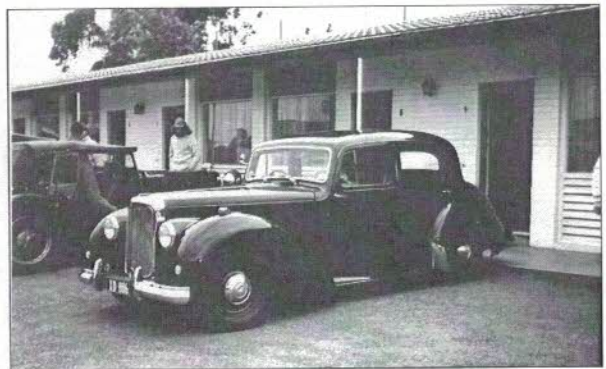
1x 1953 TC/21 saloon chassis no 25213 body # 3084 complete car in need of restoration.

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

ALVIS TD21 or TE21

Please call: Colin Wilson 0412 165 058

*[cwilsonarchitect@hotmail.com](mailto:cwilsonarchitect@hotmail.com)*



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tonneau. Chassis No. 12684 Original books &  
full history available

Restoration details available on request.

\$82,500 negotiable

Murray Fitch Telephone: 03 5766 2529

## ALVIS PEOPLE BEHAVING BADLY!



*From David Webster (UK) following a visit by three undesirables*

*I think that your members should be well aware and warned that the characters in the attached photo have been seen masquerading as Vintage car enthusiasts in the hope of attracting unsuspecting persons presumably of the fair sex.*

*It is not known exactly how they operate, sometimes as individuals but thought to be more often as pairs, in fact the security photo shows a very attractive blond haired lady approaching them to make enquiries of an unknown nature? and it is thought that she was dragged off and frozen to the bone till she surrendered. It has also been reported that they transported her off in their open Alvis Motor conveyance sometimes referred to as a "motor car" (with no heater) in a most inhospitable northerly climate without ever seeing the sun.*

*The security officials were also very concerned with the expression of the man wearing the flat cap as he appeared to have a most calculating and worrying look, whereas the man in the baseball cap (probably the ring leader) was disguising himself with a most disinterested and nonchalant expression.*

*We are still trying to trace the blond's last movements in the hope of passing on at least some hope to her anxious and grieving Family.*



I only took one photo of the two Alvis cars on the 2 Wheel Brake Run on Sunday. It was an early start at 7.30am but it was a beautiful morning and the run theme was loosely around Melbourne's buslines. From Dallas Brookes Drive the route took us to Elsternwick/Elwood and the Eastern Suburbs Omnibus Service and the Melbourne Brighton Bus Lines. There was time for a coffee before we headed back towards St Kilda and the City. There to pass the site of Cheetham & Borwick Body Builders in Cardigan St, who made the bodies for Melbourne's Double Decker buses. Next on the list was the a circuit of the MMTB/National Bus Company/Transdev depot in North Fitzroy before making our way to Brunswick, Essendon, Moonee Ponds and Maribyrnong.

The route continued to Keilor East and then by the Old Calder Highway to the Keilor Pun for lunch. It was good to have our 12/50 out for a run and that of the Denners as well.

*Thanks to Frances McDougall for text & Photograph*



*Dale & Maritta Parsell's TA14*